



**GEORGINA**

**THE CORPORATION OF THE  
TOWN OF GEORGINA  
Council Agenda**

Wednesday, November 22, 2023  
9:00 AM

**Pages**

**1. CALL TO ORDER- MOMENT OF MEDITATION**

“The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands and we join them in these responsibilities.”

**2. ROLL CALL**

**3. COMMUNITY ANNOUNCEMENTS**

1. Cheque presentation to Peter Leach by Town Council and Charity Ride Committee representatives, from the 2023 Mayor's Charity Motorcycle Ride.

**4. INTRODUCTION OF ADDENDUM ITEM(S)**

**5. APPROVAL OF AGENDA**

**6. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF**

**7. ADOPTION OF MINUTES**

1. Council Minutes held on October 18, 2023 8
2. Council Minutes held on October 25, 2023 20

**8. SPEAKERS AND DELEGATIONS**

1. Presentation; Christine Arnold and Linda Lyons, Georgina Centre for Arts and Culture, providing an update of its accomplishments over the last six months

**9. PETITIONS**

**10. PUBLIC MEETINGS None.**

1. Statutory Meeting(s) Under The Planning Act Or Meetings Pertaining To The Continuation Of Planning Matters
2. Statutory Meeting(s) Under Other Legislation
3. Other Public Meetings

**11. REPORTS**

1. Adoption Of Reports Not Requiring Separate Discussion

- a. Animal Shelter Services Partnership - Memorandum of Understanding 30

Report No. LS-2023-0024

**Recommendation(s):**

1. That Council receive Report No. LS-2023-0024 prepared by the Municipal Law Enforcement Division, Legislative Services dated November 22nd, 2023 regarding the Animal Shelter Services Partnership Memorandum of Understanding.
2. That Council authorize the Mayor and Clerk to execute a Memorandum of Understanding with the Towns of Aurora, East Gwillimbury, and Newmarket for the provision of Animal Shelter Services for a five-year term with an optional one-year extension.

- b. Bi-Annual Traffic Control and Parking Request Work Plan Update 47

Report No. OI-2023-0028

**Recommendation(s):**

1. That Council receive Report No. OI-2023-0028 prepared by the Road Operations Division, Operations & Infrastructure Department, dated November 22, 2023, regarding the Biannual Traffic Report;
2. That Council receive the Speed Hump Pilot Program Update and approve the additional budget of \$25,000.00 funded from the Tax Rate Stabilization Reserve to install 5 more speed humps; and,
3. That staff report back on the Speed Hump Pilot Program in Q3 of 2024 including an amended traffic calming policy.

- c. Research and Considerations to inform Council on Health Georgina's request for funding re: Physician Recruitment and a 54

future Urgent Care Centre

Report No. SI-2023-0016

**Recommendation(s):**

1. That Council receive Report No. SI-2023-0016 prepared by the Strategic Initiatives Department, dated November 22, 2023, respecting the research to inform Council's decision on Health Georgina's request for funding related to Physician Recruitment and a future Urgent Care Centre.
2. That Council provide direction to staff on its preferred path forward based on the contents of this report.

*(Advisement: Presentation to be provided by staff)*

d. Lake Drive Functional Assessment Study Update

72

Report No. OI-2023-0020

**Recommendation(s):**

1. That Council receive report OI-2023-0020 prepared by the Operations & Infrastructure Department dated November 22, 2023 regarding the Lake Drive Functional Assessment Study update;
2. That Council receive the attached report "Lake Drive Functional Assessment Study, Final Report", dated November 13, 2023, prepared by WSP ("the LDFA Final Report"); and,
3. That, given the associated potential budget requirements that would result from the recommended implementation plans, Council defer discussions relating to next steps and budget approval to 2024 budget deliberations on December 5<sup>th</sup> and December 6<sup>th</sup>, 2023.

*(Advisement: Presentation to be provided by staff)*

e. Traffic Bylaw 2002-0046 Consolidation

335

Report No. OI-2023-0029

**Recommendation(s):**

1. That Council receive Report No. OI-2023-0029 prepared by the Operations Division, Operations & Infrastructure Department, dated November 22, 2023, regarding the Traffic Bylaw 2002-0046 Consolidation;
2. That Council approve the proposed amendments to the new, consolidated Traffic Bylaw in Attachment 2;

3. That Council approve that any reference to Bylaw 2002-0046 in any existing, procedures, policies, and existing Bylaws shall be in reference to the new, consolidated Traffic Bylaw until such time that the documents can be amended; and
4. That York Regional Police be advised of the Bylaw revisions for Speed Limits (Schedule XXVIII).

f. Off-Road Vehicles Public Consultation Update

370

Report No. LS-2023-0019

**Recommendation(s):**

1. That Council receive Report No. LS-2023-0019 prepared by the Municipal Law Enforcement Division, Legislative Services dated November 22<sup>nd</sup>, 2023 respecting an update on Off-Road Vehicles.
2. That Council direct staff to return with a By-law for a pilot project, if Council would like to continue to explore the use of Off-Road Vehicles on Town roads after reviewing the options contained within this report.

g. Lake Drive Shoreline Action Plan – Surveyor Services

387

Report No. DS-2023-0087

**Recommendation(s):**

1. That Council receive Report No. DS-2023-0087, prepared by the Planning Policy Division, Development Services Department, dated November 22, 2023, regarding the Lake Drive Shoreline Action Plan - Surveyor Services;
2. That Council approve the budget for Category 2, survey costs, of the Lake Drive Shoreline Action Plan, based on results of Contract “DSD2023-099 Surveyor Services – Lake Drive”, in the amount of \$655,059.00, along with a 30% contingency of \$196,518.00, totalling \$851,577.00, plus applicable HST of 1.76%; and
3. That Council set the survey costs per lakeside lot for Eligible Property Owners (EPOs) at \$2,476.00, based on an estimated 350 lakeside lots with 100% participation; and
4. That Council allocate funding from the Tax Rate Stabilization Reserve for the Additional Survey Works outlined in the Provisional Item found in Schedule B of Contract “DSD2023-099 Surveyor Services – Lake Drive”, in the amount of \$79,650.00, along with a 30% contingency of \$23,895.00 totalling \$103,545.00, plus

applicable HST of 1.76%; and

5. That in accordance with Operational Step #7 of the Action Plan and Recommendations 2 and 4 above, Council approve the contract award for surveying services to IBW Surveyors and authorize the Manager of Procurement Services to execute the agreement between the Town of Georgina and IBW Surveyors, together with any other necessary documents required to give effect to the agreement; and,
6. That staff report back to Council on providing EPOs the option of a payment plan, with a comprehensive outline of the payment plan option, including interest rates, overall structure, duration of payments, and seek authorization for the associated by-law.

- h. Municipal Insurance and Risk Management Services Renewal - 2024

412

Report No. LS-2023-0020

**Recommendation(s):**

1. That Report No. LS-2023-0020 prepared by the Clerk's Division, Legislative Services, dated November 22, 2023 respecting the Municipal Insurance and Risk Management Services Renewal - 2024 be received.
2. That the Town enter into an agreement with BFL Canada Risk and Insurance Inc. (BFL) for Municipal Insurance Coverage and Risk Management services for a one (1) year term commencing January 1, 2024, based on a total annual insurance premium of \$1,106,294.00 plus taxes and any additional premium increase resulting from the addition of new assets and operations during the term.
3. That Council authorize the Manager of Procurement Services to process the renewal of Insurance Coverage and Risk Management Services for the Town of Georgina and execute all other necessary documents, subject to satisfactory performance of the contract.
4. That Council authorize the Deputy Chief Administrative Officer / Treasurer to fund the excess insurance claims that may arise through the Tax Rate Stabilization Reserve, if the Town's insurance claims exceed the approved Budget for 2024.

- i. Update – Economic Development and Tourism Grant Programs and the Approval Process

416

Report No. SI-2023-0017

**Recommendation(s):**

1. That Council receive Report SI-2023-0017 prepared by the Economic Development and Tourism Division, Strategic Initiatives Department respecting updates on the Economic Development and Tourism Grant Programs and the approval process.
2. That Council direct the Internal Review Team to undertake the evaluation and approval of all Grant Programs administered through the Economic Development and Tourism Division and direct the Clerks Division to update the Terms of Reference for the Economic Development Committee accordingly.

2. Reports Requiring Separate Discussion

**12. DISPOSITIONS, PROCLAMATIONS, AND GENERAL INFORMATION ITEMS**

1. Dispositions/Proclamations

- |  |     |
|--|-----|
| a. Town of Aurora requesting the government to re-evaluate its formula for permitting cannabis retail stores within municipal boundaries | 421 |
|--|-----|

2. General Information Items

- |   |     |
|---|-----|
| a. Information Items  | 425 |
| b. Briefing Notes   |     |
| a. Implementation of Administrative Monetary Penalty Policies and the Appointment of Hearing Officers | 426 |
| b. Integrity Commissioner Annual Report 2022  | 458 |

**13. MOTIONS/ NOTICES OF MOTION**

1. Notice of Motion introduced by Councillor Dale on November 15, 2023; Remembrance commemorative initiatives

WHEREAS the Town of Georgina and the Country of Canada made a significant contribution to protect the rights and freedoms of our people and our allies while many Canadians made the ultimate sacrifice;

AND WHEREAS we gather on November 11th each year, Lest we forget;

AND WHEREAS the Legion of Canada has the poppy to symbolize those who served and those who gave their lives for each generation that followed selflessly so that we may express ourselves in a free nation;

AND WHEREAS the reminder of these great and harrowing sacrifices remind us not only of what is in our and indeed the worlds history but, what we must guard and understand going forward as a community and

a country;

AND WHEREAS one day to honour and pay tribute is given, we must keep the memory and the gratitude year-round, Lest we forget;

AND WHEREAS the poppy symbol must be respected and never walked on, worn and displayed to keep the sacred acknowledgment above all else;

NOW THEREFORE BE IT RESOLVED that Town of Georgina staff be directed to work with the appropriate stakeholders to establish commemorative remembrance initiatives that serve as a daily reminder honouring all those who serve and the many who paid the ultimate sacrifice. These initiatives are to be presented by staff to Council for approval by end of Q2 of 2024.

**14. REGIONAL BUSINESS**

**15. OTHER BUSINESS**

**16. BY-LAWS**

- |    |  |     |
|----|--|-----|
| 1. | Bylaw Number 2023-0087 (TR-1) to regulate traffic and govern and control the parking of vehicles in the Town of Georgina | 462 |
|----|--|-----|

**17. CLOSED SESSION**

- |    |  |  |
|----|--|--|
| 1. | Motion to move into Closed Session of Council  |  |
|    | a. A PROPOSED OR PENDING ACQUISITION OR DISPOSITION OF LAND BY THE MUNICIPALITY OR LOCAL BOARD, Section 239(2)(c), MA; South Keswick Fire Hall |  |
| 2. | Motion to reconvene into Open Session of Council and report on matters discussed in Closed Session   |  |

**18. CONFIRMING BY-LAW**

- |    |   |     |
|----|---|-----|
| 1. | Bylaw Number 2023-0088 (COU-2) confirming the proceedings of Council on November 22, 2023 | 575 |
|----|---|-----|

**19. MOTION TO ADJOURN**



**THE CORPORATION OF THE  
TOWN OF GEORGINA  
Council Minutes**

Date: Wednesday, October 18, 2023  
Time: 7:00 PM

Members of Council

Present:                   Regional Councillor Davison  
                                Councillor Biggerstaff  
                                Councillor Fellini  
                                Councillor Neeson  
                                Councillor Genge  
                                Councillor Dale

Members of Council   Mayor Margaret Quirk  
Absent:

Staff Present:           Ryan Cronsberry, CAO  
                                Rob Wheeler, Deputy CAO/Treasurer  
                                Mamata Baykar, Deputy Clerk  
                                Carolyn Lance, Council Services Coordinator  
                                Alan Drozd, Manager of Planning Policy  
                                Connor McBride, Senior Development Planner  
                                Denis Beaulieu, Director of Development Services

Others Present:        Alex Demoe, EA to Mayor and Council

**1. CALL TO ORDER- MOMENT OF MEDITATION**

“The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands and we join them in these responsibilities.”

**2. ROLL CALL**

Absent; Mayor Quirk. Deputy Mayor Davison took the chair in Mayor Quirk's absence.

**3. COMMUNITY ANNOUNCEMENTS**

- Saturday, Jackson's Point BIA hosting Halloween Event, Jackson's Point Parkette
- Saturday, Family Fright Night, Georgina Pioneer Village, 4:30pm to 8:30pm

**4. INTRODUCTION OF ADDENDUM ITEM(S) None****5. APPROVAL OF AGENDA****RESOLUTION NO. C-2023-0348**

Moved By Councillor Dale

Seconded By Councillor Genge

That the October 18, 2023 Council agenda be adopted as presented.

**Carried**

**6. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF None****7. ADOPTION OF MINUTES**

Item 7.2, Council Minutes of September 27th, Item 2, page 27, information on communication efforts;

**Shawn Nastke advised that the** Communications Division has made efforts to better communicate information to the public including revamped the Town's Community Resources page on the Corporate website to include updated information on housing and homelessness supports including youth and family services, food security, health, seniors and transit, rolling out a social campaign promoting the Community Resource page, obtaining a package of material from York Region including posters and brochures containing program information to disseminate to Town facilities and partners, acknowledging October 10th as World Homelessness Day, sharing York Region's post regarding the Day, and noted York Region will be rolling out a more expansive communications tool kit for lower tier municipalities to use.

It was noted that minor grammatical errors were forwarded to the Town Clerk for correction.

**RESOLUTION NO. C-2023-0349**

Moved By Councillor Neeson

Seconded By Councillor Fellini

That the following sets of minutes be adopted;

1. Council Minutes held on September 20, 2023
2. Council Minutes held on September 27, 2023

**Carried****8. SPEAKERS AND DELEGATIONS** None**9. PETITIONS** None**10. PUBLIC MEETINGS**

1. Statutory Meeting(s) Under The Planning Act Or Meetings Pertaining To The Continuation Of Planning Matters

- a. Official Plan Amendment and Zoning Bylaw Amendment Applications (7:11pm)

STYLUX KESWICK INCORPORATED

Part of Lot 1, Concession 2 (NG), Part 1 on Plan 65R-10850

772 The Queensway South, Keswick

AGENT: Michael Smith Planning Consultants

Report No. DS-2023-0083

**Michael Smith** of Michael Smith Planning Consultants, Agent for the applicant, indicated;

- 772 The Queensway South, north/west corner of The Queensway and Ravenshoe Road, lot area of .61 hectares, 65 metre frontage on The Queensway and 95 metre frontage on Ravenshoe Road, currently contains equipment rental and sales establishment
- surrounded by veterinary clinic, low and medium density residential, agricultural and service commercial uses
- proposing 42 stacked townhouse development with access onto Ravenshoe Road and emergency access onto The Queensway South
- consistent with Provincial Policy Statement, conforms to Growth Plan, Greenbelt Plan, Lake Simcoe Protection Plan, Regional Official Plan and subject to proposed amendment, would conform to the Keswick Secondary Plan

- would be subject to a holding provision to await availability of allocation
- Official Plan Amendment required to permit stacked townhouse dwelling units and increased density from 60 to 81 units per net residential hectare
- Zoning Bylaw Amendment required to rezone property to add stacked townhouse dwelling units as a permitted use and to add site specific provisions

**Connor McBride;**

- existing equipment sales and rental establishment on subject property proposed to be demolished
- private road system, each of the three buildings to house a total of 42 stacked townhouse units are proposed to be a maximum of 4 storeys or 12 metres in height, 2 parking spaces per unit, 14 visitor visiting parking spaces
- currently designated Urban Corridor 2 and zoned Highway Commercial C2, proposed site-specific Urban Corridor 2 designation and site-specific Medium Density Urban Residential R3 with Holding Symbol
- public comments request protection of wells in the area, namely West Park and Patricia Place; resubmission would require submission of a well impact study to assess any impacts on abutting wells as a result of the proposed development and if any mitigation measures are required
- department and agency comments; no fundamental objections
- various design-related comments provided by staff
- recommended this return to Council for future consideration

**Gerry Hopkins**, 15 Patricia Place, wants to ensure that he does not lose his dug well due to construction on the subject property now or in the future.

**Trevor Rossi**, 18 Patricia Place, expressed concern with the construction process and related noise, the retention of trees in the area and a wet area near the veterinary clinic property which needs to be dealt with in the long term.

Discussion; creating entranceway feature in corner of property, increase green space, include bike racks and rain gardens to assist

water movement, emergency exit right-in/right-out onto The Queensway South

**Connor McBride;**

- site is a gateway property, therefore higher level of architectural design expected
- tree inventory and preservation plan submitted, trees identified for removal will either be replanted or cash-in-lieu submitted for reforestation within the Town
- construction noise study submitted to determine how buildings will be designed to mitigate noise impacts
- hydrogeological assessment conducted, identified the water table level, well impact study to be conducted to evaluate potential impacts to wells
- developer cannot remove/damage trees on abutting properties, tree protection fencing will be required as a best effort to prevent damage to retained trees
- landscape strip proposed on both property lines abutting private property
- if updated Keswick Secondary Plan is in force prior to zoning bylaw amendment being adopted, maximum density provisions would preclude submission of an Official Plan Amendment for this application
- current design indicates every unit will have stairs for access
- this type of housing meets the general objectives of the Keswick Secondary Plan

**RESOLUTION NO. C-2023-0350**

Moved By Councillor Biggerstaff

Seconded By Councillor Neeson

1. That Council receive Report No. DS-2023-0083, prepared by the Development Planning Division, Development Services Department dated October 18, 2023, respecting Official Plan and Zoning By-law Amendment applications submitted by Michael Smith Planning Consultants; Development Coordinators Ltd. (c/o Michael Smith) on behalf of Stylux Keswick Incorporated, for the property municipally addressed as 772 The Queensway South, Keswick and legally described as Part of Lot 1, Concession 2 (NG), Part 1 on Plan 65R-10850;

2. That Staff report further to Council following the assessment of all Town Department and external agency comments presented in Report No. DS-2023-0083 as well as any concerns raised by the public and Council at the Public Meeting; and,
3. That Staff provide written notice of the next public meeting, a minimum of two weeks in advance of the date of said meeting, to the following:
  - a. Any person or public body that has requested to be notified of any future public meetings); and,
  - b. Any person or public body that has requested to be notified of Council's decision regarding the approval or refusal of the subject applications.

**Carried**

- b. Official Plan Amendment and Zoning Bylaw Amendment Applications (7:52pm)  
1439468 ONTARIO INC. (c/o Sunita Gupta)  
Lots 29 to 32 and 42 to 45, Plan 317, 183 Simcoe Avenue,  
Keswick

AGENT: MHBC - Planning Urban Design and Landscape  
Architecture (c/o Kory Chisholm)

Report No. DS-2023-0086

**Kory Chisholm** of MHBC Planning, Agent for the applicant, along with Opani Mudalige and Jelani Bartlett;

- Official Plan Amendment and Zoning Bylaw Amendment applications submitted to facilitate a proposed mixed-use development at 183 Simcoe Avenue
- suburban commercial area with existing strip plaza
- frontage on Simcoe Avenue and Frederick Street; proposing 8 freehold townhouse lots fronting onto Frederick Street and 9-storey mixed-use condominium building fronting onto Simcoe Avenue
- property will eventually be severed and each building will function individually
- supporting studies submitted

- northern section of property is within the Urban Centres designation, southern section is within the Neighbourhood Residential designation
- amendments to the Uptown Keswick Urban Centre designation required to permit an increase in maximum height from 6 storeys to 9 storeys, permit development on a non-arterial road and an increase in density from 100 to 216 units per net residential hectare
- amendments to the Neighbourhood Residential designation requested to increase density from low to medium density by permitting a townhouse development, and increasing the maximum units per gross residential hectare from 11 to 54
- proposal represents good planning, is consistent with the Provincial Policy Statement, conforms to the Provincial Growth Plan, Lake Simcoe Protection Plan, Region Official Plan, generally conforms to the Town of Georgina Official Plan and Keswick Secondary Plan and is in keeping with the intent of the Town's Zoning Bylaw

**Alan Drozd;**

- proposed 9-storey mixed-use apartment building to contain 80 residential units, 5 ground-floor commercial units at grade on Simcoe Avenue, 8 freehold townhouse dwelling units on Frederick Street; 124 parking spaces dedicated to the 9-storey mixed-use building and 16 parking spaces dedicated to the 8 freehold townhouse units
- site straddles two designations; proposal designed to locate townhouses within existing residential designation and mixed-use proposal within the urban centre designation
- site-specific amendments to increase building height from 6 to 9 storeys, increase in units per hectare from 100 to 216, and townhouse provisions. The new Keswick Secondary Plan, if approved, would permit up to 155 units and the application would therefore still be required
- written submissions indicate concerns with the large size of the development, safety due to increased traffic, parking, high water table and potential issues with underground parking, lack of green space
- proposed feasibility discussed today, design details to be discussed at the site plan stage

- issues requiring consideration and resolution; proposed height and density associated with mixed-use building, density, compatibility and integration of both developments with existing neighbourhood, groundwater conditions, confirmation regarding specific nature of commercial units and minimum parking requirements, appropriateness of minimum floor area requirements for all apartment units and proposed site design, public, council and agency comments
- subsequent report to return to Council following further review with applicant

**Martha Doherty**, 159 Cedar St, Keswick, indicated various concerns including incompatible height and density of the proposed development, high water table, insufficient parking, potential flooding, increased traffic, updated traffic study, potential for conversion of building to low income housing in future, limited green space, cash-in-lieu strategy, new avenues to inform local residents of applications in the absence of the local newspaper.

**Sandra McCann**, 188 Frederick Street, indicated opposition to the proposal, it will change the character of her street, the proposed 9-storey building will abut their property and negatively affect their privacy, will impact ongoing local flooding issues, increase traffic, create noise and pollution, exhaust fumes from the parking lot next to their property, fencing required along the property lines, requested consideration of water table issues and the need to upgrade ditches along Frederick Street to accommodate the proposed structures.

**Lou Barone**, 178 Frederick St, abuts the subject property and is concerned with loss of privacy, the need for fast-growing trees, the need for a shadow casting study respecting homes on Frederick Street and suggested the building should be no taller than the proposed townhomes.

**Joe Branco**, 187 Frederick St, indicated that homes are needed but this development will destroy the character of the area.

**Karin Cacciola**, 111 Kerfoot Crescent, past chair of the Uptown Business Improvement Association, is in favour of the design but it is the wrong design for Uptown Keswick and may overpower the area.

**Kory Chisholm**;

- shadow study was submitted
- landscape plan submitted, board fencing is proposed to provide privacy, landscaping including trees will occur where

practical on the site, all to be considered at the site plan stage

- traffic study submitted, primary traffic generator would be the 80 condominium units and traffic will be directed toward Simcoe Avenue
- detailed hydrogeological report on current groundwater conditions submitted showing the changes that will occur through development and ensuring no impacts will occur to surrounding properties. Some common methods could be utilized in this situation to mitigate the groundwater and runoff
- no room on site for green space/amenity area, providing cash-in-lieu toward development of park(s) in the area, amenity space of 5,000 square feet available for residents of the building, split between ground floor and outdoor space on the top floor
- construction impacts not explored at this stage
- storm water management report submitted, only the stormwater from townhouses would be directed toward Frederick Street appropriately; modern development standards do not permit stormwater to be directed uncontrolled onto adjacent properties

Discussion; lower density, consider lower building height, snow storage, landscaping, shadowing, relocation of entrance to parking, fencing, limit development to mixed-use building, urban design, potential facade change, water table impact study, before and after photographs of area basements to ensure no damage occurs, improvement to water table issues, ensure replacement trees are planted locally, fast-growing trees

#### **RESOLUTION NO. C-2023-0351**

Moved By Councillor Fellini

Seconded By Councillor Neeson

1. That Council receive Report No. DS-2023-0086, prepared by the Development Planning Division, Development Services Department dated October 18, 2023, respecting Official Plan and Zoning By-law Amendment applications submitted by MHBC – Planning Urban Design and Landscape Architecture (c/o Kory Chisholm) on behalf of 1439468 Ontario Inc. (c/o Sunita Gupta) for the property municipally addressed as 183 Simcoe Avenue, Keswick and legally described as Lots 29 to 32 and 42 to 45, Plan 317;

2. That Staff report further to Council following the assessment of all Town Department and external agency comments presented in Report No. DS-2023-0086, as well as any concerns raised by the public and Council at the Public Meeting; and,
3. That Staff provide written notice of the next public meeting, a minimum of two weeks in advance of the date of said meeting, to the following:
  - a. Any person or public body that has requested to be notified of any future public meetings); and,
  - b. Any person or public body that has requested to be notified of Council's decision regarding the approval or refusal of the subject applications.

**Carried**

2. Statutory Meeting(s) Under Other Legislation None
3. Other Public Meetings None

**11. REPORTS**

2. Reports Requiring Separate Discussion
1. Adoption Of Reports Not Requiring Separate Discussion
  - a. Delegation of Approval Authority for Planning Applications

Report No. DS-2023-0088

**Denis Beaulieu** advised that Council will be made aware of submitted applications and will have the ability to obtain additional information or clarification prior to a decision on an application and/or a bylaw being scheduled for passing.

**RESOLUTION NO. C-2023-0352**

Moved By Councillor Neeson

Seconded By Councillor Biggerstaff

1. That Council receive Report No. DS-2023-0088 prepared by the Development Planning Division, Development Services Department, dated October 18, 2023 respecting the delegation of approval authority for certain planning applications to the Director of Development Services;
2. That Council approve and adopt a new Delegation of Approval Authority By-law, which delegates approval authority to the Director of Development Services on applications related to Certificates of Cancellation, the

passing and repealing of Deeming By-laws, extensions of Draft Plan Approvals and Part Lot Control Exemptions;

3. That Delegation By-laws 2002-0041 (AD-3) and 97-125 (AD-3) be repealed upon the adoption of a new Delegation of Approval Authority By-law at a future Council meeting;
4. That the Planning Application and Services Fees By-law be amended to include a fee for Certificates of Cancellation; and,
5. That staff be directed to initiate an amendment to the Town of Georgina Official Plan to include enabling policies that would specify the scope of the authority delegated to the Director of Development Services, if any, to approve applications that are minor in nature under Sections 34 and 39.2 of the *Planning Act*.

**Carried**

## **12. DISPOSITIONS, PROCLAMATIONS, AND GENERAL INFORMATION ITEMS**

### **1. Dispositions/Proclamations**

- a. Town of Aurora requesting all municipalities in Ontario and the Region declare a gender-based and intimate partner violence epidemic across the country

#### **RESOLUTION NO. C-2023-0353**

Moved By Councillor Genge

Seconded By Councillor Neeson

That Council receive correspondence from the Town of Aurora and declare a gender-based and intimate partner violence epidemic across the Country.

**Carried**

### **2. General Information Items**

- a. Information Items

#### **RESOLUTION NO. C-2023-0354**

Moved By Councillor Fellini

Seconded By Councillor Biggerstaff

That the General Information Items for October 18, 2023 be received.

**Carried**

- c. Briefing Notes None.

**13. MOTIONS/ NOTICES OF MOTION** None**14. REGIONAL BUSINESS**

- Regional Committee considering new policy to permit traffic signal installations by private entities on Regional roads that do not meet the warrants, as long as they do not diminish safety on the Regional roads and are paid for by the entity.
- Review of Bill 134 on last week's Regional Committee of the Whole agenda 'Affordable Homes and Good Jobs Act'; the Province is considering amending definitions of affordable rental and ownership housing; development charges.

**15. OTHER BUSINESS****16. BY-LAWS** None.**17. CLOSED SESSION** None.**18. CONFIRMING BY-LAW**

Moved By Councillor Neeson  
Seconded By Councillor Biggerstaff

That the following bylaw be adopted;

1. Bylaw Number 2023-0079 (COU-2) confirming proceedings of Council on October 18, 2023

**Carried**

**19. MOTION TO ADJOURN**

Moved By Councillor Genge  
Seconded By Councillor Fellini

That the Council meeting adjourn at 9:30pm.

**Carried**

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Naomi Davison, Deputy Mayor

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Mamata Baykar, Deputy Clerk



**THE CORPORATION OF THE  
TOWN OF GEORGINA  
Council Minutes**

Date: Wednesday, October 25, 2023  
Time: 9:00 AM

Members of Council  
Present:

Mayor Margaret Quirk  
Regional Councillor Davison  
Councillor Biggerstaff  
Councillor Fellini  
Councillor Neeson  
Councillor Genge  
Councillor Dale

Staff Present:

Ryan Cronsberry, CAO  
Ron Jenkins, Director of Emergency Services/Fire Chief  
Val Stevens, Director, Library Services/CEO  
Mamata Baykar, Deputy Clerk  
Carolyn Lance, Council Services Coordinator  
Anne Winstanley, Supervisor, Communications  
Jessica Peake, Planner II  
Karyn Stone, Manager, Economic Development & Tourism  
Michael Vos, Director of Operations and Infrastructure  
Mike Hutchinson, Manager of Municipal Law Enforcement  
Shawn Nastke, Director, Strategic Initiatives  
Michael Bigioni, Director of Legislative Services, Town Solicitor  
Cheyenne McAnuff, Records and Information Coordinator  
Michael Rozario, Deputy Fire Chief  
Denis Beaulieu, Director of Development Services  
Steve Lee-Young, Director of Community Services

Others Present: Lorianne Zwicker, Deputy Fire Chief

**1. CALL TO ORDER- MOMENT OF MEDITATION**

“The Town of Georgina recognizes and acknowledges that we are on lands originally used and occupied by the First Peoples of the Williams Treaties First Nations and other Indigenous Peoples, and on behalf of Mayor and Council, we would like to thank them for sharing this land. We would also like to acknowledge the Chippewas of Georgina Island First Nation as our close

neighbour and friend, one with which we strive to build a cooperative and respectful relationship.

We also recognize the unique relationship the Chippewas have with the lands and waters of this territory. They are the water protectors and environmental stewards of these lands and we join them in these responsibilities.”

## **2. ROLL CALL**

As noted above; Regional Councillor Davison arrived a few minutes after 9:00am

## **3. COMMUNITY ANNOUNCEMENTS**

- the month of November, Movember fundraising campaign to raise awareness of men's health issues; suggested Council participate as a team
- this weekend, Pefferlaw Lions hosting adult fundraising Halloween costume party, money raised to go back into the community
- Family Halloween event and Food Drive, corner of The Queensway and Glenwoods Avenue, bring donations for Maple Hill Food Bank
- Saturday, curb-side giveaway
- congratulations to Jackson's Point BIA for its Halloween in the Park event, well attended
- October 26th, commencement of The Printmaker Festival, Georgina Art Gallery, opening reception November 6th at 6pm
- Saturday, October 28th, Egypt Hall Board hosting Halloween Dance, 6pm
- Sunday, October 29th, Clearwater Farm hosting fundraiser for Georgina Cares, 2-4pm
- first year anniversary of the 2022 Municipal Election

**Regional Councillor Davison** arrived at this time

## **4. INTRODUCTION OF ADDENDUM ITEM(S)**

- Item 17.1.a, Closed Session, Proposed or pending acquisition or disposition of land, Jackson's Point
- Item 17.1.b, Closed Session, Advice subject to solicitor-client privilege, legal advice respecting the condition of Town-owned infrastructure
- Item 12.1.c, disposition item, correspondence from Canadian Environmental Law Association regarding exemptions

**5. APPROVAL OF AGENDA****RESOLUTION NO. C-2023-0355**

Moved By Councillor Neeson

Seconded By Councillor Genge

That the October 25, 2023 Council agenda, with the following addendum items, be adopted;

- Item 17.1.a, Closed Session, Proposed or pending acquisition or disposition of land, Jackson's Point
- Item 17.1.b, Closed Session, Advice subject to solicitor-client privilege, legal advice respecting the condition of Town-owned infrastructure
- Item 12.1.c, disposition item, correspondence from Canadian Environmental Law Association regarding exemptions

**Carried**

**6. DECLARATION OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF** None**7. ADOPTION OF MINUTES** None.**8. SPEAKERS AND DELEGATIONS****9. PETITIONS****10. PUBLIC MEETINGS** None.**11. REPORTS****1. Adoption Of Reports Not Requiring Separate Discussion**

Moved By Councillor Genge

Seconded By Councillor Biggerstaff

That the following agenda items be adopted as presented;

- a. Renewal – Memorandum of Understanding – Emergency Social Service Agreement with the Regional Municipality of York

Report No. GFRS-2023-0003

**RESOLUTION NO. C-2023-0356**

- 1. That Council receive Report No. GFRS-2023-0003 prepared by the Georgina Fire & Rescue Services dated October 25, 2023 with respect to entering into an Agreement with the Regional Municipality of York for the delivery of Emergency Social Services.

2. That Council approves and authorizes the Mayor and Clerk to execute the Memorandum of Understanding - Emergency Social Service Agreement between the Town of Georgina and the Regional Municipality of York.

b. Emergency Management Program Update of the Town of Georgina  
Emergency Plan

Report No. GFRS-2023-0004

**RESOLUTION NO. C-2023-0357**

1. That Council receive Report No. GFRS-2023-0004 prepared by the Georgina Fire & Rescue Services dated October 25, 2023 with respect to updating the current Town of Georgina Emergency Plan.
2. That Council adopts the updated Emergency Plan and authorizes same by bylaw.

d. Application to Remove a Holding (H) Provision

Camlane Holdings Inc (c/o DG Group)

7 Dawn Blossom Drive, Block 21, Plan 65M-4646 and Block 298,  
Plan 65M-4629

19 Dawn Blossom Drive, Block 24, Plan 65M-4646 and Block 295,  
Plan 65M-4629

40 Haskins Crescent, Block 25, Plan 65M-4646 and Block 294,  
Plan 65M-4629, Keswick

Report No. DS-2023-0093

**RESOLUTION NO. C-2023-0358**

1. That Council receive Report No. DS-2023-0093 prepared by the Development Planning Division, Development Services Department dated October 25, 2023 respecting an application to amend Zoning By-law No. 500 for the removal of a Holding (H) provision, submitted by KLM Planning Partners Inc. (c/o Alexa-Rae Valente) on behalf of Camlane Holdings Inc. (c/o DG Group) for lands described as 7 Dawn Blossom Drive (Block 21, Plan 65M-4646 and Block 298, Plan 65M-4629), 19 Dawn Blossom Drive (Block 24, Plan 65M-4646 and Block 295, Plan 65M-4629) and 40 Haskins Crescent (Block 25, Plan 65M-4646 and Block 294, Plan 65M-4629), Keswick;

2. That Council approve the request to remove the Holding (H) symbol and related zoning provisions pertaining to the subject properties as outlined in Report No. DS-2023-0093; and,
  3. That Council pass a by-law to remove the Holding (H) symbol and related zoning provisions from Zoning By-law No. 500, as amended.
- f. Addition of Municipal Street Names to the Keswick Business Park  
Report No. DS-2023-0062

**RESOLUTION NO. C-2023-0359**

1. That Council receive Report No. DS-2023-0062 prepared by the Development Planning Division, Development Services Department, dated October 25, 2023, respecting the addition of municipal street names for the Keswick Business Park;
2. That the Assignment of Street Names Policy identify the Keswick Business Park as an area for which specific street names may be assigned; and,
3. That the following names be added to the Street Name Inventory of Approved Names for use within the Keswick Business Park: Assembly, Logistics, Cap, Modern, Flex and Trade.

**Carried**

2. Reports Requiring Separate Discussion
  - c. Application for Sign Bylaw Relief for Digital Billboard at 2848 Ravenshoe Road  
Report No. LS-2023-0018

**RESOLUTION NO. C-2023-0360**

Moved By Councillor Biggerstaff  
Seconded By Councillor Dale

1. That Council receive Report No. LS-2023-0018 prepared by the Municipal Law Enforcement Division, Legislative Services dated October 25<sup>th</sup>, 2023 respecting one Application for Sign By-law Relief for a Digital Billboard at 2848 Ravenshoe Road.
2. That Council approve the Application for Sign By-law Relief for a Digital Billboard at 2848 Ravenshoe Road, pending the

approval of the sign by the Ministry of Transportation and the removal of two Billboards from 2354 Ravenshoe Road.

**Carried**

- e. Pilot to Provide Town Staff and In-Kind Resources to Support Road Closures within the Business Improvement Areas

Report No. SI-2023-0015

**Karyn Stone**; intent of this pilot project is for each BIA to request resources from the Operations and Infrastructure Department to assist with one road closure per BIA, to be funded through the Tax Rate Stabilization Reserve. Requesting direction to allow Operations and Infrastructure Department to provide resources to the Sutton BIA to assist with road closure for Whoville event on November 25th that can be accommodated within the existing budget.

**RESOLUTION NO. C-2023-0361**

Moved By Councillor Genge

Seconded By Councillor Fellini

1. That Report SI-2023-0015 prepared by the Strategic Initiatives Department, Economic Development and Tourism Division respecting the pilot to provide Town staff and in-kind resources to support road closures within the Business Improvement Areas (BIA's) be received;
2. That Town staff assist the Downtown Sutton Business Improvement Area with resources required to implement a closure of High Street on Saturday, November 25, 2023; and,
3. That staff prepare a business case for the 2024 budget deliberations to request up to \$30,000 to support the provision of resources to support three road closures on a pilot basis for the Business Improvement Areas.

**Carried**

**12. DISPOSITIONS, PROCLAMATIONS, AND GENERAL INFORMATION ITEMS**

1. Dispositions/Proclamations

- a. Catherine Fife, Waterloo MPP, requesting support of Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part)

**RESOLUTION NO. C-2023-0362**

Moved By Councillor Neeson

Seconded By Regional Councillor Davison

That Council receive and endorse correspondence from Catherine Fife, MPP Waterloo requesting support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part) 2022 and that staff confirm with the Region the value of the Bill.

**Carried**

- b. Sandgate Women's Shelter requesting a flag be flown between December 1st and December 6th in recognition of Intimate Partner Violence Awareness Month and the National Day of Remembrance and Action on Violence Against Women

**RESOLUTION NO. C-2023-0363**

Moved By Councillor Dale

Seconded By Councillor Biggerstaff

That Council receive correspondence from the Sandgate Women's Shelter, made in conjunction with Yellow Brick House, requesting a flag be flown in recognition of Intimate Partner Violence Awareness Month and the National Day of Remembrance and Action on Violence Against Women, and that said flag be flown on December 1st.

**Carried**

2. General Information Items

- a. Information Items

**RESOLUTION NO. C-2023-0365**

Moved By Councillor Neeson

Seconded By Councillor Fellini

That the General information Items of October 25, 2023 be received.

**Carried**

- b. Briefing Notes

- a. 2024 Council Meeting Schedule

Mamata, staff updated schedule where possible

**RESOLUTION NO. C-2023-0366**

Moved By Regional Councillor Davison

Seconded By Councillor Genge

That Council receive and approve the 2024 Council Meeting Schedule.

**Carried**

**13. MOTIONS/ NOTICES OF MOTION** None.**14. REGIONAL BUSINESS**

- Mayor Quirk had an opportunity to speak with the Premier and various ministers at Queen's Park last Wednesday respecting i) investing in York Region, the need for infrastructure and the Environmental Assessment to proceed, filling the Development Charges gap and community housing and potential cost-sharing

**15. OTHER BUSINESS** None.**16. BY-LAWS**

Moved By Regional Councillor Davison  
Seconded By Councillor Fellini

That the following bylaws be adopted as presented;

1. Bylaw Number 2023-0080 (FI-3) to establish an Emergency Management Plan for protecting property, the environment and the health, safety and welfare of inhabitants
2. Bylaw Number 500-2023-0005 (PL-5) amending Zoning Bylaw No. 500, as amended; removal of Holding (H) Provision, 7&19 Dawn Blossom Drive, 40 Haskins Crescent  
*(Advisement: Refer to Report No. DS-2023-0093, Item No. 11.1.d of this agenda)*
3. Bylaw Number 2023-0081 (COU-1) appointing a member to the Georgina Equity and Diversity Advisory Committee for the 2022-2026 Term of Office; Arati Nijsure

**Carried**

**17. CLOSED SESSION**

Moved By Councillor Biggerstaff  
Seconded By Councillor Dale

That Council convene into Closed Session at 10:10am, observe a 15 minute break, then deal with the following closed session items;

- a. A PROPOSED OR PENDING ACQUISITION OR DISPOSITION OF LAND BY THE MUNICIPALITY OR LOCAL BOARD, Section 239(2)(c), MA, Jackson's Point

- b. ADVICE THAT IS SUBJECT TO SOLICITOR-CLIENT PRIVILEGE, INCLUDING COMMUNICATIONS NECESSARY FOR THAT PURPOSE, Section 239(2)(f), MA; Legal advice regarding condition of Town-owned infrastructure

**Carried**

Moved By Councillor Dale  
Seconded By Councillor Biggerstaff

That the Council meeting reconvene into Open Session at 11:55am and report on matters discussed in Closed Session.

**Carried**

**RESOLUTION NO. C-2023-0367**

Moved By Councillor Genge  
Seconded By Councillor Neeson

In regard to Closed Session Item 17.1.a, under Section 239(2)(c) of the Municipal Act being a proposed or pending acquisition or disposition of land by the municipality or local board in relation to Jackson's Point;

1. That Council receive the staff update and staff be directed to proceed as directed.

**Carried**

**RESOLUTION NO. C-2023-0368**

Moved By Councillor Genge  
Seconded By Councillor Fellini

In regard to Closed Session Item 17.1.b, under Section 239(2)(f) of the Municipal Act being advice that is subject to solicitor-client privilege, including communications necessary for that purpose, being legal advice regarding condition of Town-owned infrastructure;

1. That Council receive the staff update and staff be directed to proceed as directed.

**Carried**

**18. CONFIRMING BY-LAW**

Moved By Councillor Biggerstaff  
Seconded By Councillor Dale

That the following bylaw be adopted;

1. Bylaw Number 2023-0082 (COU-2) confirming the proceedings of Council on October 25, 2023

**Carried**

**19. MOTION TO ADJOURN**

Moved By Regional Councillor Davison

Seconded By Councillor Fellini

That the meeting adjourn at 11:57am

**Carried**

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Margaret Quirk, Mayor

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Mamata Baykar, Deputy Clerk

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. LS-2023-0024**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: ANIMAL SHELTER SERVICES PARTNERSHIP – MEMORANDUM OF  
UNDERSTANDING**

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**1. RECOMMENDATION:**

1. That Council receive Report No. LS-2023-0024 prepared by the Municipal Law Enforcement Division, Legislative Services dated November 22<sup>nd</sup>, 2023 regarding the Animal Shelter Services Partnership Memorandum of Understanding.
2. That Council authorize the Mayor and Clerk to execute a Memorandum of Understanding with the Towns of Aurora, East Gwillimbury, and Newmarket for the provision of Animal Shelter Services for a five-year term with an optional one-year extension.

**2. PURPOSE:**

This report is presented to seek Council's authority to execute a Memorandum of Understanding (MOU) with the Towns of Aurora, East Gwillimbury, and Newmarket for the provision of Animal Shelter Services for a five-year term with an optional one-year extension.

**3. BACKGROUND:**

The Town of Georgina has a long history of providing Animal Shelter Services to other York Region municipalities. The Town of Newmarket has been a partner at the Georgina Animal Shelter since 2001. In 2007, by way of a MOU, two more municipalities joined the partnership at the Shelter. The most recent contract, which expires at the end this year, was a five-year contract with an exercised one-year extension. Our current municipal partners at the Shelter are the Towns of Aurora, East Gwillimbury, and Newmarket.

The current MOU contains provisions allowing the partners to review and explore additional opportunities at the Animal Shelter. Such items include:

- Reviewing Shelter Fees;
- Reviewing Animal Control By-laws;
- Reviewing Licensing By-laws and fees;

- Reviewing current trends, best practices, and opportunities for shared educational opportunities;
- Exploring future facility needs and capital requirements; and
- Exploring further partnerships and shared-services opportunities related to animal services, including animal control and wildlife services.

The MOU also includes provisions for reporting to the York Region CAO group and a dispute resolution process. Fortunately, staff have not had to resolve any conflicts through the formal dispute resolution process.

#### **4. ANALYSIS:**

During the term of the current MOU, staff held discussions with other municipalities and opened the Shelter to provide tours of our facility to potential partners. At this time, our plan is to continue on with our existing partners. As staff explore future capital expansions at the Shelter due to increasing capacity needs, there may be additional opportunities for growing our partnership by bringing in new municipalities.

Based on our review of existing Shelter fees, staff plan on proposing a general increase in fees at the Shelter during the 2024 budget deliberations. Due to a changeover of staff during the current contract, as well as the effects of the pandemic, staff were not able to fully explore certain items as planned during the term of the existing MOU. All partners agree to research new opportunities, including expanding partnerships within the public and private spheres. Opportunities may exist to improve efficiencies in animal care throughout York Region. This will include discussions with the only other municipally owned animal shelter in York Region, in the City of Vaughan. Our partners have also agreed to explore opportunities to expand our current capacity at the Animal Shelter. Animal Shelter staff and our partners are always looking for opportunities to improve our operations at the Shelter and will continue to meet on regular intervals during the term of the proposed MOU.

The current partnership that makes up the existing MOU has served community members well in all four municipalities. It is estimated that over 2,300 animals went through the Shelter during the term of the existing MOU. Out of all the municipalities in the partnership, the highest number of animals that go through the Shelter originate from Georgina.

Staff from all four municipal partners in the current MOU have expressed their intent to continue our partnership at the Georgina Animal Shelter. Staff from all four municipalities are interested in a MOU for an additional five-year term plus one optional year.

Staff recommend to continue with the current financial model, which has a cost-sharing formula based on the proportional usage of the Shelter. 60% of the total fixed costs, which include salaries/benefits, training, cleaning supplies,

clothing/uniforms, utilities, insurance, telephone, office supplies/equipment and repairs, contracted services, building repairs/maintenance, bank charges and internet access, are allocated equally amongst the participating municipalities. The remaining 40% of fixed costs are allocated based on Shelter usage.

The variable costs, which include medical supplies, animal food, veterinary services, disposal of animals, advertising and travel/vehicle expenses, are allocated based on each municipality's usage.

Over the proposed term of the MOU, it is expected that the Georgina Animal Shelter will see contributions towards operating costs of nearly four million dollars. Our municipal partners have agreed to annual cost inflation increases based on the Consumer Price Index as provided by Statistics Canada.

**5. RELATIONSHIP TO STRATEGIC PLAN:**

**Creating a vibrant, healthy, and safe community for all** – By continuing our partnership and entering into a new MOU with our Animal Shelter partners, we are committing to continued investment in the Georgina Animal Shelter, and to exploring opportunities for greater efficiencies and improvements to the services we provide.

**6. FINANCIAL AND BUDGETARY IMPACT:**

The majority of the fixed costs and variable costs at the Georgina Animal Shelter will be spent regardless of a partnership at the Shelter. The partnership provides the Shelter the opportunity to recoup some of these expenses through increased revenues provided pursuant to the MOU.

A draft copy of the MOU can be found in Attachment 1 to this report. There may be some minor changes to the proposed MOU before it is finalized, but the draft in Attachment 1 is the most up-to-date copy as negotiated so far between the partners to the agreement, and is close to a completed version.

**7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

There are no requirements for public consultation or notice.

**8. CONCLUSION:**

The Town of Georgina has the unique capability of providing animal shelter services to our municipal partners that will ensure the consistency and standardization of the services provided throughout the northern York Region communities. This report contains a recommendation for Council to authorize the Mayor and Clerk to enter into a MOU for the provision of animal shelter services.

**APPROVALS**

Prepared By: Mike Hutchinson, Manager, Municipal Law Enforcement  
Recommended By: Michael Bigioni, Director, Legislative  
Approved By: Ryan Cronsberry, Chief Administrative Officer

MEMORANDUM OF UNDERSTANDING

BETWEEN

The Corporation of the Town of Aurora

AND

The Corporation of the Town of East Gwillimbury

AND

The Corporation of the Town of Georgina

AND

The Corporation of the Town of Newmarket

## MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (the "**Agreement**") is made between The Corporation of The Town of Aurora (hereinafter referred to as "Aurora"), and The Corporation of The Town of East Gwillimbury (hereinafter referred to as "East Gwillimbury"), and The Corporation of The Town of Georgina (hereinafter referred to as "Georgina"), and the Corporation of The Town of Newmarket (hereinafter referred to as "Newmarket"), (each a "**Municipality**", and collectively the "**Municipalities**"), each of which is an incorporated entity under the provincial statute applicable to municipal corporations.

**WHEREAS** the Municipalities agree that Georgina shall provide certain Animal Shelter Services ("**Services**") in the terms and manner described in this Agreement at the Georgina Animal Shelter and Adoption Centre (the "**Shelter**") located at 26815 Civic Centre Road, Keswick, ON.

**AND WHEREAS** the purpose of this Agreement is to describe how the Municipalities will work together in dealing with the potential issues that may arise in respect of the Agreement, and to put certain mechanisms in place that will help to ensure that the Municipalities support each other during the term of the Agreement.

**NOW THEREFORE** for good and valuable consideration, the sufficiency of which is acknowledged hereto, the parties hereto agree as follows:

### 1. GENERAL

- 1.1 The Municipalities agree that during the term of the Agreement, their relationship to each other in respect of the Services shall be governed by the terms of this Agreement.
- 1.2 Save and except for the payments that are due under Section 3.1 of this Agreement, the Municipalities agree that no Municipality shall have any right to assert or make any request, demand or claim whatsoever for any financial compensation against any other Municipality in respect of any matter related to the Services unless such right is expressly stipulated in this Agreement.
- 1.3 For certainty, the Municipalities acknowledge that outside the scope of the Services which are provided by Georgina for the benefit of the Municipalities, the legal relationship of each Municipality to the others individually and collectively shall remain as it was the day prior to the date the Agreement came into force.

## 2. TERM OF THE AGREEMENT

- 2.1 This Agreement shall come into force on the 1<sup>ST</sup> day of January, 2024.
- 2.2 This Agreement shall remain in force for a five (5) year period with an optional one (1) year extension.

## 3. COST SHARING FORMULA

- 3.1 The financials for delivery of the Services are based on a cost sharing formula that contemplates both a fixed and actual usage contribution. The following table shows the amount for budget purposes. The projected contributions are to remain within current budget amounts plus inflation, cost increases due to legislative changes and collective agreement impacts for the next 5 years:

2024 Budgeted Operating Revenues and Expenditures		Georgina	East Gwillimbury	Newmarket	Aurora	TOTAL
\$ 1,028,035	Fixed Cost Allocation @ 60%	\$154,205	\$154,205	\$154,205	\$154,205	\$616,821
	Variable Cost Allocation:	58.05%	9.99%	23.64%	8.32%	100.00%
	Fixed Costs @ 40%	238,710	41,080	97,211	34,213	411,214
\$ 93,000	Variable Costs @ 100%	53,987	9,291	21,985	7,738	93,000
\$ 1,121,035	Total Operating Expenditures	\$446,902	\$204,576	\$273,402	\$196,156	\$1,121,036
\$ (74,890)	Shelter Revenues	(43,474)	(7,482)	(17,704)	(6,231)	\$(74,890)
\$ 1,046,145	2024 Net Shelter Operations	403,428	197,095	255,698	189,925	\$1,046,146

- 3.2 Fixed costs include: salaries and benefits; training; cleaning supplies; clothing/uniform; hydro/gas/water; insurance; telephone; office supplies and equipment; contracted services; building repairs/maintenance; bank charges; equipment repairs and internet access.
- 3.3 Variable costs include: medical supplies; animal food; veterinary services; disposal of animals; advertising; travel/vehicle expenses.
- 3.4 In addition to the 2024 amounts in section 3.1, net Shelter operation costs are increased on January 1<sup>st</sup> of each year based on the Consumer Price Index (CPI), 12 month change for all products in the province of Ontario. The source used will be Statistics Canada, for the month of June of each year. This does not account for any change in service levels.
- 3.5 As per the chart in section 3.1, 60% of the total fixed costs are to be allocated equally amongst the participating Municipalities.

- 3.6 The cost sharing formula set out in section 3.1 does not include an impact for collective agreements or provincial wage legislation. The Municipalities acknowledge the potential cost impacts that may arise due to collective agreements or provincial wage legislation and that those costs shall be shared amongst the municipalities, allocated equally as part of the fixed cost allocation. Georgina shall provide the Municipalities with a minimum of 30 days' notice of any such potential cost impacts.
- 3.7 Georgina will continue to assume sole liability for indirect shelter costs including but not limited to, Human Resources, payroll, and accounts payable.
- 3.8 The cost sharing formula does not include a capital investment for future replacement, addition, or major rehabilitation of the Shelter. Georgina staff will complete repairs and maintenance of the Shelter, as provided for in annual budget estimates for Building Repairs/Maintenance and the Provision for Capital Expenditures.
- 3.9 The cost sharing formula does not include Animal Control costs.
- 3.10 The Municipalities acknowledge the potential for unanticipated and uncontrollable expenditures that may arise due to disease, the Joint Shelter Services Management Board shall establish a protocol to address the cost sharing, communications and any other impacts as a result.

#### **4.0 ANIMAL SHELTER SERVICES**

- 4.1 The Services provided by Georgina at the Shelter shall include the following:
- Temporary shelter and care of stray and abandoned dogs and cats;
  - Lost and found animal reporting;
  - Reuniting owned animals with their owners;
  - Adoption services at the Shelter and various pet store locations;
  - Transfer of animals from the Shelter to other facilities for further adoption opportunities;
  - Providing education and resources to adopters and general guidance in animal ownership and care;
  - Basic and ongoing medical care for animals in the care of the Shelter;
  - Co-ordinating veterinary services i.e.: spay/neuter and other procedures for animals in the Shelter;
  - 10 day rabies quarantine for bites and scratches of potentially dangerous cats or dogs, pending by-law orders and court orders;
  - Euthanasia of animals in the care of the shelter due to terminal diseases, severe illness, injury and/or dangerous and concerning temperament/behaviour; and
  - Animals kept in trust/Protective custody holds when capacity permits.

4.2 Hours of operation of the Shelter:

Winter Public Hours (Oct 1-May 31 ): Monday-Friday 8:30am-5:30pm  
Saturday 8:00am-12:00pm

Non-Public:

Additional Animal Care and Operations:

Saturdays 12:00pm-5:00pm  
Sundays 8:00am-5:00pm

Summer Public Hours (June 1-Sept 30):

Monday-Friday 8:30am-5:30pm  
Saturday 8:00am-4:00pm

Non-Public:

Additional Animal Care and Operations:

Saturdays 4:00pm-5:00pm  
Sundays 8:00am-5:00pm

- 4.3 Georgina shall provide, maintain and fully staff the Shelter to receive animals impounded by the participating Municipalities and the Shelter shall meet applicable provincial and federal regulations and standards for such facilities.
- 4.4 Georgina shall ensure that the shelter is staffed with qualified and competent staff.
- 4.5 On behalf of each Municipality, Georgina agrees to collect the appropriate domestic animal licensing fees for all applicable domestic animals that are reclaimed, in accordance with the applicable animal control by-laws, as amended, before releasing any animal impounded that does not have a valid licence. The fees collected on behalf of each Municipality shall be forwarded to each Municipality annually.
- 4.6 Georgina shall prepare a quarterly report in relation to Shelter usage, fees collected and any other administrative matters to be reviewed by the Joint Animal Shelter Services Board.

5. **MUNICIPAL REPRESENTATIVES  
(JOINT SHELTER SERVICES MANAGEMENT BOARD)**

- 5.1 Each Municipality shall designate a municipal representative that has the authority to administer the requirements of this Agreement (each a "Municipal Representative") for the purposes of this Agreement.
- 5.2 The Municipal Representatives recognize that they will each make every effort to attend every scheduled meeting of the Municipal Representatives, and will avoid delegating the responsibility to attend personally.

- 5.3 The Municipal Relationship Manager, as appointed under Section 6 below, shall be responsible to ensure that minutes of each meeting of the Municipal Representatives are prepared within ten (10) Working Days of each meeting, and shall arrange to circulate such minutes to all Municipal Representatives for their review and approval within five (5) Working Days of receipt. Where any Municipal Representative does not respond within the prescribed timeframe, such Municipal Representative shall be deemed to have approved the minutes.
- 5.4 Where any Municipal Representative disagrees with any aspect of the account of the minutes circulated, such Municipal Representative shall notify the Municipal Relationship Manager within the timeframe prescribed in section 5.3, and if the matter cannot be immediately resolved, the Municipal Relationship Manager shall put the matter on the agenda for the next meeting of the Municipal Representatives for resolution.
- 5.5 At the invitation of the Municipal Representatives, any meeting of the Municipal Representatives may be attended by persons who are employees of any Municipality.

## **6. MUNICIPAL RELATIONSHIP MANAGER**

- 6.1 The Municipalities agree that for the purposes of discharging the obligations of the Municipal Relationship Manager described in the Agreement, the Municipal Relationship Manager shall be selected from among the Municipal Representatives identified in section 5.1 above, or otherwise be a mutually agreed to alternative person. Once selected, the Municipal Relationship Manager shall occupy such position until a majority of the Municipal Representatives agree to a replacement. For clarity, the duties of the Municipal Relationship Manager include:

- Coordinating meetings, chair and general administration of the Joint Shelter Services Management Board;
- Ensuring service reporting requirements are met; and
- Attending the annual Chief Administrative Officer meeting and other meetings as requested.

## **7. MEETINGS OF THE JOINT SHELTER SERVICES MANAGEMENT BOARD**

- 7.1 The Municipal Representatives shall meet at least quarterly, or at such time as may be determined by the Municipal Representatives, during the Agreement term, at a location to be determined by the Municipal Relationship Manager. Among any other matters that may be put on an agenda by any Municipal Representative, the meeting shall be for the purposes of:

- a) reviewing the performance of the Services including the reports submitted

- and the charges and payment in respect of the Services Agreement;
- b) considering any estimate or other change management issue that may arise pursuant to the Agreement (such as Services in addition to those set out in section 4.1 or changes in the scope of the Services or Service levels);
  - c) discussing any potential efficiencies or service improvements including but not limited to:
    - i) Shelter fees review;
    - ii) Animal Control By-laws review for future consistency regarding enforcement, fees and administration among partnering Municipalities;
    - iii) Review of Animal Licencing program to promote consistent responsible pet ownership among partnering Municipalities;
    - iv) Review of current trends, best practices and opportunities for shared community educational opportunities;
    - v) Discussion regarding future facility needs and capital requirements, including an expansion for small domestic animals; and
    - vi) Exploration of further partnerships and shared-services opportunities related to animal services including animal control and wildlife services.
  - d) assessing any dispute or difference between the Municipalities where one has notified another pursuant to the Agreement; and
  - e) preparing and reviewing any required reports required by the Chief Administrative Officers.

## **8. REPORTING TO THE CHIEF ADMINISTRATIVE OFFICERS**

- 8.1 The Municipal Relationship Manager shall provide an annual Report to the Chief Administrative Officers prior to each anniversary of this Agreement, or at any other frequency requested by the Chief Administrative Officers.
- 8.2 The purpose of the report required under section 8.1 shall include the following:
  - a) to brief the Chief Administrative Officers on the current status of the agreement and the Services;
  - b) to afford an opportunity to the Chief Administrative Officers to provide input on any relevant aspect of the Agreement and the Services, as may come within the mandate of the Chief Administrative Officers;
  - c) to generally communicate and review any other matter related to the

performances of the Services; and

- d) to present any efficiency and/or cost management measures, service improvement and/or revenue opportunities identified by the Joint Shelter Services Management Board including any recommendations for consideration by the Chief Administrative Officers.

- 8.3 The annual Report shall be provided to each partnering municipal Council upon review and approval of the Chief Administrative Officers.

## **9. ESCALATION PROCEDURE**

- 9.1 Where any matter related to the Services cannot be resolved among the Municipal Representatives and the matter is of sufficient importance that failure to resolve it may be detrimental to the interest of any Municipality, the Municipal Representatives shall promptly bring the matter to the attention of their respective Chief Administrative Officers, who shall make reasonable efforts to resolve the matter as expeditiously as possible in the circumstances.
- 9.2 Where a decision is made to escalate any matter pursuant to this section, each Municipal Representative shall do so on a timely basis, providing to his or her Chief Administrative Officer all relevant background and documentation which may assist in expediting a resolution of the matter.
- 9.3 Where a matter has been escalated pursuant to this section, the Chief Administrative Officers shall take all appropriate steps to resolve the matter on a timely basis.

## **10. TERMINATION FOR CONVENIENCE OF THE AGREEMENT**

- 10.1 The Municipalities agree that the purpose of collectively entering into an Agreement is to improve service delivery, lower service or administration costs and recognize cost sharing opportunities for the Municipalities. The Municipalities further agree that where a Municipality individually terminates its relationship in respect of the Services within the Agreement for any or no reason, other than for cause pursuant to section 11, and such termination leads to or results in an increase in the costs to the Municipalities that continue to receive the Services under the Agreement, the Municipality that terminated its relationship shall reimburse each other Municipality to the extent of the increase in the costs formula payable by each Municipality for the duration of the Agreement term. The remaining Municipalities shall have the onus to demonstrate to the terminating Municipality that they have suffered a legitimate financial impact as a result of the withdrawal of the terminating Municipality. A decision to terminate under this clause is required to be made by the terminating Municipality's Council.
- 10.2 Any Municipality that terminates the Agreement for convenience under this

section shall provide a minimum of six (6) clear months advance notice.

## **11. TERMINATION FOR CAUSE OF THE AGREEMENT**

- 11.1 The Municipalities agree that where Georgina fails to perform its obligations under the Agreement in respect of one or more of the Municipalities, the Municipalities individually or collectively shall have recourse to every remedy available in the Agreement in order that Georgina may remedy its failure to perform as soon as possible.
- 11.2 Where, under section 11.1, above, one or more of the Municipalities have exhausted the remedies available in the Agreement in their effort to cause Georgina to meet its performance obligations under the Agreement, the Municipal Representatives shall meet to consider terminating the Agreement, provided at all times that the Municipalities shall consider the best interests of all of the Municipalities.
- 11.3 Where, under section 11.2, above, a dispute arises between the Municipal Representatives regarding whether the Agreement should be collectively terminated, the matter shall be brought to the attention of the Chief Administrative Officers in accordance with the procedure described in section 8, above.
- 11.4 A decision to terminate is required to be made by each of the respective Municipality Councils.
- 11.5 If the Municipalities, not including Georgina, unanimously agree to terminate the agreement for cause, then all additional costs arising from that termination shall be shared as per the formula in section 3.1 up to and including the effective date of termination as unilaterally determined by those Municipalities. Otherwise, should one or more, but not all, of the Municipalities, not including Georgina, proceed to terminate its/their obligations under the Agreement, then section 10 of this Agreement shall apply.

## **12. INSURANCE**

- 12.1 Georgina shall at its own expense obtain and maintain until the termination of the Agreement, with insurers licensed to underwrite insurance in the Province of Ontario and who are acceptable to the Municipalities, the following insurance and provide evidence thereof, naming each of the Municipalities as additional insured, but only with respect to liability arising out of the operations of Georgina:
  - a) Comprehensive general liability insurance on an occurrence basis for an amount of not less than Five Million Dollars (\$ 5,000,000) per occurrence, an aggregate limit of not less than Ten Million Dollars (\$10,000,000) with respect to Georgina's operations, acts and omissions relating to its obligations

under the Agreement, such policy to include, but not be limited to, non-owned automobile liability; bodily injury including death, personal injury; broad form property damage including loss of use thereof; contractual liability; owners and contractors protective liability; products and completed operations liability; contingent employers' liability; and, cross liability and severability of interest clauses.

- b) Standard OAP 1 Automobile liability insurance for an amount not less than Five Million Dollars (\$ 5,000,000) meeting statutory requirements covering all licensed vehicles owned, operated or leased by Georgina and used in any manner in connection with the performance of the terms of the Agreement.

- 12.2 The policies shown above shall be endorsed to provide the Municipalities with not less than thirty (30) days' written notice of cancellation, change or amendment restricting coverage. However, if for any reason the insurer, on behalf of Georgina, cannot endorse their policies to provide the Municipalities with not less than thirty (30) days written notice of change or amendment restricting coverage, the responsibility to do so shall automatically transfer to Georgina and it shall become Georgina's strict obligation to deliver to the Municipalities not less than thirty (30) days' written notice of change or amendment restricting coverage.
- 12.3 Georgina shall provide evidence of the continuance of this insurance at each policy renewal date, and/or following any amendment to the insurance. If required by the Municipalities, Georgina shall provide true copy(s) of the policy(s) certified by an authorized representative of the insurer together with copies of any amending endorsements applicable to the services.
- 12.4 If Georgina fails to maintain insurance as required by this Agreement, the Municipalities shall have the right to provide and maintain such insurance and give evidence to Georgina. Georgina shall pay the cost thereof to the Municipalities on demand or the Municipalities may deduct the cost from the amount which is due to or may become due to Georgina under this Agreement.
- 12.5 The Municipalities reserve the right to request such higher limits of insurance or other types of appropriate policies as the Municipalities may reasonably require.
- 12.6 All policies shall apply as primary and not as excess of any insurance available to the Municipalities.
- 12.7 If requested, Georgina shall provide the Municipalities with a letter from its insurance provider confirming Georgina's ability to meet the insurance requirements as set out in this Agreement.

- 12.8 The Municipalities shall each maintain their own separate insurance coverage applicable to their respective obligations under this Agreement and their municipal representation on the Joint Shelter Services Management Board.

### **13. LAW AND JURISDICTION**

- 13.1 This Agreement shall be considered an agreement made under the laws of Ontario and the federal laws applicable therein and shall be subject to the exclusive jurisdiction of the courts of Ontario to which the parties hereby submit.
- 13.2 This Agreement is legally binding on the Municipalities, their successors and assignees.

### **14. GENERAL**

- 14.1 The Municipalities agree to execute and deliver such further documents and assurances and do such other things as may be reasonably required from time to time by any Municipality to give effect to this Agreement.

### **15. NOTICES**

- 15.1 Any notice required to be sent under this Agreement shall be in writing and shall be served by sending the same by e-mail, registered mail, or by hand, leaving the same at:

THE CORPORATION OF THE TOWN OF AURORA  
100 John West Way  
Box 1000  
Aurora, ON L4G 6J1  
Attention: Patricia De Sario, Director, Corporate Services  
E-mail: [pdesario@aurora.ca](mailto:pdesario@aurora.ca)

THE CORPORATION OF THE TOWN OF EAST GWILLIMBURY  
19000 Leslie Street  
Sharon, ON LOG 1V0  
Attention: Municipal Clerk  
E-mail : [clerks@eastgwillimbury.ca](mailto:clerks@eastgwillimbury.ca)

THE CORPORATION OF THE TOWN OF GEORGINA  
26557 Civic Centre Road  
R.R.#2  
Keswick, ON L4P 3G1  
Attention: Mike Hutchinson, Manager of Municipal Law Enforcement  
E-mail : [mhutchinson@georgina.ca](mailto:mhutchinson@georgina.ca)

THE CORPORATION OF THE TOWN OF NEWMARKET  
395 Mulock Drive  
PO Box 328, STN Main  
Newmarket, ON L3Y 4X7  
Attention: Lisa Lyons, Clerk  
E-mail: [llvons@newmarket.ca](mailto:llvons@newmarket.ca)

- 15.2 Any Municipality may change its address for notice purposes by providing written notice under this section to the other Municipalities.
- 15.3 Notices given by registered mail shall be deemed to be received upon the earlier of (i) actual receipt, or (ii) five (5) Working Days after sending by registered mail. Notices given by e-mail shall be deemed to be received one (1) Working Day after sending by e-mail. Notices delivered by hand shall be deemed to be received upon delivery.

IN WITNESS WHEREOF the parties hereto have executed this Agreement.

THE CORPORATION OF THE TOWN OF AURORA

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Clerk

THE CORPORATION OF THE TOWN OF EAST GWILLUMBURY

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Clerk

THE CORPORATION OF THE TOWN OF GEORGINA

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Clerk

THE CORPORATION OF THE TOWN OF NEWMARKET

Date: \_\_\_\_\_

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Town Clerk

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. OI-2023-0028**

**FOR THE CONSIDERATION OF  
COUNCIL**

**November 22, 2023**

**SUBJECT: BI-ANNUAL TRAFFIC CONTROL AND PARKING REQUEST WORK  
PLAN UPDATE**

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**1. RECOMMENDATION:**

- 1. That Council receive Report No. OI-2023-0028 prepared by the Road Operations Division, Operations & Infrastructure Department, dated November 22, 2023, regarding the Biannual Traffic Report;**
- 2. That Council receive the Speed Hump Pilot Program Update and approve the additional budget of \$25,000.00 funded from the Tax Rate Stabilization Reserve to install 5 more speed humps; and,**
- 3. That staff report back on the Speed Hump Pilot Program in Q3 of 2024 including an amended traffic calming policy.**

**2. PURPOSE:**

The purpose of this report is to update Council on the status of traffic studies undertaken; new traffic management and parking control requests received since the last update; new initiatives for Traffic Calming; and to recommend work plans to address these requests.

**3. BACKGROUND:**

The bi-annual traffic report provides Council and residents updates on traffic-related issues and provides recommendations for amendments to existing traffic By-laws, if required.

Many of the requests received from residents involve concerns related to speeding and pedestrian or cyclist safety. Policy RD-18 describes the process to follow upon receipt of a traffic-calming request. Step 1 of Policy RD-18 will be considered first when traffic calming requests are received.

**Step 1 –Immediate Traffic Calming Measures**

- Installation of Road Watch Signs
- Installation of Radar Speed Board

- Use of the portable speed trailer
- Request York Regional Police enforcement
- Installation of signage: Regulatory Warning and Information
- Road narrowing – Installation of Flexible Traffic Bollards

## Step 2 – Local Improvement Traffic Calming Measures

- Raised cross walks
- Speed table/speed humps
- Textured pavement
- Road narrowing – choker lanes
- Increased on street parking if applicable
- Curb radius reductions
- Traffic circles for new developments
- Chicanes
- Diagonal diverters for new developments

In most requests, the above Step 1 initiatives are sufficient to mitigate traffic related concerns (speed, safety etc.). If further initiatives are warranted, staff follow the decision-making Process Flow Chart present in Policy RD-18 for Step 2 initiatives, which are more permanent and structural in nature and often require further community input.

## 4. ANALYSIS:

The table below summarizes the traffic related service requests the Operations & Infrastructure Department has received and how they are being addressed.

PSR Detail	Description of Request	Analysis	Recommendation
Maple Avenue PSR-22-1777 (05/24/2022)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 52km/h (posted speed of 30km/h).  Most vehicles are travelling above the posted speed limit.	Maple Avenue will be added to the digital speed sign rotation.
Annshiela Drive PSR-22-3332 (08/15/2022)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 53km/h (posted speed of 40km/h).  Most vehicles are travelling above the posted speed limit.	First Step measures have been taken (digital speed sign) and improvements were observed.  The 85 <sup>th</sup> percentile reduced to 47km/h which is within the speed limit threshold (<=20% above posted limit).  Staff will continue to monitor traffic and reassess calming measures as required.
Middle Street PSR-22-1000 (04/06/2022)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 31km/h (posted speed of 40km/h).	No further action required at this time.

		Most vehicles are travelling below the posted speed limit.	
<p>Poplar Avenue</p> <p>PSR-22-1750 (05/22/2022)</p> <p>PSR-22-1869 (05/27/2022)</p>	Speeding concerns; requests for traffic calming	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 33 km/h (posted speed of 30km/h).</p> <p>Vehicles are travelling within the speed limit threshold (<math>\leq 20\%</math> above posted limit).</p>	<p>"No exit" sign was relocated for better visibility.</p> <p>No further action required at this time.</p>
<p>Hedge Road</p> <p>PSR-22-2430 (06/22/2022)</p>	Speeding concerns; requests for traffic calming	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 53km/h (posted speed of 30km/h).</p> <p>Most vehicles are travelling above the posted speed limit.</p>	Hedge Road will be added to the digital speed sign rotation.
<p>Old Shiloh Road</p> <p>MCEA PIC (05/18/2023)</p>	Request for traffic data	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 68km/h (posted speed of 60km/h).</p> <p>Vehicles are travelling within the speed limit threshold (<math>\leq 20\%</math> above posted limit).</p>	No further action needed at this time.
<p>Riveredge Drive</p> <p>PSR-20-4047 (10/15/2020)</p> <p>PSR-23-1409 (05/01/2023)</p>	Speeding concerns; requests for traffic calming	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 45km/h (posted speed of 40km/h).</p> <p>Vehicles are travelling within the speed limit threshold (<math>\leq 20\%</math> above posted limit).</p>	No further action needed at this time.
<p>Laurendale Avenue</p> <p>PSR-22-2237 (06/14/2022)</p>	Speeding concerns; requests for traffic calming	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 48km/h (posted speed of 40km/h).</p> <p>Vehicles are travelling within the speed limit threshold (<math>\leq 20\%</math> above posted limit).</p>	<p>Bollards approved 2022 (C-2022-0143).</p> <p>No further action needed at this time.</p>
<p>Holmes Point Road</p> <p>PSR-22-2769 (07/13/2022)</p>	Speeding concerns; requests for traffic calming	<p>A traffic study conducted shows that the 85<sup>th</sup> percentile is 35km/h (posted speed of 40km/h).</p> <p>Most vehicles are travelling below the posted speed limit.</p>	No further action needed at this time.

Arlington Drive PSR-21-3931 (09/14/2021)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 47km/h (posted speed of 40km/h).  Vehicles are travelling within the speed limit threshold ( $\leq 20\%$ above posted limit).	Bollards approved 2023 (C-2023-0231).  Bollards proved successful at reducing vehicle speed.  No further action required at this time.
Richmond Park Drive PSR-21-3931 (09/14/2021)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 42km/h (posted speed of 40km/h).  Vehicles are travelling within the speed limit threshold ( $\leq 20\%$ above posted limit).	Bollards approved 2023 (C-2023-0231).  Bollards proved successful at reducing vehicle speed.  No further action required at this time.
Irene drive PSR-22-2035 (06/06/2022)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 55km/h (posted speed of 40km/h).  Most vehicles are travelling above the posted speed limit.	Bollards approved 2023 (C-2023-0231).  Consider step 2 measures following review of bollard impact.
Boyers Road PSR-22-2842 (07/18/2022)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 63km/h (posted speed of 50km/h).  Most vehicles are travelling above the posted speed limit.	Boyers Road will be added to the digital speed sign rotation.
Catering Road PSR-23-2447 (06/23/2023)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 64km/h (posted speed of 50km/h).  Most vehicles are travelling above the posted speed limit.	Catering Road will be added to the digital speed sign rotation.
Fairbank Avenue PSR-23-2662 (07/05/2023)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 51km/h (posted speed of 30km/h).  Most vehicles are travelling above the posted speed limit.	Fairbank Avenue will be added to the digital speed sign rotation.

Old Homestead Road  PSR-23-3463 (08/17/2023)  PSR-23-3476 (08/17/2023)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 48km/h (posted speed of 30km/h).  Most vehicles are travelling above the posted speed limit.	Old Homestead Road will be added to the digital speed sign rotation.
Hadden Road  PSR-23-2811 (7/13/2023)  PSR-23-1898 (5/26/2023)	Speeding concerns; requests for traffic calming	A traffic study conducted shows that the 85 <sup>th</sup> percentile is 65km/h (posted speed of 40km/h).  Most vehicles are travelling above the posted speed limit.	Hadden Road will be added to the digital speed sign rotation.

## Speed Hump Pilot Program Update

In September of 2022 Council endorsed the implementation of a Speed Hump Pilot Program through Resolution No. C-2022-0339. This program would allow staff to pilot speed humps as a physical ‘step 2 traffic calming measure’ to determine their effectiveness when installed. Seven speed humps were installed using the initial pilot funds (3 on Riveredge, 4 on Lake Drive). The speed hump pilot program is still underway expected to be finalized summer of 2024, however, staff committed to providing an update in 2023.

Staff aim to expand the Speed Hump Pilot Program to include additional locations on new roads, and in parallel, expand the number of speed humps at existing locations on Lake Drive E. This expansion would include 5 additional speed hump installs. This will allow the program to measure speed and volume impacts in a broader environment to ensure our installation thresholds are optimized for the entirety of the road network. The speed humps have proved to reduce speeds, however, further evaluation and monitoring are required in order for staff to yield more conclusive data surrounding speed hump use and refine a more specific installation criteria that considers varying road types and speed limits. Once finalized, the thresholds and amendment to the traffic calming policy will be brought to Council for approval.

## Parking Control:

Staff follow existing Town policies and procedures when requests are received for traffic studies, traffic control or parking control. Procedure RD-9 provides guidance on establishing parking restrictions in accordance with By-law 2002-046.

PSR Detail	Description of Request	Analysis	Recommendation
Birch Road  Petition File: 2023003 (06/12/23)	A request to amend Traffic Bylaw 2002-0046 Schedule II "No Parking"	Permit on street parking May 1 to October 1, Sundays from 10 a.m. to noon.  All affected properties have been contacted and the petition results received: 40% in support of the parking exemption.	<ul style="list-style-type: none"> <li>• 66% support required for the parking exemption.</li> <li>• Signs and By-law to remain in effect.</li> </ul>

### **Future Initiatives:**

#### **LED Roadway Lighting – SLX-Speed Unit**

Presented during the 2023 Ontario Good Roads Association (OGRA) conference, this new technology known as LED Roadway Lighting SLX Speed Unit would allow for traffic studies/data to be incorporated into streetlight infrastructure using power from the fixture, while being discrete. Other features which can be included on the same device include noise, air quality and video potential to be utilized for multiple programs. The Town has accepted a pilot program at no cost for 10 sensors for a period of 6 months. This trial will assist in additional data collection for speed and volume studies as well as construction site monitoring. Staff received seven speed micro-sensors, one SLX-video sensor, one SLX-particle sensor (air quality) and one SLX-noise sensor. Pilot to be underway Q4 2023.

#### **York Region Travellers Safety Plan**

Staff continue to meet with York Region, CIMA (hired consulting group), and other local municipalities to discuss the evolving York Region Travellers Safety Plan. Designed around the Vision Zero Network, the Safety Plan will be a collaborative effort funded by York Region. This initiative will be most successful when endorsed by all local municipalities within the York Region, working on a shared vision. The Safety Plan is currently under review with the final presentation for stakeholders scheduled for December 5, 2023. A summary will be provided to council during the spring biannual report.

#### **Traffic Bylaw 2002 0046 Consolidation Report**

Staff are conducting a traffic by-law audit and identifying all locations where the physical representation of a sign matches the written by-law. A new consolidated traffic bylaw will be presented to Council on November 22, 2023.

#### **Automated Speed Enforcement (ASE)**

Staff continue to meet with Regional and Municipal partners, at all levels, to further the understanding on how ASE would best function in the Town of Georgina. Staff expect to provide a more comprehensive update in 2024 on the potential for implementation in Georgina.

## **5. RELATIONSHIP TO STRATEGIC PLAN:**

**Creating a Vibrant, Healthy and Safe Community for All** – Support a safe, healthy and inclusive community

## **6. FINACIAL AND BUDGETARY IMPACT:**

The request for \$25,000.00 to expand the speed hump pilot program will be funded from the tax rate stabilization reserve.

## **7. PUBLIC CONSULTANTATION AND NOTICE REQUIREMENTS:**

Residents that have inquired for traffic studies, traffic calming measures or other inquiries/requests pursuant to the Town's Policy RD-18, have been advised of the date of the report. Any Town residents/ occupants or property owners that wish to submit such requests or follow up on previous requests are encouraged to contact Service Georgina.

Anytime there is a proposed addition or amendment to the traffic by-law, whether that be a no parking request or stop sign request, a petition is circulated to those property owners affected outlining the proposed impact area.

Prepared By: Kate Walkom, Operations Technologist, Operations Division

Reviewed By: Niall Stocking, Manager, Operations

Recommended By: Michael Vos, Director, Operations and Infrastructure

Approved By: Ryan Cronsberry, Chief Administrative Officer

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. SI-2023-0016**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT:** Research and considerations to inform Council on Health Georgina's request for funding re: Physician Recruitment and a future Urgent Care Centre

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**1. RECOMMENDATION:**

- 1. That Council receive Report No. SI-2023-0016 prepared by the Strategic Initiatives Department, dated November 22, 2023, respecting the research to inform Council's decision on Health Georgina's request for funding related to Physician Recruitment and a future Urgent Care Centre.**
- 2. That Council provide direction to staff on its preferred path forward based on the contents of this report.**

**2. PURPOSE:**

This report was developed in response to Health Georgina's request for the Town to fund both physician recruitment and the future construction of a Health Hub/Urgent Care Centre in Georgina. Council referred this request to staff for consideration.

The report draws from a variety of sources, including information shared by the Province and other health partners. The report attempts to provide Council with adequate information and context to make an informed decision on a go forward approach.

**3. BACKGROUND:**

**Overview of Health Georgina's request**

Health Georgina is a federally chartered not-for-profit, self-financed, volunteer run organization governed by a Board of Directors. The organization is dedicated to ensuring the citizens of the Town of Georgina have easy access to medical professionals, mental health and wellness providers through maintaining contact with the health care community, promoting awareness, conducting research, facilitating health care provider recruitment and to give people an independent voice in their local health care.

In November 2022, Health Georgina delegated to Council requesting the Town establish a reserve fund as a pilot project in the amount of \$40,000 annually for the next five years as a recruitment incentive to recruit two additional doctors, and an amount of \$100,000 annually over the next 10 years in support of the future vision to work with Markham-Stouffville Hospital, Oak Valley Health Hub and Southlake Regional Health Centre to develop and execute a plan for a Georgina Health Hub.

The proposed 10,000-15,000 square foot Health Hub facility would be located centrally in Georgina to provide urgent care and ambulatory services, including an expanded/updated Emergency Department, state-of-the-art operating rooms, labour/delivery unit, neonatal Intensive Care Unit, clinical labs, 20 short-term in-patient beds and roof-top helipad with added clinical technology and equipment, with a target completion date of 2032. Following the delegation, the Resolution below was carried by Council:

- RESOLUTION NO. C-2022-0361 Moved By Councillor Biggerstaff seconded by Councillor Neeson that the delegation made by Steve Jacobson of Health Georgina, a not-for-profit volunteer-run organization dedicated to ensuring easy access to medical professionals, mental care and wellness providers, requesting a grant in the amount of \$200,000 over five years for the recruitment of two medical practitioners, and \$1,000,000 over a 10-year term for the development and plan for a future integrated Health Hub to be centrally located in Georgina to provide urgent care and ambulatory services to our residents, be received. Carried.

In January 2023, as follow up to the Resolution above, Council carried the following:

- RESOLUTION NO. C-2023-0069 Moved By Councillor Neeson Seconded By Councillor Fellini That Council refer the Health Georgina's 2023 grant request of \$200,000 over four or five years to the Chief Administrative Officer for further investigation and discussion with relevant staff, the Senior Leadership Team and Health Georgina representatives, and provide a brief update to Council by the beginning of the third quarter of 2023. Carried.

Also, in January 2023, a practicing physician in Georgina, reached out to Mayor Quirk requesting equal treatment (given the strains on health care across the sector) as it applies to receiving incentive funding for existing physicians already established in the community and details on the source of such funding. Mayor Quirk responded, clarifying that the funding request from Health Georgina had been referred back to Town staff for investigation.

In May 2023, staff provided Council with an update that the research paper being provided by Health Georgina, to be completed by students from the Schulich School of Business, had been delayed and may not provide the details staff were expecting. The 90-page document was received by staff in late July 2023. It was reviewed and informed this report, where verifiable data sources were used.

The student report, as part of a class project, was requested by Health Georgina with the initial purpose of reviewing Oak Valley Health (Markham Stouffville and Uxbridge) employees' understanding of their strategic plan, identifying any gaps and determining how they could support the Town of Georgina in building an Urgent Care Facility.

In the process of completing the report, it appears the students became aware of Southlake Community-Ontario Health Team's Expression of Interest (EOI) submission to the Ministry of Health. Taking that into account, the scope of the report was refined to include Southlake as a partner.

Although the report has some valuable information related to 'health care needs in Georgina', staff have approached the report with caution related to accuracy of the data and somewhat limited scope. That said, we certainly appreciate the hard work of the Schulich students and congratulate them on a solid research effort. Health Georgina representatives have requested that Town staff not share the document itself publically.

### **Understanding Southlake Community-Ontario Health Team's emerging and centralized role in partnership with Ontario Health**

#### Ontario Health

Ontario Health is a Crown agency of the Government of Ontario (Ministry of Health) created to connect, coordinate and modernize our province's health care system; working with partners, providers and patients to make the health system more efficient. Ontario Health oversees health care planning and delivery across the province to build a person-centred health care system, (Province of Ontario, 2023).

#### Ontario Health Teams (OHTs)

Introduced and supported by Ontario Health, Ontario Health Teams (OHTs), are self-organized groups of health care services in "clusters" based in local communities, with a goal to better coordinate and integrate health care. Envisioned to deliver local integrated care at scale, OHTs include hospitals, doctors and home/community providers that work as one coordinated team, no matter where they provide care. OHTs at maturity are anticipated to replace much of the role held by the 14 Local Health Integration Networks (LHINs) until April 2021, (Province of Ontario, 2023).

The Southlake Community Ontario Health Team is a partnership of health care organizations that provide a wide range of health care services to the residents of northern York Region and southern Simcoe County. Their goal is to work together to bring connected care to the communities they serve, as well as to improve access and reduce gaps in the health care system. The team is led by a Joint Executive Steering Committee and Co-chairs (Dr. David Makary, Primary Care lead and Christina Bisanz, CEO of Community and Home Assistance to Seniors/CHATS).

In May 2023, staff met with Gayle Seddon, Director of Community Partnerships with Southlake and Executive Director of the Southlake Community OHT and Dave Pearson, Director of Primary Care with Ontario Health to receive an update on health care efforts in Georgina and across the province.

Information was shared regarding preliminary health care data and the submission of the Expression of Interest (EOI) to the Ministry of Health. Also shared was the direction of Ontario Health, including the focus on primary care and mention of Southlake as the hospital partner for Georgina, with communication and discussion in that regard to be led by the Province.

On June 7, 2023, Gayle Seddon and Christine Bisanz delegated to Council outlining the goals for the EOI as follows:

- Target population:
  - People without access to family doctors or nurse practitioners in Georgina.
  - Added focus on marginalized people who have not had primary care for an extended period of time.
  - People experiencing homelessness and in need of harm reduction services.
- Vision to service the community:
  - **Primary Care Clinic:** To establish a new clinic for the unattached population in the community or provide comprehensive primary care services, including the addition of one Primary Care Physician, one Nurse Practitioner and a full inter-disciplinary team.
  - **Virtual Care Services:** To provide virtual care services to improve health care accessibility and enhance the patient experience.
  - **Mobile Clinic:** To deploy a mobile clinic to bring vital services directly to individuals.

As part of the delegation, Southlake requested and was approved to receive a letter of support that was to be included with the above EOI submission, with a decision from the Province likely by fall of 2023.

Further, Southlake shared the possibility of securing space for one Primary Care Physician to operate on-site six days per week (Monday-Saturday) through a current health services partner, if and when the EOI proposal is approved to move forward.

Also, Georgina's Nurse Practitioner-Led Clinic (NPLC), a not-for-profit interdisciplinary care team funded by Ontario Health, put forward an EOI to the Ministry of Health in August 2023. The EOI was based on data from a recent environmental scan through their work with Southlake Community OHT, their current waitlist and communication with a local doctor on their plans to retire.

The EOI included the addition of two Primary Health Care Nurse Practitioners (NP). One NP will work both at the clinic and provide support to the proposed Southlake Community OHT Primary Care Clinic. The second NP will focus on supporting the local

doctor to transition to retirement. The EOI also requested additional resources in the areas of mental health/social work and medical secretary.

It is not known by staff if any additional health care providers in Georgina submitted EOIs to the Ministry of Health.

As well, the Province outlined support for Southlake Regional Health Centre to become a two-site hospital with the existing facility transitioned to an Urgent Care Centre (UCC). However, following the Province's recent decision to return properties back to the Greenbelt, the proposal to develop a health care facility on the property in King Township would not align with Greenbelt Plan policies.

### **Getting the perspective of the York Region Medical Officer of Health**

In August 2023, staff met with the York Region Medical Officer of Health, Dr. Pakes, for a high-level conversation on areas related to improving access to health care in Georgina.

With respect to the role of York Region in the delivery of health care, Dr. Pakes stated that the mandate of York Region Public Health is public health programs and services such as protection, prevention, immunization, education and harm reduction. Whereas health care is the mandate of the Province. That said, he indicated a willingness to participate in health care planning with the Town and shared much of his perspective from his experience as a physician, educator and urgent care doctor.

### **The Town of Georgina's participation in the health care landscape**

The Town of Georgina has supported and continues to support improving access to health care. For instance, in 2021, \$100,000 was provided to Health Georgina by the Town to help offset the cost associated with the development approval process required to construct the building now occupied by the Nurse Practitioner-Led Clinic. Also as mentioned above, in June 2023 Council provided a letter of support that was included with Southlake Community OTH's EOI submission to the Province on June 16, 2023.

More recently, Town staff supported a Southlake Community OHT led Health Fair at the Ice Palace on October 12, 2023. Staff are also in discussions with Southlake Community OHT regarding programming that could be delivered out of the Town's new Multi-use Recreation Complex (MURC) facility scheduled to open in Q1 2024.

It is also noted that a development application is currently being processed by the Town's Planning Division for a proposal to develop a Life Sciences and Technology Park within the Keswick Business Park which could provide various future partnership opportunities related to health services.

From a legal and legislative perspective, the Municipal Act, 2001 gives municipal governments the authority to provide any service or thing that the municipality considers necessary or desirable for the public (subject to certain limitations imposed by the Act).

It would appear, on this basis, that Council has the ability to make decisions involving direct contributions and/or the funding of activities related to health care should it decide that it is in the municipality's interest to do so.

#### **4. ANALYSIS:**

Through the collection and review of information provided by the Southlake Community OHT and Health Georgina, as well as extensive research, including the review of 11 national and international articles/studies, an assessment of 57 Infrastructure Ontario health care projects, an environmental scan of 60 municipalities and a review of two local health care groups and 75 health care providers, staff are able to provide a summary of findings and analysis in the following four areas:

- Health care needs in Georgina
- Physician recruitment and retention
- Urgent Care Centres
- Opportunities for enhanced collaboration

#### **Health care needs in Georgina**

The Schulich student report outlines concerns within the Ontario health care system including the troubling reality that growth in demand for health care services is outpacing the level of supply. Although it is important to understand the strains on the overall health care system, it is of equal or greater importance to isolate the health care needs specific to the Town of Georgina, in order to develop local solutions that align with the work of the Province. Based on the report, below are the key highlights of local health care needs by category.

##### Uncertainly Attached

According to data provided by the Southlake Community OHT, as referenced through the Ontario Health Data portal for OHTs (Sept. 2023), individuals within the Town of Georgina that are uncertainly attached to a Primary Care Provider (Family Physician or Nurse Practitioner) increased from 9.25 per cent of the attributed population in 2020 to 12.78 per cent in 2022. In comparison, the average of uncertainly attached across the province of Ontario for 2022 is 15 per cent. Communities, inclusive of northern York Region and southern Simcoe County, overall uncertainly attached rate is 9.3 per cent. In short, the Town's uncertainly attached is slightly higher than the broader catchment area as a whole and slightly lower than the provincial average.

##### Dispersion of Health Care Services

Within Georgina, as referenced through the student report (July 2023), the community of Keswick has the most accessible health care services. As of 2019, this area of Georgina had the highest number of family physicians (30 in Keswick and 9 in the Town's surrounding areas), health care providers and diagnostic services in the Town, with most reporting that they are at capacity and not accepting new patients.

Given Keswick residents have the most accessible health care services, it is curious, that Southlake OHT reports Keswick as a hot spot for residents making Emergency Department visits (accessing services outside of the community and beyond the established Primary Care network).

The Community Safety and Well-Being Plan undertaken by York Region identifies specific risk factors including in northern Georgina, such as mental health and economic stability. The Community Safety and Well-Being Plan references 54 actions, with Georgina's Community Action Table supporting York Region to deliver on the actions specific to Georgina.

### Transportation and Technology

According to Health Georgina, the concentration of health care services in Keswick may also lead to longer trips for many residents in other areas of Town and challenges related to transportation. Based on information from a recent Health Georgina focus group, transportation was identified as a primary barrier to accessing health care.

In addition, the student report indicated that some Georgina residents do not have access to stable internet for virtual appointments or on-line booking, making access to health care via this method a challenge.

Given the Province's focus on expanding virtual health care, continuing the expansion of broadband technology infrastructure will be critical. The Town is working closely with and supporting YorkNet and various Internet service providers to rapidly expand broadband services across Georgina that will improve access to virtual health care.

### Needs by Demographic Profile

#### Age

The student report referenced the 50-64 age group as the largest cohort for Georgina, with an expected increase of five per cent by 2026. This increase may impact the need for services and put additional strain on the system. It was also noted that increased costs for services and affordability for long-term care homes and Personal Support Workers (PSW) may create challenges for residents in Georgina. Within the same report, based on Statistics Canada data, residents living in Jackson's Point and the Chippewas of Georgina Island First Nation population have the highest median age ranging from 50-60 years, which may indicate a higher prevalence of an aging population in those communities and need for enhanced and improved access to health care services.

#### Indigenous Peoples

According to the Canadian Journal on Aging (2021), compared to other population groups, Indigenous Peoples experience increased challenges related to chronic conditions such as diabetes, renal disease and dementia at a younger age. In a study conducted by Statistics Canada, depression and anxiety were the leading mental health

conditions reported by one in five Indigenous adults, compared to one in ten non-Indigenous adults.

The lack of available resources and limitations on the provision of culturally specific care, as well as a higher prevalence of multiple chronic conditions are some factors that contribute to challenges with receiving care in the Indigenous community.

### General Findings

General findings from the student report outline the pressing need for improved and more comprehensive health care resources to support an aging population in the Town of Georgina. As well, a rise in mental health and addiction within the community, is causing high demand for services and prevention programs, with individuals reporting that they are unable to obtain the care they need unless they are in a crisis or are able to pay for the services on their own.

Also, through the discussion with Dr. Pakes (York Region Medical Officer of Health), he mentioned recent internal data collected but not yet shared, outlines Georgina as having some poorer health metrics compared to the rest of York Region (evidenced as one of the healthiest and wealthiest across the province). In addition, he discussed York Region's plans to conduct a population health assessment, including collecting data on Social Determinants of Health and the use various strategies to obtain relevant data and information that will inform their move forward approach.

The student report also indicates the primary barriers that inhibit access to health care services being accessibility (transportation), affordability and a need for cohesiveness within the system. Of particular note, the report indicated that improving collaboration and joint planning between health care providers across the health care system in Georgina, is needed in order to reduce duplication and leverage collective efforts toward improved health care outcomes and impact. Town staff's independent research fully supports this assessment.

### **Review of physician recruitment and Urgent Care Centres**

The limits and challenges in the provision of health care are well documented across the Province, with some municipalities opting to create local strategies and programs, and continue their advocacy efforts, to address the identified gaps in service.

In response to these challenges and included in the 2023 budget request from Health Georgina, were the two distinct approaches of physician recruitment and the construction of a new Urgent Care Centre. In order to better understand and best inform Council on potential options for moving forward, staff focused research on these two areas with a summary of findings and analysis below.

### Physician recruitment and retention

Physician recruitment and retention is the process by which medical students, pre-residents, residents, practicing physicians and international medical graduates (IMGs) are enlisted to set-up practice in a particular community and supported to remain in the community well into the future.

Results from a recent [survey](#) conducted on behalf of the Ontario College of Family Physicians, of more than 1,300 family doctors clearly show a full-blown crisis in retaining family physicians. An alarming number of family doctors – 65 per cent – are preparing to leave the profession or reduce hours in the next five years, reporting that they are overwhelmed with unnecessary administrative work and a lack of support.

It is generally assumed that physician retention is poor in underserved rural areas, however, four of five relevant studies show that it is actually comparable to urban settings, (Luman et al., 2007, Pathman et al., 2004, Philo et al., 2003, Journal of Social Science and Medicine, 2009). Given the reported provincial and national shortages of physicians within the health care system, the approaches below are considered, across research studies, to have demonstrated the best outcomes and long-term success.

#### 1. Rural history, training and experience

General Practitioners (GPs) with rural backgrounds, rural experience during undergraduate or postgraduate training and/or a history of being community-oriented with strong community and geographic ties are more likely to practice in rural areas and remain practicing in the community long-term. The location of the final year of training, including opportunities for local mentorship and being immersed in the local culture and landscape is particularly influential, (Medical Journal of Australia, 2022 and Journal of Social Science and Medicine, Netherlands, 2019).

#### 2. Presence of regional medical centre (school of medicine)

The presence of a regional medical centre (RMC) or medical school in a community has a positive influence on where a physician chooses to practice. It helps build an academic environment, improves the quality of health services, creates a dynamic atmosphere in the region's hospitals and demonstrates economic impacts on the region through employment and investments.

Access to professional development and academic opportunities that continue to enhance skills increases the success rate in recruiting and retaining physicians; with a success rate of 75 per cent in England and 80 per cent in Australia, (Medical Journal of Australia, 2022).

#### 3. Work environment and compatibility with the community

The work environment (team oriented, collegial and well-organized) is of particular importance to medical students choosing to practice in rural communities. Reducing the

level of administration (providing turn-key operation), ensuring a flexible team-based environment, and locum programs (that support physicians to take time off for holidays and medical education) are noted as primary drivers to successful recruitment and retention, (OCPS Survey 2023, Canadian Medical Education Journal, 2018).

Interestingly, international medical graduates recruited to rural areas to practice did not remain there, most citing incompatibility as the primary reason for their decision to leave, with 73 per cent not completing the three-year obligation period, (Bio-Med Central Health Services Research, United Kingdom, 2016).

#### 4. Family, spousal interest and quality of life

Health care professionals value factors such as spousal employment, family settlement and quality of life in determining where to set-up practice, (Canadian Broadcasting Corporation, 2022).

Addressing spousal or family integration, including employment, housing, childcare, etc. are some of the most important factors in determining where physicians work (Canadian Medical Education Journal, 2018). Once basic needs were met, decisions to stay or leave were based on intangibles such as work environment and quality of life, (Journal of Social Science and Medicine, Netherlands, 2019).

#### 5. Financial incentives

Financial incentives to recruit and retain physicians, medical graduates or existing physicians looking to set up full-time practice in underserved (rural) communities, may include funding, grants or stipends in the form of fixed term agreements, interest-free loans and support for moving costs, etc.

A Western University study states that incentives can play a role in the recruitment process if used in combination with other approaches. That said, health care professionals ranked financial incentives as only "moderately important" for recruitment and "not at all important" for retention.

In some cases, doctors paid out of their contracts to leave a community or fulfilled their service commitment and moved on, as noted in Alberta having reduced the number of doctors after the introduction of such a program and New Zealand where 89 per cent of physicians opted out of their service agreements after three-years, (Bio-Med Central Health Services Research, United Kingdom, 2016).

#### 6. Overall strategies

Overall strategies such as recruitment marketing (e.g. presence at health fairs, promotion on websites, brochures outlining community value/benefits, etc.) seemed to have little impact, actually decreasing recruitment in one particular UK study. More success was reported through peer-to-peer recruitment as an influence of choice.

Also, a specialized recruiter/case manager with a Bachelor in Health and 2-years health related experience demonstrated success in recruitment, however, there was no evidence of retention outcomes, (Bio-Med Central Health Services Research, United Kingdom, 2016).

In discussion with Dr. Pakes (York Region Medical Officer of Health) and Michelle Laing (Health Workforce Advisor, Ontario Health) there was consistent support for the findings above. In addition, below are examples obtained through a municipal environmental scan that also support the above mentioned findings:

The City of Windsor (Population 422,630 – 2021 Stats Can)

- Partnership with the Schulich School of Medicine, including a medical facility in the community, reports a 35 per cent increase in family physicians and a 31 per cent increase in specialists; the program has added almost 100 physicians to the region since inception in 2008

The City of Sault Ste. Marie (Population 76,731 - 2021 Stats Can)

- Partnership with the Northern Ontario School of Medicine (NOSM), the first medical school built in Canada in more than 30 years, reported having recruited 193 physicians (2002 – present), 25 in the last two years, 48 per cent having had medical training in the Sault, most through NOSM

Southlake Regional Health Centre (Town of Newmarket and surrounding areas)

- Southlake Academic Family Health Team, in partnership with the University of Toronto and Southlake's Family Medicine Teaching Unit established in 2009, enrolling nine family medicine physician trainees (seven Canadian and two international medical graduates) every year for a two-year program

29 of the 60 municipalities including Brantford, London, Thunder Bay, North Bay, Owen Sound, Durham, Goderich, Belleville, Muskoka, Barrie, Sarnia/Lampton, etc. reported the following:

- The existence of a recruitment and retention program that includes staff support (e.g. Durham Region's recent posting for a physician recruiter), promotional activities and incentives, etc., with 62 per cent led by external organizations (such as physicians, hospitals, Chambers of Commerce or a not-for-profit organization) and 38 per cent led and managed through the municipality.
- For those led by external organizations, funding is provided through various sources with a municipal contribution ranging from \$17,000 to \$145,000; for those led and managed by municipalities the funding ranges from \$20,000 to \$175,000, both are either per annum or annualized over three to five years. The delivery of most financial incentive initiatives is done through term-based agreements with medical residents starting a full-time practice in the community.
- Of note, is the peer-to-peer recruitment program in the City of Thunder Bay which offers a \$1,000 referral fee to physicians who refer a physician candidate from

outside North Western Ontario - this is led through the Thunder Bay Community Economic Development Commission.

With that said, there are municipalities having made the decision to decrease their contribution (City of North Bay) or reluctantly providing incentives (Kingston and Port Hope) mentioning it as a Band-Aid solution to an immediate challenge, with advocacy to the provincial government as a longer-term strategy.

Also, most municipalities have not made outcomes available to the public related to their physician recruitment and retention program. For those having reported outcomes, the standard is to focus on recruitment numbers, not retention, e.g. Region of Durham recruited 25 doctors (2007-2017) and City of Sarnia/Lampton recruited 25 doctors (2001 to present).

In addition, a recent announcement from the College of Family Physicians of Canada (CFPC) outlining its plan to increase the length of family medicine residency from two years to three, has been opposed by the Canadian Federation of Medical Students (CFMS) and Resident Doctors of Canada (RDoC) and some doctors, including representatives of rural and emergency medicine organizations. Stating that it may deter medical students from pursuing a career in family medicine at a time when there is a crisis in Primary Care and what this might mean to already under-served communities, (Canadian Broadcasting Corporation – CBC, 2023).

#### *Summary – Physician recruitment and retention*

The recruitment and retention of physicians is a critical and complex issue that is being actively worked on by key stakeholders at the national, provincial and local level. As such, enhanced collaboration and alignment of stakeholders toward a coordinated and integrated strategy will help to optimize advocacy efforts, ensure strategic allocation of financial support and maximize success in improving access to health care.

Although providing financial incentives may be the quickest/easiest approach in investing towards improved access to health care, a focus on rural students/experience, presence of a medical facility, quality of work environment – reducing administration, family settlement and community compatibility, combined with carefully crafted and structured incentive programs, are proven to yield better results.

Municipalities that have been most successful have invested in partnerships with a provincially recognized medical school and have also supported enhanced collaboration through the creation of a task force (comprised of a diverse group of health care providers) that develops a focused strategy/plan for improving access to health care in the community.

### Urgent Care Centres

Urgent Care Centres (UCC) play an important role within the health care system. Primarily staffed by physicians, nurses and technicians, these centres provide medical care for an illness or injury that needs prompt attention (e.g. infection, fever, sprain, minor fractures, stiches, rash, etc.). Their presence in a community can improve access to health care and reduce the workload and staff pressures of the primary hospital.

As of 2023, there are a total of 140 public hospital corporations, 56 Urgent Care Centres and 16,990 family medicine and practice physicians in the province of Ontario, (Province of Ontario, 2023).

In speaking with Dr. Pakes, the York Region Medical Officer of Health, he confirmed the essential role Urgent Care Centres can play within the community. That said, and based on his experience as an Urgent Care Physician, he did outline a few challenges such as health care providers being required to make on-the-spot assessments of a patient's condition without access to their full medical history and being limited to providing immediate care only. Access to full medical histories has some benefits, but also dramatically decreases the flow, volume and capacity of urgent and episodic care, requiring an order of magnitude and more resources.

Also, with regard to closures of facilities across the province, Dr. Pakes validated health care staff shortages and high construction building/operating costs as real concerns when moving forward with decisions regarding urgent care. Of note, the overwhelming majority of urgent care, primary care and walk-in clinics in Ontario are private, physician owned and operated clinics. This model is not financially feasible without subsidization when patients health care needs are more complex or volumes are lower.

Provincial approval is required for the construction of a new public or private health care facility. For public facilities, the Province is the primary funder, with projects managed through Infrastructure Ontario.

Additional funding is provided through municipalities, private/foundation donations, fund raising and capital investment campaign efforts, etc. For private facilities, although not under the direct administration of the Province, they are required to meet all provincial and federal regulations and commit to fully funding the construction of the facility without government support. They are also subject to provincial regulations related to staffing of the facility and associated operational funding, (Province of Ontario, 2023).

In reviewing 57 approved Infrastructure Ontario health care projects, primary approvals are given to general hospitals (new, redevelopment, renovation/expansion), Urgent Care/Ambulatory Centre conversions and specialty facilities (cancer, cardiac, mental health and rehabilitation) with a total investment of \$12.9B.

One health care hub was approved (Orleans in Ottawa) being a 96,000 square foot facility with no in-patient beds at a cost of \$59M. Most projects (77 per cent) are in urban or urban/rural mix areas, (Infrastructure Ontario, 2023).

Based on information available through Infrastructure Ontario, the estimated average size of a new health care facility is 473,000 sq. ft. and 298 beds (1,588 square feet/bed). Using this data to better understand the request put forward from Health Georgina, a 20-bed in-patient facility estimated at 10-15,000 square feet may actually require up to 31,760 square feet.

With respect to costs, the range per facility varied from \$5.5M to \$3.6B. The estimated average cost per square foot (new facility) is \$1,335.24. For a 20-bed facility at 31,760 square feet (as per above), the approximate total investment may be upward of \$42.4M.

Based on information available through Infrastructure Ontario, it can be between 3-10 years and up to 11 years, to implement health care infrastructure projects from initial approval to completion. Additional pressures including the availability of capital and the capacity of the construction industry to implement projects may impact these timelines.

In addition, staffing of facilities has become a significant challenge. During the past year (December 2022-July 2023), there have been several reported closures of Emergency Rooms and/or Urgent Care Centres, including in Minden, Hamilton, Port Colborne, Fort Erie, Huron Perth, Northumberland and Carlton.

Of the reported closures, 100 per cent were due to staff shortages (both physicians and nurses) with rural areas being the most impacted during holiday and summer periods, (CTV Television Network, 2023).

#### *Summary – Urgent Care Centres*

Although Urgent Care Centres (UCC) play a key role within the health care system, they are costly ranging from \$5.5M to \$3.6B, take significant time to complete up to 11 years and require support from the Province. In addition, staffing shortages, referenced by recent emergency department closures across the province, especially in rural areas, pose a significant challenge.

As previously mentioned, the Province outlined support for Southlake Regional Health Centre to become a two-site hospital with the existing facility transitioned to an UCC. However, following the Province's recent decision to return properties back to the Greenbelt, with the intension of preserving the boundaries in legislation, the proposal to develop a health care facility on the property in King Township would not align with Greenbelt Plan policies.

Based on the Minister of Health's announcement of a \$5M investment to support the planning for a state-of-the-art new hospital and the redevelopment of Southlake's Davis Drive Campus, Southlake is working with the Ministry (MOH) on approval of Master Plan and preparation for the implementation of the next phase of planning/functional programming. To date, more than 25 properties have been evaluated against criteria

such as size, proximity to the communities they serve, and transit accessibility, and while a site has not yet been secured, efforts continue to identify the optimal location for a new Southlake.

### **Opportunities for enhanced collaboration**

There are several critical factors that require close consideration with regard to the best approach for moving forward. Just some of these include the following:

- Emerging role of the Southlake Community Ontario Health Team in providing enhanced health care for Georgina
- Complex and evolving nature of Ontario's health care system
- Impact of the recent Greenbelt lands decision on Southlake's expansion plans
- Expressions of Interest submitted to the Province by both the Southlake OHT and the Georgina Nurse Practitioner-Led Clinic
- Province advising that Southlake is Georgina's partner hospital
- Limited Provincial health care funding available
- Budgetary pressures at the Town and the desire to allocate dollars in a way that will provide the best return on investment
- Number of different stakeholders and providers working to improve access to health care in Georgina
- Perspective of existing health care professionals in Georgina and their retention in the community
- Broad range of different types of health care and wellness professionals required to address Georgina's current and future needs etc.

Given the above, it is suggested that close coordination and collaboration between key stakeholders is critical to maximize impact and avoid any duplication of efforts.

Recent announcements from both the Ontario College of Family Physicians and College of Family Physicians of Canada, as well as previously referenced research and data from various studies and the Schulich report supports the notion that improved collaboration and the development of a common/consistent strategy for improving access to health care in the community would yield more positive outcomes.

To this end, more than 18 municipalities have or are in the process of creating task forces or committees with a collaborative approach to improving access to health care (e.g., Kitchener Waterloo Health Care Resources Council, Kawartha Lakes Health Care Initiative, and Brantford Brant Norfolk Primary Care Council).

The task forces/committees include various community partners such as hospitals, health providers, municipalities, Ontario Health, Family Health Teams, residents/businesses, volunteers and the Chambers of Commerce.

The majority of the task forces/committees are led by health care professionals and experts in the field with a goal of developing and implementing a strategy or plan to improve access to health care, financially supported in part by the municipality and other partners.

Of specific note is Brantford Brant Norfolk Primary Care Council, a self-organized group that has been active since 2019. The Council had remarkable success in providing leadership and a cohesive voice for primary care providers in the region and has developed a 2022-2025 Primary Care Strategic Plan, reporting 99 per cent success rate in retaining physicians through their collective efforts over the past five years.

Within the Town of Georgina, there are two primary overarching health care groups/organizations that are working to integrate, advocate and develop programs/services related to health care.

As mentioned previously, [Health Georgina](#) is a federally chartered not-for-profit organization based in Sutton, with a goal of ensuring that the citizens of the Town of Georgina have easy access to health care and the [Southlake Community-Ontario Health Team](#), introduced and supported by the Province (Ontario Health), is a self-organized partnership of health care organizations working closely together to improve access to health care and reduce gaps in the health care system.

The two groups have similarities in mandate and although their priorities at times may differ, both groups have a strong commitment to improving access to health care for Georgina.

In addition, there are more than 75 health care providers supporting various aspects of the health care system in Georgina, including primary care, long term care/home care, rehabilitation, hospice and respite care and mental health/addictions, etc. that may add to the overall complexity.

#### *Summary – Opportunities for enhanced collaboration*

There are multiple groups and partners, with similar goals and mandates, committed to and working toward improving access to health care in Georgina. Building on the success of other municipalities, there is opportunity for the Town to provide assistance in supporting the development of a collective and coordinated approach for health care improvements in Georgina.

This may be a pivotal time to leverage the Town's unique position to retain a health expert(s) to lead the development of a 'Made-in-Georgina Health Care Strategy' that will improve the state of health care for the community and surrounding area, and give us the best chance of securing future support from the Province. In this regard, staff are suggesting the following as potential next steps for Council's consideration.

### **Potential next steps for consideration**

- Retain a health care systems expert (supported by other subject specific experts and staff resources where required) to develop a made-in-Georgina Health Care Strategy and Action Plan, that will guide the future direction of improving access to health care in the community and provide a coordinated framework to support long-term solutions that will assist all partners to secure Provincial support/funding and other future financial investments. Such an exercise is estimated to cost upwards of \$200K (or more) depending on the eventual scope of the exercise. Given the number of stakeholders involved, the exercise would likely take 9-12 months.
- Establish a time limited task force, inclusive of various partners such as representatives from Town Council, Ontario Health, Health Georgina, Southlake Community OHT, Oak Valley Health, York Region, Chippewas of Georgina Island First Nation health care providers, etc. to be responsible for supporting and steering the development of the Strategy and Action Plan.
- Support provided by the Town, related to the above, would be temporary to ensure successful development of the Strategy and Action Plan and enhanced collaboration between local partners. Once the strategy shifts to implementation, leadership could be transitioned to a centralized local third-party health partner, with the Town participating and providing advice and support as one of many partners moving forward.

### **5. RELATIONSHIP TO STRATEGIC PLAN:**

The engagement feedback provided by residents, partners and staff as part of the Town of Georgina 2023-2027 Corporate Strategic Plan clearly outlined concerns with regular access to health care (specifically primary care) within the community.

As a result, the following priority initiative was included in the Plan:

<b>Pillar</b>	Create a vibrant, healthy, and safety community for all
<b>Goal</b>	Support a safe, healthy and inclusive community
<b>Initiative</b>	Advocate for enhanced health and wellness services, partnership and investment attraction for Georgina

### **6. FINANCIAL AND BUDGETARY IMPACT:**

Funding to support the above considerations would come from the Town of Georgina's Tax Rate Stabilization Reserve.

### **7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

This report did not involve public consultation.

## **8. CONCLUSION:**

The challenges facing a strained health care system across the province and in local communities, like the Town of Georgina, are well known and “expected to persist” as a result of underfunding and a shortage of frontline workers.

In a report released in September 2023, the Financial Accountability Office (FAO) found that Ontario will be short about \$21.3 billion in health spending by 2027-2028. As a result, it is “unlikely” the province will achieve its goals of adding enough beds and hiring enough staff to keep up with demand.

Although the Province is responsible for providing funding and leadership in the delivery of health care, there are areas of local challenge that go beyond the Province’s capacity that may benefit from the assistance of the municipality, with respect to enhancing coordination between health care providers and supporting the development of a coordinated local strategy.

Given that health care is not a core service provided by local municipalities, the staff recommendations seek direction from Council with regard to their desired path forward.

## **APPROVALS**

Prepared By:	Susan Lazzer Project Manager, Strategic Initiatives
Reviewed By:	Olga Lawton Manager, Corporate Strategy and Transformation
Recommended By:	Shawn Nastke Director, Strategic Initiatives
Approved By:	Ryan Cronsberry Chief Administrative Officer

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. OI-2023-0020**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: Lake Drive Functional Assessment Study Update**

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**1. RECOMMENDATION:**

1. That Council receive report OI-2023-0020 prepared by the Operations & Infrastructure Department dated November 22, 2023 regarding the Lake Drive Functional Assessment Study update;
2. That Council receive the attached report “Lake Drive Functional Assessment Study, Final Report”, dated November 13, 2023, prepared by WSP (“the LDFA Final Report”); and,
3. That, given the associated potential budget requirements that would result from the recommended implementation plans, Council defer discussions relating to next steps and budget approval to 2024 budget deliberations on December 5<sup>th</sup> and December 6<sup>th</sup>, 2023.

**2. PURPOSE:**

To update Council of the completion of the Lake Drive Functional Assessment Study and to outline the associated next steps.

**3. BACKGROUND:**

Council requested staff (Resolution C-2021-0176) to undertake a study of Lake Drive during the 2022 budget deliberations, documented as Capital Initiative 22-CI-OI-11. This study was to complete a comparative engineering assessment of options to improve the use of Lake Drive by all road users.

Lake Drive is a popular corridor in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for both leisure and commuting. Its stunning views of Lake Simcoe and access to various communities and public parks make it a popular choice for residents and tourists. However, with increasing development, more road users, cyclists and pedestrians, concerns about mixed road usage have become more common.

The function of Lake Drive is a key factor in the development of the full potential of the waterfront. By re-imagining the usage of this roadway, the Town can better serve its

residents and tourists by providing a safe mixed-use corridor that promotes active transportation, while not compromising on access or traffic operations.

The Town of Georgina retained the services of WSP consulting engineers to complete a road functional assessment of Lake Drive, including Hedge Road as an extension of the corridor.

A functional assessment is a process used to evaluate the operational and safety characteristics of a roadway based on its needs and opportunities. It is a comparative assessment of options which takes into consideration community, technical and financial considerations for all road users and defines long range plans which integrate infrastructure requirements for existing and future land use with environmental assessment planning principles.

Given the known stakeholder interest, this study follows the Municipal Class Environmental Assessment (MCEA), Schedule B under the Environmental Assessment Act process including:

1. Problem and opportunity definition;
2. Consideration of alternative solutions, public consultation and the selection of a preferred solution;
3. Development of alternative concepts for the preferred solution along with public consultation;
4. Development of an environmental study report along with a 30-day public review process;
5. Implementation.

The Town and its consultants have followed this process to complete the project and prepare the final study report. Should Council choose to move forward with any or all of the recommended implementation plan, staff will file a Notice of Completion and submit the final study report for statutory 30-day public review, per the MCEA guidelines.

#### **4. ANALYSIS:**

The Request for Proposals to complete the Lake Drive Functional Assessment Study was released November 16, 2022 and closed on January 16, 2023. There were six (6) plan takers and two (2) bid submissions received. The proposal was evaluated using a two-envelope system consisting of the technical score and the cost proposal. The bids were evaluated and one was determined to be technically acceptable. WSP consulting engineers was retained to complete the Lake Drive Functional Assessment Study.

The goal of this Study was to identify and recommend preferred alternatives and conceptual design(s) that will permit the safe and comfortable travel of Lake Drive and Hedge Road for all road users, including cyclists, motorists, and pedestrians.

#### **4.1 Project Phases**

The project was organized into the following phases:

- Phase 1: Review of existing conditions and problem statement development through technical analysis, policy review, site visits, and engaging with Town staff and the Council.
- Phase 2: Public and stakeholder engagement to collect feedback on existing issues through public survey, virtual workshops, and beach pop-up sessions.
- Phase 3: Identification and evaluation of alternative solutions via a multi criteria analysis through assessing impacts and cost of each alternative and engage with residents and stakeholders through a Public Information Centre.
- Phase 4: Final evaluation including general cost estimates for design and construction of each preferred alternative and the association prioritized construction timelines.

#### **4.2 Study Area**

The study area corresponds to Lake Drive South, North, and East in addition to Hedge Road. Given variations in the street typology, character and the roadway conditions, the study area was divided into the following sections:

- Section 1: Lake Drive South between Ravenshoe Road and Bayview Avenue; Lake Drive North between Church Street and Metro Road North.
- Section 2: Lake Drive North and East between Coxwell Street and South Drive
- Section 3: Lake Drive East between South Drive and Hedge Road; Hedge Road between Lake Drive East and Park Road.

#### **4.3 Proposed Alternative Lane Arrangement Considerations**

Understanding the limitations of using only the existing paved surface (variable at 5.9m – 7.5m), the development of alternatives began with the identification of driving lane arrangements and consideration of potential active transportation features, which consisted of the following general concepts:

1. Do Nothing: Maintain a two-motor vehicle lane roadway with a signed route for cycling;
2. Two Lanes with Sharrows: A two-motor vehicle lane roadway with a signed route for cycling, and add pavement markings;
3. One Lane- Paved Shoulders: A two-motor vehicle lane roadway with delineated paint for dedicated cycling in the shoulders;
4. One Lane - Multi-Use Path: A one-way, one-motor vehicle lane roadway with an abutting buffered multi-use path for cycling and walking;
5. Advisory Lanes: A two-way, one-lane advisory lane, with shoulders for cyclists and pedestrians that can be used by motorists to yield for oncoming traffic;
6. Alternating One Lane - Multi-Use Path: A one-way, one-motor vehicle lane roadway, which alternates travel direction between Regional intersecting roads, and an abutting buffered multi-use path for cycling and walking; and
7. Partial Road Closures: Road closures to vehicular traffic at select locations along the Study Area at the Waterfront Parks, subject to the findings of the Waterfront Parks Master Plan.

Following this, functionally feasible alternative cross-sections were then developed for each section of the Study Area. This was completed by:

- Combining the appropriate and acceptable alternatives outlined above for motor vehicle lane arrangements, with the appropriate and acceptable alternatives for active transportation facilities; and,
- Carrying forward the cross-sections that could be functionally feasible and implemented within the existing pavement width of each respective section of the Study Area.

The evaluation of alternative cross-sections was then completed using a multi criteria analysis with associated weighting for each criterion; ranked based on the relative importance in addressing the problem statement and feedback received from the public. The findings of this resulted in the set of preferred alternatives which were then presented at the Public Information Centre for public comment and adjusted based on feedback.

#### **4.4 Preferred cross section lane arrangements**

Through the evaluation of alternative cross-sections, the technically preferred cross-section alternative for each Section of the Study Area was identified as follows:

##### ***4.4.1 Section 1: One-way travel lane with a multi-use path***

These features provide safe and comfortable travel for all roadway users. This alternative would functionally fit within the pavement width of the study area. The one-vehicular lane arrangement allows for the development of safer active transportation facilities.

The envisioned basic road cross-section will consist of:

- 1) One general purpose lane at 3.25m in width
- 2) A buffer with bollards at 0.6m in width
- 3) One multi-use path (lake side) at 3.15m in width

Considerations and recommendations for these alternatives which can be made on their implementation, include the direction of vehicular travel; and/or, whether the direction of vehicular movement will alternate east to west, or north to south at intersecting Regional Roads and if seasonally implemented. It is recommended, given the general purpose lane is on the 'land' side, that the traffic flow remain Northbound, to benefit from existing driver behaviour (driving on the right side of the road), right-in, right-out turns, and limiting MUP crossings.. No Stopping needs to be considered for this section should it be implemented.



Picture 1: Proposed lane arrangements – Section 2

#### **4.4.2 Section 2: One-way travel lane with a multi-use path**

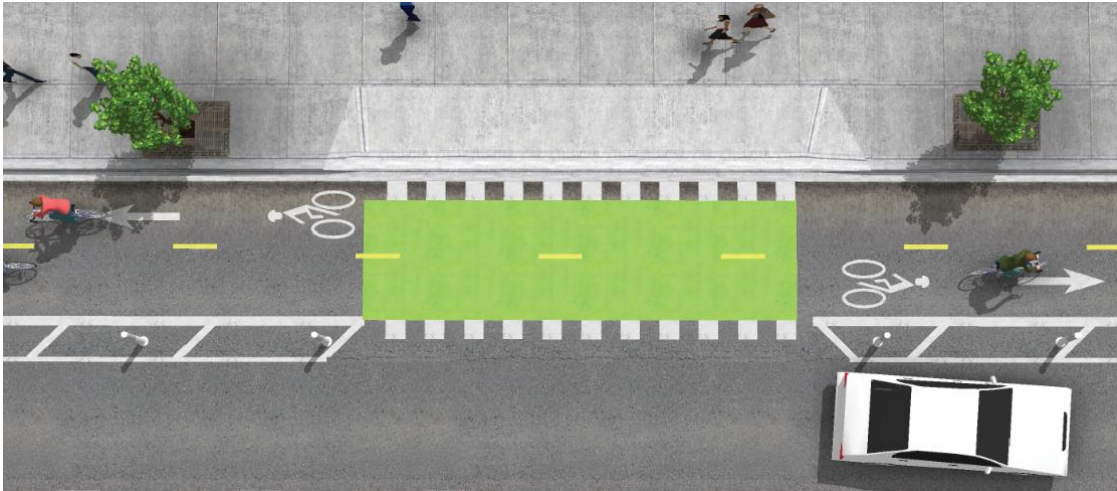
These features provide safe and comfortable travel for all roadway users. This alternative would functionally fit within the pavement width of the study area. The one-vehicular lane arrangement allows for the development of safer active transportation facilities.

The envisioned basic road cross-section will consist of:

- 4) One general purpose lane at 3.25m in width
- 5) A buffer with bollards at 0.6m in width
- 6) One multi-use path (lake side) at 3.15m in width

Considerations and recommendations for these alternatives which can be made on their implementation, include the direction of vehicular travel; and/or, whether the direction of vehicular movement will alternate east to west at intersecting Regional Roads and, if seasonally implemented.

It is recommended, given the general purpose lane is on the 'land' side, that the traffic flow remain Eastbound to benefit from existing driver behaviour (driving on the right side of the road), right-in, right-out turns, and limiting MUP crossings. This also supports traffic flow into Jackson's Point, helping to promote local business. No Stopping exists along the entire section and is important as part of this implementation.



Picture 2: Example of private entrance vehicular crossing MUP with buffer strip

#### 4.4.3 Section 3

Section 3 has varying contexts. Continuing the residential landscape from Section 2, Section 3 then passes through urbanized Jackson's Point, and transitions back to residential along Hedge Road. There is also less adjacent connectivity with parallel streets, specifically along Hedge Road. Each of these portions of the road requires a unique approach so consequently Section 3 was subdivided and evaluated in three sub-segments, with the preferred alternatives identified as follows:

##### ***Section 3, Segment 1 (Lake Drive from South Drive to Ravenswood Drive): One-way travel lane with a multi-use path.***

This section continues the residential context from Section 2. Although Lake Drive transitions to an urban road with a sidewalk on the north side, the land use, transportation, and active transportation are the same as in Section 2.

The envisioned basic road cross-section will consist of:

- One general purpose lane at 3.25m in width
- A buffer with bollards at 0.6m in width
- One multi-use path (lake side) at 3.15m in width

Considerations and recommendations for these alternatives which can be made on their implementation, include the direction of vehicular travel and if seasonally implemented. These should mimic Section 2 for consistency.

##### ***Section 3, Segment 2 (Lake Drive from Ravenswood Drive to Hedge Road): Two shared lanes with sharrows.***

Jackson's Point is an urbanized section with several local businesses. Based on the context of the area, sharrows were determined to be the most preferred for Lake Drive in this area to best provide access to the existing businesses and existing on-street parking spaces.

The envisioned basic road cross-section will consist of maintaining 2 existing general purpose (1 eastbound and 1 westbound) shared lanes at 3.5 m in width, with added painted sharrows. A westbound terminus alignment and turn-around at the furthest western point must be implemented within the section.

***Section 3, Segment 3 (Hedge Road from Lake Drive to Park Drive):  
Advisory Bike Lanes***

Advisory Bike Lanes alternative would functionally fit within the existing pavement width. Hedge Road does not have a parallel regional road or many local connecting streets, which makes it a good candidate for Advisory Lanes.

Advisory lanes are a shared roadway facility that visually delineates space for cycling on a narrow roadway by dashed outer lane lines. The roadway contains no centreline, and motor vehicles share the centre roadway space for two-way travel. The centre travel lane is narrower than two conventional travel lanes and may be as narrow as a single travel lane. Motor vehicles yield to oncoming traffic by entering the advisory bicycle lane. If a cyclist is present, motorist should slow and yield to the cyclist prior to entering the advisory bicycle lane. Motorists must always yield to cyclists and overtake with caution. The envisioned basic road cross-section will consist of 1 two-way general purpose driving lane at 3.5m in width and 2 dedicated cycling lanes at 1.75m in width on either side.

This section also includes a single lane alignment at the Mossington bridge. It should be noted, a thorough and exhaustive communication campaign must be a key consideration for implementing advisory bike lanes.

**4.5 Does this solve the problem?**

The preferred alternative solutions that have been identified address the problems and opportunities by:

1. Redistributing the car-centric design of a two-lane motor vehicle roadway to a roadway design that is safe and comfortable for all roadway users by dedicating the pavement space to one-lane motor vehicle lane roadway and an abutting dedicated active transportation supportive facility (i.e., multi-use path) for pedestrian and cyclists, that is buffered and separated from vehicular road travel;
2. Transforming Lake Drive and Hedge Road to be an inviting destination and corridor for all roadway users; and,
3. Redistributing roadway spaces to cycling and pedestrian travel to reduce congestion, promote active transportation in the community, encourage the slow and safe scenic travel on Lake Drive and Hedge Road, and improve traffic calming.

The recommended lane arrangements are supported by the survey results. Further, it provides consistent travel for all roadway users throughout the Study Area.

It must be noted that traffic calming alternatives are integral to implement in parallel with the preferred alternatives in the respective sections, in order for traffic speeds to be managed effectively in one-way sections. Options assessed include centre bollards, curb outs, stop signs/flashing lights, mirrors, speed humps, signage, education campaign, and increased enforcement. Each will be implemented in suitable locations during design, based upon available standards (Canadian Guide to Traffic Calming (2018)) and Town traffic calming policy.

Taking into consideration public feedback on the technically preferred alternatives, the recommended plan for sections 1,2 and 3 have been developed based on a balance of the weighted evaluation criteria.

The recommended plan aligns with the results of Phase 1 of the Waterfront Parks Masterplan, and specifically addresses key areas including:

- Creating a safe pedestrian/cycling connection between De La Salle park and Jacksons Point; from a continuity, safety, and economic perspective; highlighted as a next step as the WPMP moves forward.
- Proposed MUP/Lane arrangement aligns well with proposed realignment of roadways/pathways at Willow Beach and De La Salle Park, having cycling and pedestrian facilities continue adjacent to Lake Simcoe while vehicular traffic is re-routed (see Picture 3)
- Supports Active Transportation connections between North Gwillimbury Park, Willow Beach, De La Salle Park, and Jacksons Point (Bonnie Park/Lorne Park)



*Picture 3: Waterfront Parks Masterplan – Willow Beach Rendering  
MUP continuation along beach front*

Further, the recommended plan aligns with both Regional plans and Municipal master plans, and overlays the Lake-to-Lake routing. Should Council move forward with design and construction of any portion of the recommendations, Staff will be applying for eligible provincial and regional grant programs to offset associated construction costs. Most notably, the pedestrian and cycling partnership program (PCPP) through York Region, which aims to offset 33% or 50% of project costs, based upon eligibility criteria, up to \$1 million.

#### 4.6 Implementation

Given that the Study Area is lengthy at 24 kilometers, it is recommended that implementation be carried out in a phased approach, in the sequence as follows:

- Phase i: Section 2 and Section 3, Segments 1 and 2
- Phase ii: Section 1
- Phase iii: Section 3, Segment 3

Phase i was identified as the highest priority sections, offering the greatest near-term potential benefits to the community.

The next steps for Phase i implementation would include:

- Traffic, pedestrian and parking studies to fill existing information gaps and inform the design;
- Detailed design of any or all recommended alternatives; and,
- Public communication and education.

In order to accurately and successfully implement phase i (at over 13.6 kms in length), the detailed design and communication strategy is of utmost importance.

It is further recommended that Phase i be seasonally implemented, beginning in the spring, and ending in the fall, to assist with winter maintenance operations. Additionally, pedestrian and cycling-focused tourism drops in the winter months. Should Council choose to adopt a seasonal implementation of Phase i, a pedestrian study should verify the legitimacy of seasonal implementation pre/post installation.

The implementation plan, should Council support the recommended outcomes within the WSP report, are as follows:

Year	Section	Details
2024	Section 2	Staff to deliver parking study offset, mid-block traffic study data, draft communications plan
2024	Section 2 Section 3 (segment 1&2)	Detailed Design incl traffic calming, signs, pavement markings + pedestrian counts
2025	Section 2 Section 3 (segment 1&2)	Implementation incl. traffic calming, signs, pavement markings
2026+	Section 1	Detailed Design incl traffic calming, signs, pavement markings + pedestrian counts

Year	Section	Details
2026+	Section 1	Implementation incl traffic calming, signs, pavement markings + pedestrian counts **Aligns with resurfacing plans for Lake Dr. S.
TBD	Section 3 (segment 3)	Design and implementation incl traffic calming, signs, pavement markings + pedestrian counts

Staff recommend that the studies, detailed design and public communication efforts be completed in 2024 with the Phase i corridor improvements planned for implementation in spring of 2025. Staff are able to off-set some of the “additional studies” as outlined in the WSP final report using existing programs/resources at no additional cost. Prior to future phases of implementation, staff will provide Council with an update on feedback and success of Phase i implementation.

#### 4.7 Operations and Maintenance

Considerations should be made on the following topics of Operations and Maintenance:

- Regular sign replacement/maintenance: It is expected the net benefit of removing, replacing, and installing new signs within the phases will not result in any additional resources required for ongoing annual maintenance
- Seasonal implementation:
  - Installation and removal of bollards/curbs is estimated at \$20,000 annually. This figure can be definitively estimated once the design is complete and quantity of devices is known.
  - Sign tab changes can be absorbed within the existing operating budget
  - Winter maintenance remains unaffected. Seasonal implementation is required due to winter maintenance operations
- Pavement Marking replacement/refresh: Expansion of pavement markings will result in an annual operating expense, estimated at an additional \$15,000 based upon 2023 rates. This figure can be definitively estimated once the design is complete and quantity of pavement markings is known
- Garbage collection will be maintained, and will be addressed through detailed design

#### 5. RELATIONSHIP TO STRATEGIC PLAN:

Delivering Service Excellence:

- Proactively manage infrastructure and assets to ensure service continuity.

Creating a Vibrant, Healthy and Safe Community for all:

- Support a safe, healthy and inclusive community.

This initiative also aligns well with the Economic Development and Tourism strategy's objective to strengthen tourism, as well as the Town's approach to increasing active transportation opportunities.

## **6. FINANCIAL AND BUDGETARY IMPACT:**

None related to this report, however, the expected implementation and costs for completing the future corridor improvements in the phased implementation program, should Council choose to advance these, are summarized as follows:

<b>Year</b>	<b>Section</b>	<b>Details</b>	<b>Estimated Budget</b>
2024	Section 2	Staff to deliver parking study offset, mid-block traffic study data, draft communications plan	Included in OpEx
2024	Section 2 Section 3 (segment 1&2)	Detailed Design incl traffic calming, signs, pavement markings + pedestrian counts	\$100,000
2025	Section 2 Section 3 (segment 1&2)	Implementation incl. traffic calming, signs, pavement markings	\$275,000 + Contingency
2026+	Section 1	Detailed Design incl traffic calming, signs, pavement markings + pedestrian counts	\$50,000
2026+	Section 1	Implementation incl traffic calming, signs, pavement markings + pedestrian counts	\$130,000 + Contingency
TBD	Section 3 (segment 3)	Design and implementation incl traffic calming, signs, pavement markings + pedestrian counts	\$80,000
		Contingency: 10%-30%	\$100,000 across all phases and years
		Total:	\$735,000

It is recommended that should the phased implementation be advanced, that staff ensure the 10 year capital program is updated to reflect the impacts.

## **7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

Extensive public consultation and engagement has been completed for this study to ensure residents and stakeholders were afforded multiple opportunities to provide input. All public communications noted that the study focused exclusively on the existing edge-to-edge pavement configuration and will not recommend any widening or additional infrastructure beyond the existing paved surface of the roadway.

In addition to the public consultation, the Chippewas of Georgina Island have been consulted during this process including provision of the Notice of Public Information Centre. The MECP was also contacted to confirm whether additional Indigenous Communities have an interest in the study area for this project. Further, consultation was extended to the Lake Simcoe Region Conservation Authority, York Region Public Health Services, York Region Transit, York Region Emergency Services, York Region, the public and Catholic school boards and utility providers as part of the Technical Advisory Committee consultation.

Key public consultation components consisted of the following:

**Webpage:** A dedicated project webpage ([Georgina.ca/Study](http://Georgina.ca/Study)) was created and regularly updated at key points in the project.

**Survey:** A public survey was posted on the Town's project webpage to collect feedback about the preferred priorities for each section of the study area from August 3 to August 27, 2023. Letters were mailed out to all residents that front on Lake Drive East, North, South, and Hedge Road with access to the survey via a QR code and the webpage link. Advertisement for the survey was completed via the Town's website and social media channels in addition to being posted on the project's webpage and the direct mailout. 558 people responded to the online survey on the Study webpage, including: 86 residents front facing in Section 1, 121 residents front facing in Section 2, and 53 residents front facing in Section 3.

**Virtual Workshops:** The project team completed two virtual presentation workshop on August 15<sup>th</sup> and August 17<sup>th</sup>, starting at 6pm. Registration for the sessions was posted on the Town's website. Advertisement for this presentation was completed via the Town's website, project's webpage, and social media channels. 14 and 8 people attended the workshop sessions on August 15<sup>th</sup> and August 17<sup>th</sup> respectively. The sessions were recorded and posted on Town's YouTube channel, with 56 views on the video as of November 1<sup>st</sup>, 2023.

**Beach Pop-up Sessions:** In-person information sessions were held at Willow Park and De La Salle Park on August 20, 2023. These sessions provided a high-level overview of the project via board displays and handouts including a link to the public survey and engage discussions with stakeholders regarding their challenges and opportunities with Lake Drive and Hedge Road. Advertisement and further information for these sessions was provided via the Town's website and social media channels as deemed appropriate.

**Public Information Centre (PIC):** A PIC illustrating the background review, alternative options, evaluation criteria and the assessment of potential solutions for Lake Drive and Hedge Road was held on September 26, 2023 at the Chapel at De La Salle Park. The Notice of the Public Information Centre was advertised through the Town's website, project webpage, Town Council agenda, advertisement in local newspaper, and through the Town's social media platforms. Residents were encouraged to provide their comments on the preferred options. Feedback

opportunities included provision of written comments during the PIC meeting as well as sending comments electronically prior to the comment deadline of October 10, 2023. 42 people attended and registered at the in-person event.

**Notice of Completion:** Subject to Council's endorsement of the Study Report included with this staff report, staff will complete the final Study Report and file a Notice of Completion. The final Study Report will then be placed on a 30-day public review period as per the requirements of the MCEA process.

Resident feedback throughout the project has been compiled and logged. The feedback was analyzed and incorporated into the preferred alternatives where feasible.

Public communication initiatives will be incorporated into the next steps of the project to keep the members of the community informed as to progress and timing.

## **8. CONCLUSION:**

This report provides a summarized update of the key findings from the LDFA study, which was commissioned to consider and recommend options to improve portions of the Lake Drive and Hedge Road corridors for the benefit of all road users. The study recommends pre-cursor studies and design be carried out in 2024.

By implementing the pre-cursor studies and design recommended by the LDFA Study, the Town will be in position to proceed with phased implementation of corridor improvements commencing in 2025.

## **APPROVALS**

Prepared By:	Ryan Post, Project Manager
Reviewed By:	Neil MacDonald, Manager, Capital Delivery
Recommended By:	Michael Vos, Director, Operations & Infrastructure
Approved By:	Ryan Cronsberry, Chief Administrative Officer

### **Attachments:**

Attachment #1- Lake Drive Functional Assessment Study Final Report + Appendices

TOWN OF GEORGINA  
PROJECT NUMBER: OID2022-091

# LAKE DRIVE FUNCTIONAL ASSESSMENT STUDY FINAL REPORT

NOVEMBER 13, 2023





# LAKE DRIVE FUNCTIONAL ASSESSMENT STUDY FINAL REPORT

TOWN OF GEORGINA

FINAL

PROJECT NO.: 231-01772-00  
CLIENT REF:OID2022-091  
DATE: NOVEMBER 13, 2023

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# REPORTS AND REVISION HISTORY

## Technical Memorandum #1

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### First issue

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May 1, 2023	First Draft
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Prepared by	Reviewed by	Approved by
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Olivia Falcone,	Jay Goldberg, Project	Jay Goldberg, Project
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Transportation Planner	Manager	Manager
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Sandy Yang,		
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Transportation Planner		
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### REVISION 1

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May 15, 2023	Second Draft
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Prepared by	Reviewed by	Approved by
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Transportation Planner	Manager	Manager
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Saif Ahmad, EIT		
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### REVISION 2

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June 20, 2023	Third Draft
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Prepared by	Reviewed by	Approved by
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Transportation Planner		
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Helya Oghabi,		
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## Technical Memorandum #2

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### First issue

September 14, 2023

First Draft

Prepared by

Reviewed by

Approved by

Olivia Falcone,

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Transportation Planner

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## Final Report

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### First issue

October 25, 2023

First Draft

Prepared by

Reviewed by

Approved by

Olivia Falcone,

Jay Goldberg,

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### REVISION 1

November 1, 2023

Second Draft

Prepared by

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### REVISION 2

November 6, 2023

Second Draft

Prepared by

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### REVISION 3

November 13, 2023

Second Draft

Prepared by

Reviewed by

Approved by

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## *APPENDICES*

- Appendix A – Consultation
- Appendix B – Photo Log
- Appendix C – Detailed Evaluation Tables
- Appendix D – Conceptual Design Plates

# 1 INTRODUCTION

The Town of Georgina, in coordination with their consultant, WSP Canada Inc., carried out a Functional Assessment Study for several segments of Lake Drive and Hedge Road. This project is herein referred to as the “Lake Drive Functional Assessment Study”.

Lake Drive and Hedge Road are popular corridors in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for both leisure and commuting. Its stunning views of Lake Simcoe and access to various communities and public parks make it a popular choice for residents and tourists. However, with increasing development and more road users and pedestrians, concerns about mixed road usage have become more common. As such, this Study was initiated to explore, evaluate and recommend solutions to improve the operational and safety aspects of Lake Drive and Hedge Road for all users.

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## 1.1 Study Objectives

The purpose of the Functional Assessment Study is to determine the best ways to make Lake Drive and Hedge Road safer and functional for all road users. The Town is developing a sustainable vision for the waterfront, addressing park overcrowding, vehicular and pedestrian access, parking and other infrastructure requirements in the Waterfront Parks Master Plan (2020-on-going). Access to the waterfront is a key issue to the residents of Georgina, as is balancing the needs of the residents and seasonal populations. The function of Lake Drive is a key factor in the development of the full potential of the waterfront. By re-imagining the usage of this roadway, the Town can better serve its residents and tourists by providing a safe mixed-use corridor that promotes active transportation, while not compromising on access or traffic operations.

This Study is limited to improvements within the existing paved road areas. This was communicated throughout the Study’s consultation program.

The following tasks were completed as part of this study:

- Consultation and engagement process in **Chapter 2**;
- Planning and policy review in **Chapter 3**;
- Existing conditions including socio-economic environment, typical cross-sections, existing active transportation, sightline review, traffic data summary, parking restrictions, transit routes, collisions and base mapping in **Chapter 4**;
- Overview of the Complete Streets strategy in **Chapter 5**;
- Initial problem and opportunity statement in **Chapter 6**;
- Development, assessment and evaluation of alternatives in **Chapter 7**; and

- Recommended Plan for implementation in **Chapter 8**.

## 1.2 Study Area

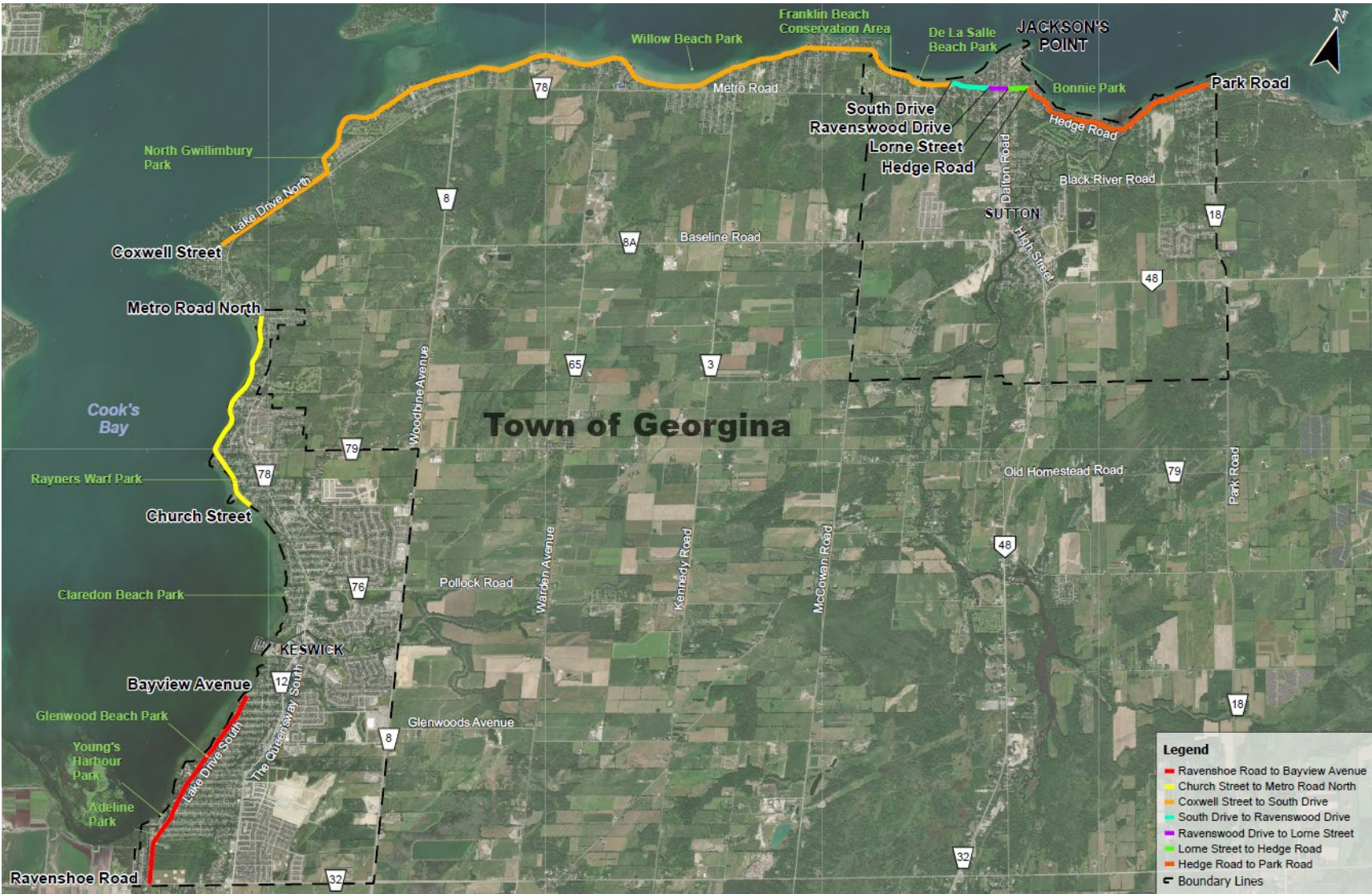
Lake Drive and Hedge Road travel through a predominantly rural and scenic community. In Keswick, Lake Drive traverses through a suburban community, characterized by low-density, single dwelling units on either side of the road. Though low-density, this segment of Lake Drive has a higher density than the rest of the study area. The remaining and majority of the sections of Lake Drive and Hedge Road are adjacent to even lower density, rural residential communities, some parklands, and some commercial areas. Additionally, various sections of this segment have a direct, unobstructed view of Lake Simcoe.

Lake Drive and Hedge Road are not only roads that travels through the Town of Georgina; they are popular destinations for residents and visitors alike, and a key landmark for the Town. The Study Area includes the following sections of Lake Drive and Hedge Road, as illustrated on

**Figure 1-1:**

- Lake Drive South between Ravenshoe Road and Bayview Avenue;
- Lake Drive North between Church Street and Metro Road North;
- Lake Drive North and East between Coxwell Street and South Drive;
- Lake Drive East between South Drive and Hedge Road;
- Hedge Road between Lake Drive East and Park Road.

Figure 1-1: Study Area Map

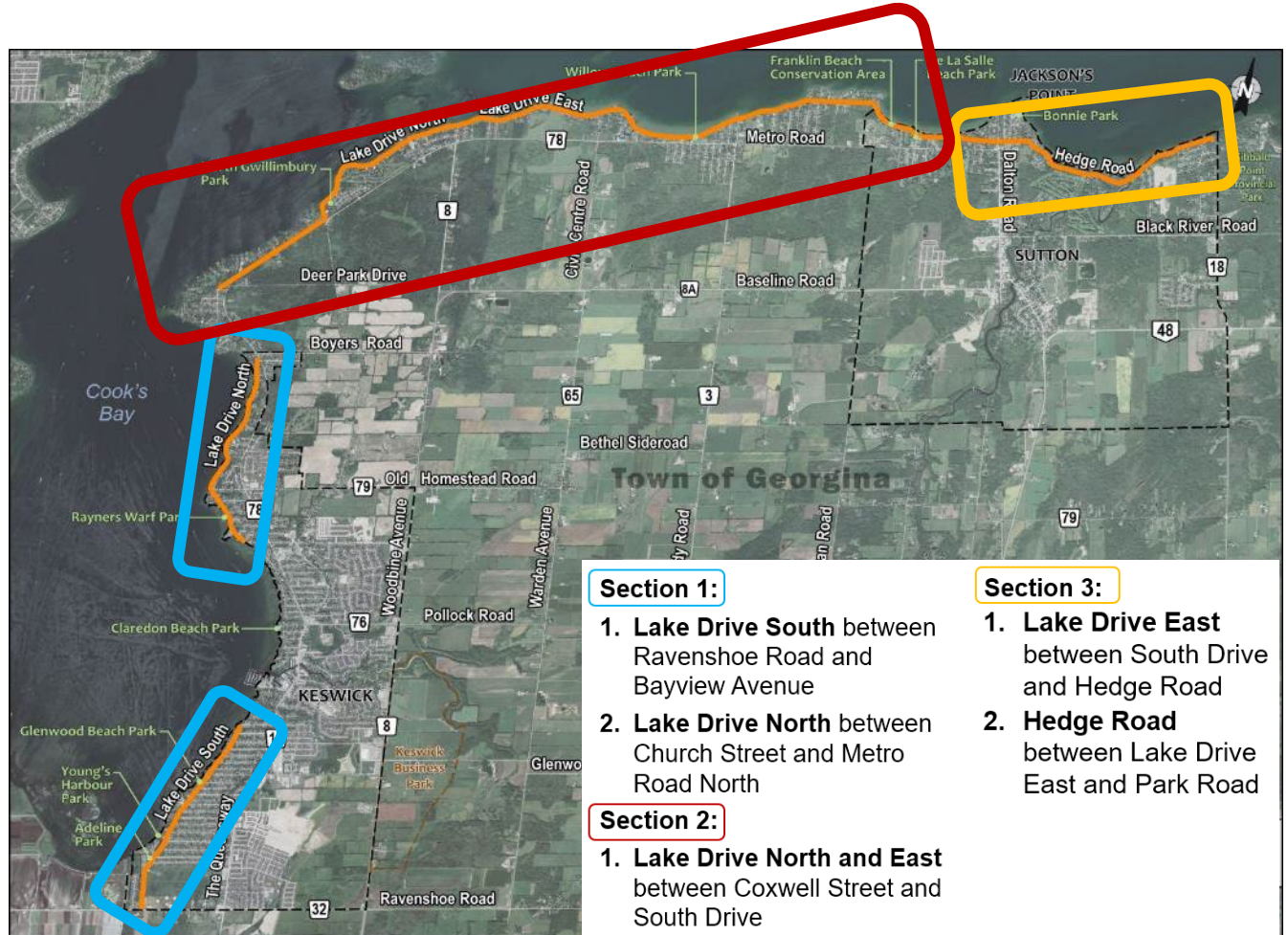


### 1.2.1 STUDY AREA SEGMENTS



Lake Drive travels through different communities within the Town. The character of the road and surrounding community changes from one end of the corridor to another. Given the drastic change in the character of the study area and the roadway conditions, to improve and provide the safe and comfortable travel along the corridor for pedestrians, cyclists and motorists, a granular approach will be taken. A “one-size-fits-all” approach is inappropriate for this study given its varying street typology, character and existing and planned conditions. As such, the study area was divided into sections to provide a more localized solution to each area of the study. Given that the length of each section, some sections were further broken down into “segments” based on its neighbourhood, land uses and roadway characteristics and typology. The three (3) Sections of the Study Area are shown in **Figure 1-2** below.

The Lake Drive South section starts at Ravenshoe Road and concludes at Bayview Avenue. This section is not broken down into further segments. The Lake Drive North and East sections are subdivided into multiple segments, each distinguished by their unique neighbourhoods, communities, land uses, and roadway features. The segments and their unique characteristics are summarized in **Table 1-1** below.



**Figure 1-2: Sections of the Study Area**



**Table 1-1: Study Area Segment Characteristics**

Section	Segment	Adjacent Community Characteristics	Land Use and Socio-Economic Character	Photo of Typical Conditions
Lake Drive South	Ravenshoe Road to Bayview Avenue	No Curbs or Sidewalks, unpaved shoulder	Community of Keswick Suburban Denser residential neighbourhood	
Lake Drive North	Church Street to Metro Road North	No Curbs or Sidewalks	Community of Keswick Transition from suburban to rural community	

Section	Segment	Adjacent Community Characteristics	Land Use and Socio-Economic Character	Photo of Typical Conditions
Lake Drive North - Lake Drive East	Coxwell Street to South Drive	No Curbs or Sidewalks	Scenic, rural stretch Access to various waterfront parks	
Lake Drive East	South Drive to Ravenswood Drive	Sidewalks, Curbs	Scenic, rural community Quieter than Keswick and Sutton Low density	

Section	Segment	Adjacent Community Characteristics	Land Use and Socio-Economic Character	Photo of Typical Conditions
Lake Drive East	Ravenswood Drive to Lorne Street	Parking lane, Sidewalks, Curbs	Jackson's Point More commercial properties	
Lake Drive East	Lorne Street to Hedge Road	Sidewalks, Planting strip, Curbs	Widest ROW of the study area Road more developed and suburban in nature	

Section	Segment	Adjacent Community Characteristics	Land Use and Socio-Economic Character	Photo of Typical Conditions
Hedge Road	Lake Drive East to Park Road	No curbs or Sidewalks	Community of Sutton Lower density More natural heritage features leading up to Sibbald's Point Provincial Park	

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## 1.3 Municipal Class Environmental Assessment Study

Municipal infrastructure projects are subject to the Ontario Environmental Assessment Act (EA Act). The Municipal Class EA (Municipal Engineers Association October 2000, as amended in 2023) is an approved self-assessment process under the EA Act that applies to municipal infrastructure projects including roads, water and wastewater.

The Municipal Class EA outlines a planning process to consider the environmental and technical advantages and disadvantages of alternatives in order to determine a preferred solution for addressing problems and opportunities.

- The three categories of projects/activities to which the Municipal Class EA applies are:
  - Exempt: Includes normal or emergency operational and maintenance activities, which are limited in scale and have minimal adverse environmental effects and therefore exempt from the MCEA.
  - Schedule B: Includes projects that have the potential for adverse environmental effects. This includes improvements and minor expansions of existing facilities. These projects are approved subject to a screening process which includes consulting with stakeholders who may be directly affected and relevant review agencies.
  - Schedule C: Includes the construction of new facilities and major expansions to existing facilities. These undertakings have the potential for significant environmental effects.

The anticipated environmental impacts of the improvements and recommendations from the Lake Drive Functional Assessment Study are limited in scale and will have minimal adverse environmental effects, as any and all recommendations will be implemented within the existing pavement area. Therefore, the Study meets the criteria for an “Exempt” project.

However, recognizing the high public profile of this project and the value of community engagement, the Town of Georgina is going above and beyond the MCEA requirements by engaging the community and generally following a Schedule ‘B’ MCEA process, completing Phases 1 and 2 of the MCEA process.

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## 1.4 Functional Assessment Study

A Functional Assessment Study is a process used to evaluate the operational and safety characteristics of a roadway based on its needs and opportunities.

By following the MCEA process, the Lake Drive Functional Assessment Study will:



- review the existing and planned conditions of the corridor,
- consider the best practices for road design as it relates to safety and operations for this roadway,
- identify potential roadway design alternatives that can address the identified issues and opportunities,
- develop a context-appropriate evaluation criteria,
- evaluate the alternatives, and
- recommend a series of alternatives that are localized and context-sensitive to each segment of the Study Area.

This Study is limited to improvements within the existing paved road areas. This was communicated throughout the Study's consultation program.

Various aspects of the road will be examined to determine how well it meets the intended purpose and accommodates the needs of different road users, such as pedestrians, cyclists, and motorized vehicles. For the Lake Drive Functional Assessment Study, all road users will be considered.

The Study aims to identify the potential issues and the areas for improvement, including the design, traffic flow, signage, traffic calming, road markings, visibility/sightlines, parking restrictions, speed limits and other factors that affect road functionality and safety. The findings and recommendations from the Lake Drive Functional Assessment Study will be used to implement operational improvements, plan road maintenance or upgrades, enhance road safety measures, and optimize the overall functionality of Lake Drive and Hedge Road.

## 2 CONSULTATION AND ENGAGEMENT

Consultation is a key component of this Study. The Project Team engaged with various stakeholder groups to solicit feedback based on their level of understanding of the Study, as well as considering how they would be impacted by the potential direction suggested further in the project. The intent of the consultation process was to ensure that all stakeholders and Indigenous Communities are given the opportunity to provide input on the transportation needs and existing environment along the Lake Drive and Hedge Road corridor, as well as on the assessment of alternatives, and preferred design. The following section documents the key consultation events with stakeholders and Indigenous Communities during this Study.

The following table is an overview of the consultation, engagement and communication tools and tactics that were carried out to inform the Study process at each of the project phase. The strategy was built together upon discussions with the Town of Georgina.

**Table 2-1: Consultation Phases and Descriptions**

Project Phase	Objective	Engagement Activities to Meet Objectives
<b>TM #1: Problem Statement and Background Review</b>	<ul style="list-style-type: none"> <li>Collect feedback from the identified stakeholder groups based on the context and the potential impacts on the stakeholders</li> <li>Identify stakeholder preferences</li> <li>Confirm approach and milestone</li> <li>Formally commence the project</li> <li>Preliminary information gathering and promotion</li> <li>Develop Problem Statement</li> </ul>	<ul style="list-style-type: none"> <li>Communications and Consultation Management Plan</li> <li>Project webpage</li> <li>Public and Council surveys</li> <li>Mailing list</li> <li>Risk workshop</li> <li>TAC meeting</li> <li>Council 1:1 meetings</li> </ul>
<b>TM #2: Identification and High-Level Evaluation of Alternative Solutions</b>	<ul style="list-style-type: none"> <li>Collect feedback from the identified stakeholder groups based on the context and the potential impacts on the stakeholders</li> <li>Collect feedback from the identified stakeholder groups</li> <li>Provide critical background information</li> <li>Demonstrate work completed and how input has been used</li> <li>Inform identification of alternatives</li> <li>Identify evaluation criteria</li> </ul>	<ul style="list-style-type: none"> <li>Virtual workshop for residents, public, and open all stakeholder groups</li> <li>Public online survey</li> <li>Beach pop-ups</li> </ul>

Project Phase	Objective	Engagement Activities to Meet Objectives
	<ul style="list-style-type: none"> <li>• Gather feedback on preliminary solutions</li> <li>• Establish buy-in to the preferred design</li> </ul>	
<b>TM #3: Detailed Evaluation of Alternatives</b>	<ul style="list-style-type: none"> <li>• Collect feedback from the identified stakeholder groups based on the context and the potential impacts on the stakeholders</li> <li>• Demonstrate stakeholder commitment</li> <li>• Provide overview of final documentation and recommendations</li> <li>• Establish buy-in and adoption</li> </ul>	<ul style="list-style-type: none"> <li>• Notice of PIC</li> <li>• Public Information Centre (PIC)</li> <li>• Circulation of final preferred concept to TAC and stakeholders</li> <li>• Presentation to Council</li> <li>• Record of consultation and engagement</li> <li>• Notice of Study Completion</li> <li>• 30-day public review</li> </ul>

## 2.1 Study Notifications

A joint Notice of Study Commencement and Public Information Centre (PIC) for the Lake Drive Functional Assessment Study was issued on September 12, 2023, to provide notification of the Study's initiation and provide details on how to participate.

## 2.2 Indigenous Communities

Indigenous Communities were engaged during this Study as they are rights-holders to this land. Though there are no adverse environmental impacts being considered, Indigenous Communities have special interest in studies near waterways and bodies of water. The Town of Georgina has an existing relationship with the Chippewas of Georgina Island, who were consulted during this process. The Town of Georgina notified the Chippewas of Georgina Island on September 22, 2023 of the project and PIC. The Town will continue to notify and engage the community as they move towards Detailed Design and further associated studies.

## 2.3 Consultation During Project Phase 1: Problem and Background Review

During Phase 1: Technical Memorandum #1 – Problem and Background Review, the following consultation activities were carried out as **Engagement Round #1 Consultation**:

1. TAC Meeting #1
2. Stakeholder Round #1
3. Council On-On-One Meetings Round #1

A summary of these meetings is provided in the follow Sections.

### 2.3.1 TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

A Technical Advisory Committee (TAC) was convened to provide technical guidance on the proposed alternatives for the route. The TAC meeting was designed to build awareness behind the purpose of the project and to identify existing conditions and restrictions early on. The formal invitation was shared with the following agencies:

- Ontario Ministry of Transportation
- York Region
- York Region Public Health Services
- York Region Transit
- York Region Emergency Services
- York Region School Boards
- Lake Simcoe Region Conservation Authority

The Project Team met with the Lake Simcoe Region Conservation Authority (LSRCA) and the York Catholic District School Board (YCDSB) on May 31, 2023.

### 2.3.2 COUNCIL MEETINGS

Individual, one-on-one meetings with each of the Town's Councillors were held on May 31 and June 7, 2023 to present the purpose of the study and seek their understanding of the problems and opportunities in each of the corridors. Throughout the session, the Project Team collected feedback on Council's vision for the corridor, and what how the public space on the corridor should be allocated to different modes and serve the community.

## 2.4 Consultation During Project Phase 2: Identification and High-Level Evaluation of Alternative Solutions

During Phase 2: Technical Memorandum #2 – Identification and High-level Evaluation of Alternative Solutions the following consultation activities were carried out as **Engagement Round #2 Consultation**:

1. Public Survey
2. Virtual Public Workshop
3. Beach Pop-Up Event

A summary of these meetings is provided in the follow Sections.

### 2.4.1 PUBLIC SURVEY

Between August 3 and August 27, 2023, a public survey, designed on an interactive platform Mentimeter, was posted on the Town of Georgina website that allowed residents to identify their priorities for the proposed Lake Drive and Hedge Road alternatives. The survey was posted on the Town's website and was mailed out to all residents that front Lake Drive East, North, South, and Hedge Road with access to the survey via a QR code and the webpage link. Advertisement for this survey was also provided via the Town's website and social media channels.

The main structure of the survey broke down the three sections of study area and collected a response on each section separately. A paper version of the survey was also prepared and was available to the public in the in-person beach pop-up events. A copy of the survey questions is provided in **Appendix A**. It collected respondents' vision and preferred priorities for each Section.

For each Section, participants were asked to identify their relationship to the corridor and were offered a chance to leave comments on their vision for each respective section of the study area. Participants were then allocated a "budget" of 100 points per Section to distribute towards a selection of pre-identified outcomes to measure residential priorities for each section of the corridor. The combined scores from all respondents were then used to help the Project Team determine the priorities for the corridor. Finally, at the end of each of the three sections respondents were asked to evaluate a series of statements by ranking their level of agreement on a 5-point scale, where 1 signified 'not agreeable' and 5 indicated 'most agreeable'.

The results of the survey data and data analysis is broken down for each Section of the Study Area, from Section 1 to 3, and is provided in the following sections, respectively.

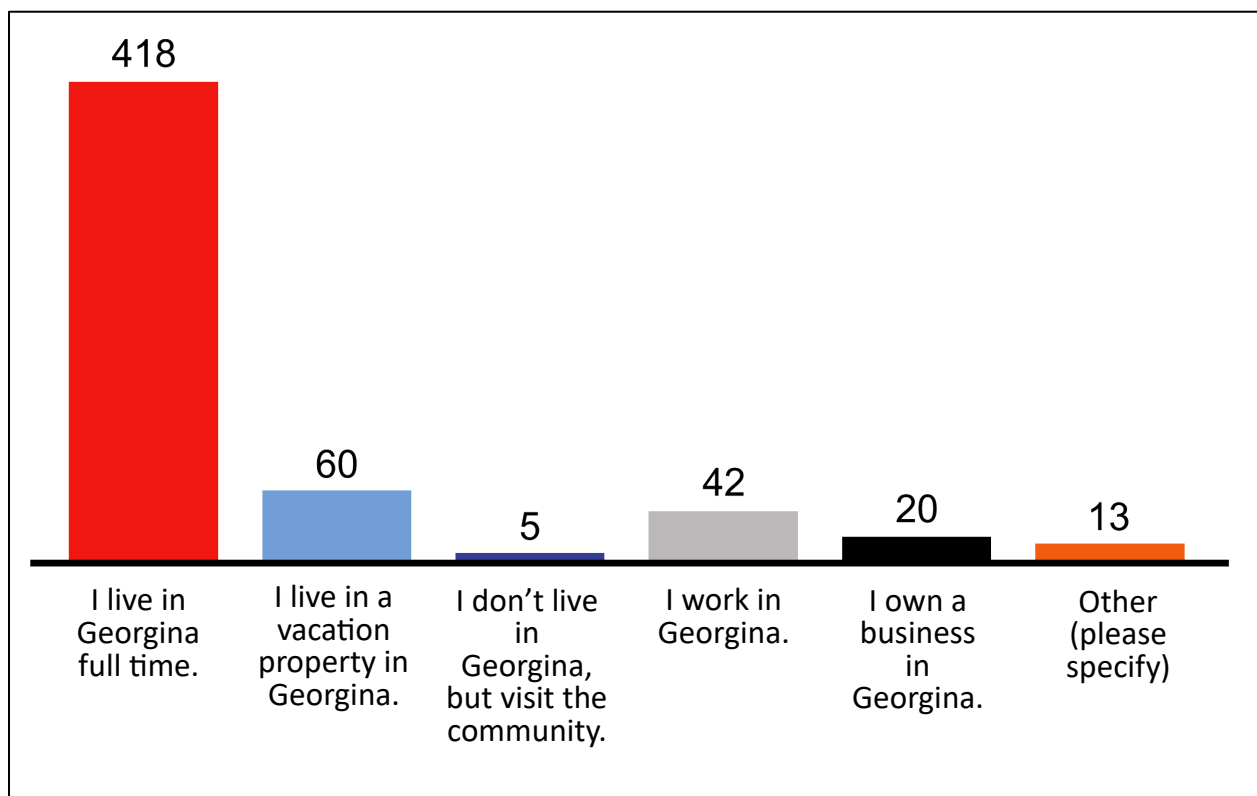
558 people responded to the online survey on the Study webpage, including:

- 86 residents directly living in Section 1
- 121 residents directly living in Section 2
- 53 residents directly living in Section 3

Based on how respondents identified their relationship with each section of the study area, the total number of respondents in each section of the study area is as follows:

- A total of 197 respondents living in Section 1
- A total of 229 respondents living in Section 2
- A total of 128 respondents living in Section 3

**Figure 2-1: Relationship of Respondents to the Town of Georgina**



#### 2.4.1.1 SECTION 1

The most common ideas expressed in the comments for Section 1 are:

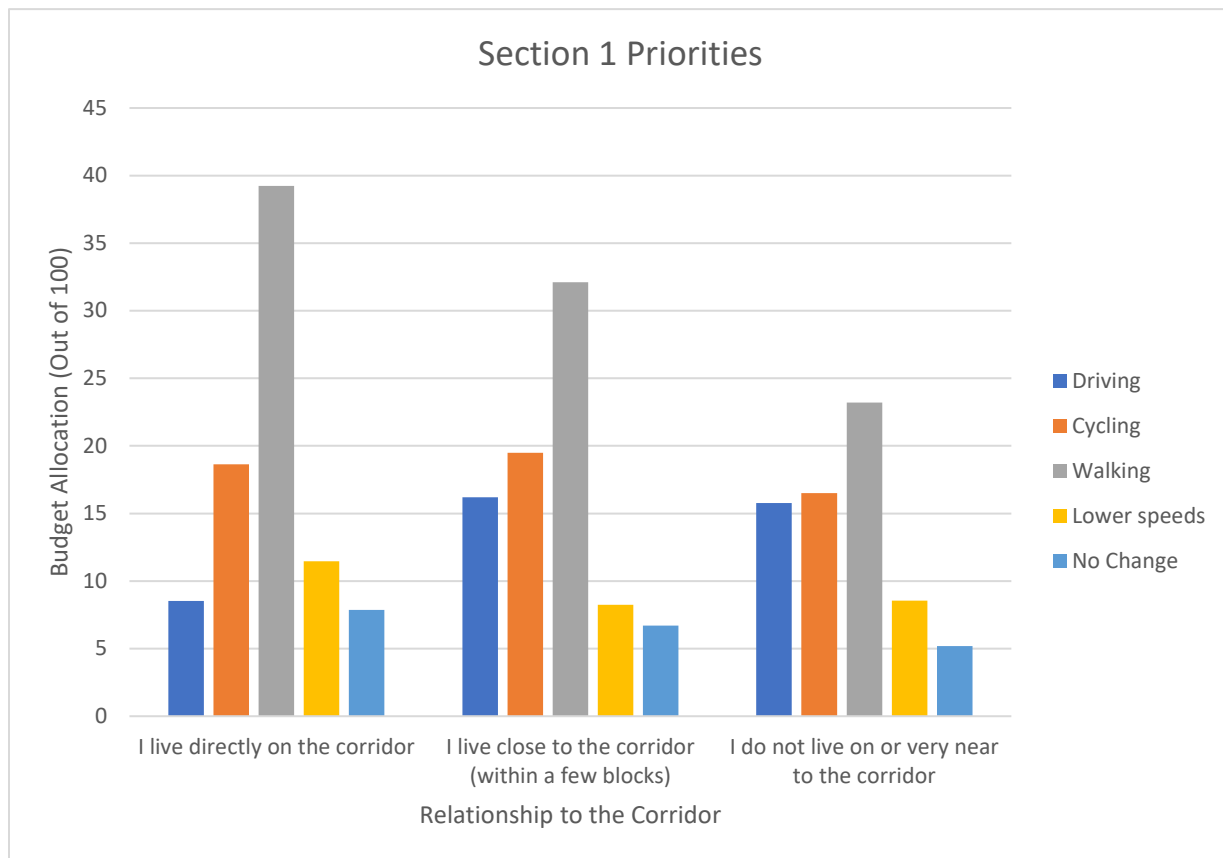
1. Making the road one-way to reduce congestion and improve safety. (43 mentions)

2. Adding speed humps to reduce speeding and improve safety. (17 mentions)
3. Creating a separate lane or sidewalk for pedestrians and cyclists to improve safety and reduce congestion. (20 mentions)

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving Lake Drive South and North, their identified priorities ranked as shown in **Figure 2-2**. Key takeaways are:

- The key priorities for all three groups of respondents were walking, cycling, and driving respectively, with “No Change” as the least desired option for this section.
- Traffic calming and lower speeds were identified as means to improve the safety on this section of study area.
- Walking and cycling were given increasingly higher priority compare to driving, when living close to or directly on the corridor.

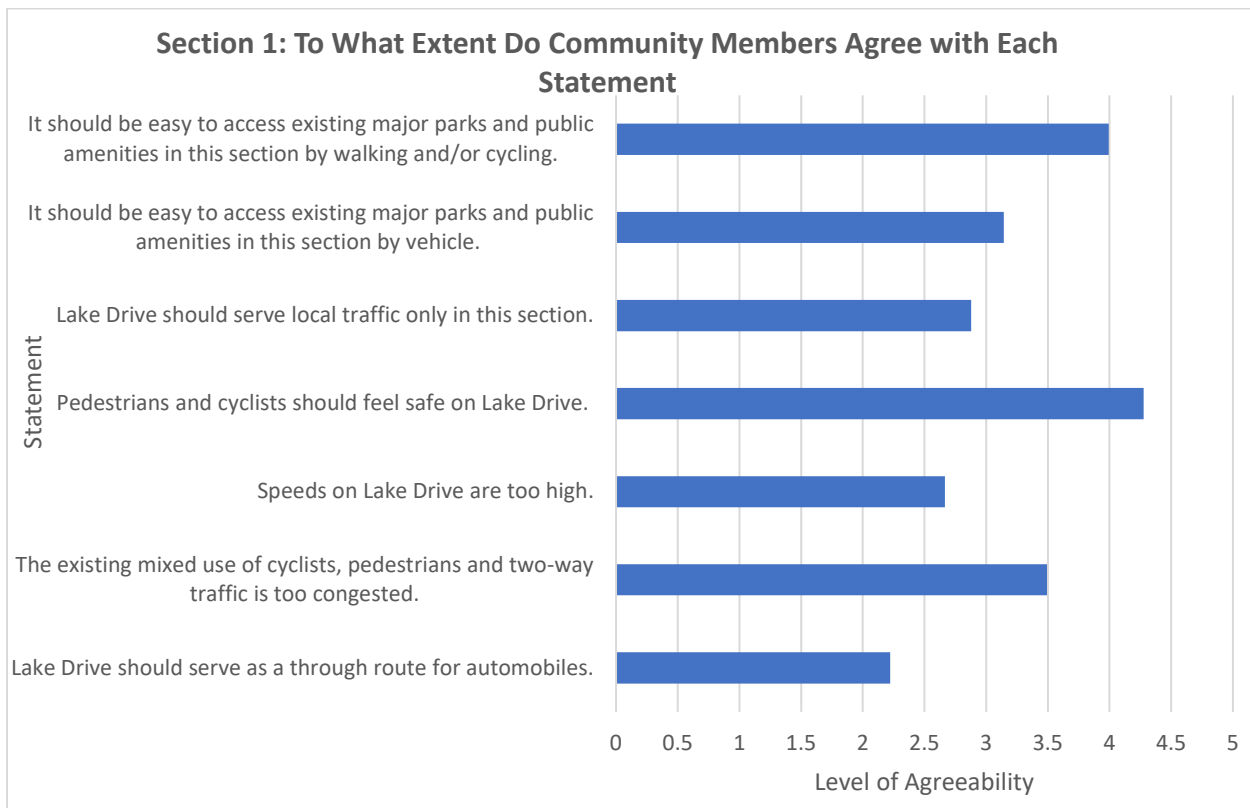
**Figure 2-2: Section 1 Priorities by Relationship to Corridor**



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 2-3**:

- All three groups of residents on the corridor, residents adjacent to the corridor, and non-residents supported making the corridor safer for pedestrians and cyclists to traverse and to improve access to major parks and amenities along the corridor.
- Respondents agreed that the existing conditions of the corridor were not suitable for any particular user of the corridor as it is far too congested for vehicles, pedestrians and cyclists.
- The average results between all three groups of respondents indicated that there was the least amount of support for making Section 1 of Lake Drive a through-route for automobiles, e.g., no change.

**Figure 2-3: Section 1 Ranking of Agreeability to Statements**



### 2.4.1.2 SECTION 2

The most common ideas expressed in the comments for Section 2 are:

- Making Lake Drive a **one-way street** for vehicles, with several comments suggesting this idea. (43 suggestions)
- Creating **dedicated lanes** for pedestrians and cyclists, with several comments suggesting the creation of sidewalks, bike lanes, or multi-use paths. (21 comments)
- **Enforcing speed limits** and increasing police presence to monitor speeding. (14 comments)



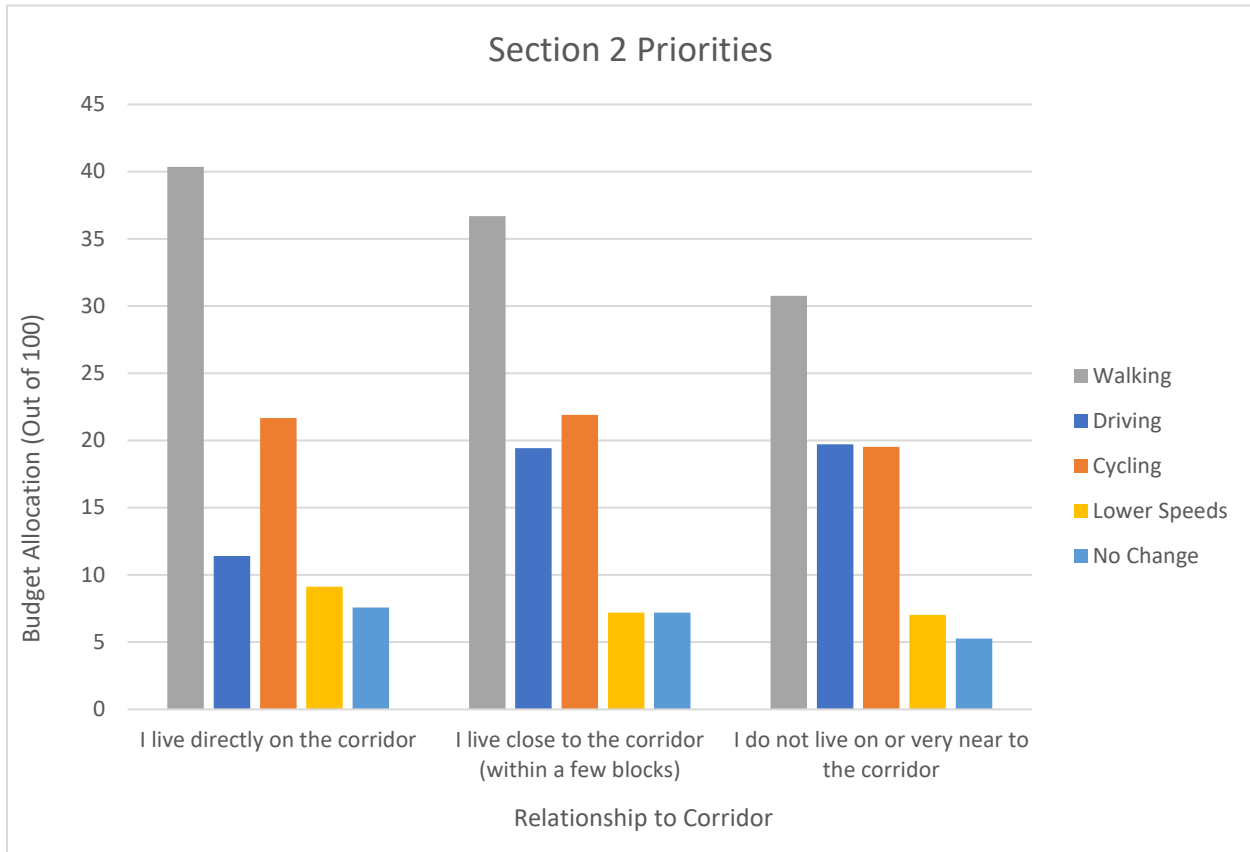
- Adding **speed humps** or other traffic calming measures to slow down vehicles. (10 comments)

Only 6 comments indicated that Lake Drive should continue to prioritize driving.

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving section 2 of the study area, their identified priorities ranked as shown in **Figure 2-4**. Key takeaways are:

- All three groups of respondents overwhelmingly supported wanting to improve walking along Section 2. Residents who live directly on the Section 2 area allocated 40 points out of 100 on average towards improving walking conditions, the highest allocation of points among any of the values demonstrated in the chart.
- Residents who live directly on or adjacent to the corridor, prioritized walking and cycling as two main modes of transportation on section 2.
- Respondents who do not live near the corridor indicated that they would like to see driving and cycling access improved along the corridor following the strong desire to improve walking conditions.
- Residents in all three categories limitedly supported lowering vehicle speeds along the corridor or changing the corridor at all.

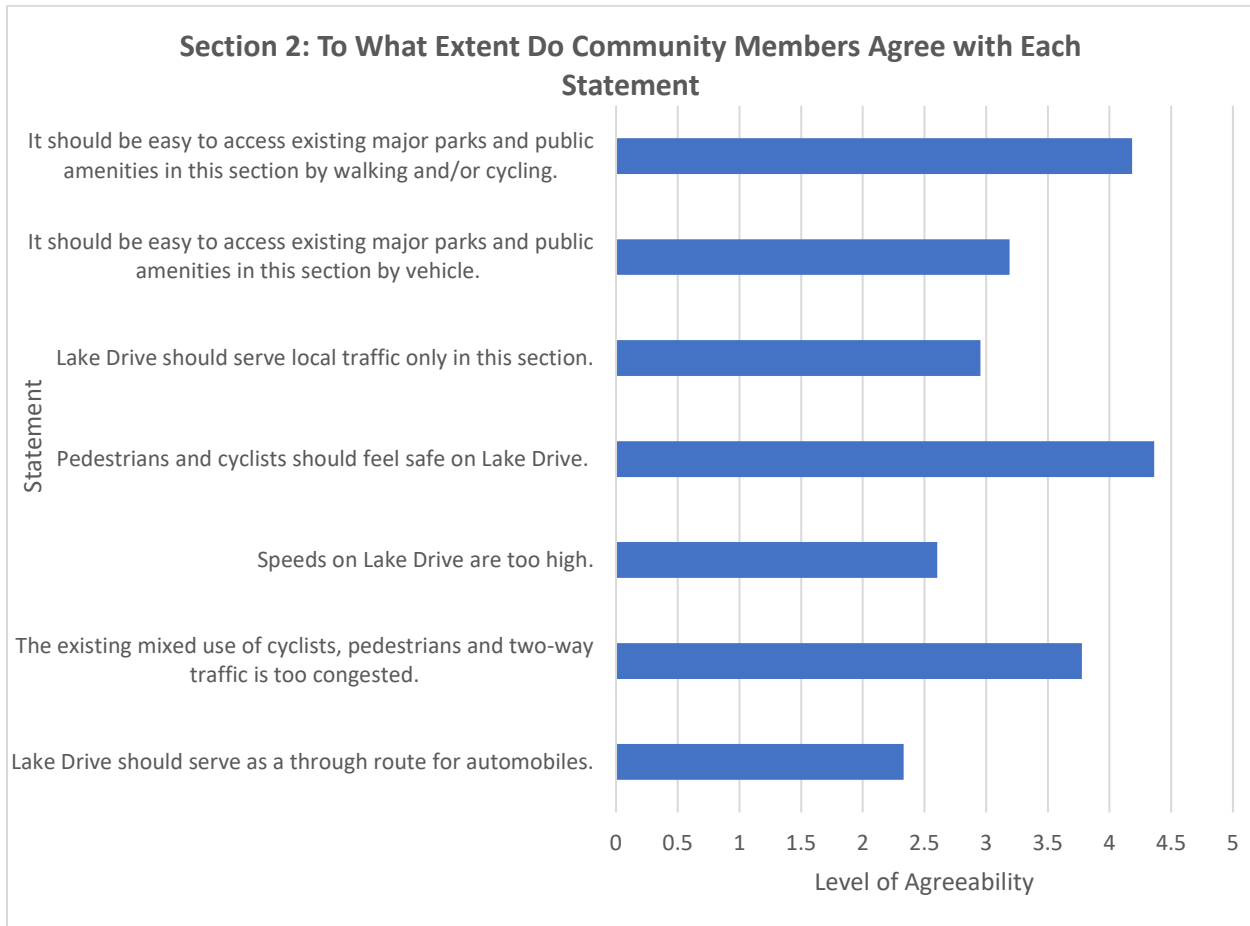
**Figure 2-4: Section 2 Priorities by Relationship to Corridor**



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 2-5**:

- Residents living along the corridor, those adjacent to it, and non-residents all expressed a strong desire to enhance pedestrian and cyclist safety along the corridor.
- Respondents unanimously agreed that the current state of the corridor does not cater effectively to any particular mode of transportation due to constrained right of way and severe congestion, making it challenging for vehicles, pedestrians, and cyclists to navigate.
- When averaging the responses from all three groups of participants, it became evident that there was the lowest level of support for the idea of designating Section 2 of Lake Drive as a through route.

**Figure 2-5: Section 2 Ranking of Agreeability to Statements**



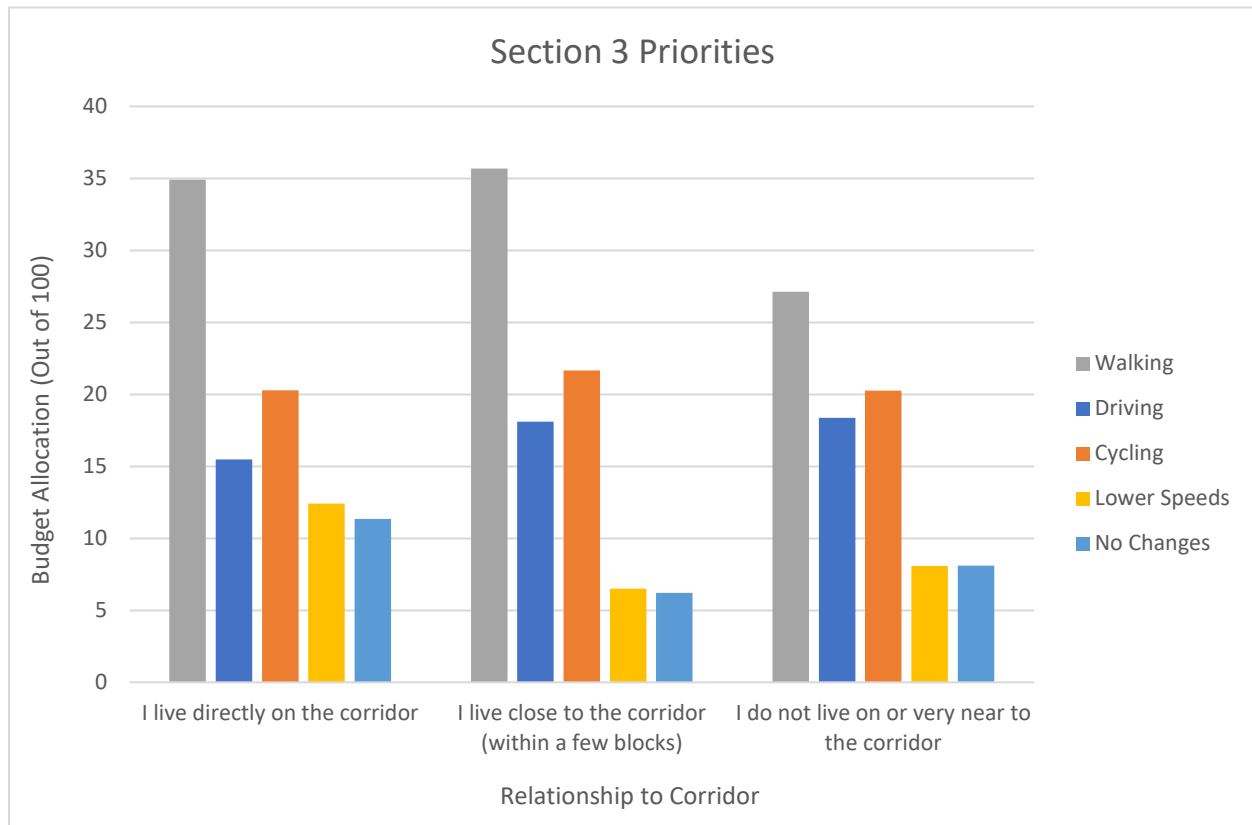
### 2.4.1.3 SECTION 3

The most common ideas expressed in the comments for Section 3 are:

- The addition of sidewalks and bike paths to improve safety for pedestrians and cyclists.
- The installation of speed bumps and the enforcement of speed restrictions to slow down traffic.
- The monitoring and enforcement of rules for visitors and tourists.
- The consideration of one-way traffic on Lake Drive.

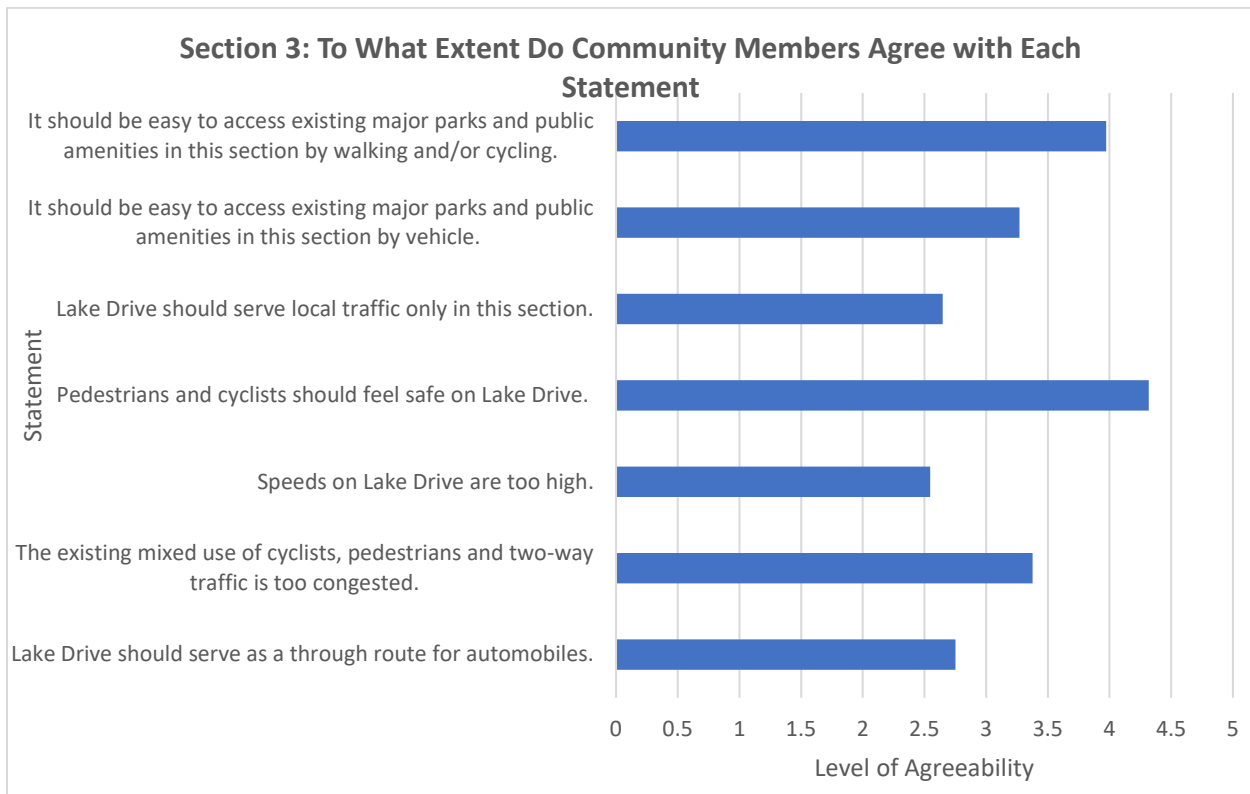
The trends observed from respondents in Section 1 and 2 remain consistent for Section 3. Respondents from all three sections shared the same vision and priorities for improving the conditions for walking along the corridor. The priorities for Section 3 are shown in **Figure 2-6**. Following this there was a strong support for improving the safety of those cycling.

**Figure 2-6: Section 3 Priorities by Relationship to Corridor**



A similar trend occurred in Section 3 where most respondents agreed that the section of Lake Drive and Hedge Road should have enhanced pedestrian and cycling facilities to improve the safety of their respective users. When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 2-7**.

**Figure 2-7: Section 3 Section 1 Ranking of Agreeability to Statements**



### 2.4.2 VIRTUAL PUBLIC WORKSHOP

A virtual Public Workshop was held on at 6:00 pm on August 15 and 17, 2023, and allowed residents to gain a complete overview of the project, learn about the best practices and analysis used on the corridor, and to learn about the proposed alternatives. Registration for the sessions was posted on the Town's website. Advertisement for this presentation was completed via the Town's website and social media channels. 14 and 8 people attended the workshop sessions on August 15<sup>th</sup> and August 17<sup>th</sup> respectively. The sessions were recorded and posted on Town's YouTube channel, with 56 views on the video as of November 1<sup>st</sup>, 2023. Towards the end of the engagement an open discussion period was held where members of the public could have their questions answered by the Project Team.

### 2.4.3 BEACH POP-UP EVENT

On August 20, 2023, the Project Team hosted 2 pop-up events with the first being held at Willow Beach from 10:00 am to 12:00 pm and the second held on the same day at De La Salle Park from 1:00 pm to 3:00 pm. The objective of these sessions was to provide a high-level overview of the project via board displays and handouts including a link to the public survey and engage discussions with stakeholders regarding their challenges and opportunities with Lake Drive and Hedge Road. The Project Team presented the proposed alternatives for Lake Drive on

poster boards at both events. Members of the public were able to interact and encouraged to provide their feedback directly to the Project Team.

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## 2.5 Consultation During Project Phase 3: Detailed Evaluation of Alternatives

### 2.5.1 PUBLIC INFORMATION CENTRE

A Public Information Centre was an opportunity for the Town's stakeholders to provide comments and feedback on the preferred alternatives. The PIC was held on September 26, 2023, in De La Salle Park Chapel, between 6:00 pm and 8:00 pm, by the Town and the Project Team. Comments were collected from the public during this session that were recorded discussions and written comments. The PIC displays were also available on the Town's website following the PIC, and comments were accepted until October 10, 2023. Approximately 42 people attended the in-person event.

A summary of the comments received, as well as how these comments were incorporated into the decision-making process, is discussed in **Section 7.3**.

## 3 PLANNING AND POLICY

This Chapter reviews the planning and policy framework applicable to the Lake Drive Functional Assessment Study. The planning and policy framework guides infrastructure planning, land use planning, and strategic financial decisions to support Provincial, Regional and Local objectives in growth and transportation.

It is important to understand the existing policy framework within which the study resides, so that the identification of the study area problems and opportunities and the final recommendations are consistent with Provincial, Regional and Local policies and objectives.

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### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”), 2020, is issued under the Planning Act and supports the planning of land uses across the Province of Ontario. The PPS provides policy direction for the use and management of land, as well as infrastructure while protecting the environment and resources and to ensure opportunities for employment and residential development. The section of the PPS that is applicable to the planning of transportation infrastructure is as follows:

Part IV Vision for Ontario’s Land Use Planning System – the development of land should be optimized to promote efficient use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote mixed uses including residential, employment, recreation, parks and open space. **The supporting transportation infrastructure is to provide choices and promote increased use of active transportation as well as transit before other modes of travel.** This is in support of building livable and healthy communities.

Part V Policies – Specifically, Section 1.6.7 Transportation Systems outlines the policies for infrastructure and public service facilities under transportation systems and policies for transportation and infrastructure corridors. The policies state that:

- “Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”
- “As part of a multimodal transportation system, connectivity within and amongst the transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.” and
- “A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

An update to the PPS is expected in 2023. If the PPS is updated and adopted during this Study, this section will be updated with the applicable policies.

The Province is promoting and guiding for safe and sustainable transportation across the province, including in the Town of Georgina. Consistent to the policies as prescribed in the PPS, this study will seek to enhance the transportation mode choices along the corridor by reviewing opportunities for dedicated active transportation facilities and applying safety recommendations. By considering the PPS in the background review, the study can proceed while remaining consistent so that its recommendations align with the broader provincial goals of promoting safe and sustainable transportation.

## 3.2 Greenbelt Plan (2017)

Adopted under the Greenbelt Act (2005), the Greenbelt Plan (2017) guides the protection of environmentally sensitive areas and agricultural lands from urban development and sprawl. The Greenbelt Plan is a cornerstone of the Growth Plan, that identifies where growth should and should not occur, and how new or expanding infrastructure should be designed and constructed to mitigate negative impacts.

The Greenbelt Plan builds upon the ecological protections provided by the Niagara Escarpment Plan (“NEP”), (2017), and the Oak Ridges Moraine Conservation Plan (ORMCP), (2002). The Greenbelt Plan includes the lands within the NEP and ORMCP.

This study area is within the Greenbelt Plan Area, but outside the NEP and ORMCP areas. As depicted in **Figure 3-1**, the entirety of the Study Area is located within the Protected Countryside designation. Additionally, there are two sections of the Lake Drive Study Area that are located within a town/village designation: Keswick and Sutton.

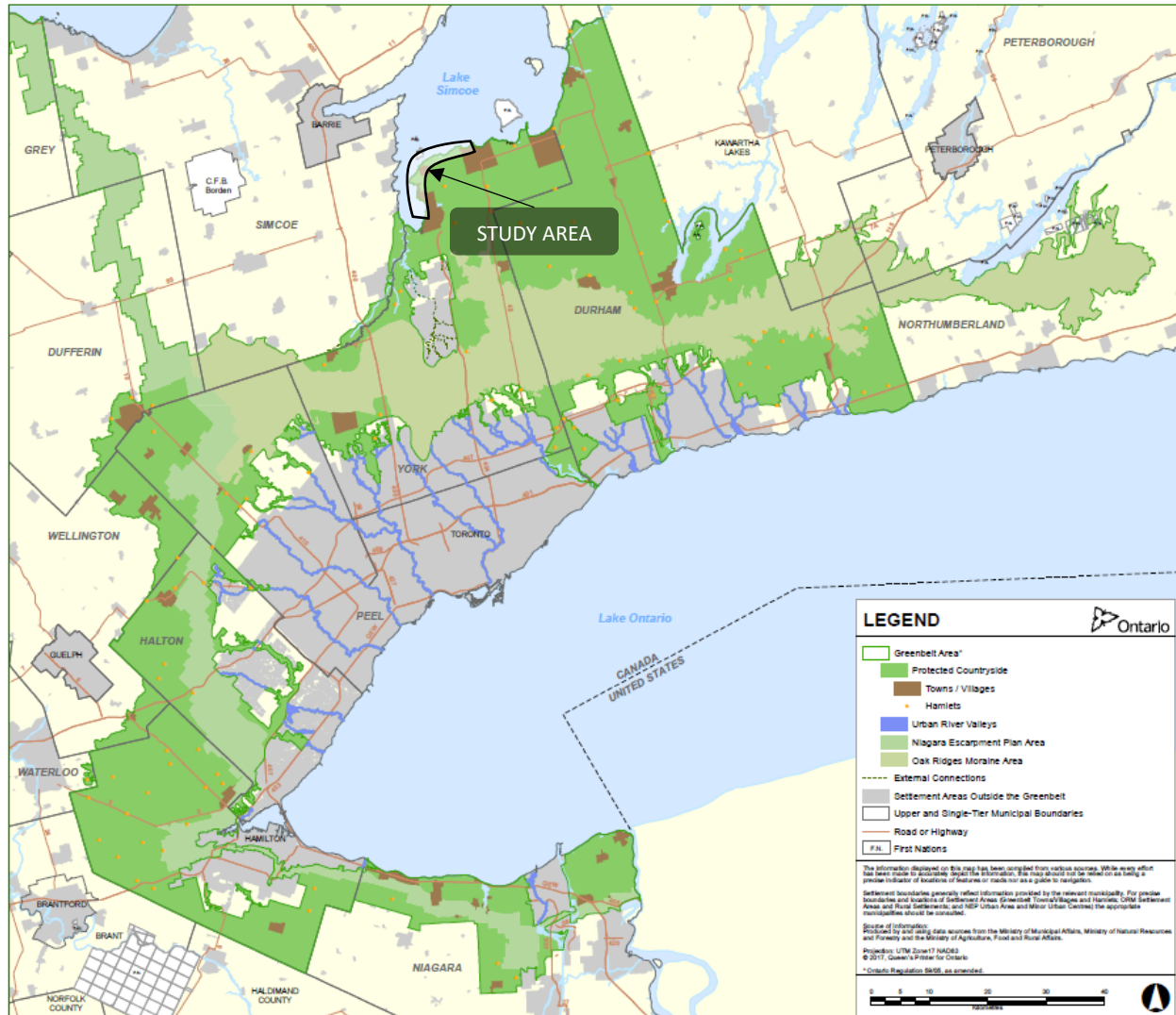
The Greenbelt Plan provides policy direction on transportation and waterfront parks as it relates to environmental protection, culture, recreation and tourism, as well as settlement areas and climate change. Most applicable to this Study are the following policies prescribed in the Greenbelt Plan:

2. Culture, Recreation and Tourism
  - b. Provision of a wide range of publicly accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and water-based/shoreline uses that support hiking, angling and other recreational activities.
3. Settlement Areas
  - d. Serving as centres for the development of community hubs where compatible services are co-located to address local needs in convenient locations that are accessible by active transportation and, where available, transit.
6. Climate Change

- b. Integrating climate change considerations into planning and managing growth that includes incorporating techniques to reduce greenhouse gas emissions, and increasing the resilience of settlement areas and infrastructure within the Greenbelt.

The Greenbelt Plan provides a strong justification for this Study, as the goals of this Study, which are centered around safety, active transportation and access to waterfront parks, are consistent to the wider, provincial strategy to improve trails and access to recreation at parklands and water-based/shoreline uses.

**Figure 3-1: Greenbelt Plan (2017) - Schedule 1: Greenbelt Area**



### 3.3 York Regional Official Plan (2022)

The Regional Official Plan (“ROP”, 2022) provides clear direction with respect to long-term growth management balancing the protection and enhancement of its agricultural and natural systems. The Plan builds upon the important planning foundations enshrined in previous iterations, while responding to societal, environmental, and economic changes that have occurred and continue to evolve. The Plan provides a long-term vision for York Region's physical form and community structure.

The major elements of the Plan are based on various Key Guiding Planning Principles, including Enhanced mobility systems using a “people and transit first approach” to connect land use and transportation planning utilizing York Region Master Plans for all modes of transportation including, transit and active transportation.

Chapter 4 of the ROP provides guidance on the Urban Structure of the Region. A portion of the Study Area is located within the “Community Area”: Keswick and Sutton (see **Figure 3-2**). Keswick is also designated as an urban area (see **Figure 3-3**). Further, Sutton is also designated as a “Town and Village”, subject to a Town Secondary Plan, as discussed in **Section 3.5**.

The Region identifies Community Areas that cover a significant portion of York Region’s Urban System. These areas are where most of the housing, personal services, retail, institutional, cultural and recreational services will locate. **An important objective for York Region’s Community Areas is to ensure they are walkable, pedestrian-oriented, and amenity rich locations** which provide residents with a range of services and open spaces within a 15-minute walk or cycle of their home.

Chapter 6 of the ROP provides direction on servicing York Region, including transportation. York Region’s approach to transportation planning is focused on making efficient use of existing and future transportation infrastructure, and is one of the key components addressing impacts of a changing climate. At the forefront of this approach are **York Region’s comprehensive Transportation Demand Management and Sustainable Mobility Measures that promote walking, cycling, transit use and a per capita reduction in trips taken.**

The ROP notes that to reduce automobile dependence, alternative transportation options need to be innovative, convenient, and reliable. Diverting automobile trips towards more sustainable modes of transportation will improve travel options, enhance air quality, and protect York Region’s natural heritage. This goal requires a combination of infrastructure investment, supportive policies, and partnerships.

The ROP directs the expansion of cycling facilities, which is depicted in **Figure 3-3**. This includes cycling facilities on Metro Road, The Queensway and Black River Road as well as streets intersecting Lake Drive. Lake Drive is not included in the ROP as it is a local road; rather, planned improvements to Lake Drive and Hedge Road are found in the local policy documents in **Section 3.5** and **Section 3.6**.

The ROP also provides the plans for a future Regional Trail Network, which includes sections of Lake Drive. This is depicted in **Figure 3-4**.

The York Region Transportation Master Plan provides further, more detailed direction on transportation infrastructure in York Region, as discussed in the following Section.

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## 3.4 York Region Transportation Master Plan (2022)

York Region is one of Canada's fastest growing areas and it is projected to grow by 630,000 people and 325,000 jobs by 2041. The transportation networks within York Region must be optimized and expanded to meet its future growth and intensification. York Region's Transportation Master Plan ("Regional TMP") sets out the infrastructure and policy requirements to create an interconnected system of mobility for the next 25 years. The interconnected mobility system encourages active transportation which is supported by compact, connected, and complete communities.

Adding new Regional roads will not solve traffic congestion issues and in most cases, this will increase automobile dependency. The TMP aims to provide more sustainable transportation options to influence travel behavior, in which transit and active transportation will become more competitive and accessible. **Enhanced active transportation systems are needed to increase connectivity between neighbourhoods and major destinations, without the reliance of driving on roads.** The purpose statement for the 2022 TMP is to "plan, build, operate and maintain a connected transportation network for all travellers that is safe, reliable, future-ready, sustainable and balances the needs of the unique communities we serve". In addition, the TMP sets out the following five objectives:

- **Make the best use of infrastructure and services** by maximizing the effectiveness of the existing road network;
- **Encourage all types of travel** by designing Regional roads to accommodate all ages, abilities and modes of travel, including AT, transit, passenger vehicles and goods movement;
- **Provide a resilient and adaptable transportation network** that reflects changing social, environmental, financial and technological landscapes;
- **Enhance partnerships** by recognizing the importance of collaborating with the public, business, non-profit organizations and public sector to provide transportation infrastructure, programs and services;
- **Actively engage and share information** to learn from all residents and stakeholders; and



- **Aligned project costs** to ensure project costs are consistent with the Regional fiscal strategy and the 10-year capital plan and are approved by Regional Council annually.

Although Lake Drive is not a Regional Road, it is parallel to York Regional Road 78 (Metro Road) and Lake Drive provides Regional trail connections as a destination along the waterfront. The Regional TMP recommendations that are applicable to this Study are:

- E3.1 A larger, more integrated active transportation network
- E3.3 A more strategic approach to the road network
- E3.4 Transportation needs continue to evolve to support changing land use
- F2. Safety for all travelers
- F3. Transportation equity and inclusion; and
- F4. Reduce car travel, especially during rush hours

The TMP identifies a proposed Region-wide trail network route along Lake Drive consistent to those found in the ROP, as discussed in **Section 3.3**, and as shown in **Figure 3-3** and **Figure 3-4**.

Figure 3-2: York Regional Official Plan (2022) - Map 1A Land Use Designations

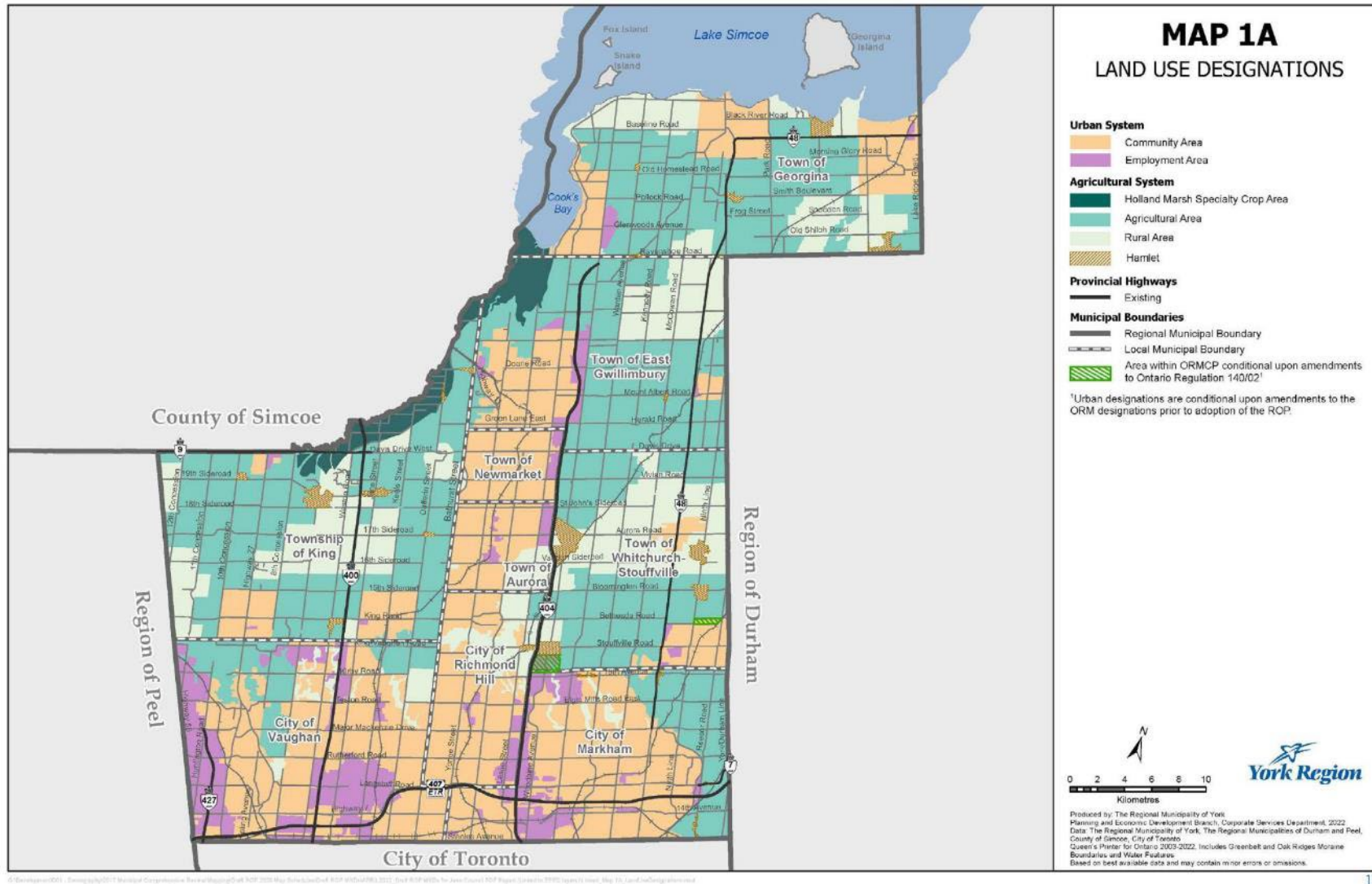


Figure 3-3: York Regional Official Plan (2022) - Map 9A Regional Road Cycling Network

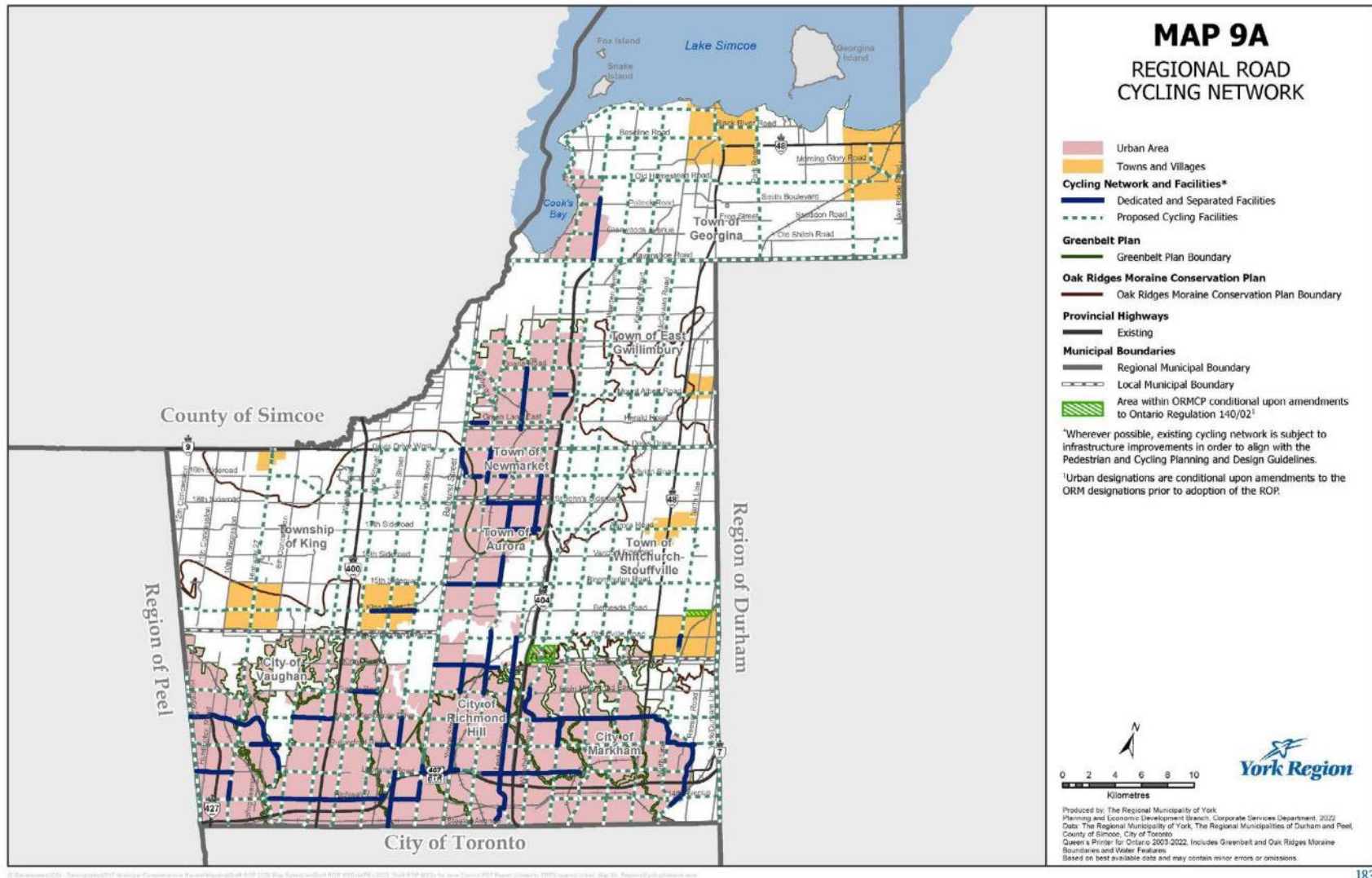
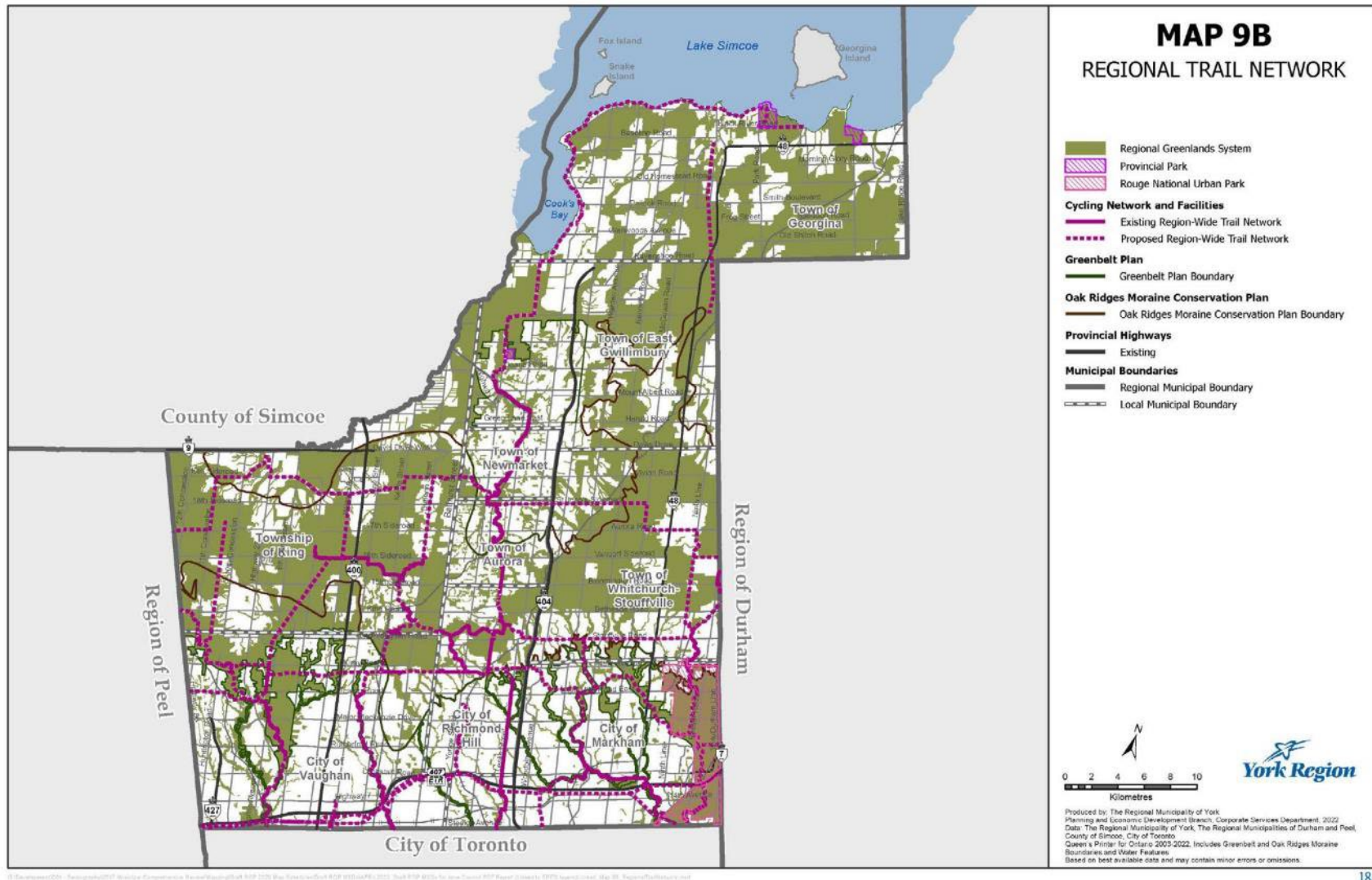


Figure 3-4: York Regional Official Plan (2022) - Map 9A Regional Trail Network



## 3.5 Town of Georgina Official Plan (2020)

The Town of Georgina Official Plan (“Town OP”), 2020, contains a vision, guiding principles, objectives, and policies which are intended to manage and direct land use, future growth, physical change and the effect on the social, economic and natural environment of the municipality. This Plan supports an ecosystem approach to planning **to ensure that environmental, economic, social and cultural factors are considered and balanced in the decision-making process** that affects the use and development of land, water and air.

The Town OP prescribes the following Guiding Principles and Objectives that are applicable to this Study:

### 2.2.1 Sustainability Guiding Principle

- To be responsible and efficient in the use of land, resources, services and infrastructure in order to meet the needs of the present without compromising the ability of future generations to meet their own needs.

### 2.2.2 Sustainability Objectives

- To provide for safe and accessible active transportation linkages between, workplaces, homes, shopping, services, schools, public facilities, points of interest and areas of scenic agriculture or environmental significance, by incorporating appropriate urban design measures such as the provision of walkways, sidewalks, more direct street patterns, and adequate illumination of such facilities in communities to be served by transit.

### 2.2.11 Healthy and Complete Communities Guiding Principle

- To improve the health and well-being of the people who live, work and play in Georgina, through the development of strong, liveable, safe, accessible and resilient urban and rural communities and the provision of a variety of opportunities for housing, employment, learning, social activity, culture and recreation, and **active transportation** while protecting the natural environment.

## 8.2 Recreation and Parkland

The Town OP notes that the Town contains a wide range of parks and recreational facilities for the use and enjoyment of the community. The following extracted policies are intended to provide an integrated system of municipally owned parks and other publicly accessible open space areas and trails:

- The feasibility of the development of an extensive pedestrian/bicycle trail system that will follow the Lake Simcoe shoreline where appropriate, and be connected with trails within the Secondary Plan Areas and the Countryside. In addition, where possible this trail system should connect with trails being developed elsewhere in York Region such

as the Lake to Lake Cycling Route and Walking Trail, the Oak Ridges Moraine Trail and the Nokiidaa Trail; and (c) The location of appropriate recreational facilities in the Town.

#### 9.2.4 Trails and Active Transportation

The Town OP notes that a safe and integrated transportation system is essential for the efficient movement of people, goods and services in Georgina.

As depicted in **Figure 3-5**, Lake Drive is designated as a “Local Road” within the Town. Local Roads are designed to serve residential neighbourhoods and other non-major traffic generating areas, provide land access to abutting properties and have a right-of-way width of 20 metres, or a lesser right-of-way width subject to approval of the Town.

The existing and proposed primary cycling network outside of the Secondary Plan Areas is shown on Schedule F – Active Transportation Plan (**Figure 3-5**). The following policies applicable to this Study are intended to achieve this, while also attempting to reduce reliance on the private automobile and encourage active transportation:

- The existing and proposed primary cycling network outside of the Secondary Plan Areas is shown on Schedule F – Active Transportation Plan (**Figure 3-6**). The primary network for active transportation in the Rural Area shall consist of cycling routes along roadways and the trail system. Sidewalks and cycle trails are the primary system for pedestrian and cyclist movement within the Secondary Plan Areas. Where physically and financially feasible, these systems are to be integrated with each other. Where this system cannot be accommodated on public lands, the Town will attempt to secure a right-of-way sufficient to accommodate the system. Therefore, this system shall be co-ordinated with adjacent municipalities and York Region.
- Multi-use trails will be encouraged both as a means of travel and for recreational purposes.
- Bicycle movement shall generally be accommodated in the street right-of-way or on defined cycle routes or trails. Consideration shall be given to the inclusion of bicycle lanes in rights-of-way for new arterial and collector roads. On existing arterial and collector roads, the addition of facilities for bicycles shall be considered when such roads are reconstructed, or where it is physically and financially feasible to do so.
- Linkages along the shoreline of Lake Simcoe [shall] support tourism, and in particular promote active transportation between the major beachfront areas and the business community.

The Lake Drive Functional Assessment Study will be guided by these principles and policies to be consistent to Town-wide objectives as they relate to transportation infrastructure and growth. Particularly, the Study will develop and evaluate alternatives based on their consistency to the Town’s overall vision for active transportation along Lake Simcoe. As with the intent of this OP, the Study will ensure that environmental, economic, social and cultural factors are considered and balanced in the decision-making process.



The parallel roads to Lake Drive are Metro Road, The Queensway and Black River Road, which are Regional Roads, subject to the York Regional Transportation Master Plan policies, as discussed in **Section 3.4**.

Figure 3-5: Town of Georgina Official Plan (2020) - Schedule E: Roads Plan

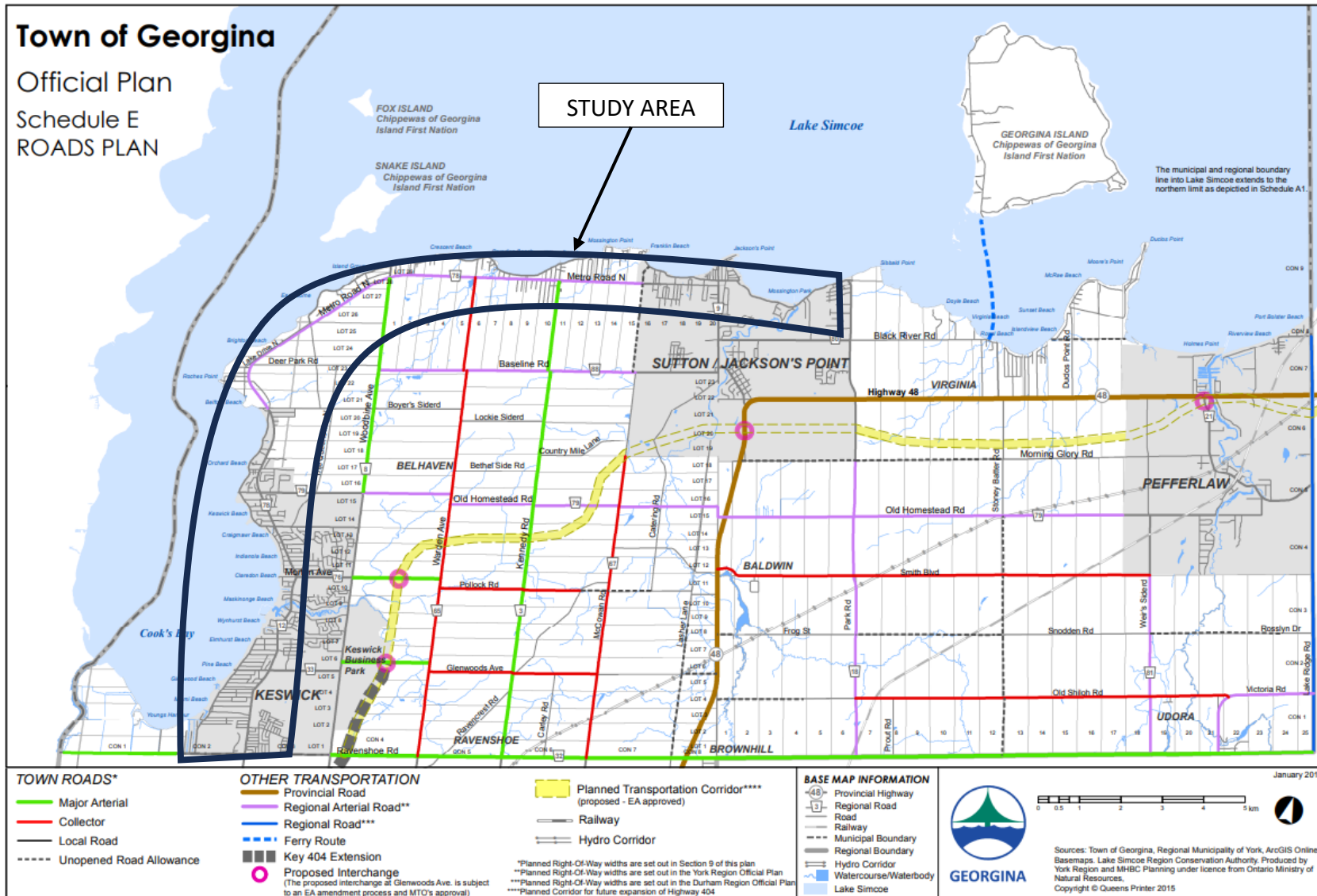
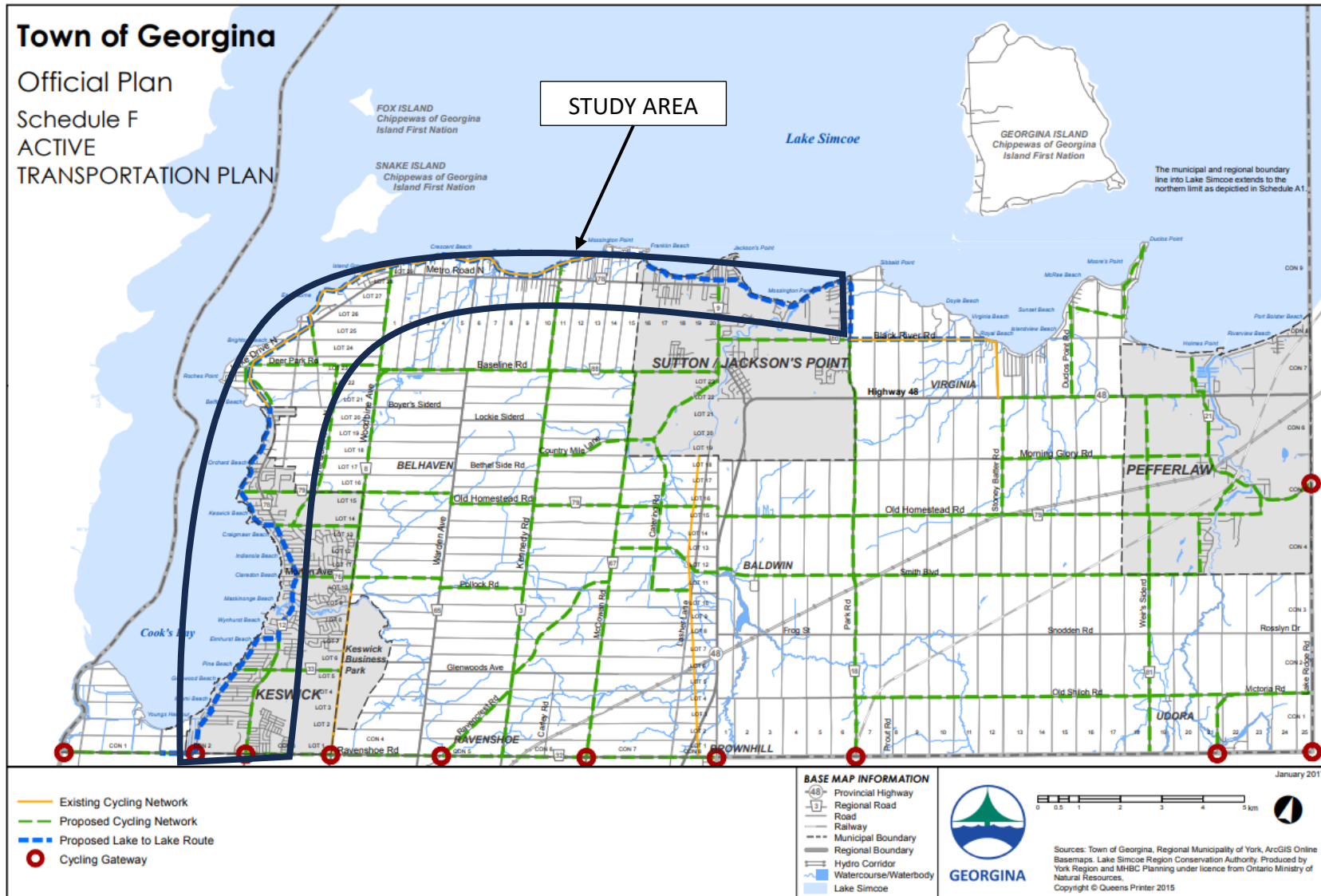


Figure 3-6: Town of Georgina Official Plan (2020) - Schedule F: Active Transportation Plan



## 3.6 Town of Georgina Trail & Active Transportation Master Plan (2014)

The 2014 Town of Georgina Trail and Active Transportation Master Plan (“Town ATMP”) identifies a system of trails and active transportation routes and facilities that is supported by policies and recommendations.

The Town of Georgina has committed to developing a strategic long-term master plan geared at increasing levels of active transportation for recreational as well as utilitarian purposes to help increase community safety, encourage healthy lifestyles and improve the Town’s already existing tourism attractions. It builds upon active transportation and trail related plans which have already been developed by the Region of York, existing and already proposed Town trails, as well as key trail linkages such as the Lake to Lake Cycling Route and Walking Trail.

An equally important part of the Plan is the promotion and use of trails and active transportation facilities. Promotion can include education, outreach and encouragement initiatives which are used to raise awareness of all the community benefits which can be realized from increased investment in soft and hard infrastructure. By combining and integrating all of these elements into the master plan and into day-to-day community planning and design practices, the Town will help to initiate the cultural shift and change required to increase levels of walking and cycling and to enhance the quality of life for residents and visitors.

The long-term strategic vision for Trails and Active Transportation in the Town of Georgina is as follows: **“The Town of Georgina recognizes the health, economic and quality of life benefits associated with Trails and Active Transportation (AT) and supports connecting local (urban and rural) communities with key destinations including areas of natural, recreational and cultural significance and surrounding municipalities through a continuous system of on and off-road Trails and Active Transportation (walking and cycling) routes for the use of residents and visitors of all ages and abilities.”**

This vision is supported by a number of more specific objectives which the master plan is intended to help achieve through implementation. The objectives include:

- Increase trail and active transportation facility use;
- Improve access to urban and rural communities;
- Improve connectivity and continuity between gaps and barriers in the existing system;
- Increase Trail and AT (on and off-road facilities) options for recreational and utilitarian trips;
- Improve Processes to facilitate Trail and AT facility implementation; and
- Increase funding and partnership opportunities to support Trail and AT facility development.



The proposed trails and AT network for the Town is provided in **Figure 3-7**.

**Input provided as part of the Trails and AT Master Plan indicated a strong demand and priority for a more formal pedestrian and cycling facility along Lake Drive, especially during the peak summer season.** The Plan identified the section of Lake Drive North from Salvation Army Road to Dalton Road, an approximately 1.7km stretch, and reviewed it for a possible pilot project.

Two design options were considered:

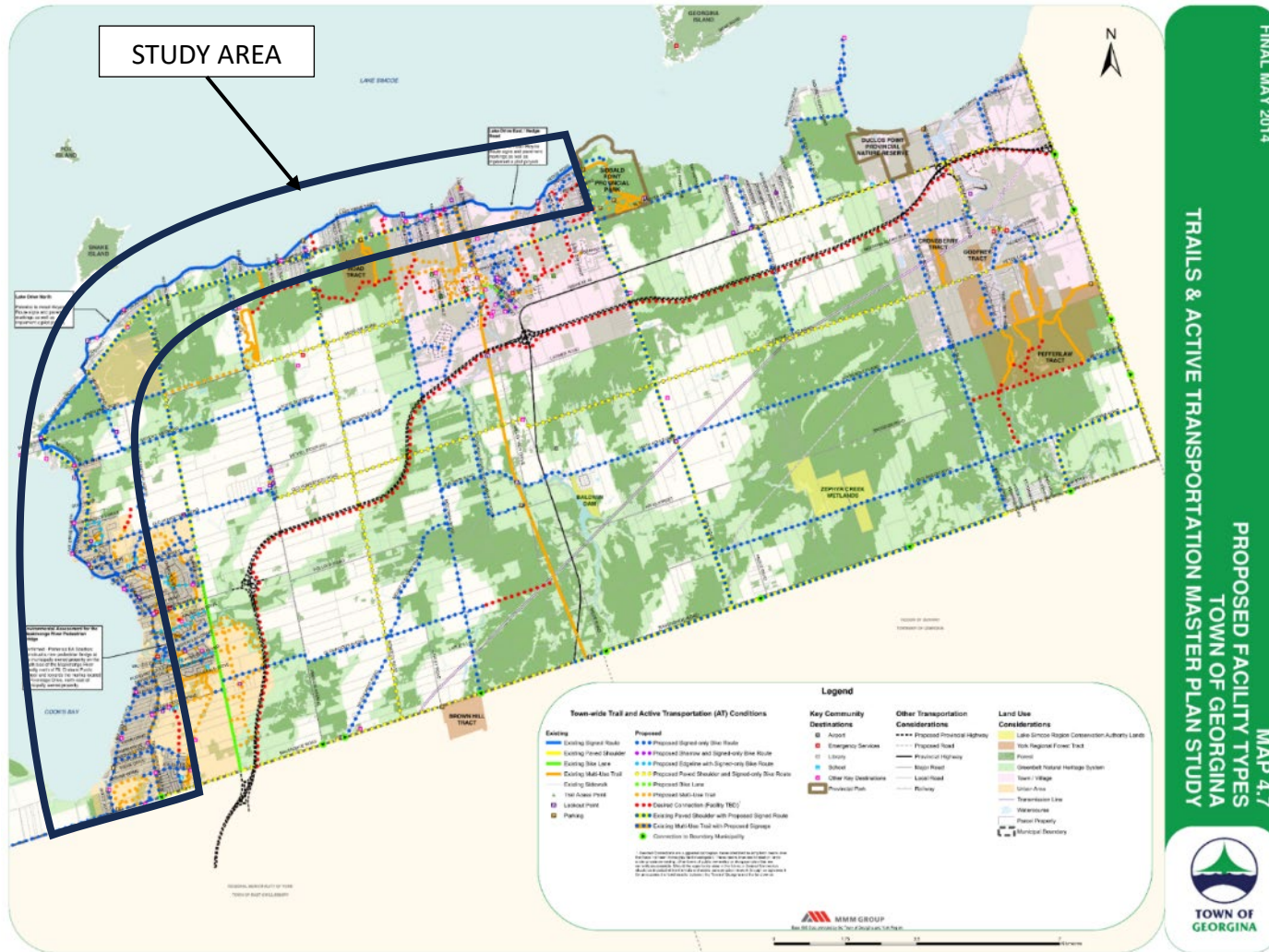
- **Option 1:** Convert part of Lake Drive from a two-way to a one-way road for motorists from June through October and convert the lane into a separated pedestrian and cycling facility on the side of the road abutting the shoreline of Lake Simcoe.
- **Option 2:** Reducing speed limits along the segment and implement sharrows to indicate shared space between cyclists and motorists.

Feedback during the consultation showed support for Option 1, which was ultimately the preferred alternative noted in the Plan. It was recommended that the Town work with the Region to leverage the Lake-to-Lake route and explore the opportunity to develop this pilot project.

The Town's Trails and Active Transportation Plan prescribes direct and detailed guidance and policies in planning for a robust active transportation network that is safe and sustainable. The Lake Drive Functional Assessment Study will consider and build on these policies, as well as the two recommended options as presented in the Town's Trails and Active Transportation Plan. The Town's Trails and Active Transportation Plan is scheduled to be updated soon.



Figure 3-7: Town of Georgina Trails and ATMP (2014) – Map 4.7: Proposed Facility Types



## 3.7 Sutton / Jackson's Point Secondary Plan (2013)

Sutton / Jackson's Point is a community subject to the Sutton / Jackson's Point Secondary Plan, 2013. Sutton is generally bounded by Lake Simcoe to the North, Latimer Road to the south, McCowan Road to the west and Park Road to the east.

Today, Sutton/Jackson's Point remains a relatively small community primarily consisting of a number of distinct stable residential neighbourhoods, a variety of seasonal/tourist related uses, and two historic commercial core areas connected by a mixed-use corridor that is evolving along Dalton Road. Sutton/Jackson's Point has a rich cultural heritage and strong sense of community. It is an attractive place to live, and pressure for new development is increasing due to its "small town" character, lakeside location, recreational/cultural amenities, and its proximity to major urban centres to the south.

A principle of the Secondary Plan is **"to develop a well-connected, multi-modal, active transportation system that promotes walking, cycling and transit usage, as well as providing an efficient road network for motor vehicles."**

The recommendations from the Lake Drive Functional Assessment Study will be consistent with this principle and will consider the context of Sutton / Jackson's Point.

## 3.8 Lake to Lake Cycling Route and Walking Trail (2013)

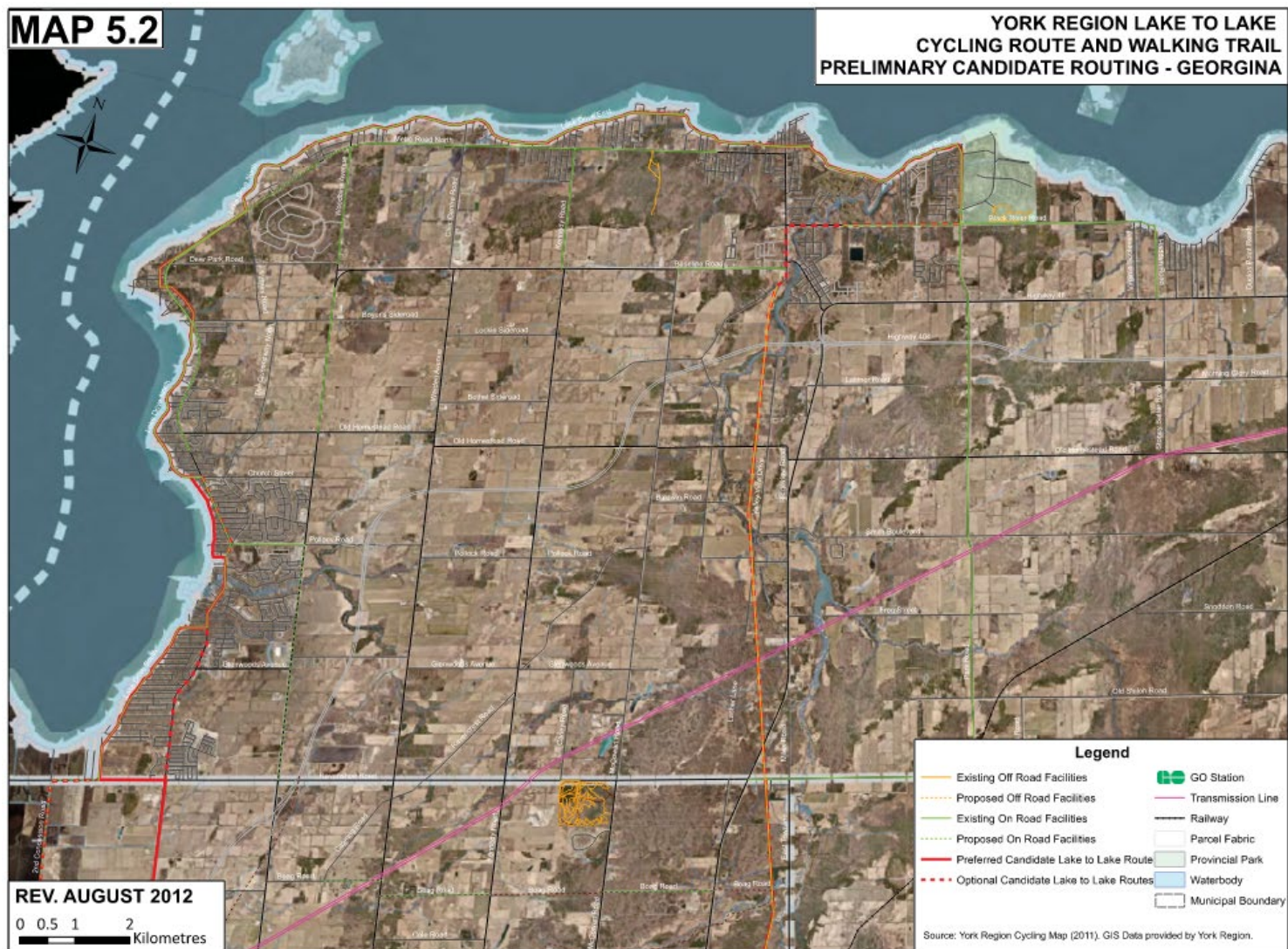
The Lake to Lake Route was first proposed in the 2008 York Region Pedestrian and Cycling Master Plan as a on and off-road route from Lake Simcoe at the northern edge of York Region and the Town of Georgina to Lake Ontario through the City of Toronto.

This cycling and walking route is intended to be a major regional recreational and commuter trail. The study objectives are to:

- Link the route to transit facilities;
- Provide connections between routes and points of interests throughout the Region; and
- Establish a recreational cycling route and walking trail to allow people to experience the natural and cultural heritage in York Region.

The Lake-to-Lake route in the Town of Georgina relevant to this study is along the south shore of Lake Simcoe. Sibbald Point Provincial Park is identified as one end of the route, connecting along the waterfront using the existing on road facilities on Lake Drive (**Figure 3-8**).

**Figure 3-8: York Region Lake to Lake Cycling Route and Walking Trail – Map 5.2: Preliminary Candidate Routing – Town of Georgina**



## 3.9 Lake Drive Shoreline Jurisdiction Action Plan (On-Going)

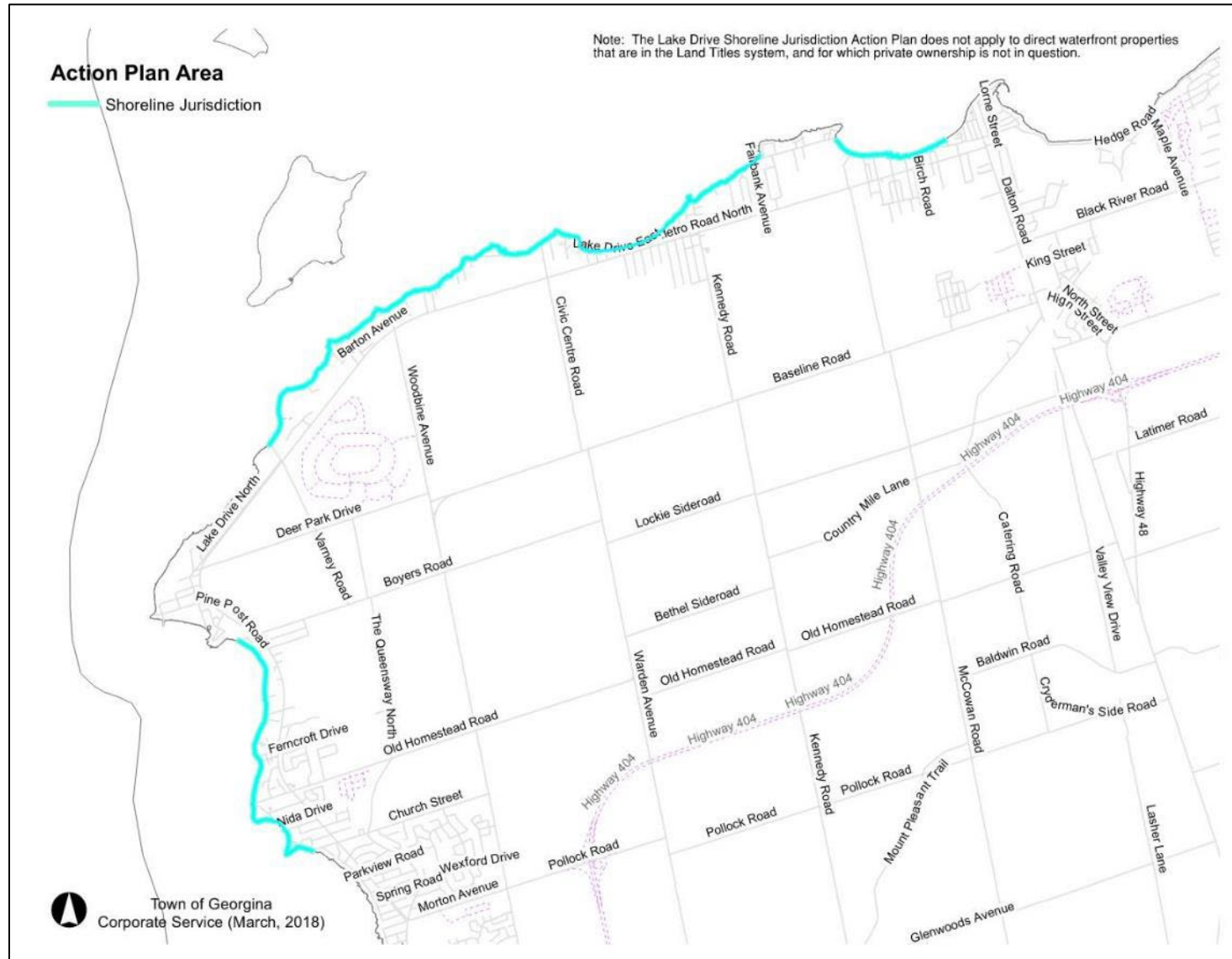
A significant portion of the land along Lake Drive East is being used by residents located between Lake Drive and the water. To address this decades-old matter in a collective, open and equitable manner, Town Council initiated the Lake Drive Shoreline Jurisdiction Ad-hoc Committee (LDSJC) in 2015 comprised of residents, Council and Town staff to come up with options that would seek to satisfy all stakeholders involved.

In 2017, after receiving recommendations from the LDSJC, the Lake Drive Action Plan was developed, outlining a process of operational and policy decisions geared towards moving the discussion forward to determine a resolution. Town Council has been moving through each step of the Action Plan, acknowledging public feedback as work proceeds towards a solution.

The areas subject to the Lake Drive Shoreline Action Plan can be found in **Figure 3-9**.

This work is being completed concurrently to the Lake Drive Functional Assessment. Recommendations from the Study will be consistent to the outcomes of the Lake Drive Shoreline Action Plan. It is noted that there are some structures and vegetation within the right-of-way that cause some safety concerns related to sightlines throughout the Study area, which have been placed by local area residents. However, it is not the intent of this Study to alter these obstructions, nor is it the direction of the Town to widen the existing pavement area of the corridor.

**Figure 3-9: Lake Drive Shoreline Action Plan Subject Areas**



## 3.10 Waterfront Parks Master Plan (2020-on-going)

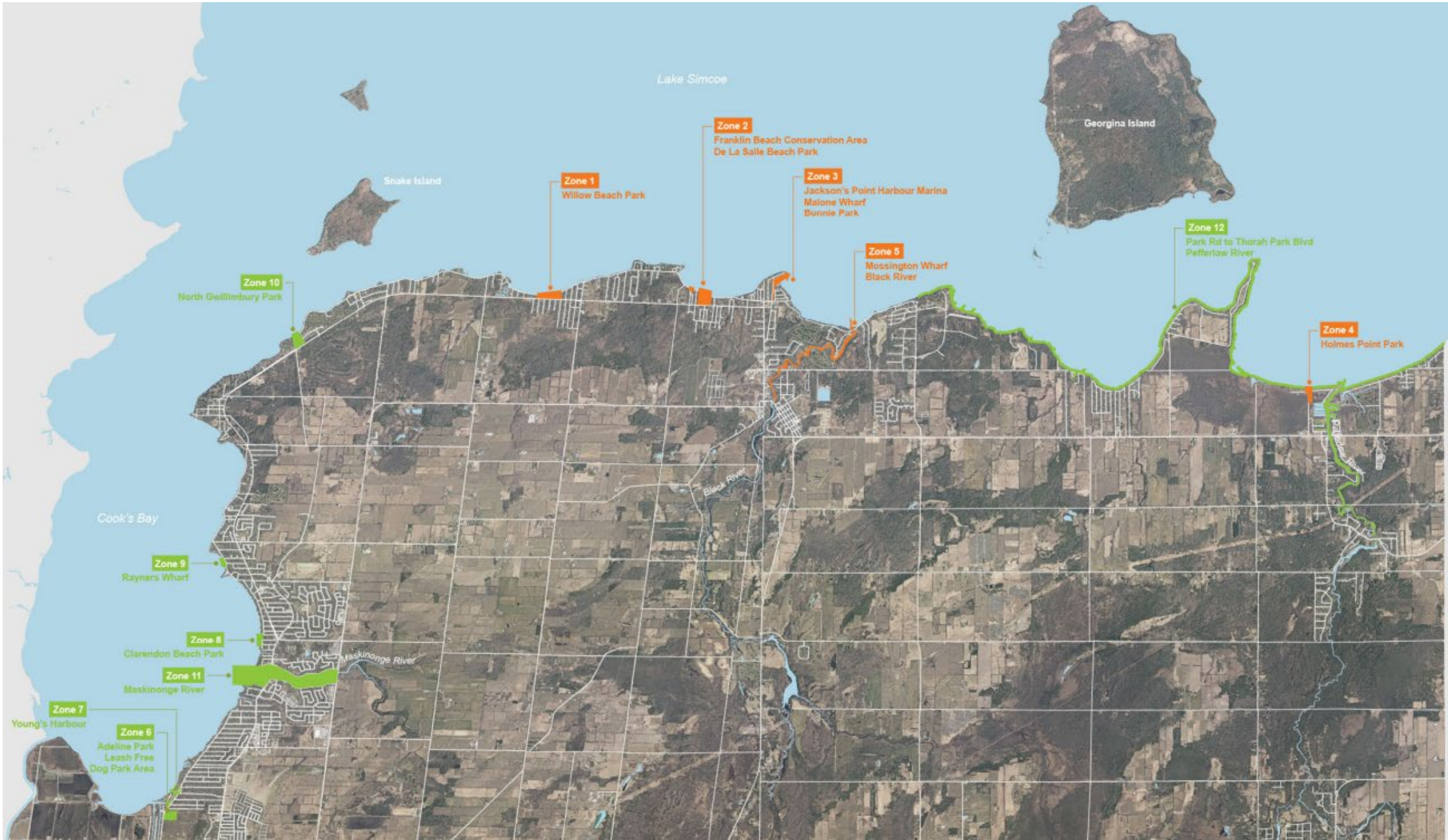
The Town of Georgina is completing the Waterfront Parks Master Plan (“WPMP”), 2020-on-going, to create a vision and framework to provide direction for the operation and management of Georgina’s waterfront parks. The plan is being done in three parts over three years, beginning in 2020. All waterfront lands along the entire Town of Georgina shoreline will be included in the study. This includes wharves, piers, beaches, parks, road ends, shorelines, road allowances, mouths of rivers and wetlands, including Town-owned and privately owned properties. There will be a focus on the following key locations, including conceptual designs, as shown in **Table 3-1**. Waterfront Parks that are adjacent to the Lake Drive Functional Assessment Study are denoted with an asterisk (\*):

**Table 3-1: Waterfront Parks Master Plan Study Areas**

Zones	Parks
1	<ul style="list-style-type: none"> <li>Willow Beach Park*</li> </ul>
2	<ul style="list-style-type: none"> <li>Franklin Beach Conservation Area*</li> <li>De La Salle Beach Park*</li> </ul>
3	<ul style="list-style-type: none"> <li>Jackson’s Point Harbour Marina*</li> <li>Malone Wharf*</li> <li>Bonnie Park*</li> </ul>
4	<ul style="list-style-type: none"> <li>Holmes Point Park</li> </ul>
5	<ul style="list-style-type: none"> <li>Mossington Wharf*</li> <li>Black River from the lake to High Street*</li> </ul>
6	<ul style="list-style-type: none"> <li>Adeline Park*</li> <li>Leash Free Dog Park Area (West Park)*</li> </ul>
7	<ul style="list-style-type: none"> <li>Young’s Harbour Park*</li> </ul>
8	<ul style="list-style-type: none"> <li>Claredon Beach Park</li> </ul>
9	<ul style="list-style-type: none"> <li>Rayners Wharf*</li> </ul>
10	<ul style="list-style-type: none"> <li>North Gwillimbury Park*</li> </ul>
11	<ul style="list-style-type: none"> <li>Maskinonge River from the lake to Woodbine Avenue</li> </ul>
12	<ul style="list-style-type: none"> <li>Pefferlaw River from the lake to the dam</li> <li>Shoreline from Park Road to Thorah Park Boulevard</li> </ul>

The waterfront parks in zones 1, 2, 3, 5, 6, 7, 9 and 10 abuts the Lake Drive Functional Assessment Study area. The Project is on-going. It is the intent of this Study to assess alternatives based on the current existing conditions of Lake Drive and Hedge Road. Transportation recommendations of the WPMP, including any preliminary recommendations for closure of roads at waterfront parks while redirecting to Metro Road, may be integrated with the recommendations of this Study.

Figure 3-10: Waterfront Parks Master Plan Study Areas



## 3.11 Council Report OI-2020-0015 (2020)

The Town proposed a reduction in the speed limit from 40 km/h to 30 km/h along Lake Drive North, Lake Drive East and Hedge Road. The Town also recommended Community Safety Zone designations.

This proposed reduction in the speed limit was reviewed by Jacobs and presented to Town Council, as documented in Council Report OI-2020-0015, and summarized below:

### **Speed Limit Reduction**

Based on a cursory review completed by Jacobs, the existing maximum speed limit of 40 km/h is considered appropriate and responds well to driver expectations in these areas. However, the consultant noted that with pedestrians and motorists sharing the narrow roadway width and a high potential for pedestrian crossings at random locations along the subject roadways, a reduction in the maximum speed limit to 30 km/h would be in keeping with traffic management policies and practices that prioritize pedestrian movements over vehicular traffic. Further, it was noted that recent studies and road safety initiatives have also demonstrated that a reduction in the maximum speed limit to 30 km/h can mitigate the risk of serious injuries from collisions involving vehicles and pedestrians. Given that traffic speeds are already low along the subject roadways, there were no anticipated significant operational concerns from this reduction of speed limit along the corridor of Lake Drive West, Lake Drive East and Hedge Road.

### **Community Safety Zones**

Community Safety Zones are used to identify roadways where traffic safety is of particular concern and where the implementation of traffic calming measures would be of benefit. This includes roadways near schools, day care centres, playgrounds, hospitals and senior residences. Community Safety Zones may also include a section of roadway where there is a high collision rate and where extra caution may be required. Community Safety Zone signs are installed at the beginning and end points of a section of roadway where certain fines for traffic offences have been increased.

The following areas were identified and recommended potential Community Safety Zones in the following areas:

- Lake Drive East between Brule Lakeway and Sina Street. (4.9 km – De La Salle Park, Franklin Beach, Willow Wharf, Willow Beach Park and Marina)
- Lake Drive North – between Woodbine Avenue and Metro Road North. (2.7 km – Island Grove Marina, East Point Marina, Sheppard Park and Wharf, North Gwillimbury Park)
- Lake Drive North – between Metro Road North and Church Street/Shoreline Place. (3.5 km – Rayners Park, Joy Marritte Parkette)
- Hedge Road – between Lake Drive East and Dunkirk Avenue (1.8 km = Briars Resort, Mossington Bridge)



The limits of each potential Community Safety Zone were selected to include as many public facilities as possible, where higher pedestrian volumes can be expected. The York Regional Police (YRP) is in favour of these Community Safety Zones and requested the addition of the section on Hedge Road.

These initiatives were carried forward and in line with the then applicable Town Strategic Plan's Priority 2: "Promote a high quality of life" – Build a healthy, safe and accessible community. The staff report noted that implementing Community Safety Zones, and reducing the speed limit in the Lake Drive area will contribute to a traffic calming effect that will provide an added level of safety for all users.

While these initiatives have been proven to improve the safety of roadways, there are additional opportunities that will be explored in the Lake Drive Functional Assessment Study. Building on the Town's direction to create safer and more comfortable environments on Lake Drive and Hedge Road, this Study will review additional safety and traffic calming measures that can be incorporated into the design of Lake Drive and Hedge Road.

## 4 EXISTING CONDITIONS

Following the summary of existing planning context and policies in **Chapter 3**, this Chapter summarizes the overall existing conditions of the physical road corridor environment, land use context, and other relevant data collected, including:

- socio-economic environment,
- existing design and typical road cross-sections,
- existing active transportation facilities,
- sightlines,
- traffic volumes,
- pedestrian counts,
- parking restrictions,
- transit routes,
- collision history, and
- Town owned properties.

This Chapter will highlight the existing constraints and deficiencies within the roadway, as well as some of the data gaps, where additional investigations would be required or recommended to complete for the benefit of the future assessment and evaluation of alternatives.

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### 4.1 Socio-Economic Environment

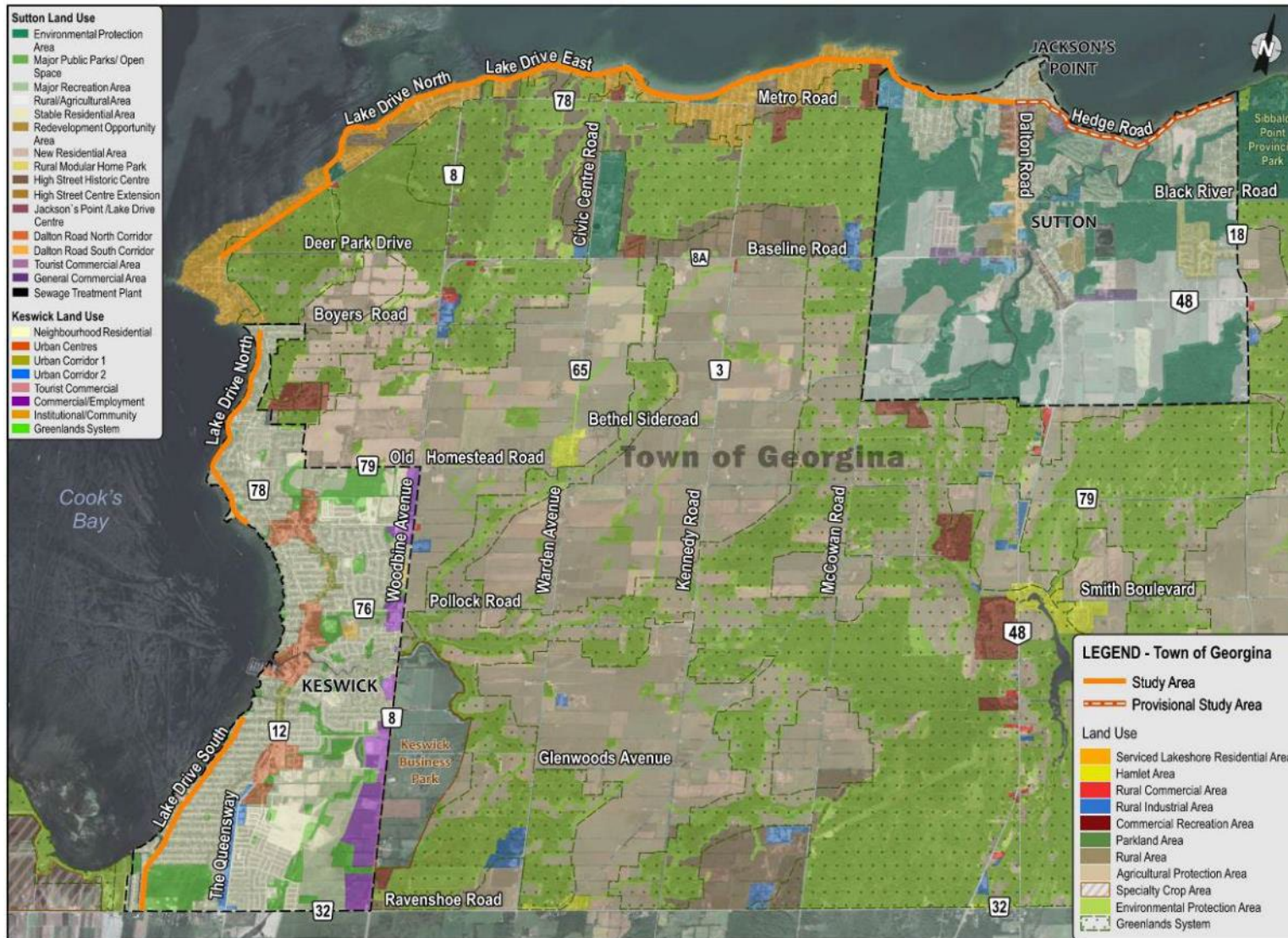
Lake Drive travels through a predominantly rural and scenic community. In Keswick, Lake Drive traverses through a suburban community, characterized by low-density, single dwelling units on either side of the road. Though considered low-density in general, this segment of Lake Drive has a higher density than the rest of the study area. The remaining and majority of the sections of Lake Drive are adjacent to even lower density, rural residential communities, some parklands, and some commercial areas. Additionally, various section of this segment has a direct, unobstructed view of Lake Simcoe.

Lake Drive is not only a road that travels through the Town of Georgina; Lake Drive is a popular destination for residents and visitors alike, and a key landmark for the Town.

The existing condition and planned growth, including land use designations and future transportation infrastructure adjacent to the corridor is discussed in **Chapter 2.3**.

A preliminary land use map is found in **Figure 4-1**.

Figure 4-1: Socio-Economic Map



## 4.2 Existing Design and Typical Road Cross-Sections

### 4.2.1 EXISTING DESIGN AND CHARACTER

The existing design of Lake Drive and Hedge Road is rural in character. Aside from various suburban sections in Keswick and in Sutton, the majority of the Study area roadway is a paved road with no curbs nor adjacent sidewalks. The condition of the roadway pavement is good – though functional and in good shape, there are various sections where the pavement is cracked, or there are potholes.

### 4.2.2 DESIGN CRITERIA

**Table 4-1** below summarizes the draft Design Criteria that have been developed for the proposed realignment of Lake Drive, which have been reviewed against the Transportation Association of Canada (TAC) 2017 standards for Canadian Roads and Town of Georgina’s Design Criteria.



**Table 4-1: Design Criteria**

Criteria	Existing Conditions	TAC Guideline Practical	TAC Guideline Recommended	Town of Georgina Geometric Design Standards	Project Recommendation
<b>Road Classification and Speed:</b>					
Road Right-of-Way (R.O.W.) (m)*	12-20m	n/a	n/a	8.5	Keep existing pavement width
Pavement Width (m) (edge to edge)	6-11.5	n/a	n/a	8.5	Keep existing pavement width
Road Classification	Local Road	n/a	n/a	Local Road	Local Road
Posted Speed Limit (km/h)	30	n/a	n/a	n/a	30
Design Speed Limit (km/h)	n/a	n/a	n/a	50	50
<b>Vehicular Roadway Design Elements:</b>					
Travel Lane (m)	3-3.5	2.7-3.0	3-3.7	n/a	3-3.5
Shoulder (m)	0.50-1	1	1	n/a	1
Curb Width (m)**	0.5	n/a	n/a	n/a	0.5
<b>Sidewalk and Multi-Use Path (MUP) Roadway Design Elements:</b>					
Sidewalks***	1.5-1.8	Two pedestrians: 1.5-1.8 Three Pedestrians: 2.25-3.0	Two pedestrians: 1.5-1.8 Three Pedestrians: 2.25-3.0	n/a	2-3
Multi-Use Path Width	n/a	2.7-6.0	3.0-6.0 m	n/a	3.0-6.0 m

Criteria	Existing Conditions	TAC Guideline Practical	TAC Guideline Recommended	Town of Georgina Geometric Design Standards	Project Recommendation
<b>Cycling/Active Transportation Roadway Design Elements:</b>					
Buffered Bicycle Lane Width (bike lane and buffer)	n/a	1.8-3.5	2.1-3.0 m	n/a	2.1-3.0 m
Buffered Bicycle Lane Width (bike lane component) (m)	n/a	1.5-2.1	1.8-2.1 m	n/a	1.8-2.1
Buffered Bicycle Lane Width (buffer marking) (m)	n/a	0.3-1.4	0.3-0.9 m	n/a	0.3-0.9
Cycle Track Width (beside sidewalk) (m)	n/a	1.5-3.0	1.8-2.5 m	n/a	1.8-2.5
Advisory Bike Lanes Width (m), roadway with advisory bikelane	n/a	6.0-11.1	6.6-9.9	n/a	6.6-9.9
Advisory Bike Lanes Width (m) Bike Lane Component (one-way)	n/a	1.5-2.1	1.8-2.1m	n/a	1.8m-2.1m
Advisory Bike Lanes Width (m) Two-way centre travel lane component, for use with advisory bikelanes on both side	n/a	3.0-5.7	3.0-5.7	n/a	3.0-5.7
<b>Geometric Design Elements:</b>					
Minimum Horizontal Radius (m)	Estimate based on available GIS data: 30m (avg.)			80	

\*The typical ROW is for a Local Road in the Town's OP. It refers to the Town's-owned corridor and does not refer to the pavement width.

\*\* Existing curbs are located on Lake Drive between South Drive and Hedge Road.

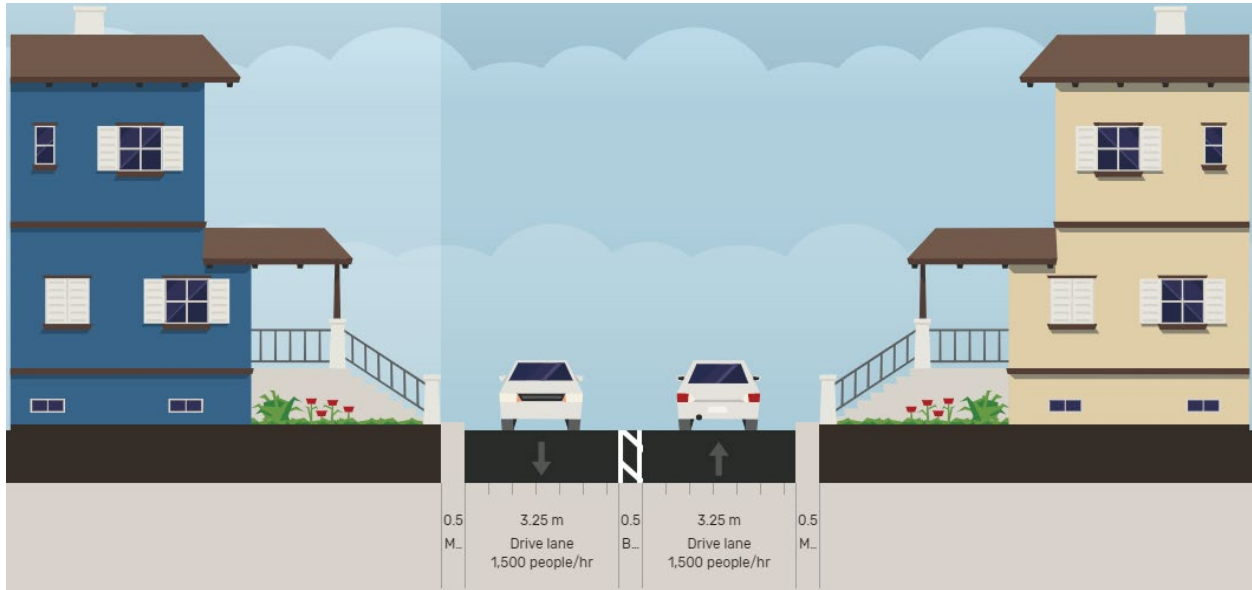
\*\*\* Existing sidewalks are located on Lake Drive between South Drive and Hedge Road.



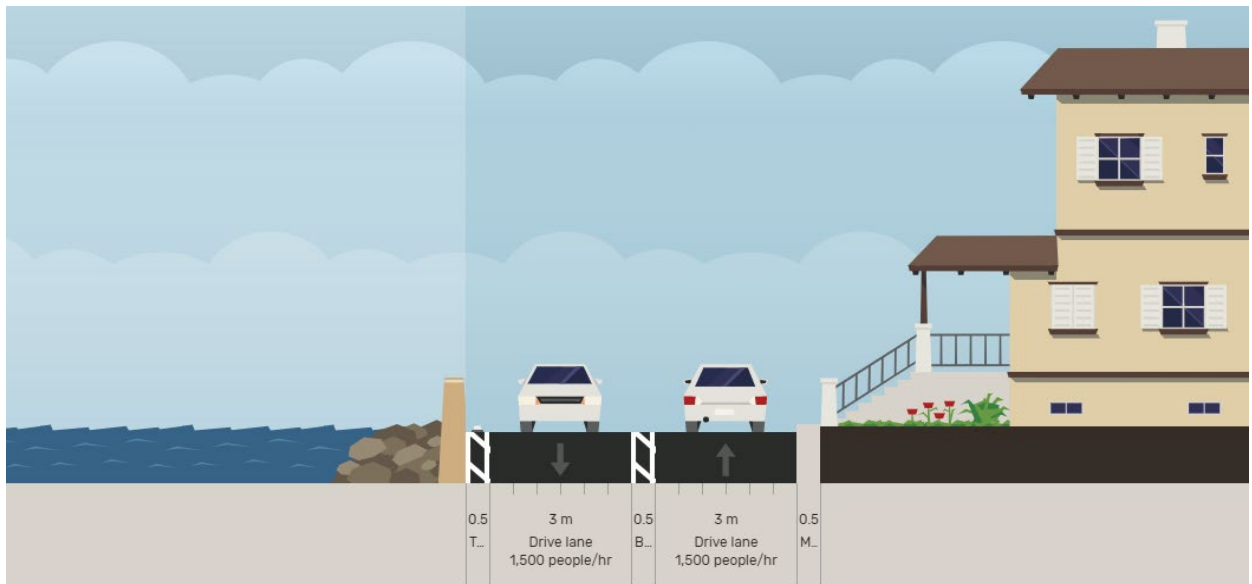
#### 4.2.3 TYPICAL CROSS-SECTIONS

Typical cross-sections of existing conditions were identified across the Study corridor by carrying out a desktop review via Google Maps (i.e., aerial imagery and “streetview”). The existing features included the width of the road, roadway conditions, such as whether there are curbs or not, sidewalks, parking lanes, median, shoulders, and verges etc. These features vary throughout the study area. The Streetmix software was used to develop these cross-sections across the study corridor. **Figure 4-2** to **Figure 4-7** illustrate the typical cross-sections.

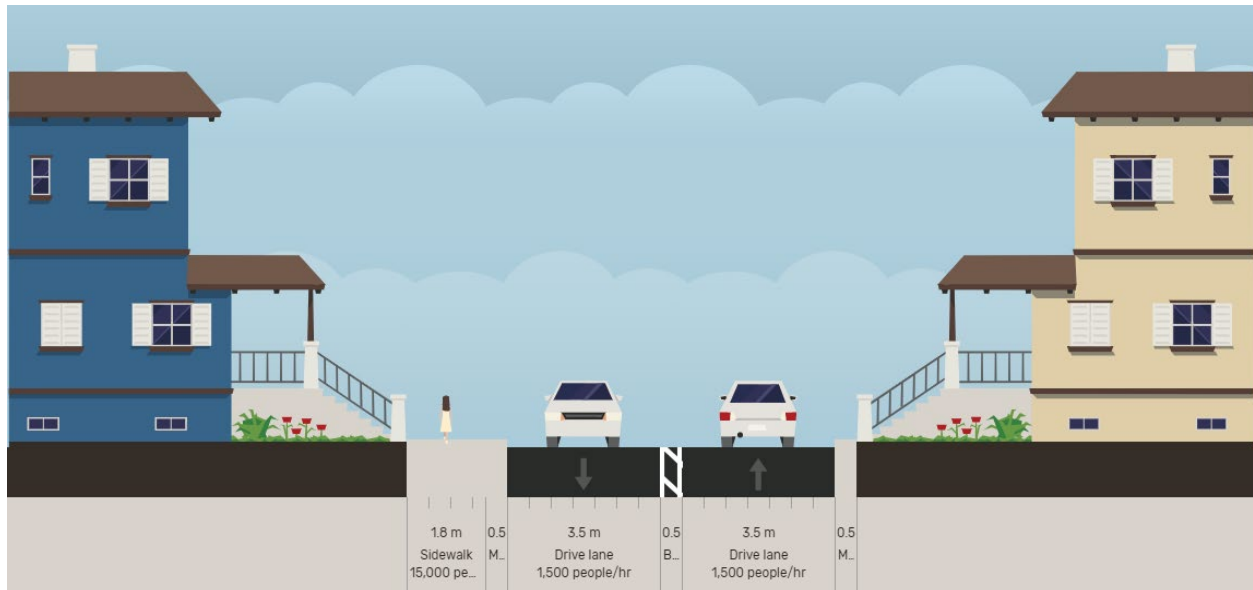
**Figure 4-2: Lake Drive South: Ravenshoe Road – Bayview Avenue**



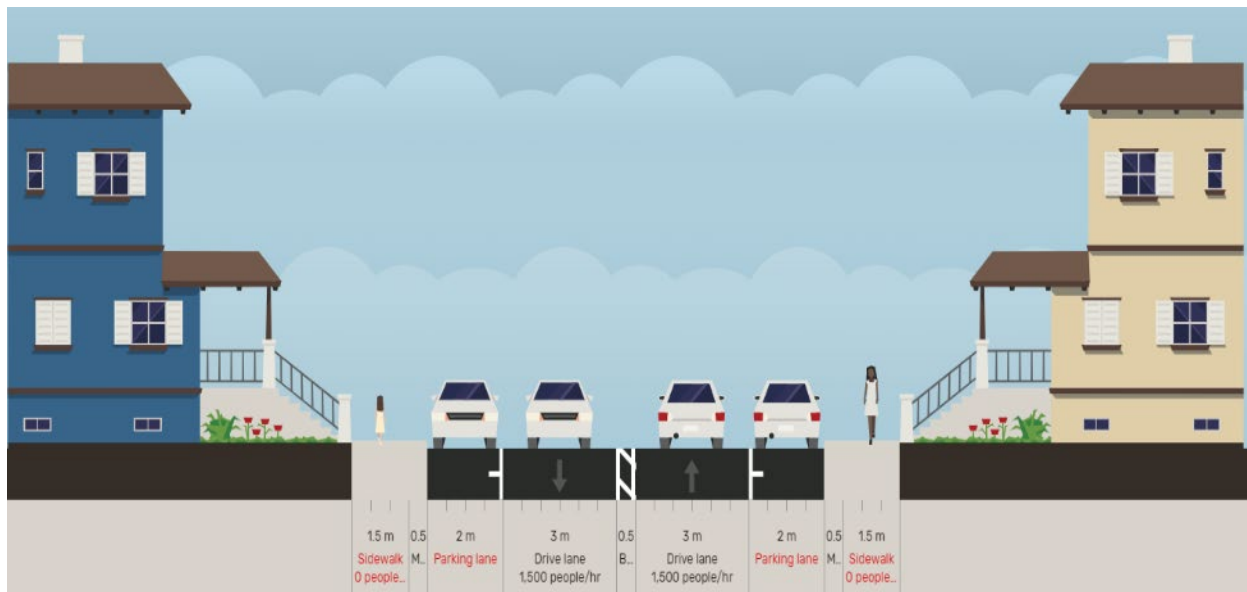
**Figure 4-3: Lake Drive South, North, East: Church Street – Metro Rd North & Coxwell Street – South Drive**



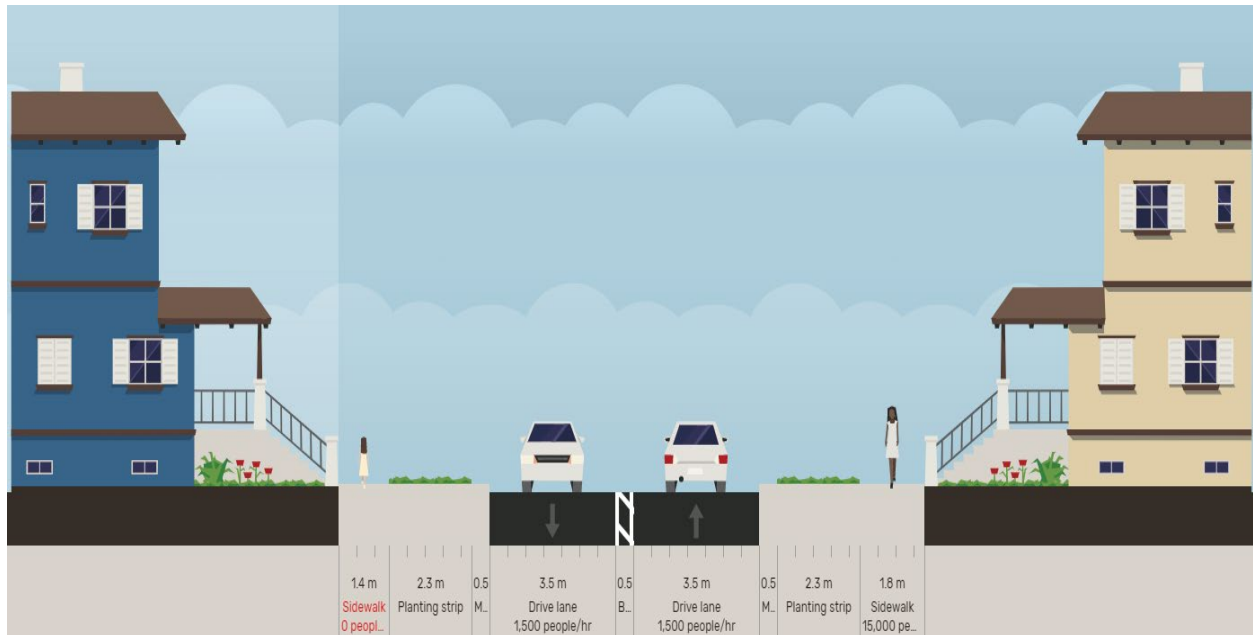
**Figure 4-4: Lake Drive East: South Drive – Ravenswood Drive**



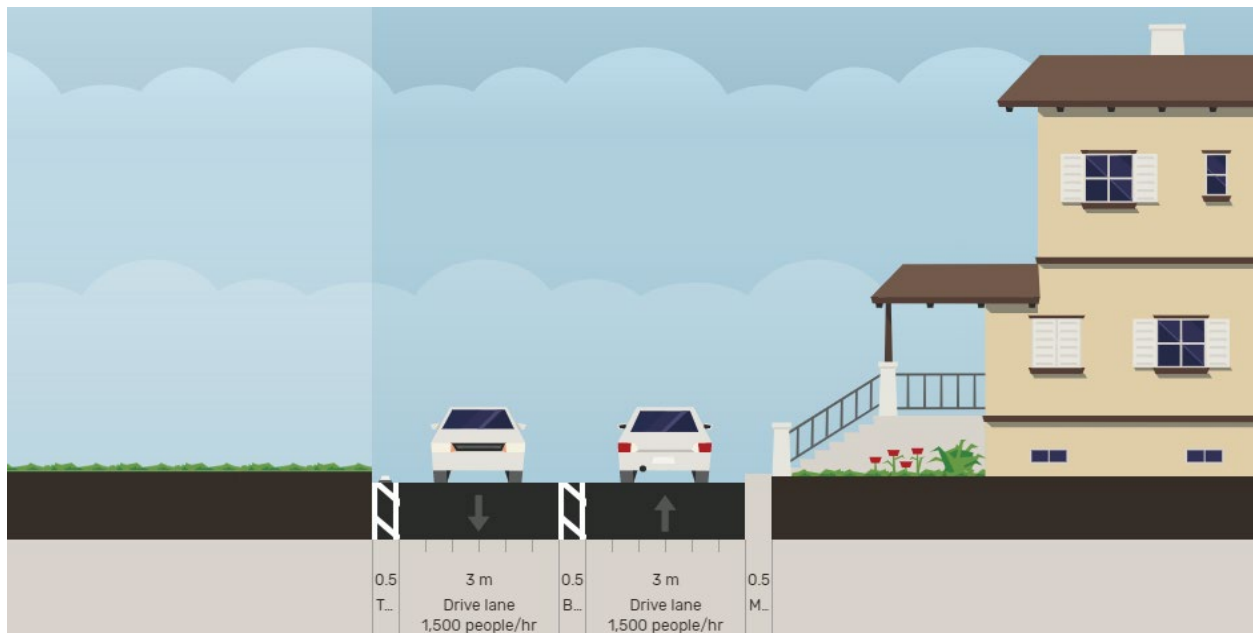
**Figure 4-5: Lake Drive East: Ravenswood Drive – Lorne Street**



**Figure 4-6: Lake Drive at Lorne Street – Hedge Road**



**Figure 4-7: Hedge Road at Lake Drive E – Park Road**



## 4.3 Active Transportation

### 4.3.1 LAKE DRIVE AND HEDGE ROAD

At present, Lake Drive is signed as a shared route and does not have a dedicated cycling facility. Therefore, cyclists are operating in mixed traffic conditions. The corridor is part of the Lake Simcoe Trail and Lake to Lake Trail as an on-road route. There is a segment of sidewalk (approximately 1 kilometre) along Lake Drive from east of South Drive to west of Ravenswood Drive on the north side and west of Ravenswood Drive to west of Hedge Road on both sides. Outside of this segment, there are no sidewalks or pathways and pedestrians are likely using the existing gravel shoulder, as well as the driving lanes, to walk along Lake Drive.

This route is very popular for walking, cycling and other forms of active transportation as it is right along the Lake Simcoe waterfront.

This study explored active transportation opportunities within the existing roadway. The 2014 Trails and AT Master Plan recommended potential enhancements to Lake Drive through a pilot project, which would include installing potential bicycle route signs and pavement markings to enhance the shared facility or converting the road to one-way to implement above-curb facilities.

### 4.3.2 ACTIVE TRANSPORTATION NETWORK

The existing and planned active transportation routes that connect to the Study Area are mapped in **Figure 3-7** and include:

- Existing shared routes on The Queensway South;
- Existing paved shoulders on Metro Road North, Woodbine Avenue and Kennedy Road;
- Existing off-road trails in the Metro Road Tract Regional Forest and to the ROC Trails; and
- Proposed Regional cycling routes on Metro Road, Woodbine Avenue, Kennedy Road and Dalton Road (facilities to be determined per the 2022 York Region TMP).

There is an opportunity to strengthen the connections between Lake Drive and the surrounding AT network to provide a continuous route between the waterfront and other key destinations.

Pedestrian and/or cyclist counts can be collected to inform which segments have high active transportation activity and should be prioritized when reviewing the potential design options for Lake Drive. It is expected that there is significantly higher pedestrian and cyclist traffic at the public beaches and parks, however it would be important to understand the volumes adjacent and leading into to these key sites. Active transportation counts for Lake Drive will also support and guide the facility selection for what is most appropriate based on the demand and usage.

## 4.4 Sightlines and Structure Restrictions

Visibility and sightlines are essential features of a corridor, access, junction or intersection as it allows traffic users on the road to see cyclists, vehicles and pedestrians, and other potential conflict points on the main road. Fixed objects, such as trees, buildings, signs, hedges, fences, and street furniture, are deemed to inhibit the visibility of drivers and create safety concerns.

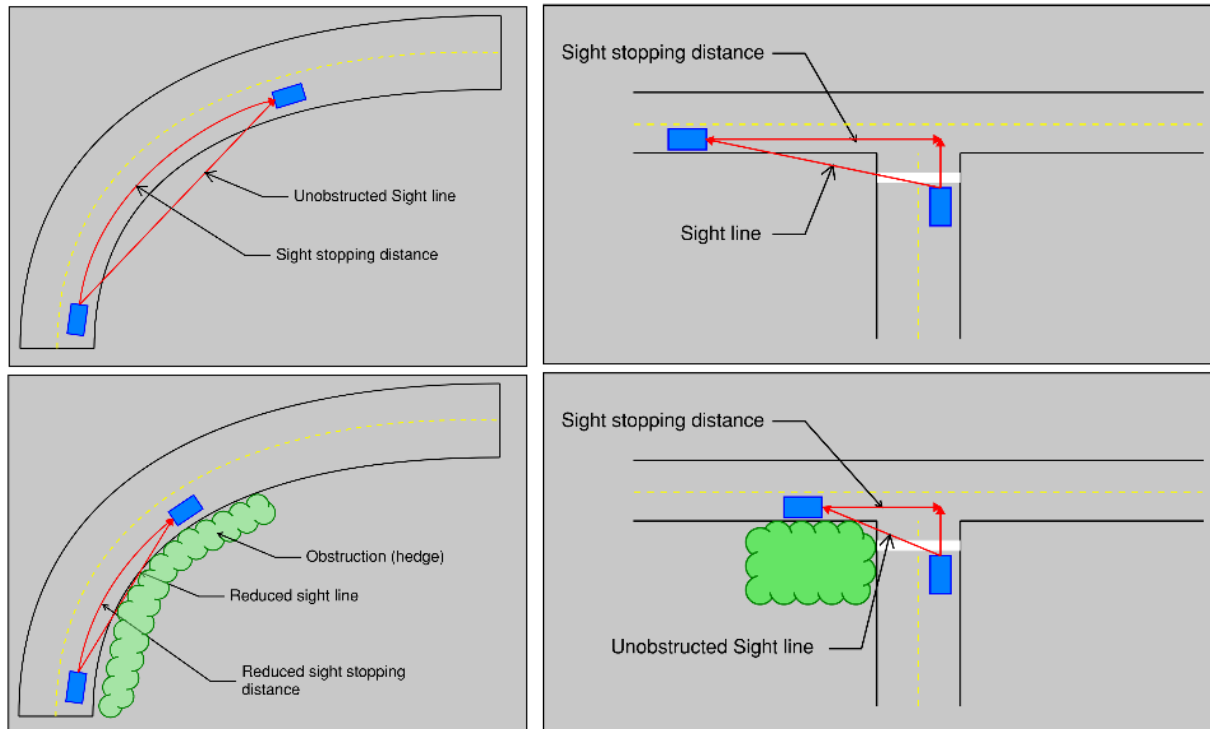
Sightlines are required along the road to detect obstructions in one's path, such as at curvatures in the roadway, as well as at intersections or accesses to determine if there are approaching vehicles/pedestrians and if it is safe to proceed through. The minimum requirement for sight line distance is for drivers to have the ability to recognize a potential conflict and make a decision to accelerate, decelerate or stop in sufficient time to avoid a collision. This is known as the stopping sight distance, or decision sight distance (**Figure 4-8**).

There are considerable sightline concerns due to vegetation and structures that have been placed by residents along Lake Drive and Hedge Road over many years. Many of these obstructions are placed and infringing within the road's right-of-way.

For the Lake Drive Functional Assessment study, based on TAC "Geometric Design Guide for Canadian Roads" several areas were identified by carrying out a desktop review via Google Streetview which had obstructed sight lines (see **Table 4-2**). This desktop analysis is based on a site visit and Google Imagery. This will continue to be reviewed based on the updated ortho-imagery.

A site visit was conducted on April 26, 2023, to observe, experience and gather photographic documentation of the existing conditions of the Study Area. Additional sightline concerns can be found in **Appendix B**.




**Figure 4-8: Sight Lines on Curves and at Intersections With and Without Obstructions**



**Table 4-2: Photolog of Sight Line Concerns**

Sightline Photolog for Lake Drive FA Study	
	
<p>Sightline Concern: Sharp turn Sightline obstructed by trees on right side Location: Lake Drive South – Bayview Avenue Intersection</p>	<p>Sightline Concern: Sharp turn Sightline obstructed by trees Location: Lake Drive North – Old Homestead Road Intersection</p>

Sightline Photolog for Lake Drive FA Study	
	
<p>Sightline Concern: Sharp turn</p> <p>Sightline obstructed by trees on left side</p> <p>Location: Lake Drive North – Orchard Beach Intersection</p>	<p>Sightline Concern: Sharp turn</p> <p>Sightline obstructed by trees on right side</p> <p>Location: Lake Drive North – Clarlyn Drive Intersection</p>
	
<p>Sightline Concern: Access</p> <p>Sightline obstructed by trees on right side</p> <p>Location: Lake Drive North – Elm Tree Ln Intersection</p>	<p>Sightline Concern: Intersection</p> <p>Sightline obstructed by trees on left side</p> <p>Location: Lake Drive North – Walkers Ln Intersection</p>

Sightline Photolog for Lake Drive FA Study	
	
<p>Sightline Concern: Sharp turn Sightline obstructed by trees on left side Location: Lake Drive North – Elmwood Road Intersection</p>	<p>Sightline Concern: Sharp turn on right Sightline obstructed by trees on left and right side Location: Lake Drive North – Mays Wharf Road Intersection</p>
	
<p>Sightline Concern: Sharp turn on right Sightline obstructed by trees on right side Location: Lake Drive North – Near Eastbourne</p>	

## 4.5 Traffic Volumes

The Town provided the following traffic and transportation data for various segments of Lake Drive and Hedge Road: the posted speed limit, the 85<sup>th</sup> percentile speed, the annual average daily traffic (AADT) and the approximate road pavement width. The raw data was provided to WSP.

The AADT studies were completed and calculated based on a 14-day period. The date shown in the table below indicates the final day of the study. This data is summarized in **Table 4-3**.

**Table 4-3: Traffic Data**

Road	From	To	Posted Limit	85 <sup>th</sup> Percentile	AADT	Study Completion Date Range	Pavement Width (approx.)
Lake Drive South	Ravenshoe	Bayview	30km/hr	47 km/hr	731	August 26 – September 9, 2020	6.4m – 6.6m varies
Lake Drive North	Church St	Metro	30km/hr	47 km/hr	135	November 12 – November 26, 2022	5.7m
Lake Drive North	Coxwell	Woodbine	30km/hr	NA	373	NA	6.1m
Lake Drive East	Woodbine	Dalton	30km/hr	40 km/hr	1709	July 8 – July 22, 2022	6.2m
Lake Drive East	Dalton	Hedge	30km/hr	44 km/hr	1394	August 18 – September 1, 2020	9m – 11m varies
Hedge Road	Lake Dr E	Park Rd	30km/hr	44 km/hr	401	October 12 – October 26, 2022	6.1m

In general, the operating speeds along Lake Drive are consistently 10-17 km/hr above the posted speed limits. As would be expected, the volumes along Lake Drive are highest in the summer season, and much lower in the winter season.

However, there are a few gaps in this data, such as:

- There is only a single count along Lake Drive South, which does not permit the opportunity to establish where demand is highest; moreover, the data does not reflect summer conditions when demand is likely highest.
- There is only a single count along each of the Lake Drive North segments, between Church Street and Metro Road and between Coxwell Street and Woodbine Avenue. This does not permit the opportunity to establish where demand is highest; moreover, the data for the segment between Church Street and Metro Road does not reflect summer conditions when demand is likely highest.
- The survey date for the data for the segment between Coxwell Street and Woodbine Avenue is unknown, but cannot be assumed to have been during the peak summer months.

- There is only a single count along the entire Lake Drive East project limits between Woodbine Avenue and Dalton Road, which includes more than 40 intersections. While this data was collected during the summer months, the specific location has not been identified and there would be no opportunity to establish what the magnitude of the potential impacts of improvement strategies might be. Similarly, the volume could not be used to establish where demand is highest, as a means of justifying the location(s) of alternative improvement strategies.
- There are only single counts for each of Lake Drive East between Dalton Road and Hedge Road, and Hedge Road between Lake Drive East and Park Road, and at least the Hedge Road survey was not undertaken during the peak summer months when demand is likely highest.

It is recommended to undertake supplementary summer mid-block traffic data collection surveys at a sufficient number of locations, to be able to support the identification and location, as well as the justification for the anticipated alternative improvement strategies. Further details on the recommended data collection for traffic volumes are further discussed in **Section 4.12**.

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## 4.6 Pedestrian and Cyclist Counts

The Town does not have pedestrian and cyclist counts for the study area. Pedestrian and cyclist counts are used to measure pedestrian and cycle movements, demonstrating usage patterns and trends within a study area. This data can be used for the decision-making process for various road-related projects, including this Study. By understanding the users of the road, a stronger more defensible justification can be made for implementing a more complete street design.

For the data to be optimized to address the problems and opportunities of this Study, pedestrian and cyclist count data should be taken from the summer months at strategic locations, including the waterfront parks, established communities (i.e. Keswick and Sutton), or areas where there is a higher number of commercial establishments. Further details on the recommended data collection for pedestrian and cyclist counts are further discussed in **Section 4.12**.

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## 4.7 Parking Restrictions

The entirety of the Study Area is subject to the parking restrictions of the Waterfront Park Buffer Zone. The Waterfront Park Buffer Zone (WPBZ) is a defined area in the Town of Georgina that encompasses neighbourhoods where tourism has the potential to cause safety concerns and/or property conflict. It was developed after many public, staff-related and Council-related inquiries related to public parking conflict, parking fees, and overall tourism impact to local neighbourhoods along the waterfront throughout Georgina. As a result, the Waterfront Park Buffer Zone was created in 2020. It includes the entire shoreline area of Lake Simcoe and Town

roads in lakeside neighbourhoods. A section along the Black River north of High Street in Sutton is also included.

The Waterfront Park Buffer Zone is a tool used to apply to other by-laws. It defines the area in which the Town can assess specific increases, specific infractions or specific rules.

A map of the areas subject to the WPBZ is depicted in **Figure 4-9**.

Based on supplementary information provided by the Town of Georgina, these regulations are in place along the study areas. It is prohibited to park vehicles on either side of the majority of Lake Drive throughout the year, and fines are increased during the summer months, including within community safety zones.

Only areas with existing no-parking and/or no-stopping restrictions are affected by the fines increase within the Waterfront Park Buffer Zone.

In 2021, the Town received approval from the Regional Senior Justice to increase no-parking and no-stopping fines in the Waterfront Park Buffer Zone. Beginning May 22, 2021, no-parking fines increased from \$30 to \$100 and no-stopping fines increased from \$50 to \$150. The fines apply to all motorists only in the event they are parked or stopped in restricted areas within the Waterfront Park Buffer Zone.

Based on a desktop review, the following areas permit parking on Lake Drive, with restrictions as noted in **Table 4-4**:

**Table 4-4: Parking Restrictions Along Lake Drive (Desktop Review)**

Road	From	To	Parking Restrictions	Comment
Lake Drive East	Melody Lane	Dalton Road	Parking on the sides: 2 hours	Fines increased during summer months (also community safety zone)
	Dalton Road	Lorne Street	Parking on the sides: 1 hour	Fines increased during summer months (also community safety zone)

The Town provided the following information on parking infractions summarized in **Table 4-5**. The information provided by the Town consists of records of parking violations from 2021 and 2022, specifically on Lake Drive (North, South, and East) roads, Hedge Road, and Waterfront parks. However, the data lacks details such as specific dates, times of the day, and the types of infractions committed.

As noted by the Town, there was a decrease in the number of parking infractions issued on Lake Drive (North, South, and East) and Hedge Road in 2022. This decline was due to a shift in

enforcement at and surrounding Waterfront Parks. The majority of parking tickets on the south section of Lake Drive were issued in the vicinity of Adeline Park and Young's Harbour. On the north section of Lake Drive, the primary locations for ticket issuance were Joy Marritt Parkette, Rayner's Park and North Gwillimbury Park. Similarly, on the east section of Lake Drive, the majority of tickets were given out near Willow Beach, Franklin Beach and De la Salle Park.

Given that there are many vehicles that are illegally parking near popular waterfront parks, it can be inferred that there may be insufficient parking to these recreational destinations, which may continue to encourage illegal parking along the Study area. Further, the lack of dedicated active transportation facilities may discourage walking or cycling to these parks, resulting in a higher access to these sites via vehicles.

The Lake Drive and Hedge Road Functional Assessment Study will develop and evaluate design alternatives that considers and incorporates roadway designs that can discourage and decrease these illegal parking patterns. These auto-dependant behaviours may continue following the eventual recommendations of the Lake Drive and Hedge Road, and additional educational campaigns and/or enforcement efforts may be required.

**Table 4-5: Parking Infractions on Lake Drive, Hedge Road and Waterfront Park**

Road / Park Name	Parking tickets issued in 2021	Number of parking tickets issued in 2022
Lake Drive South	199	34
Lake Drive North	74	35
Lake Drive East	129	119
Hedge Road	63	15
North Gwillimbury Park	262	108
Willow Beach	336	565
De la Salle Park	397	1058

## 4.8 Transit Routes

York Region Transit (YRT) is the local transit agency that operates at the Regional scale (i.e. within York Region). YRT operates two routes in the Town of Georgina:

- **Route 50 – Queensway.** This is the only regularly scheduled route in the Town of Georgina, travelling between Keswick and Sutton, predominantly on Metro Road. This



route operates Monday through Sunday, and on the holidays. YRT also provides seasonal service on this route on Civic Centre Drive from Metro Road to the Recreational Outdoor Campus (ROC). This route is depicted in **Figure 4-10**.

- **Route 424 – Keswick.** This route is a school special route connecting various areas of the community to Keswick High School. This route operates once in the morning towards Keswick High School, and once in the afternoon in the reverse direction during regular school days. This route is depicted in **Figure 4-11**.

Transit routes travel on the Study area corridor on Lake Drive South between Ravenshoe Road and Walter Drive. As such, the recommendations from the Functional Road Assessment Study will have to ensure that this stretch of the Study area would be functional for YRT busses. The Project Team will review whether there are any future plans to provide transit route along Lake Drive and Hedge Road.

**Figure 4-9: Waterfront Park Buffer Zone**

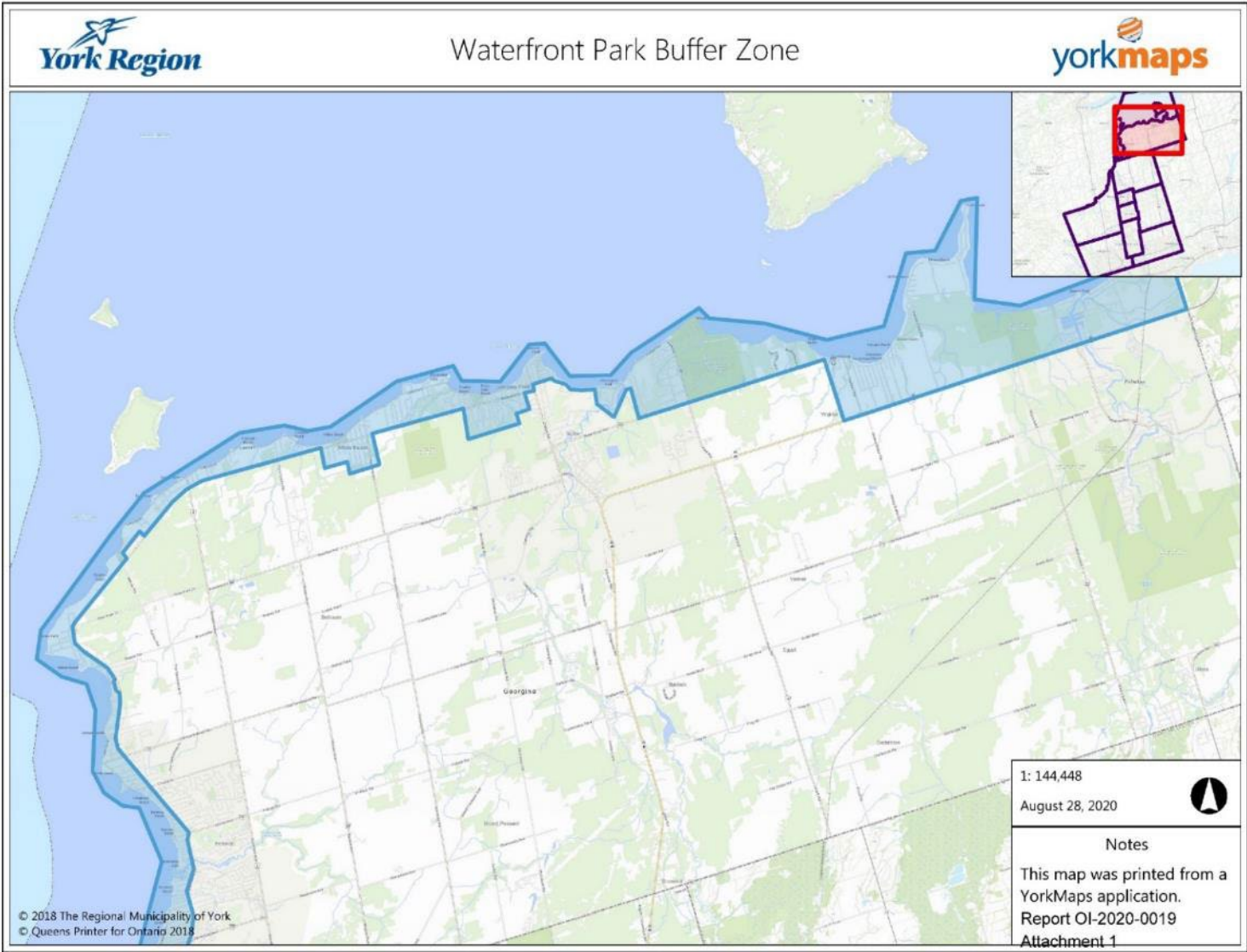


Figure 4-10: YRT System Map (April 20, 2023) – Route 50 – Queensway



**Figure 4-11: YRT School Special System Map – Route 424 – Keswick High School**



## 4.9 Collisions

The collision data received from Town of Georgina provides information about collision location, and **Figure 4-12** shows the collision locations proximity to the study area. The collision data provided by Town of Georgina includes collisions which have occurred only within the Lake Drive South project limits. There is no data for study area segments of Lake Drive North, Lake Drive East, and Hedge Road. The information provided by the Town is limited and does not allow for a comprehensive assessment of potential causes, mitigations, or improvements. The Town also provided information about parking infractions (obtained from York Regional Police) that occurred on Lake Drive South, Lake Drive North, Lake Drive East, and Hedge Road. After analyzing a five-year period, it becomes evident that the majority of parking infractions occurred in the study areas of Lake Drive East and Hedge Road.

**Figure 4-13** illustrates number of collisions per year in the Town of Georgina over a period of 5 years. The Figure indicates that highest number of collisions occurred in 2018. Collisions likely dropped in 2019/2020/2021 due to COVID and have been steadily rising again as communities are reopening.

**Figure 4-14** shows number of collisions occurred each day of the week in Town of Georgina. As would have been expected, that highest proportion of collisions occurred on Saturday and Sunday.

**Figure 4-15** shows time of day (hours) of collision. The hour 14:00 was the time of the day that experience the highest number of collisions over the period of 5 years from 2018-2022.

**Figure 4-156** shows number of parking infractions from 2018-2022 in Lake Drive South, Lake Drive North, Lake Drive East and Hedge Road.

Figure 4-12: Collision Locations

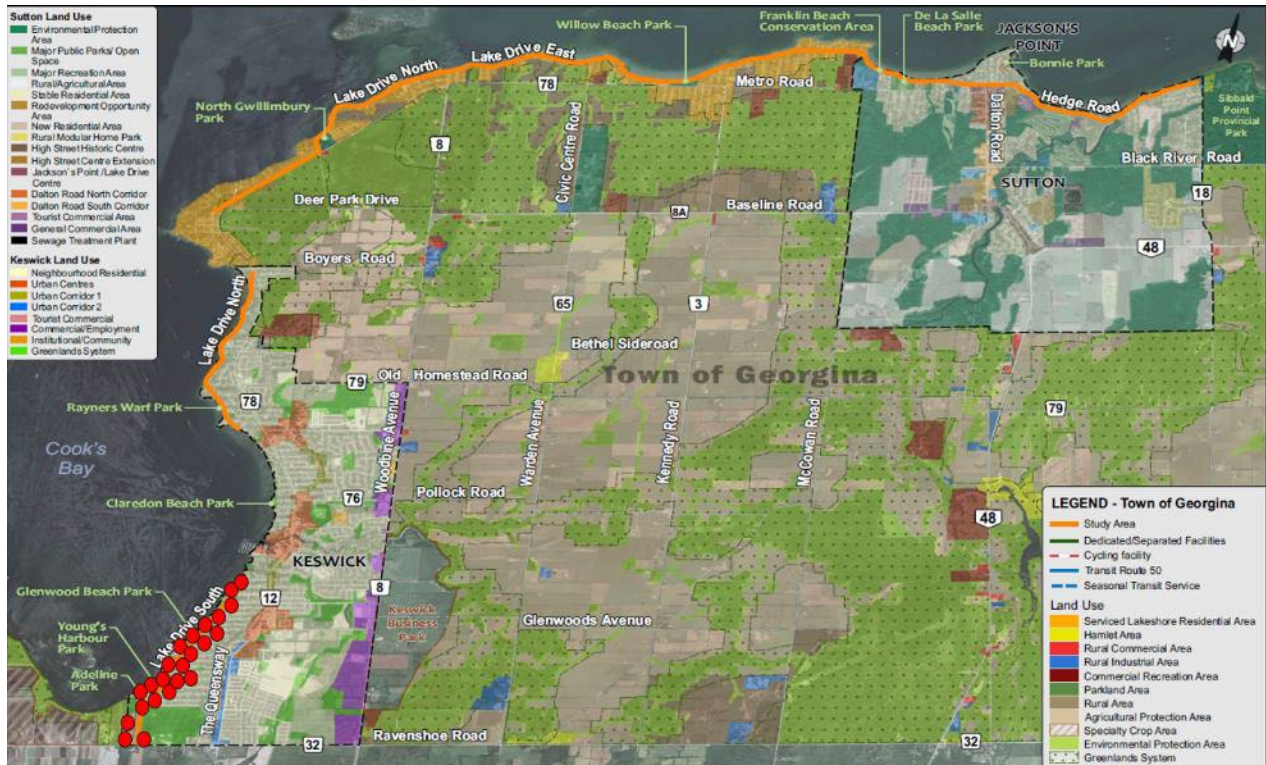


Figure 4-13: No. of Collisions per Year

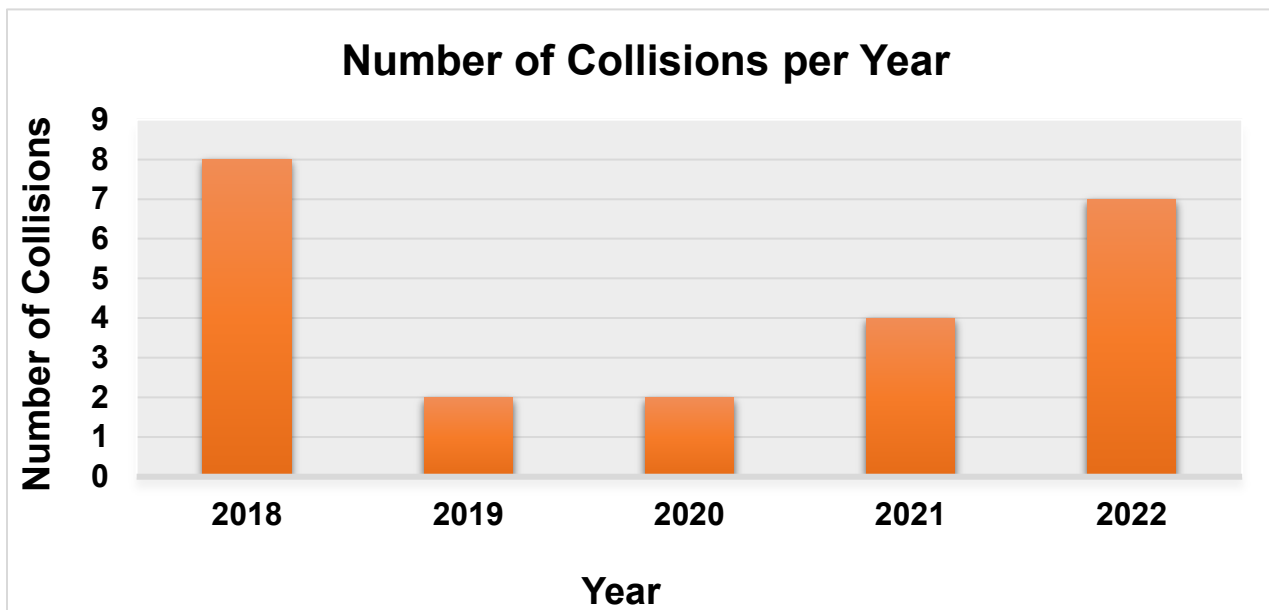


Figure 4-14: No. of Collisions per Day

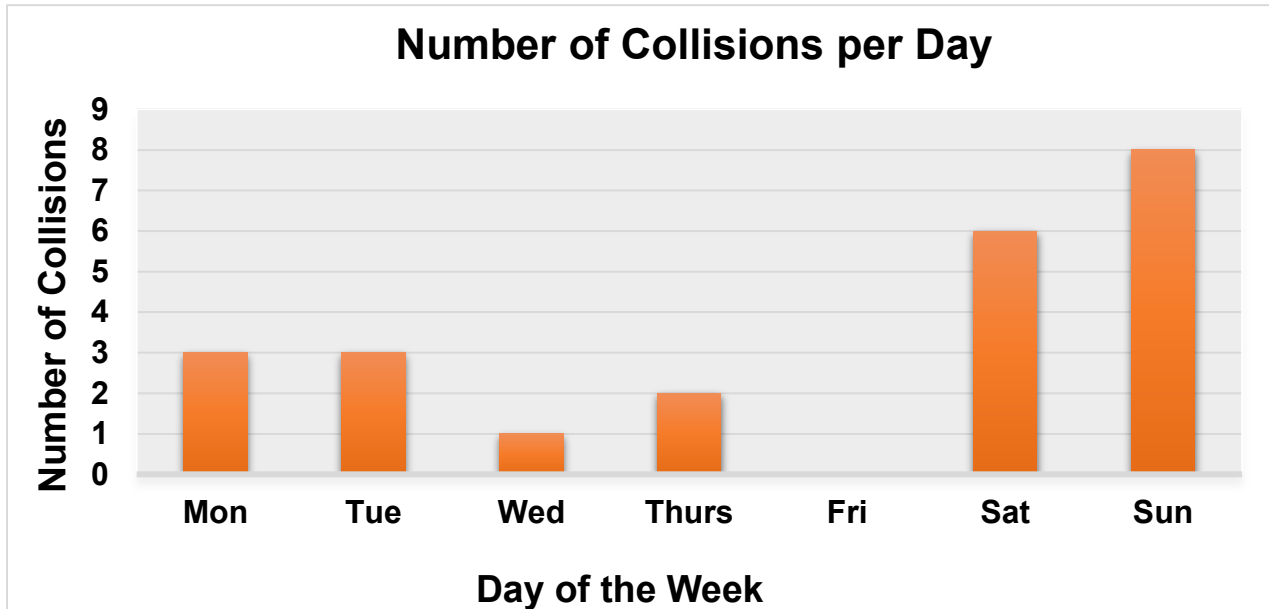
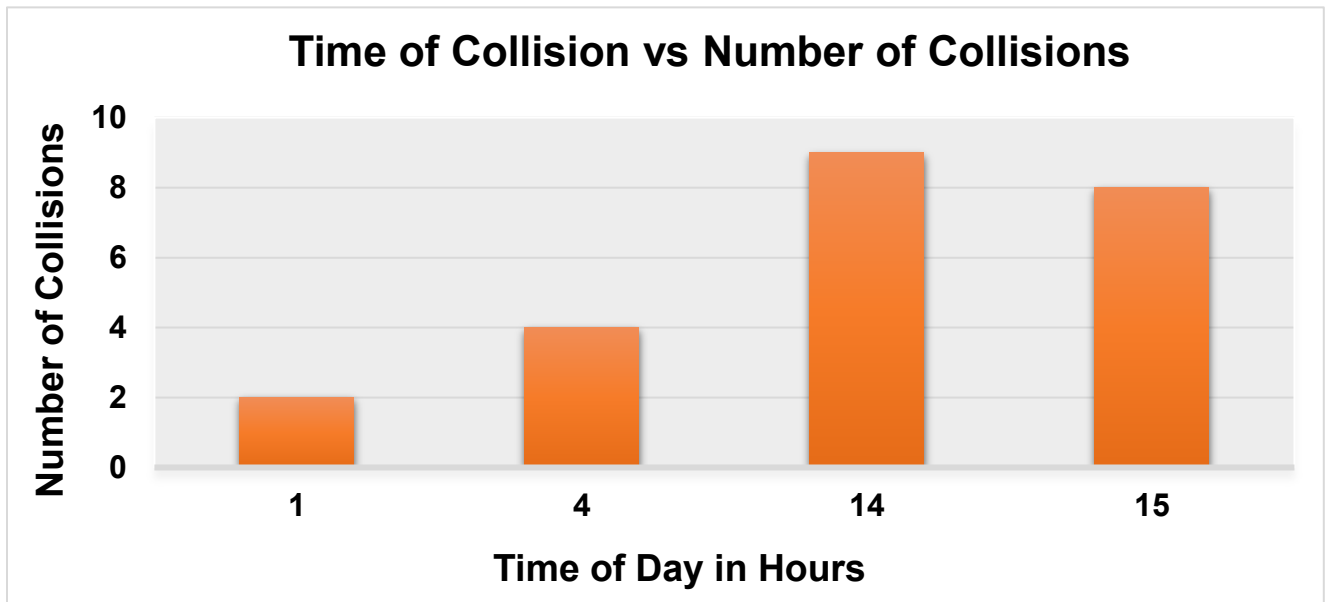
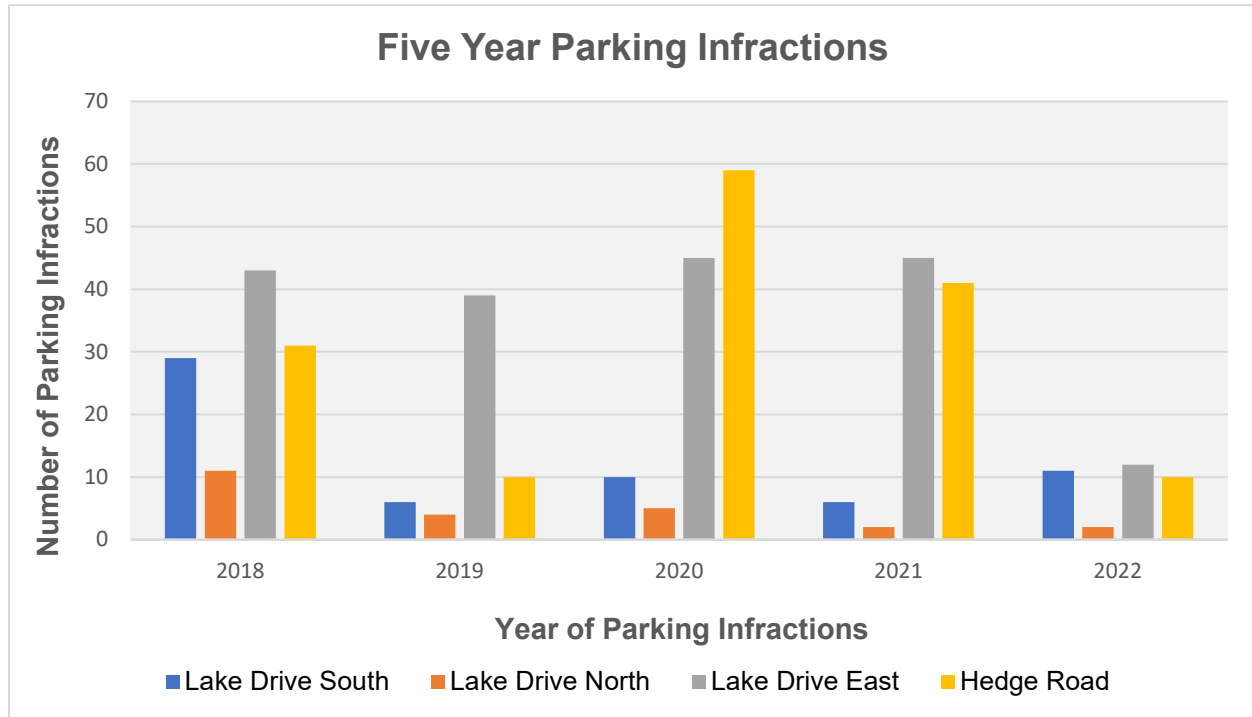


Figure 4-15: Time of Day vs Number of Collisions



**Figure 4-16: Five Year Parking Infractions**



## 4.10 Town Owned Property

There may be an opportunity to leverage the existing roadway on parcels owned by the Town on the side opposite Lake Simcoe to improve safety along Lake Drive. However, it should be noted that some of these properties are park lands. These opportunities will be further examined as both study progresses and in the development of the alternative solutions to address the problems and opportunities of Lake Drive.

Further, these Town-owned properties are destinations along the corridor, particularly for beaches and parks, where there are higher numbers of pedestrians and cyclist movements to and from these land parcels.

Town-owned properties adjacent to Lake Drive are depicted in the figures listed below. The roll number of each property is listed. The Town-Owned Properties Adjacent to the Study Area are shown in **Figure 4-16**.

A list of the available properties is provided in **Table 4-6**. Where there is a municipal address available, it is noted in brackets following the corresponding roll number.



**Table 4-6: Town Owned Properties with Roll Numbers**

<b>1.</b> 14017900 (1210 Ravenshoe Road)	<b>2.</b> 12268200
<b>3.</b> 14202200	<b>4.</b> 12227590
<b>5.</b> 14200600	<b>6.</b> 12227600
<b>7.</b> 14179800	<b>8.</b> 12227585
<b>9.</b> 14250500	<b>10.</b> 13212300 (363 Lake Drive East)
<b>11.</b> 14250600	<b>12.</b> 13212900 (353 Lake Drive East) 13778220 (481 Lake Drive East)
<b>13.</b> 14084800	<b>14.</b> 13778200 (481 Lake Drive East)
<b>15.</b> 14195400 (524 Lake Drive South)	<b>16.</b> 13205000
<b>17.</b> 14193000	<b>18.</b> 8160700
<b>19.</b> 14211300 (515 Lake Drive South)	<b>20.</b> 8161925
<b>21.</b> 9400550 (50 Lake Drive North)	<b>22.</b> 8068800 (21093 Dalton Road)
<b>23.</b> 9161500 (275 Church Street)	<b>24.</b> 13746610
<b>25.</b> 9386500 (102 Lake Drive North)	<b>26.</b> 13740300 (1940 Metro Road North)
<b>27.</b> 9400500	<b>28.</b> 8174400 (1 Bonnie Boulevard)
<b>29.</b> 12246300 (795 Sheppard Avenue)	<b>30.</b> 8174400 (1 Bonnie Boulevard)
<b>31.</b> 12331500	<b>32.</b> 13740200 (807 Lake Drive East)
<b>33.</b> 12331600	<b>34.</b> 8156300 (945 Lake Drive East)

**Figure 4-16: Town Owned Properties Adjacent to the Lake Drive FA Study Area (Full Study Area)**



## 4.11 2023 Speed Hump Pilot Program

In September 28, 2022, Council approved the Speed Hump Pilot Program for 2023. The Speed Hump Pilot Program was proposed in response to Council requests and traffic concerns from local residents.

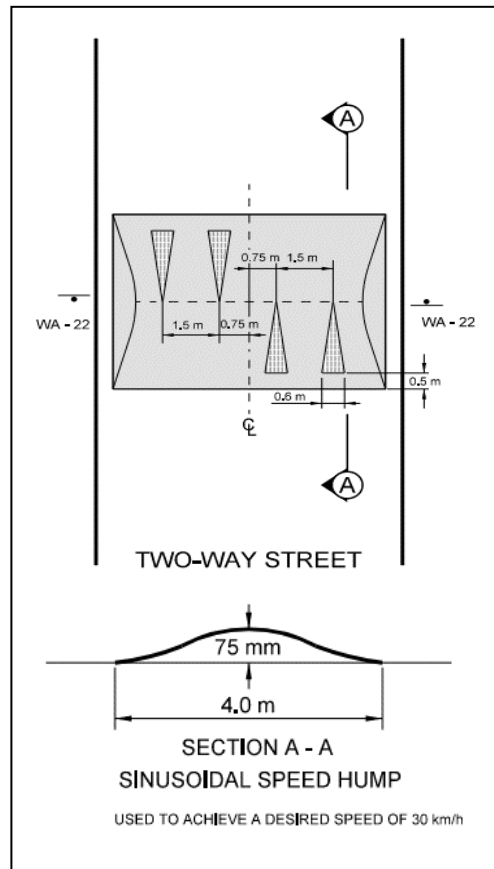
Initial site visits propose three locations as part of the pilot program, including two locations on Lake Drive East, at De La Salle Park and Willow Beach.

The Town is using permanent humps as part of this pilot project. Their benefits include:

1. Increased smoothness: important as part of a first trial, considering not only vehicular traffic, but pedestrian and cyclist traffic that is prominent in Georgina;
2. Year-round application: permanent humps can remain in place over all 12 months, providing a good range for monitoring and analysis throughout different seasons; and
3. Maintenance-free: A permanent hump requires almost no maintenance during the first five years of installation. Temporary humps require constant maintenance ensuring they have not moved/deteriorated while installed.

The permanent hump design mimics the City of Toronto Standard T504.02, modified to suit road width. A wheel path modification should be tested on Lake Drive East for cyclists. Wheel path modifications include a depression in the middle of the hump to the existing grade.

**Figure 4-17: Standard Detail City of Toronto Standard T504.02**



The implementation of the Speed Hump Pilot Project began in the second quarter, 2023. This pilot project will be incorporated into the recommendations for traffic calming for this Study.

## 4.12 Missing Data Gaps

The following data gaps are either required or would be necessary in future depending on the direction taken in order to carry out the Lake Drive Functional Assessment Study.

Data Set	Requirement	Benefit to the Study
Mid-block traffic movement counts in the summer	Strongly Preferred	The potential benefits of undertaking supplementary summer mid-block traffic data collection surveys at a sufficient number of locations, to be able to support the identification and location, as well as the justification for the anticipated alternative improvement strategies.
Pedestrian counts in the summer	Strongly Preferred	<p>Pedestrian and cyclist count data should be taken during the summer months at strategic locations, including the waterfront parks, established communities (i.e., Keswick and Sutton), or areas where there is a higher number of commercial establishments.</p> <p>Pedestrian and cyclist counts can be used for the decision-making process for various road-related projects, including this Study. By understanding the users of the road, amore defensible justification can be made for implementing a more complete street design.</p>
Parking infractions from the Waterfront Park Buffer Zone	Preferred	Data on parking infraction., including date, time of day and infraction type, could be useful in determining where illegal parking is occurring the most, and can help inform the decision-making process.
Land Use GIS Layers	Lightly Preferred	Provides an easily accessible visual land use data; however, this missing data has already been supplemented by Official Plan data.

The Project Team was comfortable proceeding with the development of design concept alternatives based on the information available to us at the Project Team, with the understanding that there is some degree of inaccuracy in relying on aerial imagery.

## 5 OVERVIEW OF COMPLETE STREETS

The field of transportation is rapidly evolving with emerging technologies such as electrification, micromobility, telework, ridesharing and more; therefore, it is important to take stock of what trends should be accounted for in new studies. This section summarizes the emerging trends, such as Complete Streets, Vision Zero, and Transportation Equity, that should be considered in the development and evaluation of design alternatives for Lake Drive. Following these summarizes, this Chapter outlines the relevant design guidelines for active transportation facilities, and the method of selecting appropriate facilities for Lake Drive.

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### 5.1 Complete Streets

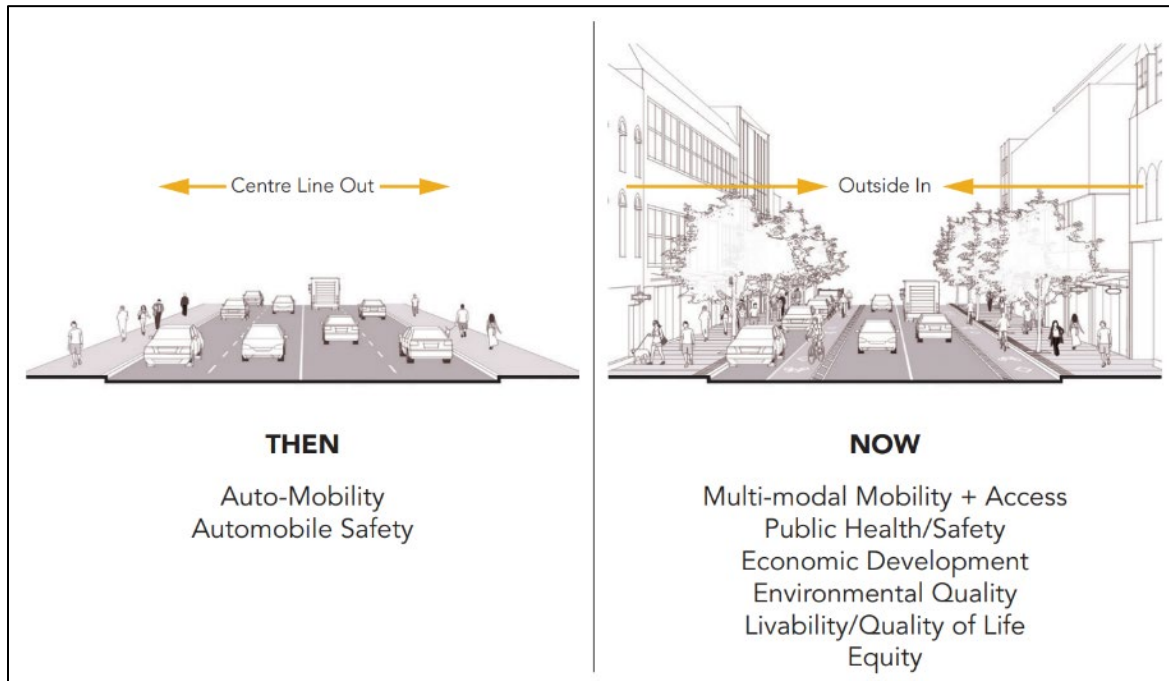
Streets are interconnected to build a system that allows physical movement, connecting people to different areas and destinations within the Town. Town streets are important public spaces that provide various social and recreational uses. Well-designed streets shape the urban fabric and image of a municipality with its own identity, economic function, and social importance.

In shifting away from streets that prioritize only motor traffic and movement, **the Complete Streets approach is designed to balance the needs of all road users, including people who cycle, walk, take transit, and drive on that roadway (Figure 5-1)**. This approach creates a safe and welcoming environment for all ages, abilities, and mode of travel. The Complete Streets concept is closely related to the Safe Systems and Vision Zero approaches on road safety. It aims to design a transportation system that anticipates human error and accommodates human injury tolerance with the ultimate goal of eliminating death or serious injury on roadways.




The City of Toronto developed Complete Streets Guidelines which provided a new approach for how we design our city streets. Complete Streets build on many of the City's existing policies, guidelines and recent successful street design and construction projects. The Complete Streets Guidelines provide an expanded toolbox of ways to improve Toronto's streets.




There is no singular solution to implement the Complete Street concept. Every street is different with its own defining elements and characters, in considering the street's location, context, and role within the transportation system. While it may not be appropriate to accommodate every type of user on the street, the overall objective is to create a well-functioning street network that provides road safety, accessibility, and diverse activities and uses. More information about Complete Streets can be found on City of Toronto website and the link to the Complete Streets guideline document can be found under reference section.

**Figure 5-1: Complete Streets Design (Source: City of Toronto)**



The following will guide the design approach to incorporate complete streets on Lake Drive:

 <p><b>Consider the Street Context</b></p>	<p>Where is it located? Who are the main users of this street? Is the street designed for access or movement? Every street is designed differently to align with its land-use context, function, and environment. A residential local road has different design features compared to a rural collector.</p>
 <p><b>Create attractive, vibrant places</b></p>	<p>Attractive and vibrant streets that support pedestrian access create a strong sense of place and identity. Designing the streets with appealing streetscaping and multiple functions encourage pedestrian movement and future visits.</p>
 <p><b>Prioritize transit and active transportation</b></p>	<p>A street with high mobility is directly linked to the provision and convenient access to transit and active transportation infrastructure. Enhancing pedestrian and cyclists with comfortable, safe, and accessible routes and facilities will discourage the use of private vehicles.</p>

 <p><b>Provide safe and accessible options</b></p>	<p>Complete Streets aims to improve safety and accessibility for transit users, pedestrians, and cyclists, so they may feel as an equal part of the roadway design. A sense of safety and ease of access increase the desire to walk leisurely along the street.</p>
 <p><b>Prioritize connectivity</b></p>	<p>New streets should not be isolated from the rest of the road network. The City's roads must be cohesive and well-connected to other roads to encourage new active transportation users. It is important to provide active transportation infrastructure and facilities along streets with many connections to retail, community spaces, and green space.</p>
 <p><b>Consider cost effectiveness</b></p>	<p>The environmental, social, and economic benefits and costs should be considered in designing a Complete Street. Consider the direct and indirect costs of construction, operation, and maintenance. Designing the street with long-term use can reduce the number of retrofit projects needed in the future.</p>

## 5.2 Vision Zero

The Vision Zero program was initiated by the Swedish government to eliminate death and serious road injuries. It has a simple and clear goal **to have zero fatalities or serious injuries on roadways, creating the conditions where no loss of life is seen as an acceptable trade-off for mobility**. Vision Zero assumes that human error is a natural part of the road safety equation, shifting the burden of responsibility from individual road users to those who design and build the road systems. Although drivers and humans make mistakes, this approach recognizes that road deaths and injuries can be prevented through education, enforcement, engineering, evaluation, and engagement.

<p><b>Traditional Approach</b></p> <ul style="list-style-type: none"> <li>• Deaths are inevitable</li> <li>• Focus on overall collision rates</li> <li>• Human error identified as the cause of collisions</li> <li>• Focus on perfecting human behavior on an imperfect road system</li> <li>• Safety initiatives are costly</li> <li>• Individual road users are responsible</li> </ul>	<p><b>Vision Zero Approach</b></p> <ul style="list-style-type: none"> <li>• Deaths are preventable</li> <li>• Focus on fatalities and serious injuries</li> <li>• Flaws in the transportation system identified as the cause of collisions</li> <li>• Focus on designing a road system that accounts for human error</li> <li>• Safety initiatives reduce societal costs</li> </ul>
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	<ul style="list-style-type: none"> <li>• Road users and system designers have shared responsibility</li> </ul>
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When instituting a Vision Zero approach, close collaboration between system designers and government decision-makers are required since this approach requires a foundational shift in the understanding of road safety. Vision Zero is a continuous process to create safe roads through engineering changes, new policies, interim safety treatments and educational strategies. Monitoring and evaluation of performance is also essential to assess the conditions of the applied treatments or improved designs.

Vision Zero uses a data-driven and targeted approach to focus on locations that need geometric improvements. This approach recognizes the disproportionate harm caused by our current transportation system to vulnerable users of the road, such as pedestrians, cyclists, children, older adults, and persons with disabilities and takes deliberate action to improve their safety. Streets with enhanced safety that are designed to be pedestrian- or bicycle-friendly will support active transportation and increased mobility while also improving safety for all road users, including drivers. As roads begin to feel safer for these vulnerable users, more people feel comfortable using them for transportation and recreation, creating more vibrant public spaces and further reducing the burden placed on these groups.

While the Town has not adopted formal safety policies, the Vision Zero approach is considered best practice and can be applied to this Study.

## 5.3 Transportation Equity






The transportation system has not been designed in a value-neutral way and underprivileged and marginalized communities have been neglected by implicit and explicit bias in the transportation planning process. Transportation inequities can apply to many groups of the population and some examples are:


- **Women:** Many women report being afraid of being harassed in public spaces. Women who are caregivers walk and take public transit more often.
- **Indigenous People and People of Colour:** These groups may not have benefitted as much as other groups in the past in terms of good access to public transit and active transportation infrastructure.
- **Low-income Households:** These households have less financial ability to purchase and maintain a vehicle and may even have difficulty covering the cost of public transit.
- **Older Adults:** May struggle with walking up hills and across long intersection crossings and may also find themselves with reduced mobility choice as they age and are unable to continue to drive.
- **Persons with Disabilities:** They are disproportionately impacted by transportation amenities that are solely designed for able-bodied persons, such as sidewalks without

curb cuts, a bus stop without accessible boarding or trails that are not maintained in the winter.

- **Language Challenged Populations:** English or French may not be their first language, and this could create a language barrier to obtain and understand travel information.
- **People Walking and Cycling:** Pedestrians and cyclists are disproportionately impacted by traffic deaths and accidents are worsened by the rise in SUVs and pickup trucks.

The best practices in addressing transportation inequities are summarized below:



	<p><b>Start by defining equity and embedding it into policy goals</b></p> <ul style="list-style-type: none"> <li>• Define what an 'equity-deserving community' is in your Town</li> <li>• Embed equity into transportation capital budgeting process</li> <li>• Include equity strategies in road safety</li> <li>• Enhance public engagement with a focus on equity</li> </ul>
	<p><b>Treat equity as a process</b></p> <ul style="list-style-type: none"> <li>• Continue to build relationships with equity-deserving communities</li> <li>• Consult with public members by “going to where the communities gather”, such as attending upcoming community events</li> </ul>
	<p><b>Pursue equitable engagement practices</b></p> <ul style="list-style-type: none"> <li>• Deliberately reach out to communities who have been marginalized and prevented from accessing public consultations</li> <li>• Go to the community, have flexible community engagement events, establish accountability groups with underrepresented demographics, and build an understanding of the history of the neighbourhood</li> </ul>
	<p><b>Apply quantitative and qualitative approaches</b></p> <ul style="list-style-type: none"> <li>• Collect data and assess the current public engagement outcomes</li> <li>• Identify equity-seeking communities or populations and focus on areas that need improvements and are at risk of displacement</li> </ul>
	<p><b>Develop methods to prioritize transportation funding and projects to underserved areas</b></p> <ul style="list-style-type: none"> <li>• Adopt policies to provide more public investments in equity-seeking areas. For example, 30% of funds could be spent in neighbourhoods with lower equity scores and lower access to mobility options</li> </ul>



	<p><b>Regularly measure and report on progress</b></p> <ul style="list-style-type: none"> <li>• Report on progress to make sure that the desired outcomes are achieved</li> <li>• Publish progress reports with the public to build trust</li> <li>• Acknowledge shortcomings and celebrate successes</li> </ul>
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## 5.4 Active Transportation Facility Overview




There are different active transportation facility types that will be reviewed and considered for Lake Drive. While all facility types serve the purpose of providing safe, comfortable, and convenient active travel, they each have their own design standards and considerations. Some key guidelines that inform the selection and design of different active transportation facilities are found in **Table 5-1** below.


**Table 5-1: Active Transportation Facility Types**

Facility	Description	Traffic Volumes	Operating Speed (km/h)	Facility Width (m)	Applicable References
Off-Road Multi-Use Trail 	An Off-Road Multi-Use Trail is a shared facility located outside the road right-of-way for use by cyclists, pedestrians and other non-motorized users. If permitted by municipal by-law, multi-use trails may also be used by recreational motorized vehicles.	N/A	N/A	3.0 – 4.0	MTO Bikeways, Design Manual section 5.0  AODA – Built Environment Standards, section 2.2
<b>Physically Separated Bikeways</b>					
Physically Separated Cycling Lane 	A portion of a roadway which has been designated for the exclusive use of cyclists, and which is separated from adjacent motor vehicle lanes by a horizontal buffer and separation elements that restrict encroachment of traffic.	≥ 1,500	≥ 40	One-way: 1.5 – 1.8 + 0.3 – 1.0m buffer  Two-way: 2.7 – 3.5 + 0.3 – 1.0m buffer	OTM Book 18 Section 4.3.2
Cycle Track	A physically separated bikeway that is horizontally and vertically separated from the travelled portion of the roadway by a curb and buffer. Cycle tracks are designated exclusively for use by people riding bikes, and often travel parallel to a sidewalk.	≥ 1,500	≥ 40	One-way: 1.5 – 2.5  Two-way: 3.0 – 4.0	OTM Book 18 Section 4.3.3

Facility	Description	Traffic Volumes	Operating Speed (km/h)	Facility Width (m)	Applicable References
					
In-Boulevard Multi-Use Path 	A two-way path that is horizontally and vertically separated from the travelled portion of the roadway by a curb and buffer. Multi-use paths are shared by cyclists and pedestrians. In-boulevard multi-use paths are distinct from multi-use trails, which run in a dedicated corridor separate from the road right-of-way.	$\geq 1,500$	$\geq 40$	$\geq 3.0 - 3.5$	OTM Book 18 Section 4.3.4
Bicycle Lanes					

Facility	Description	Traffic Volumes	Operating Speed (km/h)	Facility Width (m)	Applicable References
<b>Conventional Bike Lane</b> 	A portion of a roadway that has been designated by pavement markings and signage for preferential or exclusive use by people riding bikes. Bicycle lanes are separated from motor vehicle lanes solely by a white painted line. This facility type is for one-way bicycle travel only. A typical configuration on a two-way roadway includes a conventional bicycle lane on each side.	$\leq 4,000$	$\leq 50$	1.5 – 2.0	OTM Book 18 Section 4.4.1
<b>Buffered Bike Lane</b> 	Similar to a conventional bicycle lane, but adds a painted buffer to create additional horizontal separation between the bicycle lane and the adjacent motor vehicle lane. No vertical separation elements are used.	$\leq 4,000$	$\leq 60$	1.5 – 1.8 + 0.3 – 1.0m buffer	OTM Book 18 Section 4.4.2
<b>Contraflow Bike Lane</b> 	A bicycle lane that operates in the opposite direction of motor vehicle traffic, enabling two-way bicycle travel on a roadway that has one-way operation for motor vehicles. Contraflow bicycle lanes can be separated from motor vehicle lanes by a painted line only, by a buffer or by a form of physical separation.	$\leq 4,000$	$\leq 50$	1.8 – 2.0	OTM Book 18 Section 4.4.3

Facility	Description	Traffic Volumes	Operating Speed (km/h)	Facility Width (m)	Applicable References
<b>Shared Cycling Facilities</b>					
<b>Advisory Bike Lanes</b> 	A shared roadway facility that visually delineates space for cycling by dashed lane lines. The roadway contains no centreline, and motor vehicles share the centre roadway space for two-way travel.	≤ 4,000	≤ 40	1.5 – 2.0	OTM Book 18 Section 4.5.1
<b>Neighbourhood Bikeways</b> 	Low-volume, low-speed streets that prioritize bicycle travel using treatments such as traffic calming, traffic reduction, signage, pavement markings and intersection crossing treatments. These treatments encourage through movements for people riding bikes while discouraging or prohibiting similar through trips by motorized traffic.	≤ 2,500	≤ 40	N/A  3.0-4.5 metre vehicle travel lane	OTM Book 18 Section 4.5.2
<b>Mixed Traffic Operation / Signed Route</b> 	Unless cycling is specifically restricted, people riding bikes are permitted to travel on all roadways, whether designated as a bicycle route or not. Designating a route where cyclists operate in mixed traffic is generally undesirable, unless the street is low-speed and low-volume. Where appropriate conditions are present for mixed traffic operation, supportive signs and pavement marking treatments, such as sharrows, can be added to the route to support wayfinding and promote safer interactions between cyclists and motorists.	≤ 2,500	≤ 40	N/A  3.0-4.5 metre vehicle travel lane	OTM Book 18 Section 4.5.3

Facility	Description	Traffic Volumes	Operating Speed (km/h)	Facility Width (m)	Applicable References
Paved Shoulder 	A portion of a roadway which is contiguous with the travelled way, and is used to accommodate stopped motor vehicles, emergency uses, pedestrians and cyclists, as well as for lateral support of the pavement structure. On higher-speed and higher-volume roads, paved shoulders should typically include a buffer zone to provide greater separation between motorists and people riding bikes travelling in the same direction.	$\geq 1,000$	$\geq 40$	1.2 – 2.0	OTM Book 18 Section 4.5.4
Buffered Paved Shoulder	Similar to a conventional paved shoulder, but adds a painted buffer to create additional horizontal separation between the paved shoulder and the adjacent motor vehicle lane. No vertical separation elements are used.	$\geq 1,000$	$\geq 40$	1.2 – 2.0 + 0.5 – 1.0m buffer	OTM Book 18 Section 4.5.4

## 5.5 Active Transportation Design Guidelines

A number of international, national and provincial guidelines should be used by Town staff and its partners while planning, designing and implementing active transportation infrastructure. The following are a few of the resources that can be used for facility design reference as part of this Study.

### International Sources

- American Association of State Highway and Transportation Official Guide for the Development of Bicycle Facilities;
- Institute of Transportation Engineers (ITE) Micromobility Facility Design Guide; and
- National Association of City Transportation Officials (NACTO) Urban Bikeways Design Guide and Urban Street Design Guide.

### National Sources

- Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads;
- Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide;
- Transportation Association of Canada Bikeway (TAC) Traffic Control Guideline for Canada; and
- Transport Canada's At-Grade Railway Crossing Guidelines.

### Provincial Sources

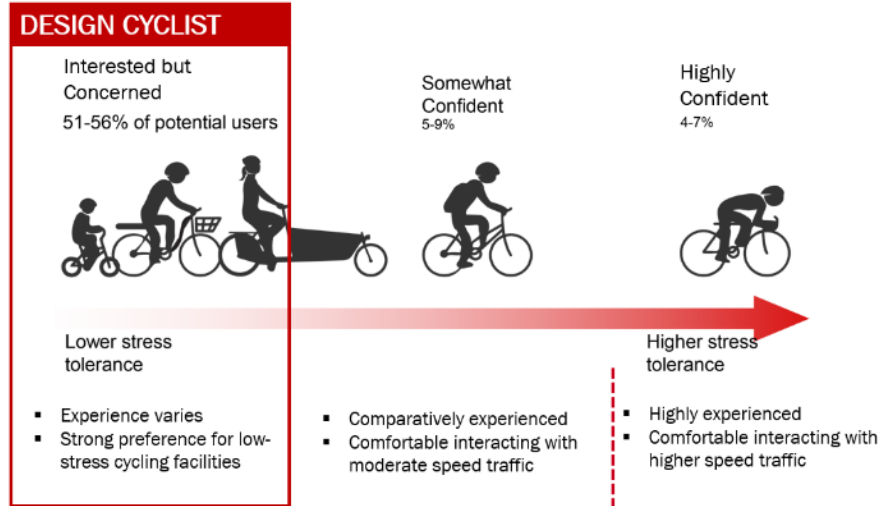
- Ontario Traffic Manual (OTM) Book 18: Cycling Facilities;
- Ontario Traffic Manual (OTM) Book 15: Pedestrian Crossings;
- Ministry of Transportation Ontario (MTO) Bikeway Design Guidelines; and
- Accessibility for Ontarians with Disabilities Act (AODA) – Built Environment Standards.

#### 5.5.1 ONTARIO TRAFFIC MANUAL (OTM) BOOK 18

OTM Book 18 should be the primary reference for cycling infrastructure, including the framework to selecting the most appropriate cycling facility type based on urban/suburban context, and road speed and traffic volume. Key takeaways from Book 18 include:

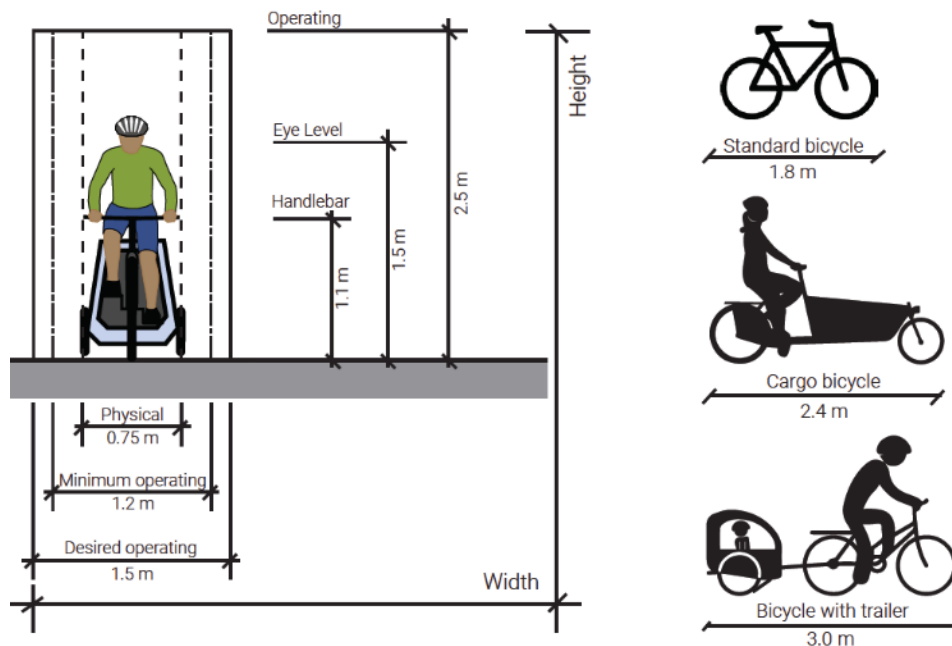
- **Defining the design user (Section 2.1):** When designing a cycling facility, defining who the users are and how they will be using the facility will guide how to design infrastructure that will be used by as many people as possible. Cyclists are typically categorized on the scale shown in **Figure 5-2**. Given the size of the “Interested but Concerned” category, this group is considered the “design cyclist”.

Figure 5-2: Types of Cyclists (Source: OTM Book 18)



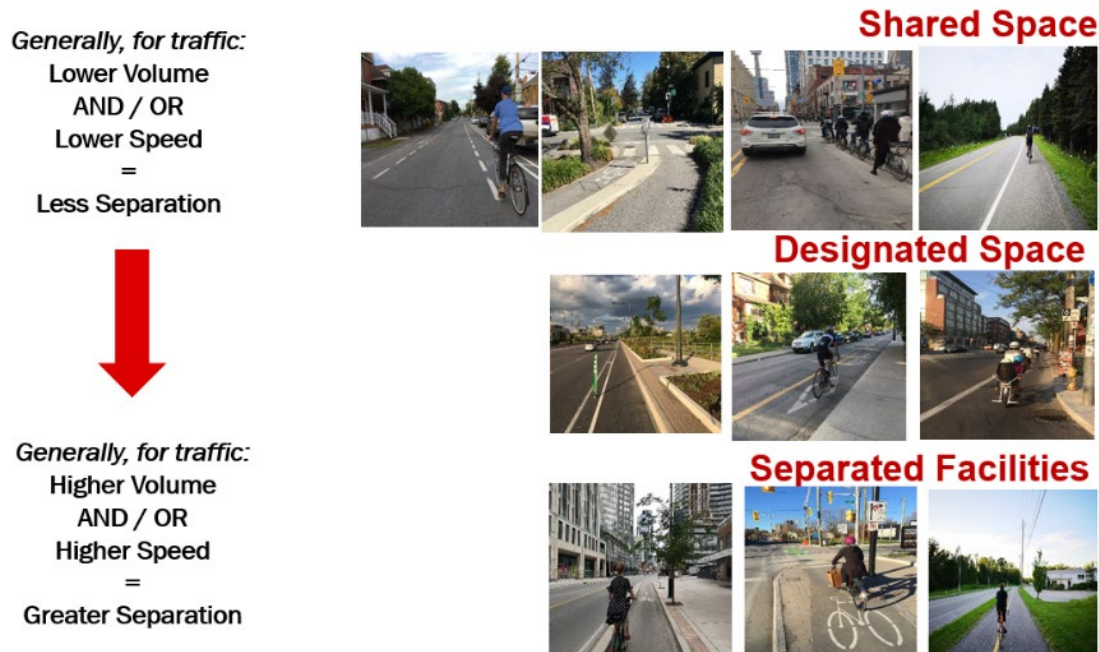
- Understanding the operating space (Section 2.1):** The amount of space required for cyclists to manoeuvre comfortably is referred to as the operating space. The desired operating width from OTM Book 18 is 1.5m, with a minimum of 1.2m where there are constraints. The operating length varies depending on the type of bicycle but it is recommended that a length of 2.5m be used where cyclists are required to queue. (Figure 5-3)

Figure 5-3: Cyclist Operating Space Requirements (Source: OTM Book 18)



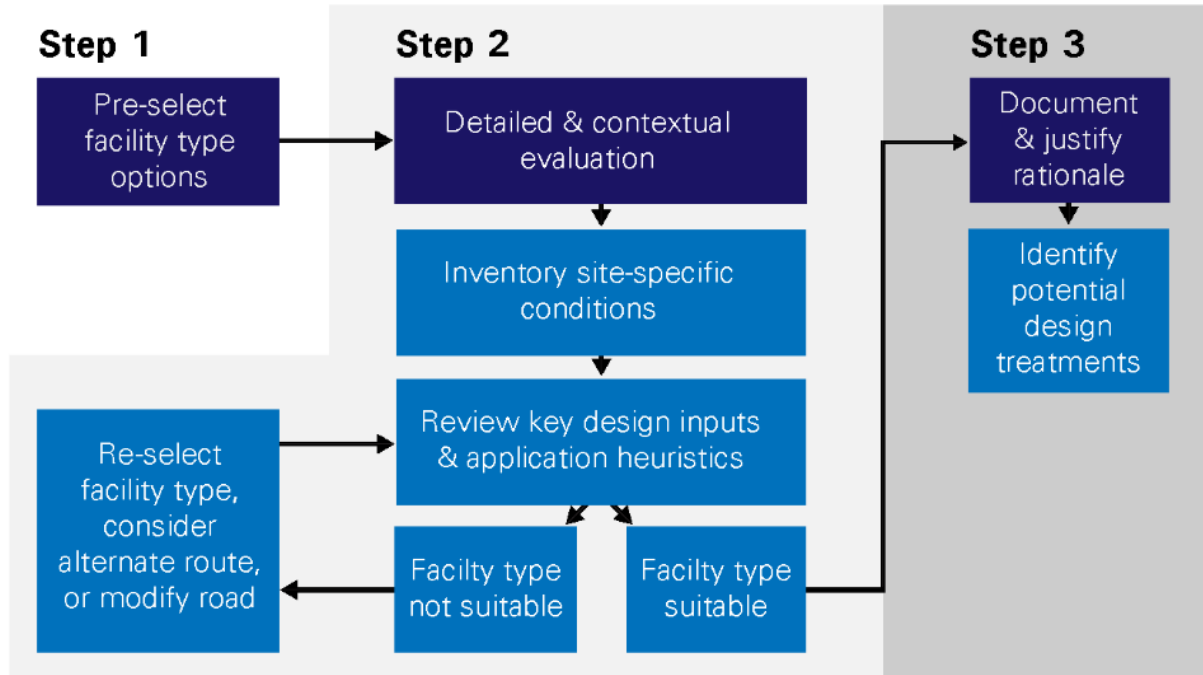
- **Identifying cycling facility types (Section 4.1):** Cycling facility types can be summarized in 3 categories. Separated bikeways use elements such as curbs, planters or bollards to provide separation between cyclists and motor vehicles. Designated spaces include bike lanes that have a dedicated space for cyclists but no physical buffer. Shared facilities do not provide distinct operating spaces for cyclists but are supported by amenities such as traffic calming and wayfinding to enhance the user experience.

**Figure 5-4: Overview of Types of Cycling Facilities (Source: OTM Book 18)**



- **Apply the Three Step Facility Selection Tool (Section 5.2):** OTM Book 18 outlines a three-step approach, summarized in **Figure 5-5**, to determine the most appropriate facility type based on the site specific contexts.
  - Step 1 uses either a rural or urban/suburban nomograph to pre-select desirable facility types based on the motor vehicle speed and the average daily traffic volume.
  - Step 2 includes a thorough desktop study with available data and field investigations to understand site-specific contexts compared to a set of application heuristics.
  - Step 3 documents the rationale for the recommended design treatment.

**Figure 5-5: Three Step Facility Selection Flow Chart (Source: OTM Book 18)**



## 6 PROBLEM STATEMENT

Lake Drive and Hedge Road are not only two roads that traverse the Town of Georgina; they also serve as well-liked destinations for both residents and visitors, making them significant landmarks within the Town. Over the years, this corridor has seen an increase in active transportation users and pedestrians, especially during the peak summer seasons.

However, the road was not designed for this level of vehicle, active, and pedestrian volumes. Design deficiencies include safety and comfort concerns for pedestrians and cyclists, sightline concerns for all roadway users and a pattern of parking infractions. As such, Lake Drive and Hedge Road require a re-evaluation of their designs based on the existing and planned context, current best practices and policies.

Recognizing the opportunity to enhance and improve the roadway experience for all users, York Region and the Town of Georgina have already prescribed and directed for the safe, comfortable, and functional incorporation of active transportation facilities onto Lake Drive and Hedge Road in many of their policy plans and guiding documents, including the Town of Georgina's Trails and Active Transportation Master Plan. To implement and explore the recommendations of the Master Plan, the Lake Drive and Hedge Road Functional Road Assessment Study has been initiated to develop and evaluate active transportation design alternatives, alternate lane arrangements, and traffic calming/safety controls that can be implemented for all road users along the corridor.

**Considering the changes to the study area over the past decades, increase in popularity of the key destination facilities, and corresponding increase in vehicle, active, and pedestrian volumes, the goal of the Lake Drive and Hedge Road Functional Assessment Study is to identify and recommend a conceptual design within the existing paved area of the roadway that will permit the safe and comfortable travel of Lake Drive and Hedge Road for all road users.**

## 7 ALTERNATIVE SOLUTIONS

As discussed in **Chapter 1**, the Lake Drive Functional Assessment Study is generally following a Schedule 'B' MCEA process. Phase 1 of this Functional Assessment Study process involved the identification of the problems and/or opportunities being addressed by the study, which has been captured in Chapters 1 through 5. Phase 2 of the Municipal Class EA process involves identifying alternative solutions (i.e., planning alternatives) to address the problems and/or opportunities.

Alternatives Solutions represent reasonable means of addressing the Problem Statement stated in **Chapter 6**, as well as achieving the project objectives. In addition to 'doing nothing', alternatives are developed to provide a complete street approach including a review of the motor vehicle lane arrangements, addition of active transportation, and traffic calming opportunities.

The alternative planning solutions are assessed against their ability to reasonably address the identified Problem Statement, with consideration of the constraints identified in the early stages of the study, to identify a preferred solution(s).

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### 7.1 Evaluation Process Methodology and Study Area Sections

As captured in Chapters 1 through 5, the Study Area is long. Its context and local character vary from one section to another. As such, a multi-criteria analysis was carried out in order to provide a comprehensive evaluation that is context-sensitive to each Section of the Study Areas below:

#### Section 1:

1. **Lake Drive South** between Ravenshoe Road and Bayview Avenue
2. **Lake Drive North** between Church Street and Metro Road North

#### Section 2:

1. **Lake Drive North and East** between Coxwell Street and South Drive

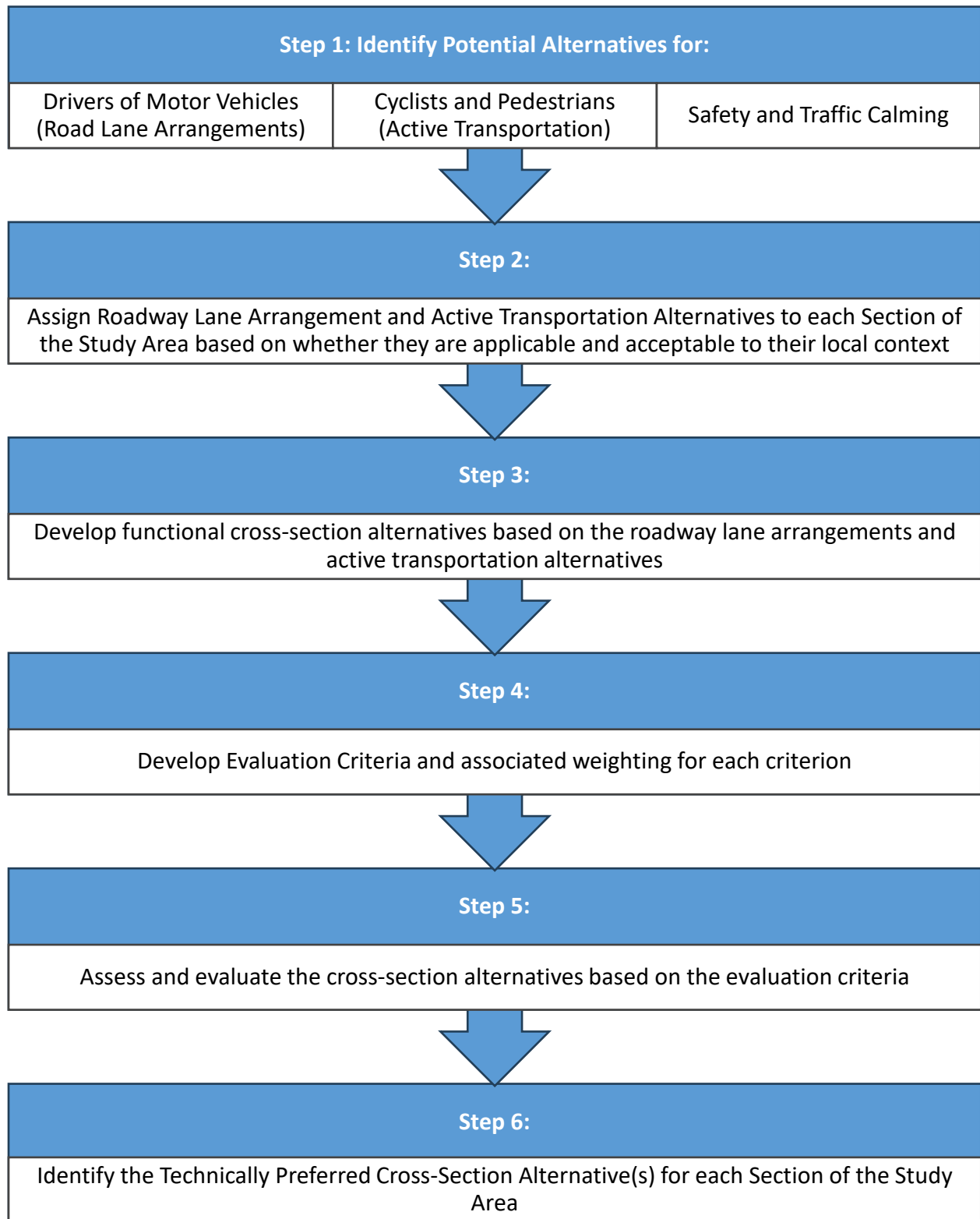
#### Section 3:

1. **Lake Drive East** between South Drive and Hedge Road
2. **Hedge Road** between Lake Drive East and Park Road



The methodology for the multi-criteria analysis is summarized in **Figure 7-1**. Each step of evaluation in the multi-criteria analysis for this Study is detailed in **Section 7.2**.

**Figure 7-1: Methodology for the Evaluation of Alternatives**



## 7.2 Multi-Criteria Analysis: Evaluation of Solutions

The following describes the methodology and approach that was carried out in the development and evaluation of the alternative solutions for this Study to address the Problem Statement.



### *7.2.1 STEP 1: IDENTIFY POTENTIAL ALTERNATIVES FOR EACH USER TYPE AND FOR TRAFFIC CALMING*

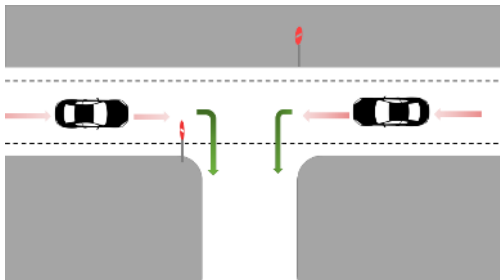

During Step 1, to address the Problem Statement in **Chapter 6**, the potential solutions were identified for each type of roadway user to improve the safety and comfort of all roadway users and provide a more balanced and complete street. The roadway users for the study area are drivers, pedestrians, and cyclists.


Potential alternative solutions were developed for each user:

1. For drivers of motor vehicles, potential motor vehicle lane arrangement alternatives were developed, and are identified and defined in **Table 7-1**.
2. For pedestrians and cyclists, potential active transportation facility alternatives were developed, and are identified and defined in **Table 7-2**.

Table 7-1: Potential Alternative Lane Arrangement Solutions for Motor Vehicle Lanes

Drivers of Motor Vehicles			
Potential Motor Vehicle Lane Arrangement Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative in How they Address the Problem Statement
1. Two-vehicular lane (i.e. Do Nothing to the existing vehicular lane roadway configuration)	<p>A type of roadway designed to accommodate traffic traveling in two separate lanes, one in each direction. This configuration allows for vehicles to move in opposite directions simultaneously. This option is also the “Do Nothing” alternative during Step 1 of the overall evaluation of solutions, as it maintains the existing vehicular roadway configuration.</p> 	<p>“Do Nothing” is considered the status quo, maintaining the existing road network as is. “Do Nothing” is considered as part of the MCEA process in order to determine whether developed alternatives evaluate better than maintaining the status quo to address the Problem Statement.</p>	<p>Cost effective: Maintaining the status quo is cost effective, as any costs would be limited to maintenance of the corridor as it is now. There would not be any cost associated with implementing changes to the corridor, such as roadway line painting and signage.</p>
2. One-vehicular lane	<p>A type of roadway that accommodates traffic moving in only one direction. It is designed to allow vehicles to travel in a single file, typically with no room for passing or overtaking other vehicles within the same lane.</p> 	<p>This alternative would functionally fit within the pavement width of the Study Area, which varies to as narrow as 6.5 m in width in some areas. Due to this constraint and in order to explore a wider range of cross-section alternatives that include a larger variety of potential active transportation facility alternatives, the one-vehicular lane arrangement is included. This will allow for the development and evaluation of safer active transportation facility alternatives, such as multi-use paths, in order to address the Problem Statement.</p>	<p>Heightened Awareness and Safer Driving: Due of the limited width and passing opportunities, motorists often drive with heightened awareness of their surroundings to navigate safely and efficiently.</p> <p>Caution Required: Drivers on one-lane roads exercise caution, stay alert, and are prepared to yield to pedestrians and cyclists when necessary.</p> <p>Safety: one directional roads remove the risk of head-on collisions.</p>



Drivers of Motor Vehicles			
Potential Motor Vehicle Lane Arrangement Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative in How they Address the Problem Statement
3. Alternating one-vehicular lane	<p>Same as above, but the one-way motor vehicle lane does not travel in the same direction the entirety of the Study Area. Rather, this alternates from eastbound to westbound, with traffic entering and exiting the Study Area from Regional Roads.</p> 	<p>Same as above.</p> <p>This alternative provides an additional traffic calming measure: by alternative the one-way travel direction, drivers are less likely to use Lake Drive as a scenic drive / through route, encouraging lower volumes of through traffic and non-local traffic.</p>	<p>Same as above.</p>
4. Advisory Lane *	<p>Advisory bicycle lanes are a shared roadway facility that visually delineates space for cycling on a narrow roadway by dashed outer lane lines. The roadway contains no centreline, and motor vehicles share the centre roadway space for two-way travel. The centre travel lane width is narrower than two conventional travel lanes and may be as narrow as a single travel lane. Motor vehicles yield to oncoming traffic by entering the advisory bicycle lane. If a cyclist is present, motorists should slow and yield to the cyclist prior to entering the advisory bicycle lane. Motorists must always yield to cyclists and overtake with caution. An example of an advisory lane is shown below:</p>  <p>Additional resources are found below:</p> <p><b>Advisory Cycling Lanes in Ottawa</b>  <a href="https://www.youtube.com/watch?v=0zdDlvKXMxY">https://www.youtube.com/watch?v=0zdDlvKXMxY</a></p>	<p>This alternative would functionally fit within the pavement width of the Study Area, which varies to as narrow as 6.5 m in width in some areas. Further, advisory lanes are appropriate in rural areas with existing low volumes and low speeds. As such, it was identified as a potential motor vehicle lane arrangement alternative based on its applicability.</p> <p>Advisory lanes are a flexible traffic management tool used to improve road safety and accommodate all road user types in situations where standard lanes are not sufficient.</p>	<p>Cyclist and Pedestrian Accommodation: Advisory lanes are designed to provide space for pedestrians to walk / run, and cyclists to ride safely alongside motorized traffic.</p> <p>Enhanced Safety: Advisory lanes are typically used in situations where safety is a concern, such as navigating tight curves or other slow-moving vehicles.</p>



Drivers of Motor Vehicles			
Potential Motor Vehicle Lane Arrangement Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative in How they Address the Problem Statement
	<p><b>YouTube Video from Road Guy Rob</b> <a href="https://www.youtube.com/watch?v=zeynqnirofE">https://www.youtube.com/watch?v=zeynqnirofE</a></p> <p><b>Advisory Bike Lanes in North America</b> <a href="https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf">https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf</a></p>		
5. Road closure (in specific locations)	<p>Temporary or full closure of partial segments of a roadway to vehicular traffic. Emergency vehicles and maintenance vehicles are permitted to travel the corridor as needed. In some instances, local traffic may be permitted, based on whether the road closure abuts any privately-owned properties.</p> 	<p>Roadway closures are being considered as part of the Town’s Waterfront Parks Master Plan (WFMP), discussed in <b>Section 3.10</b>. To compliment that Study, which is being carried out concurrently, this Study has identified this roadway closures to indicate and document that the recommendations from this Study can accommodate the potential recommendations of the WFMP.</p>	<p>Enhanced Safety: Road closures to vehicular traffic eliminates the potential for conflicts between motorists and active transportation users (i.e., pedestrians and cyclists).</p> <p>Improved Access to Waterfront Parks: Road closures to vehicular traffic provide safe, comfortable and unobstructed access to the Waterfront Parks.</p>

*\* Identified for both the potential motor vehicle lane arrangement alternatives and the potential active transportation facility alternatives.*

Table 7-2: Potential Alternative Solutions for Active Transportation Facilities- Cyclists and Pedestrians

Cyclists and Pedestrians			
Potential Active Transportation Facility Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative
1. Signed Route (i.e., Do Nothing – maintain current existing cycling signage as-is without adding additional cycling facilities)	<p>A road where motorists, pedestrians and cyclists share the same vehicular travel lane. Pedestrians and cyclists riding bikes are permitted to travel on the roadway, whether designated as a bicycle route or not. Supportive signs are erected adjacent to the roadway to support wayfinding and promote safer interactions between pedestrians, cyclists and motorists. This option is also the “Do Nothing” alternative during Step 1 of the overall evaluation of solutions, as it maintains the existing cycling signage without providing for additional active transportation facility feature(s).</p>	<p>“Do Nothing” is considered the status quo, maintaining the existing road network as is, in which the transportation system would be limited to the implementation of approved municipal, regional, and provincial initiatives outside this Study. “Do Nothing” is considered as part of the MCEA process in order to determine whether developed alternatives evaluate better than maintaining the status quo to address the Problem Statement.</p>	<p>Cost effective: Maintaining the status quo is cost effective.</p>
2. Multi-Use Path (MUPs)	<p>A two-way path is separated from the travelled portion of the roadway by a buffer (e.g. bollards, curb, paint lines, etc.). Multi-use paths are shared by cyclists and pedestrians. In-boulevard multi-use paths run within a dedicated corridor within the road right-of-way. For this Study, the potential multi-use path would be buffered from the vehicular roadway, but travel along the existing pavement of the Study area.</p>	<p>Multi-use paths (MUPs) alternative could be accommodated within the constrained pavement width of the Study area. It is identified as a potential active transportation facility alternative for this study due to its benefits.</p>	<p>Ability to accommodate diverse users: MUPs are designed to accommodate a wide range of users, including pedestrians, cyclists, joggers, wheelchair users, and recreational enthusiasts engaging in various activities.</p> <p>Safe and accessible design: MUPs are designed with safety in mind, often featuring wide, smooth surfaces, gentle slopes, and barrier-free access to ensure accessibility for all users, including those with disabilities.</p> <p>Scenic and recreational: MUPs located in scenic settings make them popular choices for recreational activities, exercise, and leisurely walks or rides with active transportation encouraged.</p>

Cyclists and Pedestrians			
Potential Active Transportation Facility Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative
3. Paved Shoulder	<p>A designated and paved area that runs parallel to a road, adjacent to the travel lanes intended for active transportation use. A paved shoulder is primarily designed to provide additional space for cyclists and pedestrians.</p> 	<p>This Study is evaluating alternatives within the existing as-built pavement of the Study Area, which varies to as narrow as 6.5 m in width in some areas. As such, paved shoulders are included in the development of active transportation facility alternatives to address the Problem Statement. Paved shoulders provide some designated space for pedestrians and cyclists, though it is not as preferred as dedicated cycling and pedestrian facilities.</p>	<p>Cost effective: This alternative is easy to implement by designating the existing shoulder with paint.</p> <p>Safety: Provides some safety to cyclists and pedestrians by providing a designated space.</p>
4. Sidewalks (i.e., Do Nothing – maintain existing sidewalks, limited to Jackson’s Point)	<p>A pedestrian pathway or walkway alongside a road or street, sidewalks are typically horizontally and vertically separated from the motor vehicle roadway lanes, and intended for the exclusive use of pedestrians, including walkers, joggers, and individuals using mobility aids like wheelchairs or scooters. They provide a safe and designated route for people to travel on foot while keeping them separate from vehicular traffic. Sidewalks are not shared with cyclists.</p> 	<p>This alternative does not intend to add sidewalks along the length of Lake Drive, but to maintain the existing sidewalks that are already in place, mainly through Jackson’s Point.</p>	<p>Cost effective: Maintaining the status quo is cost effective, as any costs would be limited to maintenance of the corridor as it is now. There would not be any cost associated with implementing changes to the corridor, such as roadway line painting and signage.</p>
5. Shared Facilities / Sharrows	<p>A designated vehicular travel lane that is intended for shared use by motorists, pedestrians, and cyclists. It is often marked with a “sharrow” symbol. This active transportation facility is similar to the signed route alternative, but may include additional features, including delineated paint lines and the “sharrow symbol”.</p>	<p>This alternative is cost effective and easy to incorporate into the existing signed route facilities. It is appropriate to consider sharrows given the rural context of the Study Area.</p>	<p>Cost effective: This alternative is easy to implement by converting the signed route into a sharrow.</p> <p>Safety: Provides additional safety to cyclists with additional features, including “sharrow” pavement markings.</p>

Cyclists and Pedestrians			
Potential Active Transportation Facility Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative
			
6. Advisory Lane *	<p>Advisory bicycle lanes are a shared roadway facility that visually delineates space for cycling on a narrow roadway by dashed outer lane lines. The roadway contains no centreline, and motor vehicles share the centre roadway space for two-way travel. The centre travel lane width is narrower than two conventional travel lanes and may be as narrow as a single travel lane. Motor vehicles yield to oncoming traffic by entering the advisory bicycle lane. If a cyclist is present, motorists should slow and yield to the cyclist prior to entering the advisory bicycle lane. Motorists must always yield to cyclists and overtake with caution. An example of an advisory lane is shown below:</p>  <p>Additional resources are found below:</p> <p><b>Advisory Cycling Lanes in Ottawa</b> <a href="https://www.youtube.com/watch?v=0zdDlvKXMxY">https://www.youtube.com/watch?v=0zdDlvKXMxY</a></p> <p><b>YouTube Video from Road Guy Rob</b> <a href="https://www.youtube.com/watch?v=zeynqnirofE">https://www.youtube.com/watch?v=zeynqnirofE</a></p> <p><b>Advisory Bike Lanes in North America</b></p>	<p>This alternative would functionally fit within the pavement width of the Study Area, which varies to as narrow as 6.5 m in width in some areas. Further, advisory lanes are appropriate in rural areas. As such, it was identified as a potential motor vehicle lane arrangement alternative based on its applicability.</p> <p>Advisory lanes are a flexible traffic management tool used to improve road safety and accommodate all road user types in situations where standard lanes are not sufficient.</p>	<p>Passing Opportunities: In some cases, advisory lanes may be used for passing slower vehicles. Drivers can briefly enter the advisory lane to pass another vehicle when it is safe and legally permitted.</p> <p>Cyclist Accommodation: Advisory lanes are designed to provide space for cyclists to ride safely alongside motorized traffic.</p> <p>Enhanced Safety: Advisory lanes are typically used in situations where safety is a concern, such as navigating tight curves or other slow-moving vehicles.</p>



Cyclists and Pedestrians			
Potential Active Transportation Facility Alternatives	Definition	Why this Alternative was Developed for this Study	Benefits of the Alternative
	<a href="https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf">https://altago.com/wp-content/uploads/Advisory-Bike-Lanes-In-North-America_Alta-Planning-Design-White-Paper.pdf</a>		

*\* Identified for both the potential motor vehicle lane arrangement alternatives and the potential active transportation facility alternatives.*



To further address the Problem Statement, which identifies safety as a concern in the Study area, the following potential Traffic Calming alternatives were also identified:

1. **Centre Bollards:** A sturdy but flexible, vertical post or pillar strategically placed in the center of a roadway, parking lot, or other traffic area to slow down vehicular traffic.
2. **Curb outs or “curb extension”:** Street design elements that involve extending the sidewalk or pedestrian area into the roadway, usually at intersections or mid-block locations. They are traffic-calming and pedestrian-friendly features used in urban and street design. They can be implemented through the use of bollards. Curb outs serve several purposes, including improving pedestrian safety, reducing crossing distances, and slowing down vehicular traffic.
3. **Stop Sign/Flashing Light:** A stop sign with a flashing light or a warning amber flashing beacons, is a traffic control device used at intersections or specific locations to regulate vehicular traffic. Drivers encountering a stop sign with a flashing light must obey it as they would a standard stop sign, coming to a complete stop, checking for cross traffic and pedestrians, and proceeding only when it is safe to do so. This traffic control device is an important tool for managing traffic and promoting safety at intersections and crossings.
4. **Traffic Mirror/Safety Mirror:** A specialized curved mirror designed for traffic management and safety purposes. These mirrors are typically installed at various locations on roadways, parking lots, and intersections to improve visibility for drivers, especially in areas with limited sightlines or blind spots. Traffic mirrors are valuable tools for improving road safety and traffic management by eliminating blind spots and enhancing drivers' ability to make informed decisions when navigating challenging or obstructed areas.
5. **Speed humps:** A raised, contoured traffic calming device placed on a roadway or parking lot to reduce vehicle speeds. Speed humps are typically made with durable materials and are designed to force drivers to slow down as they approach. Speed humps are a widely used traffic management tool to promote safer driving speeds and enhance road safety in specific locations where slowing down vehicle traffic is a priority.
6. **Signage:** Road signs and markings designed to reduce vehicular speeds and improve safety in specific areas, such as residential neighborhoods, recreational zones, or areas with high pedestrian or cyclist activity. These signs convey messages and warnings to drivers, encouraging them to slow down, yield to pedestrians, and follow speed limits. Traffic calming signage plays a crucial role in promoting safe and responsible driving behavior. It serves to remind drivers to be mindful of their speed, watch for pedestrians, and adapt their driving behavior to the specific conditions of the road, ultimately reducing the risk of accidents and promoting road safety.
7. **Education Campaign:** A coordinated and structured effort aimed at raising awareness and educating the public, particularly road users like drivers, pedestrians, and cyclists, about the principles, benefits, and importance of traffic calming measures and practices. Education campaigns related to traffic calming are vital components of comprehensive road safety

programs, helping communities create safer road environments by fostering a culture of responsible and considerate road use among all stakeholders.

8. **Increased enforcement:** The implementation of stricter or more frequent law enforcement measures to ensure that traffic laws and regulations, particularly those related to traffic calming, are adhered to by road users. This heightened enforcement is often used as a strategy to improve road safety, deter speeding and reckless driving, and encourage compliance with traffic calming measures. By combining physical traffic calming measures with stricter enforcement, communities can work to reduce speeding and improve road safety, ultimately benefiting all road users and promoting a culture of responsible driving.

**In summary, the following potential alternatives were developed and identified during Step 1 of the multi-criteria analysis:**

<b>Motor Vehicle Lane Arrangements:</b>	<b>Potential Active Transportation Facility Alternatives:</b>	<b>Potential Traffic Calming Alternatives:</b>
<ol style="list-style-type: none"> <li>1. One-vehicular lane arrangement</li> <li>2. Two-vehicular lane arrangement (i.e. Do Nothing to the existing vehicular lane roadway configuration)</li> <li>3. Advisory Lane *</li> <li>4. Road closure (in specific locations)</li> </ol>	<ol style="list-style-type: none"> <li>1. Signed Route (i.e., Do Nothing – maintain current existing cycling signage as-is without adding additional cycling facilities)</li> <li>2. Multi-Use Path (MUPs)</li> <li>3. Paved Shoulder</li> <li>4. Sidewalks (i.e., Do Nothing – maintain existing sidewalks, including at Jackson’s Point)</li> <li>5. Shared Facilities / sharrows</li> <li>6. Advisory Lane</li> </ol>	<ol style="list-style-type: none"> <li>1. Centre Bollards</li> <li>2. Curb outs</li> <li>3. Stop Sign/Flashing Light</li> <li>4. Mirrors</li> <li>5. Speed humps</li> <li>6. Signage</li> <li>7. Education Campaign</li> <li>8. Increased enforcement</li> </ol>

\* Included both as a motor vehicle lane arrangement alternative and active transportation facility alternative.

## 7.2.2 STEP 2: EVALUATE THE APPLICABILITY OF THE POTENTIAL ALTERNATIVES FOR EACH SECTION

During Step 1 of the multi-criteria analysis, potential alternatives for motor vehicle lanes, active transportation facilities and traffic calming were identified. In Step 2, the appropriateness and the applicability of each set of alternatives are evaluated for each of the three Sections of the Study Area, based on their local character and local context. As such, a more localized evaluation is required. The alternatives that are identified as appropriate and applicable to each Section in Step 2 are carried forward to Step 3 for further evaluation under the multi-criteria analysis, are shown in **Table 7-3**.

**Table 7-3: Applicable Alternatives for Each Section**

Category	Alternatives	Section 1	Section 2	Section 3
Motor Vehicle Lane Arrangements	Two Lanes / Do Nothing	✓	✓	✓
	One way	✓	✓	✓
	Alternating one way	✗	✓	✗
	Advisory Lanes	✓	✗	✓
	Partial road closures (permanent or seasonal)	✗	✓	✗
Active Transportation Facilities	Do Nothing / Signed Route	✓	✓	✓
	Shared / Sharrows	✓	✓	✓
	Paved Shoulders	✓	✓	✓
	Multi Use Path	✓	✓	✓
	Advisory Lanes	✓	✗	✓
Traffic Calming	Do Nothing	✗	✗	✗
	Centre Bollards	✓	✓	✓
	Curb outs	✓	✓	✓
	Stop Sign/Flashing Light	✓	✓	✓
	Speed humps	✓	✓	✓
	Signage	✓	✓	✓
	Education Campaign	✓	✓	✓
	Enforcement	✓	✓	✓
	Local Traffic Only	✓	✓	✓

Most of the alternatives identified in Step 1 were deemed appropriate for each of the Sections with the following exceptions:

- Alternating one-way was removed from Sections 1 and 3 as they are shorter sections with fewer regional road connections at which to implement the alternating direction.
- Partial road closures were also removed from Section 1 and 3 as this is more related to the Waterfront Parks Master Plan recommendations at the larger beach attractions.
- Advisory lanes were removed from Section 2 as it has the highest volume of traffic and pedestrians, which would be inappropriate for advisory lanes.

- Do Nothing was maintained for the lane arrangements and active transportation for all Sections as part of the EA process; however, it was removed from the Traffic Calming alternatives.

### 7.2.3 STEP 3: DEVELOP FUNCTIONALLY FEASIBLE CROSS-SECTION ALTERNATIVES

During Step 3 of the multi-criteria analysis, functionally feasible alternative cross-sections were developed for each section of the Study Area. These cross-sections were developed through two steps:

1. Combining the appropriate and acceptable alternatives for motor vehicle lane arrangements, with the appropriate and acceptable alternatives for active transportation facilities as recognized in Step 2 of the multi-criteria analysis, to create typical cross-sections; and
2. Carrying forward the cross-sections that could be functionally feasible and implemented **within the existing pavement width** of each respective section of the Study Area.

Step 3 was carried out in accordance with established best practices and design criteria, as discussed in **Section 4.2.2**. The functionally feasible cross-sections for each Section of the Study Area are listed below:

#### Section 1

1. **S1-1 – Do Nothing:** Maintain a two-motor vehicle lane roadway with a signed route for cycling
2. **S1-2 – Two Lanes – Sharrows:** A two-motor vehicle lane roadway with a signed route for cycling, and add pavement markings
3. **S1-3 – One Lane - Paved Shoulders:** A two-motor vehicle lane roadway with delineated paint for dedicated cycling in the shoulders
4. **S1-4 – One Lane - Multi-Use Path:** A one-way, one-motor vehicle lane roadway with a abutting buffered multi-use path for cycling and walking
5. **S1-5 – Advisory Lanes:** A two-way, one-lane advisory lane, with shoulders for cyclists and pedestrians that can be used by motorists to yield for oncoming traffic

#### Section 2

1. **S1-1 – Do Nothing:** Maintain a two-motor vehicle lane roadway with a signed route for cycling
2. **S2-2 – Two Lanes – Sharrows:** A two-motor vehicle lane roadway with a signed route for cycling, and add pavement markings
3. **S2-3 – One Lane - Paved Shoulders:** A two-motor vehicle lane roadway with delineated paint for dedicated cycling in the shoulders

4. **S2-4 – One Lane - Multi-Use Path:** A one-way, one-motor vehicle lane roadway with an abutting buffered multi-use path for cycling and walking
5. **S2-5 – Alternating One Lane - Paved Shoulders:** A one-way, one-motor vehicle lane roadway, which alternates travel direction between Regional intersecting roads, and an abutting buffered multi-use path for cycling and walking
6. **S2-6 – Alternating One Lane - Multi-Use Path:** A one-way, one-motor vehicle lane roadway, which alternates travel direction between Regional intersecting roads, and an abutting buffered multi-use path for cycling and walking
7. **S2-7 - Partial Road Closures:** Road closures to vehicular traffic at select locations along the Study Area, including at Waterfront Parks

### Section 3

1. **S3-1 – Do Nothing:** Maintain a two-motor vehicle lane roadway with a signed route for cycling
2. **S3-2 – Two Lanes – Sharrows:** A two-motor vehicle lane roadway with a signed route for cycling, and add pavement markings
3. **S3-3 – One Lane - Paved Shoulders:** A two-motor vehicle lane roadway with delineated paint for dedicated cycling in the shoulders
4. **S3-4 – One Lane - Multi-Use Path:** A one-way, one-motor vehicle lane roadway with an abutting buffered multi-use path for cycling and walking
5. **S3-5 – Advisory Lanes:** A two-way, one-lane advisory lane, with shoulders for cyclists and pedestrians that can be used by motorists to yield for oncoming traffic

To illustrate the potential alternatives, visualizations of some of the alternative typical cross-sections were developed with the narrowest pavement widths of 6.5 m, to demonstrate their feasibility. Additionally, they were overlayed onto Google Streetview to provide a better visualization of each of the various alternatives in a 7 m pavement width, in **Figure 7-2** to **Figure 7-5**.

**Figure 7-2: Two-Lane Roadway with Shared Roads / Sharrows Rendering**

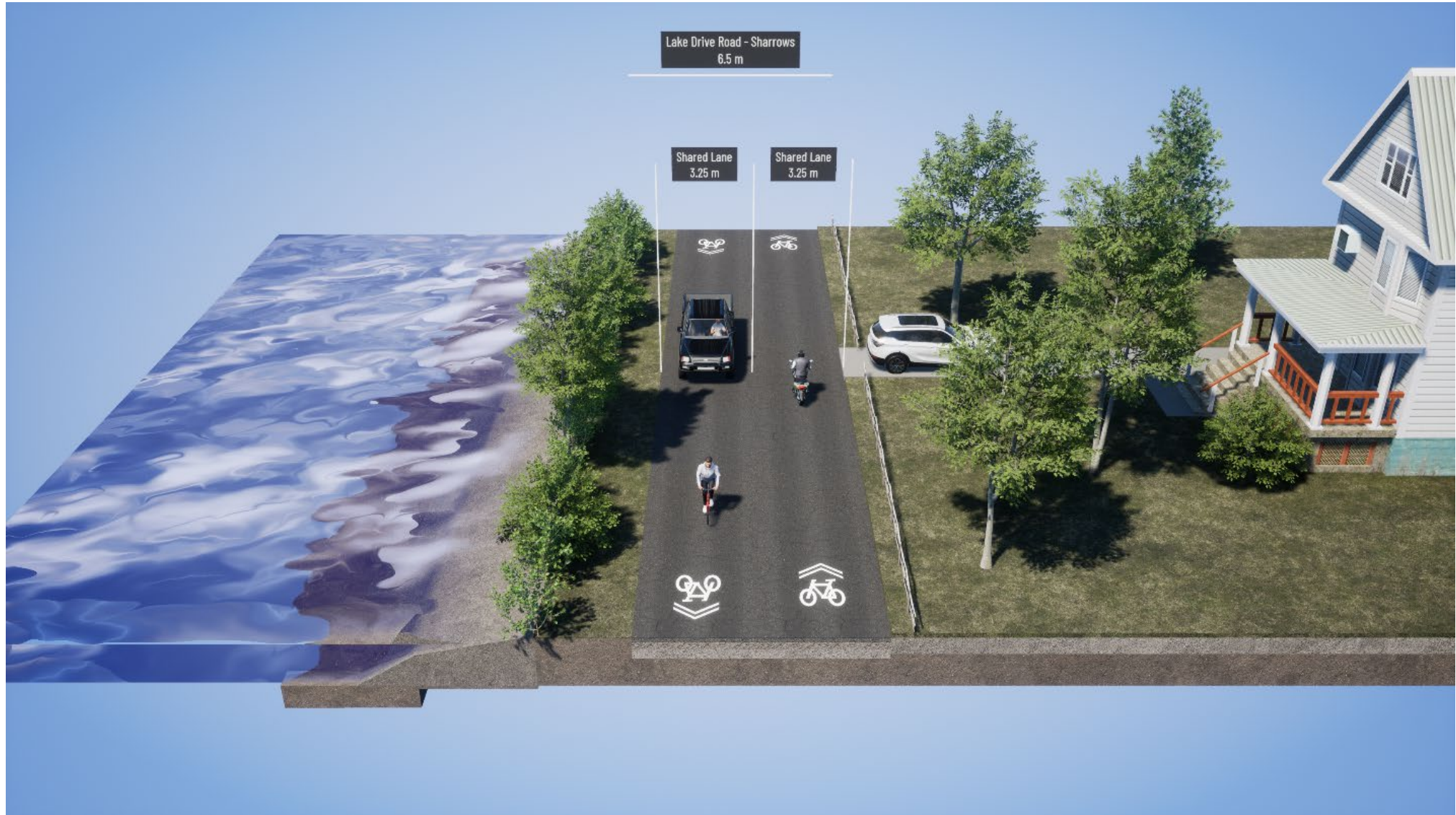






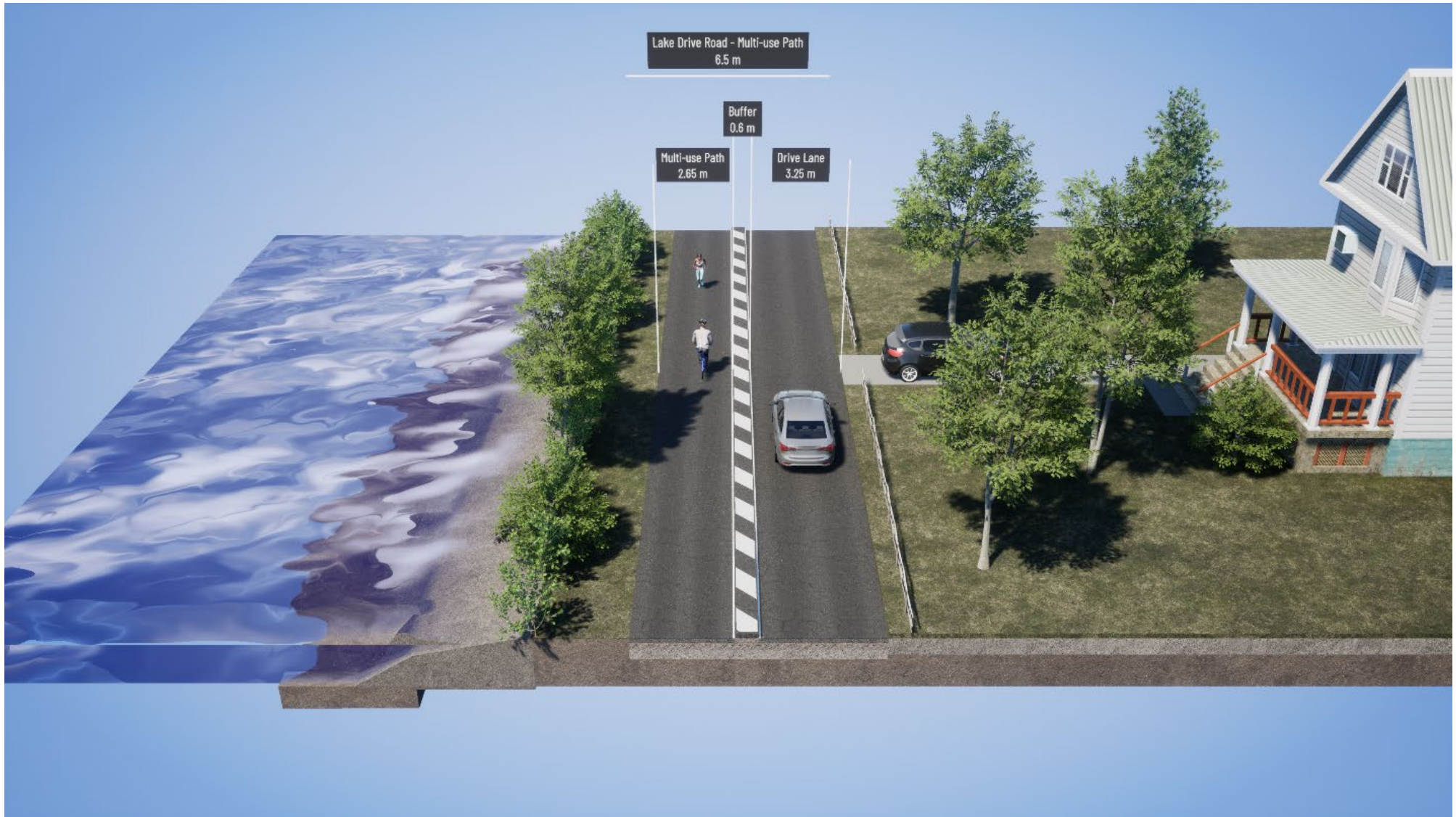
Figure 7-3: One-Lane Roadway with Paved Shoulders Rendering





**Figure 7-4: One-Lane Roadway with Multi-Use Path Rendering**





**Figure 7-5: Advisory Lane Rendering**







#### **7.2.4 STEP 4: DEVELOP A WEIGHTED CRITERIA FOR EVALUATION**

In Step 4, the criteria for the evaluation of alternative cross-sections was developed with associated weighing for each criterion. Each criterion was quantified with a weighing that ranged from 1 to 5, with 5 being highest in terms of their ability and their importance in addressing the Problem Statement and the feedback received from the public survey and other public engagements. The total weight of the evaluation is out of 52.

The evaluation criteria, as well as their respective weighting, is shown in **Table 7-4** below. The evaluation criteria are used to evaluate the functional cross-section alternatives developed in Step 3.

**Table 7-4: Criteria for Evaluation and the Weighing of Each Criterion**

Objectives (overall total weight -52)	Evaluation Criteria and Factors	Weighting of individual criteria and factors)	Rationale
<b>Planning</b>  <b>(total weight- 5)</b>	<b>Consistency to Provincial, Regional and Municipal Planning Objectives</b>  Policy documents guides the decision-making process. Applicable policies include: <ul style="list-style-type: none"> <li>• <b>Municipal:</b> Official Plan, Waterfront Parks Plan, AT/Trails Master Plan</li> <li>• <b>Regional:</b> Official Plan, Transportation Master Plan (TMP), Lake to Lake Route</li> <li>• <b>Provincial:</b> MTO CycleON/Cycle Tourism Plan, Greenbelt Plan, Provincial Policy Statement</li> </ul>	<b>5</b>	This project is a result of the recommendations of the Town of Georgina Trails & Active Transportation Master Plan. Consistency to guiding documents is a priority for all roadway projects, including this Study.
<b>User Safety</b>  <b>(total weight- 13)</b>	<b>Cyclists</b> <ul style="list-style-type: none"> <li>• Minimize conflicts for cyclists</li> <li>• Enhances safety and comfort for cyclists</li> </ul>	<b>5</b>	Improving the safety and comfort for cyclists is required to address the problems and opportunities identified in Phase 1 of this Study.  The results from the survey indicated "pedestrians and cyclists should feel safe on Lake Drive" as the highest average priority for each section of the Study Area.

Objectives (overall total weight -52)	Evaluation Criteria and Factors	Weighting of individual criteria and factors)	Rationale
	<b>Pedestrians</b> <ul style="list-style-type: none"> <li>• Minimize conflicts for pedestrians</li> <li>• Enhances safety and comfort for pedestrians</li> </ul>	<b>5</b>	<p>Improving the safety and comfort for pedestrians is required to address the problems and opportunities identified in Phase 1 of this Study.</p> <p>The results from the survey indicated "pedestrians and cyclists should feel safe on Lake Drive" as the highest average priority for each section of the Study Area.</p>
	<b>Vehicles</b> <ul style="list-style-type: none"> <li>• Minimize conflicts for drivers</li> <li>• Minimize vehicular delay</li> <li>• Enhances safety and comfort for motorists</li> <li>• Traffic calming opportunities</li> </ul>	<b>3</b>	<p>Some vehicular delays are acceptable if they improve the safety and comfort of cyclist and pedestrians.</p> <p>The results from the survey indicated "Lake Drive should serve as a through route for automobiles" as the lower average priority than safety for pedestrians and cyclists in all three sections of the Study Area.</p> <p>The results from the survey indicated "Speeds on Lake Drive are too high" as the lowest average priority, and "Lake Drive should serve local traffic only" as the second lowest priority in each section of the Study Area, indicating an overall lower priority and emphasis on vehicular traffic compared to cycling and walking.</p>

Objectives (overall total weight -52)	Evaluation Criteria and Factors	Weighting of individual criteria and factors)	Rationale
<b>Active Transportation Network</b>  (total weight-15)	<ul style="list-style-type: none"> <li>• Build on Existing &amp; Planned Trail Networks</li> <li>• Build on existing &amp; planned trail networks</li> <li>• Direct access to adjacent communities and key destinations for all modes</li> </ul>	5	This project is a result of the recommendations of the Town of Georgina Trails & Active Transportation Master Plan. Access to the broader active transportation network and to key destinations addresses the problems and opportunities identified in Phase 1 of this Study.
	<b>Tourism and Recreation</b> <ul style="list-style-type: none"> <li>• Improves tourism, economic development and recreation use</li> <li>• Promotes access to Town Waterfront Parks</li> </ul>	5	<p>Improving economic development and access to waterfront parks is a major priority for the Town, but not the ultimate driver for this Study.</p> <p>The results from the survey indicated that "It should be easy to access existing major parks and public amenities" by "walking and or cycling" as the second highest average priority in each Section of the Study area.</p>
	<b>Transportation Equity</b> <ul style="list-style-type: none"> <li>• Provides fair and accessible environment for users</li> </ul> <p>Provides infrastructure and transportation options for all ages and abilities</p>	5	<p>Transportation equity addresses the problems and opportunities of this Study.</p> <p>The results from the survey also indicated that "The existing mixed use of cyclists, pedestrians and two-way traffic is too congested" as the third highest concern in each of the Study Area, indicating a need to provide fair and accessible environment for all users.</p>
<b>Transportation Network</b>	<b>Network Connectivity</b> <ul style="list-style-type: none"> <li>• Changes to road network connectivity</li> <li>• Ensure sufficient connectivity between local and regional roads</li> </ul>	4	Need to maintain a robust network of regional and local road connections.

Objectives (overall total weight -52)	Evaluation Criteria and Factors	Weighting of individual criteria and factors)	Rationale
(total weight- 14)	<b>Impacts to Residents and Visitors</b> <ul style="list-style-type: none"> <li>Minimizes impacts (disruption and nuisance) to residents and business access and out-of-way travel</li> </ul>	5	The Study area is long for this corridor, and many businesses and residents will be affected by changes. As such, this Study aims to minimizing impacts.
	<ul style="list-style-type: none"> <li>Emergency Services</li> <li>Changes to emergency response</li> </ul>	5	Maintaining existing emergency response times.
<b>Natural and Cultural Environmental Impact</b> (total weight- 2)	<ul style="list-style-type: none"> <li>Minimize impacts on vegetation and trees</li> <li>Minimize impacts on climate change and Indigenous Histories</li> <li>Wildlife protection and crossing opportunities</li> </ul>	2	Minor impacts are anticipated because as the Study is not considering widening the pavement surface area of the roadway
<b>Constructability and Cost</b> (total weight- 3)	<ul style="list-style-type: none"> <li>Prefer options that fit within the existing pavement width</li> <li>Minimize impacts to utilities and surrounding land use</li> <li>Feasible and practical to construct</li> <li>Maintenance efforts and cost</li> <li>Capital cost and lifecycle cost</li> <li>Complexity of permitting</li> </ul>	3	The cost is an important factor in the decision-making process. In relative comparison, the safety and comfort to roadway users is more valuable to the overall decision-making process



#### **7.2.5 STEP 5: EVALUATION OF FUNCTIONAL CROSS-SECTION ALTERNATIVES**

In Step 5, an evaluation of the cross-section alternatives against the evaluation criteria was carried out for each Section of the Study Area. The alternative planning solutions were assessed based on their ability to address the problems and opportunities through the evaluation criteria listed in Step 4 above. The detailed assessment and evaluation of alternative solutions is provided in **Table 7-5 to Table 7-7**. The detailed evaluation table, with quantitative weighting, can be found in **Appendix C**.

Table 7-5: Evaluation of Alternatives – Section 1

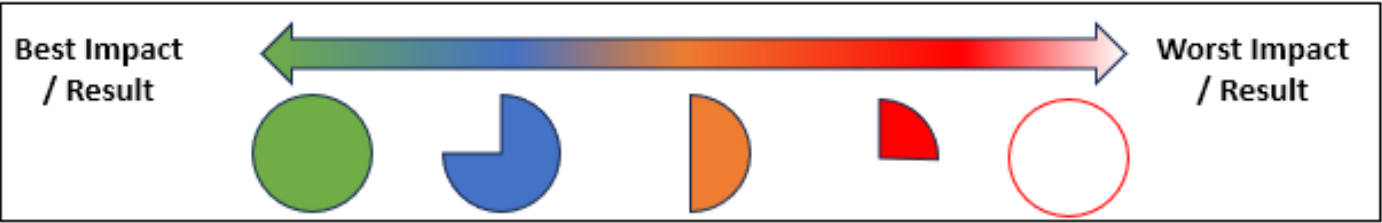
		Possible Alternatives	Evaluation Criteria						Recommendations
			Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Possible Alternatives	Section 1 – Alternative 1 (S1-1)	Do nothing	Not aligned with planning objectives	Does not improve user safety	Does not improve the AT network	Maintains excellent vehicular network	Does not protect natural / cultural resources	No cost nor implementation	Do Not Carry Forward
	Section 1 – Alternative 2 S1-2	Two Lanes – Sharrows	Slightly aligned to planning objectives	Does not improve user safety	Slightly improves the AT network	Provides for excellent vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
	Section 1 – Alternative 3 S1-3	One Lane – Paved Shoulders	Well aligned with planning objectives	Considerably improves user safety	Considerably improves the AT network	Provides for constrained vehicular network	Strongly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
	Section 1 – Alternative 4 S1-4	One Lane – Multi-Use Path	Strongly aligned with planning objectives	Considerably improves user safety	Significantly improves the AT network	Provides for a good vehicular network	Strongly protects natural / cultural resources	Moderate effort to implement, \$\$\$	Carry Forward
	Section 1 – Alternative 5 S1-5	Advisory Lanes	Somewhat aligned with planning objectives	Slightly improves user safety	Somewhat improves the AT network	Provides for a good vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward



**Rationale:** Section 1 – Alternative 4: One Lane with Multi-Use Path provides the best benefits for Section 1 through Lake Drive North and Lake Drive South for active transportation and user safety.

Table 7-6: Evaluation of Alternatives – Section 2

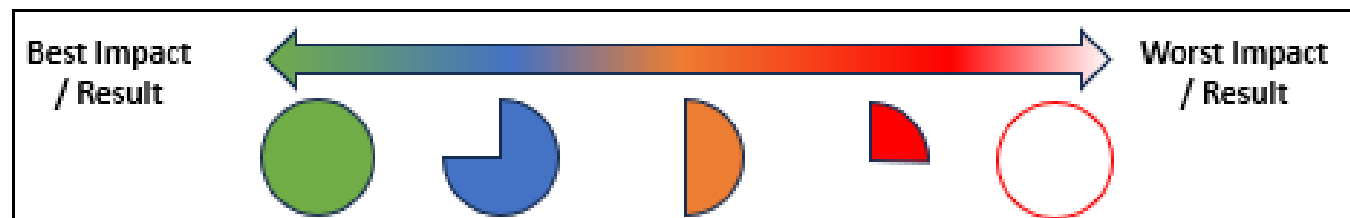
		Possible Alternatives	Evaluation Criteria						Recommendations
			Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Possible Alternatives	Section 2 – Alternative 1 (S2-1)	Do nothing	Not aligned with planning objectives	Does not improve user safety	Does not improve the AT network	Maintains excellent vehicular network	Does not protect natural / cultural resources	No cost nor implementation	Do Not Carry Forward
	Section 2 – Alternative 2 S2-2	Two Lanes – Sharrows	Slightly aligned to planning objectives	Does not improve user safety	Slightly improves the AT network	Provides for excellent vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
	Section 2 – Alternative 3 S2-3	One Lane – Paved Shoulders	Well aligned with planning objectives	Considerably improves user safety	Considerably improves the AT network	Provides for constrained vehicular network	Strongly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
	Section 2 – Alternative 4 S2-4	One Lane – Multi-Use Path	Strongly aligned with planning objectives	Considerably improves user safety	Significantly improves the AT network	Provides for constrained vehicular network	Strongly protects natural / cultural resources	Moderate effort to implement, \$\$\$	Carry Forward
	Section 2 – Alternative 5 S2-5	Partial Closures	Somewhat aligned with planning objectives	Slightly improves user safety	Somewhat improves the AT network	Provides for constrained vehicular network	Strongly protects natural / cultural resources	Little cost to implement	To be informed by the Waterfront Parks Master Plan Study



**Rationale:** Section 2 – Alternative 4: One Lane with Multi-Use Path provides the best benefits for Section 2 through Lake Drive for active transportation and user safety. The Waterfront Parks Master Plan Study will inform whether partial road closures at waterfront parks will be appropriate.

Table 7-7: Evaluation of Alternatives – Section 3

		Possible Alternatives	Evaluation Criteria						Recommendations
			Planning	User Safety	Active Transportation (AT) Network	Transportation Network	Natural and Cultural Environmental Impact	Constructability and Cost	
Possible Alternatives	Section 3 – Alternative 1 (S3-1)	Do nothing	Not aligned with planning objectives	Does not improve user safety	Does not improve the AT network	Maintains excellent vehicular network	Does not protect natural / cultural resources	No cost nor implementation	Do Not Carry Forward
	Section 3 – Alternative 2 S3-2	Two Lanes – Sharrows	Slightly aligned to planning objectives	Does not improve user safety	Slightly improves the AT network	Provides for excellent vehicular network	Slightly protects natural / cultural resources	Easy to implement, \$\$	Carry Forward (Riley Avenue to Hedge Road)
	Section 3 – Alternative 3 S3-3	One Lane – Paved Shoulders	Well aligned with planning objectives	Considerably improves user safety	Considerably improves the AT network	Provides a poorly connected vehicular network	Strongly protects natural / cultural resources	Easy to implement, \$\$	Do Not Carry Forward
	Section 3 – Alternative 4 S3-4	One Lane – Multi-Use Path	Strongly aligned with planning objectives	Considerably improves user safety	Significantly improves the AT network	Provides a poorly connected vehicular network	Strongly protects natural / cultural resources	Moderate effort to implement, \$\$\$	Carry Forward (South Drive to Riley Avenue)
	Section 3 – Alternative 5 S3-5	Advisory Lanes	Somewhat aligned with planning objectives	Slightly improves user safety	Somewhat improves the AT network	Provides for a good vehicular network	Strongly protects natural / cultural resources	Easy to implement, \$\$	Carry Forward (Hedge Road – Lake Drive to Park Road)



**Rationale:** Section 3 has varying contexts. It continues the residential landscape from Section 2, passes through Jackson’s Point, and transitions back to residential along Hedge Road. There is also less adjacent connectivity with parallel streets, specifically along Hedge Road. Each of these segments requires a unique design.

## 7.2.6 STEP 6: SELECT THE TECHNICALLY PREFERRED CROSS-SECTION ALTERNATIVE FOR EACH SECTION OF THE STUDY AREA

Based on the evaluation of alternative cross-sections carried out in Step 5, the Technically Preferred Cross-Section Alternative for each Section of the Study Area are confirmed below:

**Section 1 & 2: One-way travel lane with a multi-use path.** These facilities provide safe and comfortable travel for all roadway users. Considerations and recommendations for these alternatives which can be made on their implementation, include:

- The direction of vehicular travel;
- Whether the direction of vehicular movement will alternate east to west, or north to south at intersecting Regional Roads; and/or,
- Whether the roadway configuration will be implemented permanently or seasonally.

**Section 3** has varying contexts. It continues the residential landscape from Section 2, passes through Jackson's Point, and transitions back to residential along Hedge Road. There is also less adjacent connectivity with parallel streets, specifically along Hedge Road. Each of these sections requires a unique design.

- **Lake Drive from South Drive to Riley Avenue – One-Way travel lane with a multi-use path** – this section continues the residential context from Section 2. Although Lake Drive transitions to an urban road with a sidewalk on the north side, the land use, transportation, and active transportation are the same as in Section 2.
- **Lake Drive from Riley Avenue to Hedge Road – Two shared lanes with Sharrows** – Jackson's Point is an urbanized section of the overall Study Area where there are many local businesses. Based on the context of the area, sharrows were determined to be the most preferred for Lake Drive in this area to best provide access to the existing businesses and on-street parking spaces.
- **Hedge Road from Lake Drive to Park Drive – Advisory Bike Lanes** – Hedge Road does not have a parallel regional road or many local connecting streets. A one-way alternative would create undo out-of-way travel. There are fewer vehicles and pedestrians traveling in/through this area. This section also already goes down to one lane at the Black River bridge. For these reasons the advisory lanes are preferred as they allow two-way travel, and still provide designated space for pedestrians.

Considerations and recommendations for these alternatives which can be made on their implementation, include:

- Whether the roadway configuration will be implemented permanently or seasonally.

The transition areas for Section 3 will be reviewed following the confirmation of the preferred alternative and during design.

The preferred alternative solutions address the problems and opportunities by:

1. Redistributing the car-centric design of a two-lane motor vehicle roadway to a roadway design that is safe and comfortable for all roadway users by dedicating the pavement space to one-lane motor vehicle lane roadway and an abutting dedicated active transportation supportive facility (i.e. multi-use path) for pedestrian and cyclists, that is buffered and separated from vehicular road travel;
2. Transforming Lake Drive and Hedge Road to be an inviting destination and corridor for all roadway users; and,
3. Redistributing roadway spaces to cycling and pedestrian travel to reduce congestion, promote active transportation in the community, encourage the slow and safe scenic travel on Lake Drive and Hedge Road, and improve traffic calming.

The recommendations are generally supported by the survey. Further, it provides consistent travel for all roadway users throughout the Study Area. The decision-making process up to Step 6 was presented at the PIC on September 26 with comments received until October 10, 2023.

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## 7.3 Public Feedback on Alternatives

Through previous engagement opportunities that were carried out, such as the Workshop, Beach Pop-ups and online survey, the Project Team sought to ensure that the Technically Preferred Alternative reflected the desires of technical advisors, stakeholders, councillors, and members of the public. Feedback solicited directly resulted in the Technically Preferred Alternative as described in this Chapter.

Following the selection of the Technically Preferred Alternative, a PIC was held on September 26, 2023, at De La Salle Park in the Town of Georgina. Information presented at the Public Information Centre included:

1. Purpose of Study
2. Study Process and Schedule
3. Existing Conditions
4. Alternatives and Assessment Methodology
5. Technically Preferred Alternative
6. Next Steps And Discussion

A full summary of the PIC, as well as other engagement opportunities that were carried out as part of this Study, can be found in the Engagement Summary in **Appendix A**.

In total, 43 comments were received during and after the PIC. Comments largely reflected the same concerns that have been raised throughout the project, but also a lower degree of

agreement than the survey regarding the challenges and proposed solutions. Key concerns from residents raised at the PIC were:

- Traffic speed and volume, with many suggesting the implementation of speed bumps, speed cameras, and increased enforcement of speed limits to slow down traffic.
- Safety for pedestrians, cyclists, and other road users, with suggestions for separated lanes, traffic calming measures, and improved visibility.
- Some residents expressed concerns that one-way operations would lead to confusion and may cause an increase in collisions.
- Residents identified potential risks if ATVs and other motorized vehicles are permitted within the multi-use path in Sections 1 and 2.
- Concerns about the operations of Advisory Lanes in Section 3 were raised.
- The proposed one-way traffic plan generated several comments, with some feeling that it would improve safety and reduce congestion, while others felt that it would increase traffic speed, restrict access to the lake, and create inconvenience for residents.

While agreement on solutions varied, the common theme of all comments received remained consistent that the existing conditions of the Study Area needs to be changed. While several commenters expressed disagreement with the technically preferred alternative, as is common with roadway reconfiguration projects, all commenters provided alternative solutions that included traffic calming or operational changes that could enhance the safety of Lake Drive and Hedge Road.

Following the PIC, the following consideration/revisions were made based on the feedback received.

In Section 2, a clerical error was made in the PIC display materials, which misrepresented Section 2 to be Lake Drive North and East between Coxwell Street and Dalton Road. The correct limits of Section 2 are between Coxwell Street and South Drive. The Lake Drive East between South Drive to Dalton Road are within Section 3, discussed immediately below.

Regarding Section 3, based on comments received from the Town of Georgina following the Public Information Centre, the segments were revised as follows (depicted in **Figure 7-6**):

- Section 3 – Segment 1: South Drive to Ravenswood Drive
- Section 3 – Segment 2: Ravenswood Drive to Hedge Road
- Section 3 – Segment 3: Hedge Road – Lake Drive to Park Road

**Figure 7-6: Revised Segments for Section 3**



This revision in the Segments was made in consideration to the areas of transition between the recommendation of sharrows in Section 3 – Segment 2 and Advisory Lanes in Section 3 – Segment 3. Whereas the technically preferred design presented at the PIC shows a transition from a cross-section of 1 eastbound general purpose lane with a two-way multi-use path, into a cross-section of 2 lanes with sharrows in Jackson's Point at Riley Avenue, the recommended concept plan for this Project File was revised to provide a recommendation for a transition at Ravenswood Drive instead. This revision was made with the assumption that Ravenswood Drive can better accommodate higher volumes of traffic that are expected to detour back to Dalton Road to access Metro Road for the purposes of travelling eastbound.

This recommendation on the transition area is preliminary. It is recommended that the Town of Georgina confirm and / or revise this transition point as needed based on preliminary and/or detailed design, or through further studies, such as a traffic study, to inform and support a data-based decision.

Concerns regarding the implementation of Advisory Lanes in Section 3 – Segment 3 were specifically discussed by the Project Team following the PIC. Concerns regarding this recommendation generally noted that this was a new type of lane arrangement that people



were not familiar with, which could lead to increased accidents. Some comments preferred to keep the lanes as is, but provide traffic calming features. The Project Team decided to keep the recommended alternative as Advisory Lanes along Hedge Road; as stated in the evaluation of alternatives above, although it is not the highest form of separation between cyclists and pedestrians, and cars, it is the only available alternative for the context of Hedge Road that at least offers some designated space for pedestrians and cyclists. It was noted that the Advisory Lanes do not significantly change the current use of the road, as pedestrians and cyclists would tend to use the shoulders, and cars would need to drive into the oncoming lane to get around them; if there is a car coming in another direction, the drivers would 'negotiate' who has the right-of-way to maneuver around the pedestrians. The Project Team did identify that a public education campaign would help residents and visitors to understand the new lane arrangements.

No further revisions were made to the Technically Preferred Plan. Through incorporating the revisions to the transition areas as noted above, the Recommended Plan was confirmed and is described in **Section 7.3**.

The Technically Preferred Alternatives to the corridor reflect the desires of what the project Team heard through multiple rounds of public engagement. The alternatives for the corridor prioritize pedestrian safety and walkability first and foremost while simultaneously improving the safety of cyclists. Retaining vehicular flow was also balanced to ensure that two-way traffic flow was applied where necessary and removed where alternative routing existed. This demonstrates a pragmatic approach of separating the corridor into segments and applying different treatments demonstrates an awareness of the needs of the community.

## 8 RECOMMENDED PLAN

The Recommended Plan for Section 1, Section 2 and Section 3 of the Study Area for Lake Drive is described in this Chapter and depicted on the concept plan plates provided in **Appendix D**. The Recommended Plan was confirmed based on feedback received following the Public Information Centre.

The conceptual design and transition points are subject to further refinement during the future preliminary and detailed design, at which time, there will be further consultation with relevant technical agencies, utilities, stakeholders, community groups and affected property owners.

This chapter should be viewed in conjunction with **Chapter 7** of this Project File which discusses the various design alternatives evaluated and describes the approach to developing the Recommended Plan.

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### 8.1 Typical Road Cross-Section

**Figure 8-1, Figure 8-2, and Figure 8-3** illustrate the proposed typical road cross-sections for the Recommended Plan. The actual road cross-sections will vary due to specific site conditions such as accommodation for emergency vehicles, bollards and buffer widths and locations, and parking locations.

The following summarizes the basic road cross-section features for each section. The three Study Area sections are shown in **Figure 7-6**.

#### **Section 1: Lake Drive South between Ravenshoe Road and Bayview Avenue and Lake Drive North between Church Street and Metro Road North**

The following summarizes the basic road cross-section features for Section 1 of the Study Area:

- 1 northbound general purpose lane at 3.25 m in width
- A buffer with bollards at 0.6 m in width
- One multi-use path (lake side) at 3.15 m in width

This cross-section is illustrated in **Figure 8-1**.

#### **Section 2: Lake Drive North and East between Coxwell Street and South Drive**

The following summarizes the basic road cross-section features for Section 2 of the Study Area:

- 1 eastbound general purpose lane at 3.25 m in width
- A buffer with bollards at 0.6 m in width
- One multi-use path (lake side) at 3.15 m in width

This cross-section is illustrated in **Figure 8-2**.

### Section 3: Lake Drive East between South Drive and Hedge Road and Hedge Road between Lake Drive East and Park Road

As discussed in **Section 7.2.6**, Section 3 of the overall Study area has varying contexts. It continues the residential landscape from Section 2, passes through Jackson's Point, and transitions back to residential along Hedge Road. There is also less connectivity with parallel streets, specifically along Hedge Road. As such, each of these sections requires a unique design.

In the technically preferred alternative for Section 3 of the Study Area, as presented in **Section 4.2.2**, and as presented at the Public Information Centre, the technically preferred alternative for Section 3 of the Study Area were divided as follows:

- Section 3 – Segment 1: South Drive to Ravenswood Avenue
- Section 3 – Segment 2: Ravenswood Avenue to Hedge Road
- Section 3 – Segment 3: Hedge Road – Lake Drive to Park Road

As discussed in **Section 7.3**, the transition areas between the segments were revised following the PIC. This recommendation on the transition area is preliminary. It is recommended that the Town of Georgina confirm and / or revise this transition point as needed based on preliminary and/or detailed design, or through further studies, such as a traffic study, to inform and support a data-based decision.

The following summarizes the basic road cross-section features for Section 3 of the Study Area:

#### Section 3 – Segment 1: South Drive to Ravenswood Drive

- 1 eastbound general-purpose lane at 3.25 m in width
- A buffer with bollards at 0.6 m in width
- One multi-use path (lake side) at 3.15 m in width

This typical cross-section is illustrated in **Figure 8-1**.

#### Section 3 – Segment 2: Ravenswood Drive to Hedge Road

- Maintain existing 2 general purpose (1 eastbound and 1 westbound) shared lane at 3.5 m in width, with added painted sharrows

This typical cross-section is illustrated in **Figure 8-2**. As detailed in **Section 5.4** and **Section 7.2.1**, and as reiterated here, sharrows are a roadway type with mixed traffic operation for both cyclist and motorists, with supportive signs and pavement marking treatments that support wayfinding and promote safer interactions between cyclists and motorists. This active transportation facility is similar to the existing signed route of the corridor, but may include additional features, including delineated paint lines and the "sharrow symbol".

### Section 3 – Segment 3: Hedge Road – Lake Drive to Park Road

- Advisory bike lanes – 1 two-way general purpose driving lane at 3.5m in width and 2 dedicated cycling lane at 1.75m in width on either side (i.e., 1 eastbound and 1 westbound)

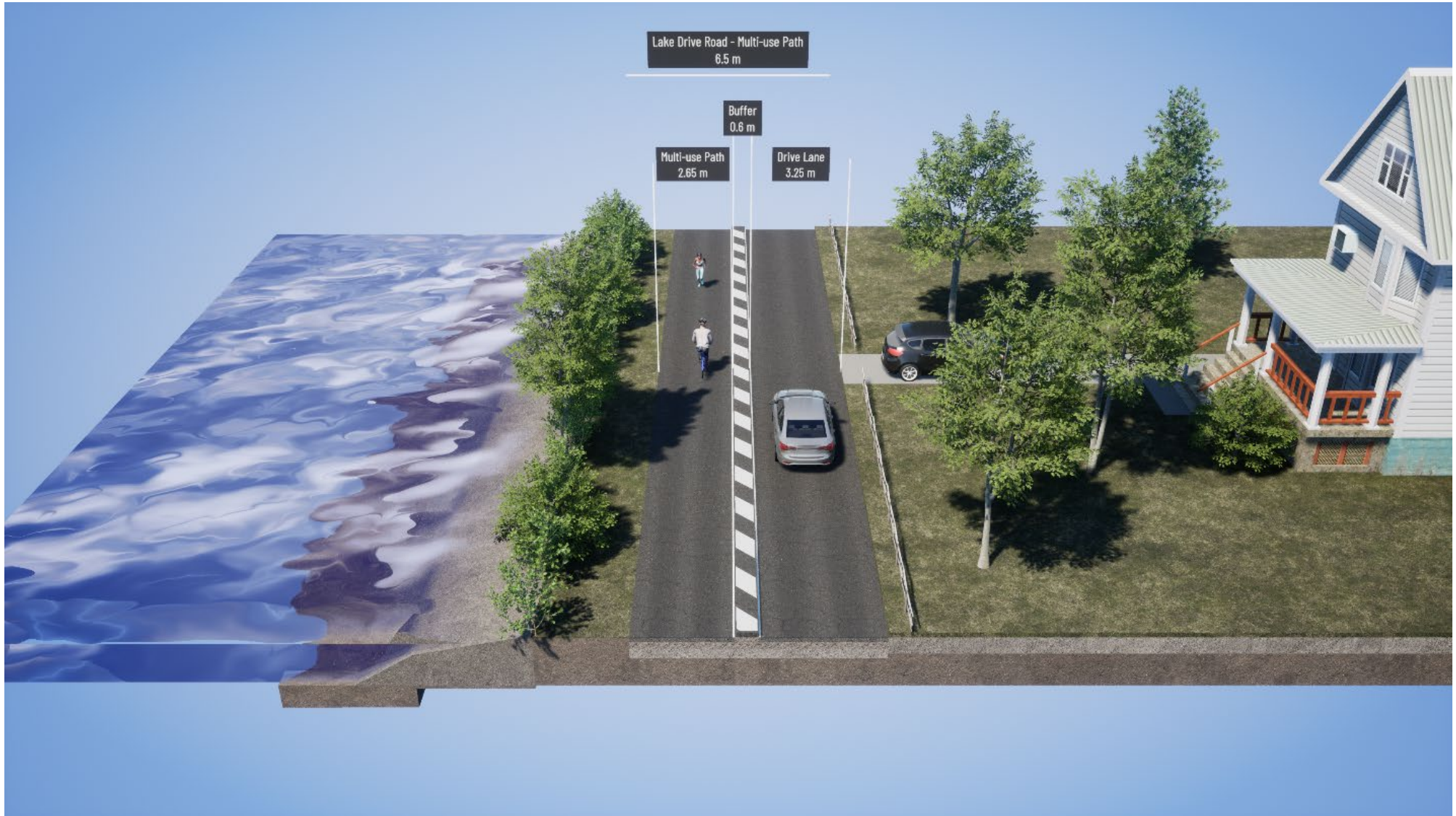
This typical cross-section is illustrated in **Figure 8-3**. As detailed in **Section 5.4** and **Section 7.2.1**, and as reiterated here, advisory lanes are a shared roadway facility that visually delineates space for cycling on a narrow roadway by dashed outer lane lines. The roadway contains no centreline, and motor vehicles share the centre roadway space for two-way travel. The centre travel lane width is narrower than two conventional travel lanes and may be as narrow as a single travel lane. Motor vehicles yield to oncoming traffic by entering the advisory bicycle lane. If a cyclist is present, motorists should slow and yield to the cyclist prior to entering the advisory bicycle lane. Motorists must always yield to cyclists and overtake with caution. An example of an advisory lane is shown below:



Additional resources are provided in **Table 7-1**.

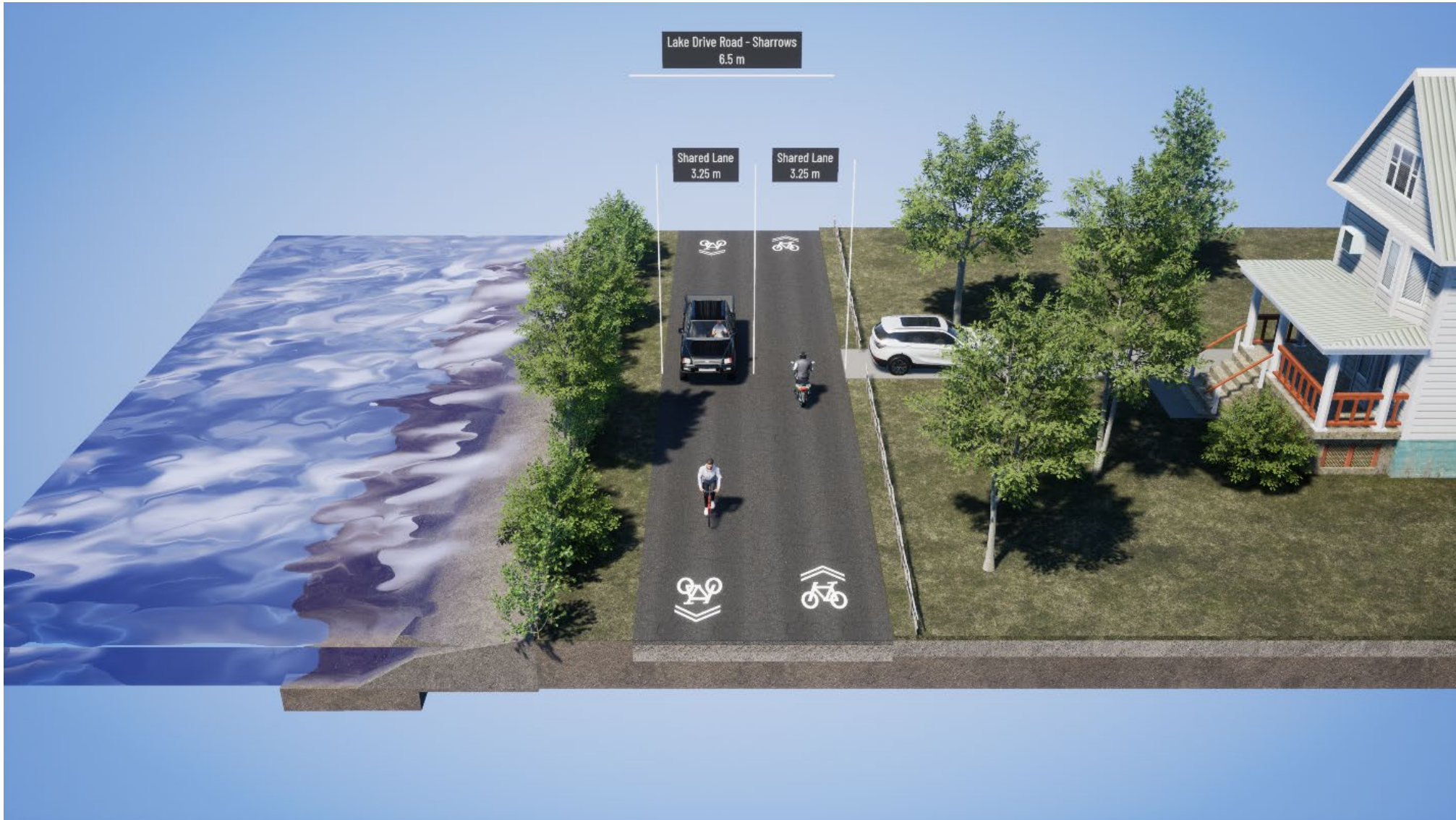
**Figure 8-1: Rendering of Recommended One-Lane Roadway with Multi-Use Path Cross-Section for Section 1, Section 2 and Section 3 – Segment 1 of the Study Area**





**Figure 8-2: Rendering of Recommended Two-Way Shared Lanes (i.e. Sharrows) for Section 3 – Segment 2 of the Study Area**





**Figure 8-3: Rendering of Recommended Advisory Lanes for Section 3 – Segment 3 of the Study Area**





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## 8.2 Horizontal and Vertical Alignment

The horizontal and vertical alignment of Lake Drive and Hedge Road will remain as existing.

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## 8.3 Intersection and Access

All signalized and stop controlled intersections along Lake Drive and Hedge Road are anticipated to remain as existing, except for improvements to cross-sections as noted previously. All existing street and local accesses will be maintained.

Further discussed in **Section 8.6**, all-way stop controlled intersections can be implemented at a few major intersecting roads such as Woodbine Avenue, Civic Centre Road and Kennedy Road for additional traffic calming measures. It is recommended that the implementation of stop-controlled measures be informed through a traffic calming study and the monitoring of the implemented recommended design.

Potential road closures at popular waterfront parks will be informed by the Waterfront Parks Master Plan Study, discussed in **Section 3.10**.

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## 8.4 Active Transportation

The following is a summary of the active transportation recommendations:

- Section 1: Lake Drive South between Ravenshoe Road and Bayview Avenue and Lake Drive North between Church Street and Metro Road North: a 3.15 m multi-use path on the lake side.
- Section 2: Lake Drive North and East between Coxwell Street and South Drive: a 3.15 m multi-use path on the lake side.
- Section 3 – Segment 1: South Drive to Ravenswood Drive: a 3.15 m multi-use path on the lake side.
- Section 3 – Segment 2: Ravenswood Drive to Hedge Road: shared road with painted sharrows on existing 2 lane road.
- Section 3 – Segment 3: Hedge Road – Lake Drive to Park Road: advisory lanes – an eastbound 1.75 m delineated cycle travel lanes on the north side and south side of the road.

## 8.5 Parking

On-street parking within the entirety of the Study Area will continue to be subject to the parking restrictions of the Waterfront Park Buffer Zone, which is discussed in **Section 4.7**. The following areas will continue to permit parking on Lake Drive, with restrictions as noted in **Table 8-1**:

**Table 8-1: Parking Restrictions Along Lake Drive (Desktop Review)**

Road	From	To	Parking Restrictions	Comment
Lake Drive East	Melody Lane	Dalton Road	Parking on the sides: 2 hours	Fines increased during summer months
	Dalton Road	Lorne Street	Parking on the sides: 1 hour	Fines increased during summer months

## 8.6 Traffic Calming

The following design-based traffic calming features were integrated into the Recommended Plan in the following manner:

- Reducing the number of vehicular travel lanes in Section 1, Section 2 and Section 3 – Segment 1 from 2 lanes to 1 lane provides increased friction between vehicles and painted/bollard buffer and results in reduced speeds. Also, it reduces/eliminates opportunity for head-on collisions, greatly reducing the risk of fatalities.
- Introducing pavement markings to transform Section 3 – Segment 2 from signed route to sharrows provides increased friction between vehicles and heightens driver awareness of oncoming opposing traffic and cyclists, which forces drivers to slow down.
- Introducing advisory lanes in Section 3 – Segment 3 heightens driver awareness of oncoming opposing traffic, cyclists and pedestrians, which forces drivers to slow down.

Based on the recommended roadway alternatives, as well as comments received from the survey and from the PIC feedback forms, some or all of the following traffic calming measures are proposed to be implemented:

- Centre bollards for the buffered area for the recommended design in Section 1, Section 2 and Section 3 – Segment 1, where a one-way vehicular travel is buffered from an adjacent multi-use path;
- Speed humps, which may be appropriate at various sections along the Study Area, which had a high support from the public;

- Stop signs at intersecting Regional Roads such as Woodbine Avenue, Civic Centre Road, and Kennedy Road;
- Warning signs / lights, where there are areas of high pedestrian and cyclist traffic, which can be further informed by a potential traffic study, and where there are sightline issues, as identified in Section 4.4 of this Project File; and,
- An educational campaign for the recommended changes, particularly with focus on advisory lanes for Section 3 – Segment 3.

The traffic calming measures listed above are not exhaustive and does not preclude further traffic calming measures to be explored and implemented. Additional broader traffic calming measures can be implemented as needed or as directed by other studies, such as a potential traffic study and through further consultation with the public and with stakeholders and agencies. These measures can include, but are not limited to:

- Increased enforcement; and,
- Curb outs.

It is recommended that the Town of Georgina continuously monitor the safety and traffic speeds along the Study Area in order to develop and plan for the implementation of appropriate traffic calming measures.

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## 8.7 Emergency Access

The current cross-section design may accommodate emergency vehicles by providing standard lane width designs. Further consultation with the emergency services should be conducted. Some concerns have been discussed, including emergency response time and access in the cross-section design of a one-way roadway lane arrangement with a multi-use path. Two potential options were identified to help accommodate this emergency scenario:

- Emergency vehicles may be permitted to travel in either direction on the one-way roadway;
- Emergency vehicles may enter the multi-use path should the need arise.

Emergency vehicles are expected to travel most of their route on Metro Road, and to access Lake Drive for only short distances. As such, travelling either way on the one-way roadway or encroaching onto the multi-use path is acceptable. These options should be further reviewed in the detailed design phase, including additional consultation with emergency services for the purposes of identifying and ensuring that emergency vehicles could be accommodated on Lake Drive and Hedge Road during detailed design. As the Sections recommended for 1 vehicle travel lane have frequent local streets connecting to parallel Regional Roads, the change in response time would be minimal, also given the above accommodations.

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## 8.8 Property Requirements

There are no permanent property requirements as a result of the Recommended Plan for this functional roadway study. Some temporary property may be required during construction, which will be reviewed during detailed design.

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## 8.9 Preliminary Cost Estimate

The preliminary cost estimate for the proposed improvement of Lake Drive and Hedge Road is estimated to be approximately \$782,900. A summary of the cost estimate is provided in **Table 8-2**. The preliminary cost estimate is based on the conceptual design, with the assumption that improvements will be limited to roadway painting and installation of bollards (i.e., no roadway resurfacing, widening, etc.). Seasonal implementation costs have not been considered.

**Table 8-2: Cost Estimate**

Section	Item Description	Quantity	Unit	Unit Price / Kms	Total Price in CAD
<b>Section 1</b>	Buffered Bicycle Lane with Hatched	6.4	linear KM	\$ 19,100	\$122,200
<b>Section 2</b>	Pavement Markings	12.5	linear KM	\$ 19,100	\$238,800
<b>Section 3 - Segment 1</b>	Includes bollards in the buffer	0.56	linear KM	\$ 19,100	\$10,700
<b>Section 3 - Segment 2</b>	Signed Bike Route with Sharrow Lane Markings	0.56	linear KM	\$ 17,100	\$9,500
<b>Section 3 - Segment 3</b>	Advisory Lanes	3.2	linear KM	\$ 12,200	\$39,000
<b>Total Capital Cost</b>					<b>\$ 420,268</b>
<b>Additional Studies</b>					
<b>ALL</b>	Traffic Calming Measures		Lump Sum		\$50,000
<b>ALL</b>	Educational Program		Lump Sum		\$30,000
<b>ALL</b>	Traffic Study		Lump Sum		\$45,000
<b>ALL</b>	Detailed Design	23.2	linear KM	\$ 3,000	\$69,700
<b>Total with Additional Studies</b>					<b>\$ 194,700</b>
<b>ALL</b>	Contingency, Permitting, Contract Administration and Inspections			30%	\$126,000
<b>ALL</b>	Installation			10%	\$42,000
<b>Grand Total</b>					<b>\$782,900</b>

---

## 8.10 Operation & Maintenance

Operations and maintenance of Lake Drive and Hedge Road were considered as part of the evaluation process, however are not expected to substantially impact the functionality or cost of current activities beyond the direct implementation discussed in the next Section. Changes to these activities can be implemented, and would not detract from the overall benefits of the recommended plans as discussed in the multi-criteria analysis described in **Chapter 7**.

Activities such as garbage collection, winter ploughing and salting, emergency services, street sweeping, school bus routes, mail delivery, etc. will need to be adjusted in accordance with the new recommended plan. Garbage collection routes, school bus routes and other similar activities will need to be adjusted to the new one-way lane arrangements recommended for those sections of Lake Drive. Consideration for practical changes to garbage collection from a two-way street to a one-way street will need to be reviewed and discussed with the Town's staff.

---

## 8.11 Implementation

### 8.11.1 PILOT

It is recommended that the implementation of the recommended designs be carried out as a pilot project. As part of the phased implementation detailed in **Section 8.11.2** below, each Section implemented will be considered as part of the pilot project.

Through monitoring of quantitative data, such as collisions and traffic volumes and speeds over each year of implementation, as well as qualitative data, such as a public survey on residents' and visitors' sentiments before and after each implemented Section or Segment, the Town can make a data-based decision on its permanent implementation.

### 8.11.2 PHASED IMPLEMENTATION

Given that the Study Area is lengthy at over 23-24 kilometers, it is recommended that the implementation of the recommended design be carried out in a phased approach, in the order as follows:

- i. Section 2 and Section 3 – Segment 1 and 2
- ii. Section 1
- iii. Section 3 – Segment 3

Section 2 of the Study Area is the highest priority for implementation, as the popular waterfront parks and higher traffic volumes result in higher concerns to pedestrian and cyclist safety. As such, priority to implement the recommended design and other potential traffic calming measures should prioritize Section 2, and in particular the roadway leading to and from the popular waterfront parks, including De La Salle Park and Willow Beach Park with



implementation taking into consideration the Water Fronts Parks Master Plan, once completed. Section 3 – Segment 1 has the same context as Section 2 and should be done together. Also, Segment 2 is maintaining existing conditions with the additional of painted sharrows and can be completed at the same time.

Given that there are lower risks in implementing Section 1 and provides for pedestrian and cyclist safety in this area it can be completed following Section 2.

Finally, it is recommended that the Town implements the advisory lanes for Section 3 – Segment 3, to provide more time for the Town to carry out a consultation and educational campaign on how to use advisory lanes.

Based on the phased implementation approach detailed above, as well as considerations to the further studies that have been identified in **Section 8.12** below, it is recommended that the Town carries out these additional studies and the phased implementation of the corridor improvements through the following timelines:

- 2024: Complete Traffic Study and Detailed Design Studies and Educational Program. The Traffic Study should occur in the summertime to gather traffic, cyclist and pedestrian data that would be the most meaningful to inform and confirm the recommendations of the Lake Drive Functional Assessment Study.
- 2025: Implement corridor improvements to Section 2, Section 3 – Segment 1 and Section 3 – Segment 2.
- 2026: Implement corridor improvements to Section 1 and Section 3 – Segment 3.

This strategic approach to completing further studies and for implementation was developed based on the following rationale:

1. This phased approach and timeline from 2024 to 2026 disperses the annual capital costs;
2. This phased approach and timeline prioritizes Section 2 for implementation, which has been identified to have the highest concerns for user safety;
3. This phased approach and timeline allows for the Detailed Design and Traffic Study to be completed with adequate time prior to implementation and installation; and
4. This phased approach and timeline allows the Town to monitor the implementation and success of the one-way with multi-use path configuration on Section 2 in 2025, and to adjust the implementation and educational campaign based on feedback from residents and visitors for the remainder of the Sections, including the more ambitious advisory lanes.

The cost estimate for the phased implementation by year is:

2024	\$144,700
2025	\$412,550
2026	\$225,650

## 8.12 Further Studies and Works

### 8.12.1 TRAFFIC AND PEDESTRIAN STUDY

A traffic and pedestrian survey should be completed prior to implementation to quantify traffic speed and volumes, and pedestrian and cyclist usage. This includes but not limited to the following additional and required datasets:

Data Set	Benefit to the Study
Mid-block traffic movement counts in the summer	The potential benefits of undertaking supplementary summer mid-block traffic data collection surveys at a sufficient number of locations, to be able to support the identification and location, as well as the justification for the anticipated alternative improvement strategies.
Pedestrian counts in the summer	<p>Pedestrian and cyclist count data should be taken during the summer months at strategic locations, including the waterfront parks, established communities (i.e., Keswick and Sutton), or areas where there is a higher number of commercial establishments.</p> <p>Pedestrian and cyclist counts can be used for the decision-making process for various road-related projects, including this Study. By understanding the users of the road, a more concrete and defensible justification can be made for implementing a more complete street design.</p>
Parking infractions from the Waterfront Park Buffer Zone	Data on parking infraction., including date, time of day and infraction type, could be useful in determining where illegal parking is occurring the most, and can help inform the decision-making process.

### 8.12.2 DETAILED DESIGN

The designs provided as part of this Lake Drive Functional Assessment Study are conceptual only. The designs will have to be further refined through Detailed Design, refining and outlining the specifications of the segment configurations, prior to implementation that was recommended as part of Section 8.10.2.

Additional studies that may be required for the completion of a Detailed Design Study will be confirmed during Detailed Design. Associated permits will be reviewed and confirmed during detailed design.

Additionally, operations and maintenance, including snow removal and garbage pickups, will be reviewed and planned accordingly during detailed design. Garbage operations may be updated based on the new recommended plan (i.e. one-way Lake Drive direction) and winter maintenance changes will be dependent the implementation of the roadway improvements are permanent or seasonal, which will be further reviewed by the Town during detailed design.

### 8.12.3 PUBLIC CONSULTATION AND EDUCATION CAMPAIGN

Given that the recommendations of the Functional Assessment Study are roadway configurations that are different than what residents and visitors are accustomed to, an awareness and educational campaign should be carried out by the Town. These include:

- Direct mailers to residents;
- Social media advertisement;
- Educational signage, including "coming soon" (example: <https://www.flickr.com/photos/multi-modal/45125316724>) and,
- A professional short animated video.

Further, it is recommended that that Town carries out a public survey before and after each implementation of a Section or Segment.

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# APPENDIX

## APPENDIX A – CONSULTATION SUMMARY

# APPENDIX





## APPENDIX B – PHOTO LOG

# APPENDIX B




While comprehensive desktop review of study areas is suitable for the inventory and analysis of existing conditions, a site visit provides the opportunity for capturing further detailed observations on the opportunities and constraints of a study area.

A site visit was conducted on April 26, 2023. The purpose of the site visit was to observe, experience and gather photographic documentation of the existing conditions of the Study Area. Video footage of the existing conditions of the Study Area was captured by a dashboard camera. The following sections provides a summary of the documented observations, as well as the opportunities and issues noted for the Study.

A detailed photolog highlighting site condition issues are included in the table below:

Site Conditions Photolog for Lake Drive FA Study	
	
<p><b>Sightline Concern:</b></p> <ol style="list-style-type: none"> <li>1. Uphill driving: Vertical sight obstruction</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Elmview Gardens Intersection</p>	<p><b>Sightline Concern:</b></p> <ol style="list-style-type: none"> <li>1. Sharp turn on right</li> <li>2. Sightline obstructed by trees</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Clarlyn Drive Intersection</p>
	
<p><b>Observation:</b></p> <ol style="list-style-type: none"> <li>1. Not enough space to pass garbage truck</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Orchard Beach Intersection</p>	<p><b>Observation:</b></p> <ol style="list-style-type: none"> <li>1. Lots of Potholes</li> </ol> <p><b>Location:</b></p> <p>Along Lake Drive North Road</p>

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Concern:</b> <b>1. Stop sign visibility issue on the right side.</b> <b>Location:</b> Lake Drive North – Walkers Ln Intersection	<b>Observation:</b> <b>1. Cracked Pavement</b> <b>Location:</b> Lake Drive North – Coxwell St Intersection
	
<b>Observation:</b> <b>1. Cracked Pavement</b> <b>Location:</b> Lake Drive North – Mays Wharf Road Intersection	<b>Observation:</b> <b>1. Lots of Potholes</b> <b>Location:</b> Along Lake Drive North Road
	
<b>Observation:</b> <b>1. Drainage ditches on the right</b> <b>Location:</b> Along Lake Drive North Road	<b>Concern:</b> <b>1. Shared road with cyclists and pedestrians</b> <b>Location:</b> Along Lake Drive North Road

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Observation:</b> 1. Long driveway Access <b>Location:</b> Along Lake Drive North Road	<b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Lake Drive North – Sina Street Intersection
	
<b>Observation:</b> 1. Structural Culvert <b>Location:</b> Lake Drive East – Red Robin Road Intersection	<b>Observation:</b> 1. Structural Culvert on the right side <b>Location:</b> Lake Drive East – Red Robin Road Intersection
	
<b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – Red Robin Road Intersection	<b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – McNeil Road Intersection





# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location :</b> Lake Drive East – Sedore Avenue Intersection	<b>Observation:</b> 1. Lots of potholes <b>Location:</b> Along Lake Drive East Road
	
<b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – Montsell Avenue Intersection	<b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – South Drive Intersection
	
<b>Observation:</b> 1. Local businesses <b>Location:</b> Lake Drive East near Jackson's Point	<b>Observation:</b> 1. Local businesses <b>Location:</b> Lake Drive East near Jackson's Point

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Jackson Point Ave Intersection</p>	 <p><b>Observation:</b> 1. Sidewalks on both sides <b>Location:</b> Lake Drive East – Grew Blvd Intersection</p>
 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Thompson Dr Intersection</p>	 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Hedge Road Intersection</p>
 <p><b>Observation:</b> 1. Pedestrian Crossing <b>Location:</b> Along Hedge Road</p>	 <p><b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Hedge Road – Sibbald Cres. Intersection</p>

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on both sides</p> <p><b>Location:</b></p> <p>Hedge Road – Sibbald Cres. Intersection</p>	<p><b>Observation:</b></p> <p>1. 35m long Bridge</p> <p><b>Location:</b></p> <p>Hedge Road – Sibbald Cres. Intersection</p>
	
<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on the right</p> <p><b>Location:</b></p> <p>Hedge Road – Dunkirk Avenue Intersection</p>	<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on the right</p> <p><b>Location:</b></p> <p>Hedge Road – Seaward Drive Intersection</p>

# APPENDIX

## APPENDIX C – DETAILED EVALUATION TABLE

# APPENDIX

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# APPENDIX

## APPENDIX A – CONSULTATION SUMMARY

**Lake Drive and Hedge Road  
Functional Assessment Study**

**Town of Georgina**

**CONSULTATION SUMMARY REPORT**

November 2023



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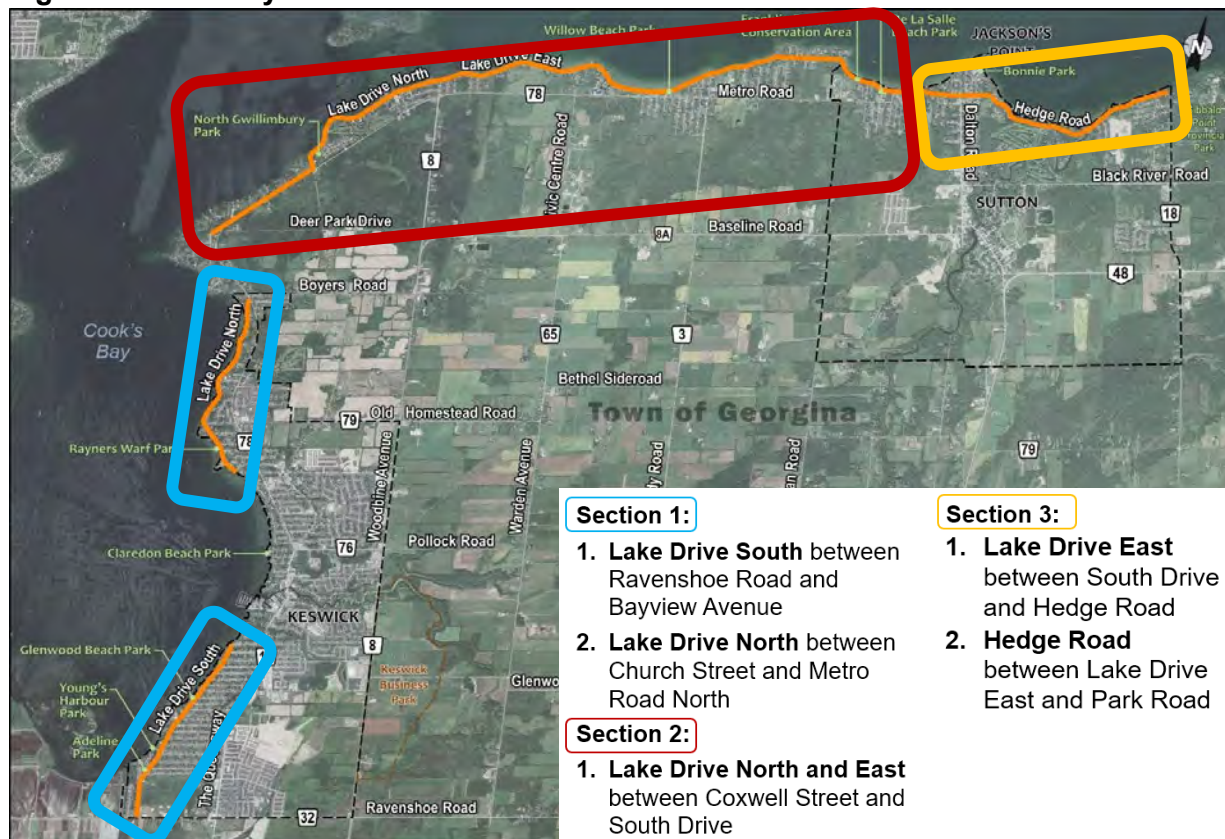
## 1. INTRODUCTION

The Town of Georgina has carried out a Functional Assessment Study for Lake Drive and Hedge Road. Lake Drive and Hedge Road are popular corridors in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for both leisure and commuting. Its stunning views of Lake Simcoe and access to various communities and public parks make it a popular choice for residents and tourists. However, with increasing development and more road users and pedestrians, concerns about mixed road usage have become more common.

The purpose of the Functional Assessment Study is to determine the best ways to make Lake Drive and Hedge Road safer and functional for all road users. The Town is developing a sustainable vision for the waterfront, addressing park overcrowding, vehicular and pedestrian access, parking and other infrastructure requirements in the Waterfront Parks Master Plan (2020-on-going). Access to the waterfront is a key issue to the residents of Georgina, as is balancing the needs of the residents and seasonal populations. The function of Lake Drive is a key factor in the development of the full potential of the waterfront. By re-imagining the usage of this roadway, the Town can better serve its residents and tourists by providing a safe mixed-use corridor that promotes active transportation, while not compromising on access or traffic operations.

The project consisted of three study areas, each facing several on-going challenges for residents and visitors, including, but not limited to safety and comfort concerns due to narrow usable road surface, poor sight lines, a lack of sidewalks and paved shoulders, as well as high pedestrian volumes at popular waterfront parks. The study area is depicted in **Figure 1** below.

**Figure 1: Study Area**



Throughout the Study, the Town of Georgina, in collaboration with their consultant WSP in Canada Inc., facilitated several engagement activities with the identified audiences noted above to inform the decision-making process of Lake Drive Functional Assessment Study. This report documents the consultation activities that were undertaken as part of the Study, as listed below in **Table 1**.

**Table 1: Summary of Engagement Activity by Study Phase**

Study Phase	Engagement Round	Engagement Activities
Phase 1: Technical Memorandum #1 – Problem and Background Review	Engagement Round #1	<ul style="list-style-type: none"> <li>• Technical Advisory Committee Meetings</li> <li>• Council Meetings</li> <li>• Public Survey</li> </ul>
Phase 2: Identification and High-Level Evaluation of Alternative Solutions	Engagement Round #2	<ul style="list-style-type: none"> <li>• Virtual Public Workshop</li> <li>• Beach Pop-Up Event</li> </ul>
Phase 3: Detailed Evaluation of Alternatives	Engagement Round #3	<ul style="list-style-type: none"> <li>• Public Information Centre</li> </ul>

## 2. PHASE 1: TECHNICAL MEMORANDUM #1 – PROBLEM AND BACKGROUND REVIEW: ENGAGEMENT ROUND #1

During Phase 1: Technical Memorandum #1 – Problem and Background Review, the following consultation activities were carried out as **Engagement Round #1 Consultation**:

1. TAC Meeting #1
2. Stakeholder Round #1
3. Council On-On-One Meetings Round #1

A summary of these meetings is provided below.

### Technical Advisory Committee Meeting

A Technical Advisory Committee (TAC) was convened to provide technical guidance on the proposed alternatives for the route. The TAC meeting was designed to build awareness behind the purpose of the project and to identify existing conditions and restrictions early on. The formal invitation was shared with the following agencies:

- Ontario Ministry of Transportation
- York Region
- York Region Public Health Services
- York Region Transit
- York Region Emergency Services

- York Region School Boards
- Lake Simcoe Region Conservation Authority

The Project Team met with the Lake Simcoe Region Conservation Authority (LSRCA) and the York Catholic District School Board (YCDSB) on May 31, 2023, virtually on Microsoft Teams. A summary of the TAC Meeting is provided below:

- Lake Simcoe Protection Plan should be included in the Study's policy review;
- Given that there is no development being proposed, nor road widening, regulatory review from the LSRCA will not be necessary;
- Lake Simcoe is continuously monitored for hazards;
- LSRCA confirmed that changes to the grade of the roadway will not impact drainage and shoreline hazards;
- The YCDSB will provide the Town with the student bus routes for the Town of Georgina.

The meeting minutes for the TAC Meeting can be found in **Attachment A**.

### **Council Meetings**

Individual, one-on-one meetings with each of the Town's Councillors were held on May 31 and June 7, 2023 to present the purpose of the study and seek their understanding of the problems and opportunities in each of the corridors. These meetings were held virtually on Microsoft Teams. They were scheduled as follows:

- Mayor Margaret Quirk – May 31, 2023, from 9:00 AM to 9:45 AM
- Ward 1 Councillor Biggerstaff – May 31, 2023, from 11:00 AM to 11:45 AM
- Ward 2 Councillor Dan Fellini – June 8, 2023, from 1:00 PM to 1:45 PM
- Ward 3 Councillor Dave Neeson – May 31, 2023, from 4:30 PM to 5:15 PM
- Ward 4 Councillor Dale Genge – June 7, 2023, from 4:00 PM to 4:45 PM
- Ward 5 Councillor Lee Dale – May 31, 2023, 3:00 PM to 3:45 PM
- Regional Councillor Naomi Davison – May 31, 2023, from 10:00 AM to 10:45 AM

Throughout the session, the Project Team collected feedback on Council's vision for the corridor, and what how the public space on the corridor should be allocated to different modes and serve the community. An "engagement sprint" through the use of online tool Miro was held to facilitate feedback from the Councillors. A summary of the general themes discussed in the meetings are provided below:

- Concerns for pedestrian and cyclist safety on the roadway;
- Some Councillors demonstrated agreement that roadway improvements are needed to address these concerns while some Councillors were not supportive of active transportation facilities within the Study Area;

- Agreement that Lake Drive and Hedge Road are not throughfares for driving only;
- Concerns regarding the quality of Lake Drive and Hedge Road;
- Considerations to properties that are adjacent to the Study Area;
- Support for a comprehensive consultation program;
- Concerns for drastic changes;
- Concerns for parking at waterfront parks.

The meeting minutes and detailed Miro Board for the Councillor Meetings can be found in **Attachment B**.

### **3. PHASE 2: IDENTIFICATION AND HIGH-LEVEL EVALUATION OF ALTERNATIVE SOLUTIONS: ENGAGEMENT ROUND #2**

During Phase 2: Technical Memorandum #2 – Identification and High-level Evaluation of Alternative Solutions the following consultation activities were carried out as **Engagement Round #2**

#### **Consultation:**

1. Public Survey
2. Virtual Public Workshop
3. Beach Pop-Up Event

A summary of these meetings is provided in the follow Sections.

#### **Public Survey**

A public survey, designed on an interactive platform Mentimeter, was posted on the Town of Georgina website that allowed residents to identify their priorities for the proposed Lake Drive and Hedge Road alternatives. The survey was posted on the Town's website and was mailed out to all residents that front Lake Drive East, North, South, and Hedge Road with access to the survey via a QR code and the webpage link. Advertisement for this survey was also provided via the Town's website and social media channels.

The survey was open from August 3 to August 27, 2023.

The main structure of the survey broke down the three sections of Study Area and collected a response on each section separately. A paper version of the survey was also prepared and was available to the public in the in-person beach pop-up events.

A copy of the survey form is found in **Attachment C**.

The results of the survey data and data analysis is broken down for each Section of the study area, from Section 1 to 3, and is provided in the following section, respectively.

The results of the survey data and data analysis is broken down for each Section of the Study Area, from Section 1 to 3, and is provided in the following sections, respectively.

558 people responded to the online survey on the Study webpage, including:

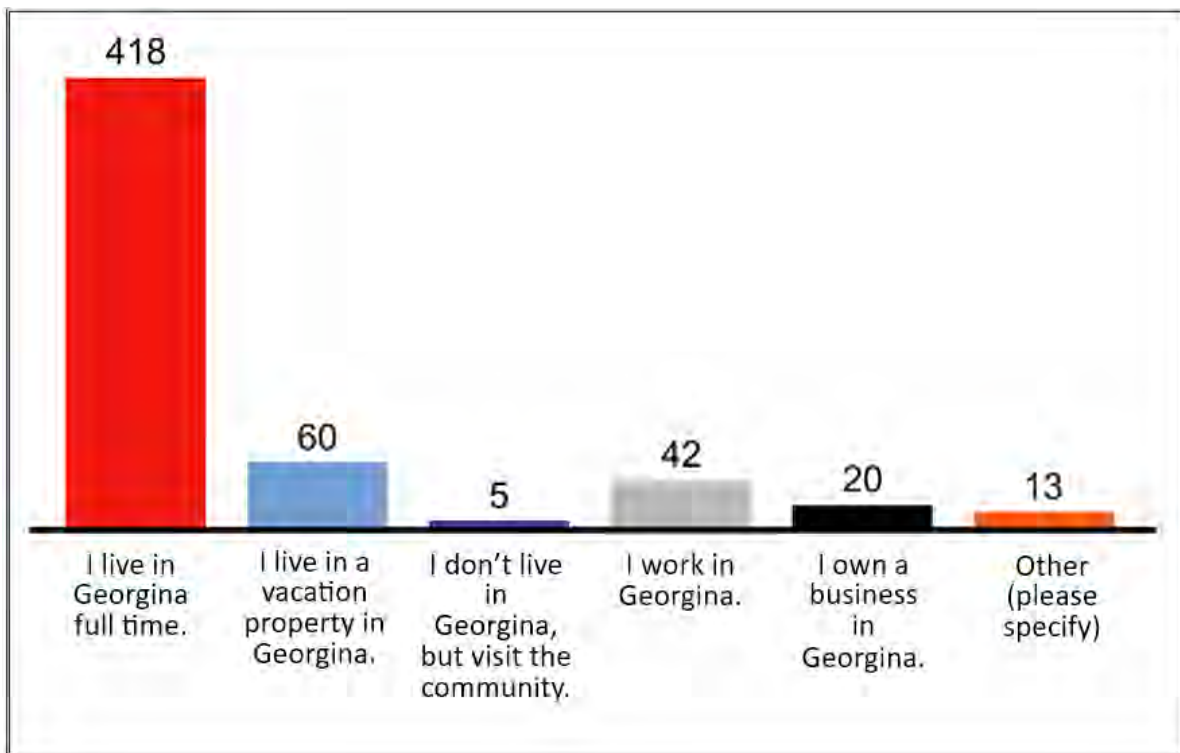
- 86 residents directly living in Section 1

- 121 residents directly living in Section 2
- 53 residents directly living in Section 3

Based on how respondents identified their relationship with each section of the study area, the total number of respondents in each section of the study area is as follows:

- A total of 197 respondents living in Section 1
- A total of 229 respondents living in Section 2
- A total of 128 respondents living in Section 3

**Figure 2: Relationship of Respondents to the Town of Georgina**



### Section 1

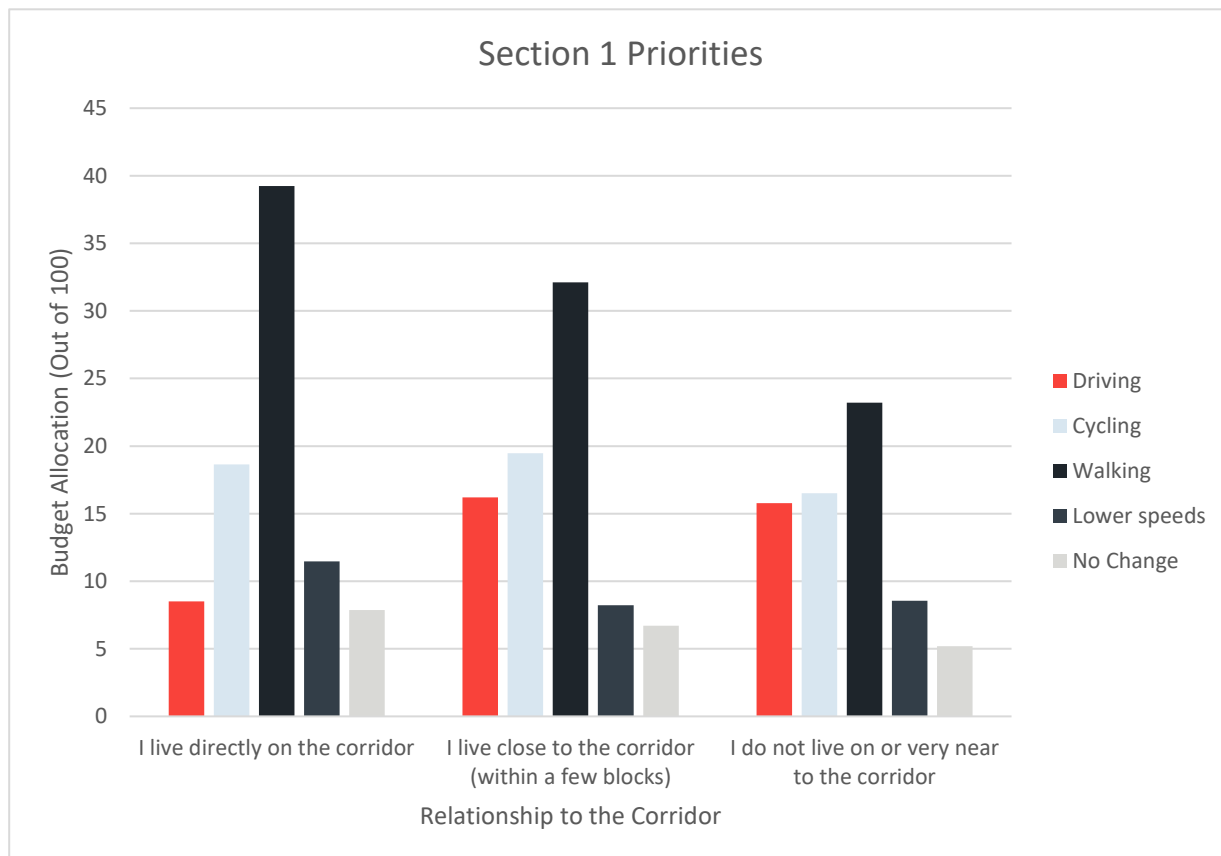
The most common ideas expressed in the comments for Sections 1 are:

1. Making the road one-way to reduce congestion and improve safety. (43 mentions)
2. Adding speed bumps to reduce speeding and improve safety. (17 mentions)
3. Creating a separate lane or sidewalk for pedestrians and cyclists to improve safety and reduce congestion.

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving Lake Drive South and North, their identified priorities ranked as shown in **Figure 3**. Key takeaways are:

- All three groups of respondents overwhelmingly supported wanting to improve walking along section 1, with higher levels of support from residents who directly live on the corridor in section 1.
- The main key priorities for all three groups of respondents were walking, cycling, and driving respectively, with “No Change” as the least desired option for this section.
- Traffic calming and lower speeds were identified as means to improve the safety on this section of study area.

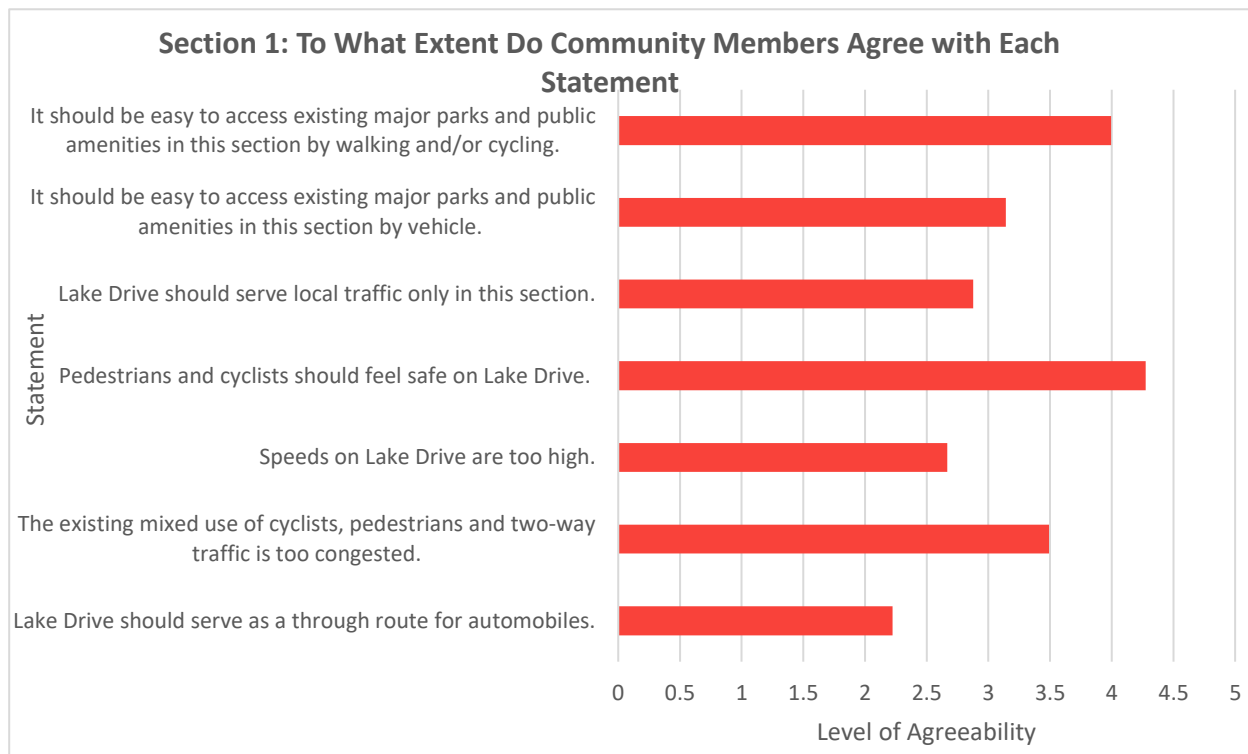
**Figure 3: Section 1 Priorities by Relationship to Corridor**



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 4**:

- All three groups of residents on the corridor, residents adjacent to the corridor, and non-residents supported making the corridor safer for pedestrians and cyclists to traverse and to improve access to major parks and amenities along the corridor.
- Respondents agreed that the existing conditions of the corridor were not suitable for any particular user of the corridor as it is far too congested for vehicles, pedestrians and cyclists.
- The average results between all three groups of respondents indicated that there was the least amount of support for making Section 1 of Lake Drive a through route for automobiles.

**Figure 4: Section 1 Ranking of Agreeability to Statements**



## Section 2

The most common ideas for Section 2 in the comments provided are:

- Making Lake Drive a **one-way street** for vehicles, with several comments suggesting this idea. (43 suggestions)
- Creating **dedicated lanes** for pedestrians and cyclists, with several comments suggesting the creation of sidewalks, bike lanes, or multi-use paths. (21 comments)
- **Enforcing speed limits** and increasing police presence to monitor speeding. (14 comments)
- Adding **speed bumps** or other traffic calming measures to slow down vehicles. (10 comments)

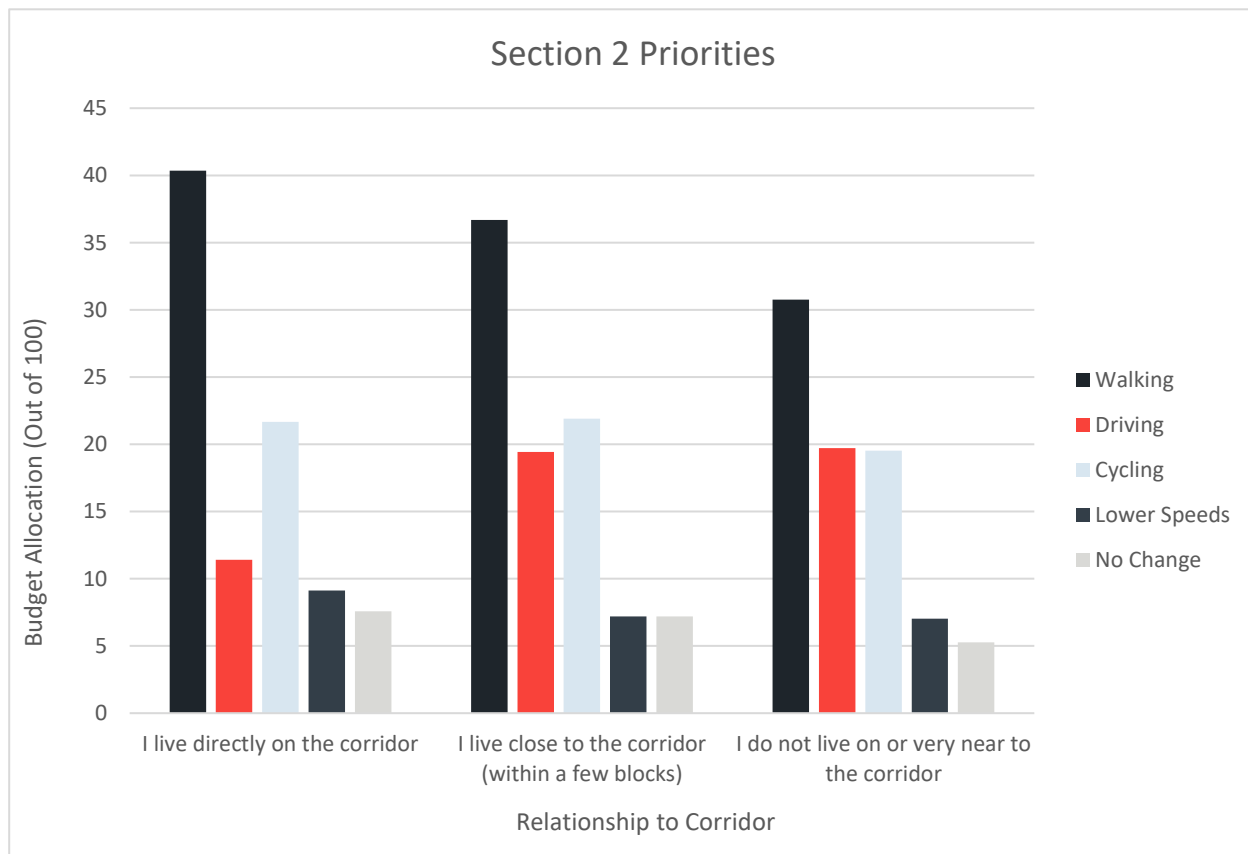
Only 6 comments indicated that Lake Drive should continue to prioritize driving.

When residents on the corridor, residents adjacent to the corridor, and non-residents were asked to identify their vision and priority for improving section 2 of the study area, their identified priorities ranked as shown in **Figure 5**. Key takeaways are:

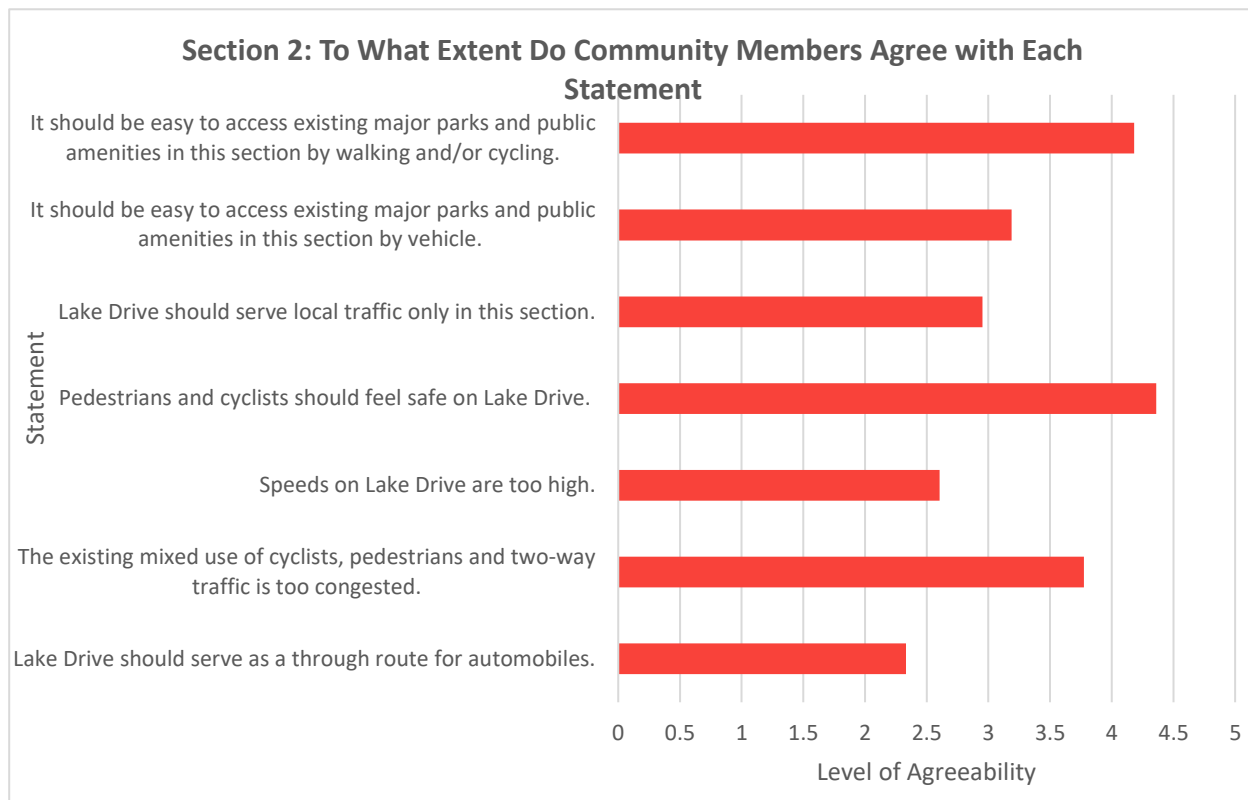
- All three groups of respondents overwhelmingly supported wanting to improve walking along Section 2. Residents who live directly on the Section 2 area allocated 40 points out of 100 on average towards improving walking conditions, the highest allocation of points among any of the values demonstrated in the chart.

- residents who live directly on or adjacent to the corridor, prioritized walking and cycling as two main modes of transportation on Section 2.
- Respondents who do not live near the corridor indicated that they would like to see driving and cycling access improved along the corridor following the strong desire to improve walking conditions.
- Residents in all three categories scarcely supported lowering vehicle speeds along the corridor or changing the corridor at all.

**Figure 5: Section 2 Priorities by Relationship to Corridor**



**Figure 6: Section 2 Priorities by Relationship to Corridor**



When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 6**:

- Residents living along the corridor, those adjacent to it, and even non-residents all expressed a strong desire to enhance pedestrian and cyclist safety along the corridor.
- Respondents unanimously agreed that the current state of the corridor does not cater effectively to any particular mode of transportation due to constrained right of way and severe congestion, making it challenging for vehicles, pedestrians, and cyclists to navigate.
- When averaging the responses from all three groups of participants, it became evident that there was the lowest level of support for the idea of designating Section 1 of Lake Drive as a through route.

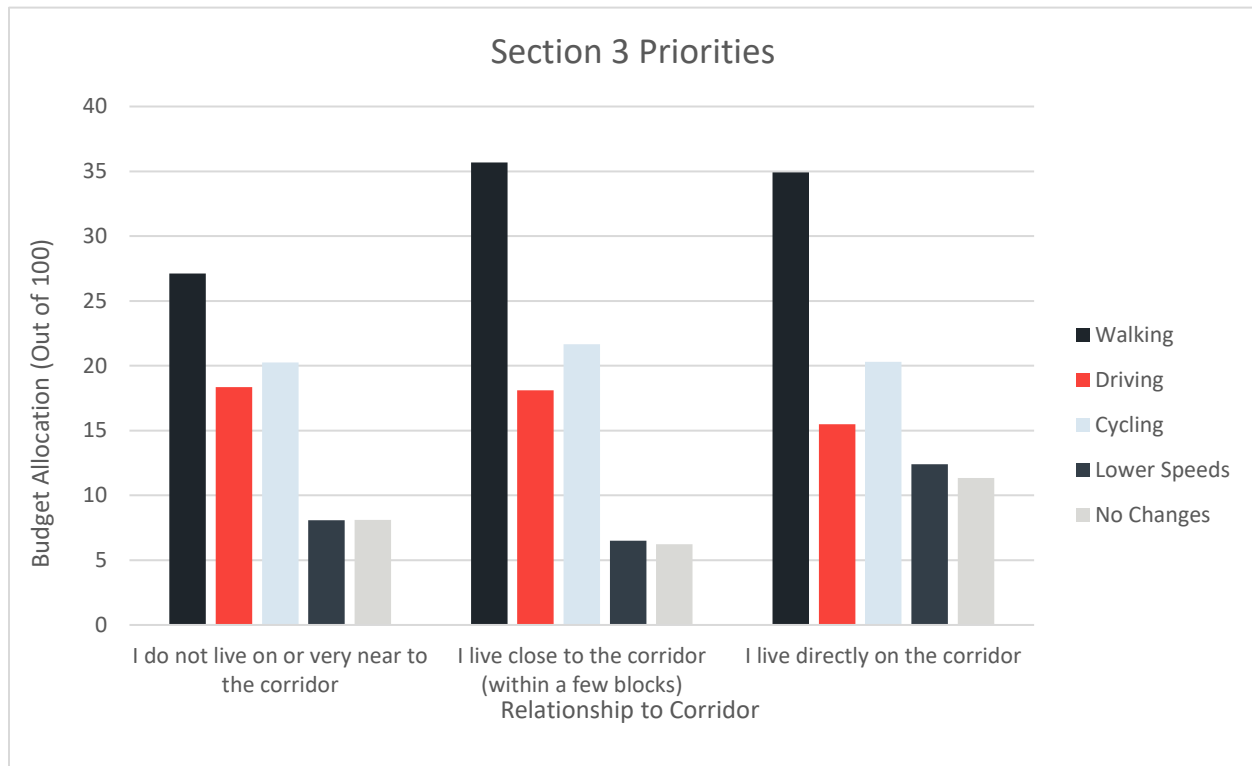
### Section 3

The most common ideas expressed in the comments for section 3 are:

- The addition of sidewalks and bike paths to improve safety for pedestrians and cyclists.
- The installation of speed bumps and the enforcement of speed restrictions to slow down traffic.
- The monitoring and enforcement of rules for visitors and tourists.
- The consideration of one-way traffic on Lake Drive.

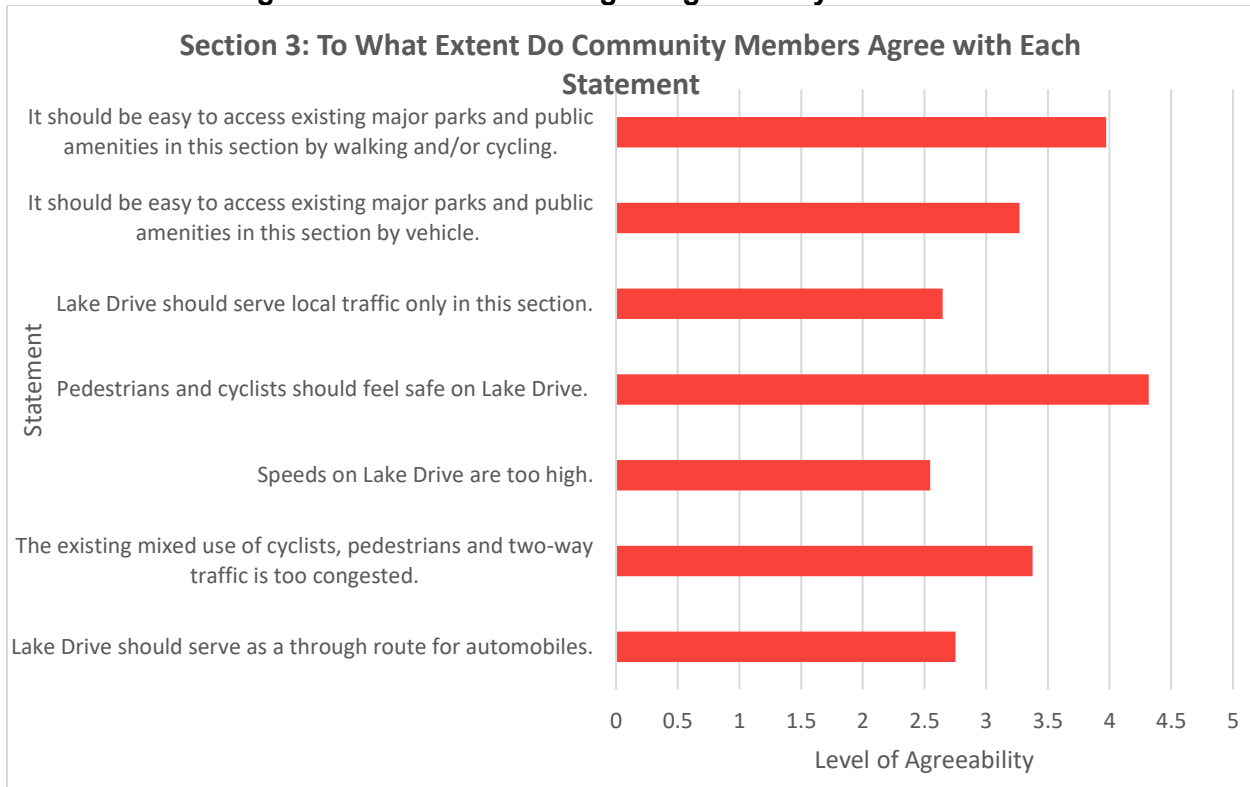
The trends observed from respondents in Section 1 and 2 remain consistent for Section 3. Respondents from all three sections shared the same vision and priorities for improving the conditions for walking along the corridor. The priorities for Section 3 are shown in **Figure 7**. Following this there was a strong support for improving the safety of those cycling.

**Figure 7: Section 3 Priorities by Relationship to Corridor**



A similar trend occurred in Section 3 where most respondents agreed that the section of Lake Drive and Hedge Road should have enhanced pedestrian and cycling facilities to improve the safety of their respective users. When respondents were asked to rank their agreeability to 7 statements pertaining to the corridor, they indicated the following, and illustrated in **Figure 8**.

**Figure 8: Section 3 Ranking of Agreeability to Statements**



### **Virtual Public Workshop**

A virtual Public Workshop was held on at 6pm on August 15 and 17, 2023, and allowed residents to gain a complete overview of the project, learn about the best practices and analysis used on the corridor, and to learn about the proposed alternatives. Registration for the sessions was posted on the Town's website. Advertisement for this presentation was completed via the Town's website and social media channels. 14 and 8 people attended the workshop sessions on August 15th and August 17th respectively. The sessions were recorded and posted on Town's YouTube channel, with 56 views on the video as of November 1, 2023. Towards the end of the engagement, an open discussion period was held where members of the public could have their questions answered by the Project Team. The comments from the Virtual Public Workshops indicated support for roadway improvements to address concerns of the user safety for cyclist and pedestrians.

### **Beach Pop-Up Event**

On August 20, 2023, the Project Team hosted 2 pop-up events with the first being held at Willow Beach from 10:00 AM to 12:00 PM and the second held on the same day at De La Salle Park from 1:00 PM to 3:00 PM. The objective of these sessions was to provide a high-level overview of the project via board displays and handouts including a link to the public survey and engage discussions with stakeholders regarding their challenges and opportunities with Lake Drive and Hedge Road. The Project Team presented the proposed alternatives for Lake Drive on poster boards at both events. Members of the public were able to interact and encouraged to provide their feedback directly to the Project Team. To provide present the Study, three display boards were printed and mounted during the event. These display panels and their markups by the public can be found in **Attachment D**.

An interactive display board with cross-section of proposed alternatives and sought feedback from the public on the feasibility of each alternative for sections of the study area. The results of this exercise is summarized below:

- There was a strong support for implementation of multi-use pathway on Section 2. (5 mentions)
- Residents supported the implementation of one-way with paved shoulder for Section 1 and 2. (2 mentions for each section)
- There was no desire for the implementation of a one-way road with advisory lanes in section 1 and 2. (2 mentions for Section 1, and 4 mentions for section 2)
- Respondents expressed both agreement and disagreement for a two-way road with sharrows, technically continuing with the existing conditions on Sections 1 and 2.

In addition to the interactive display board, conversations and verbal comments were captured by the Project Team. A full list of received comments is listed below:

- Traffic calming seems to be the most effective way.
- The traffic impact on parallel roads and adjacent neighbourhoods need to be considered.
- Local residents speed too on the corridor. There is no enforcement and the biggest issue is speeding.
- Road maintenance for road shoulders need to be considered.
- Cutting down the hedges on Hedge Road can improve the sightline on the roadway and ultimately improve the safety of the road.
- I support closing the road in front of Willow Beach in Summers. (5 residents supported)
- For speeding issues: speed bumps + bollards do not work in section 1. People just speed over or through them anyway. Keeping speed limit very low would help.
- One-way with multiuse pathway is a consideration for section one but not sure if it works with houses on both sides of the road.
- I suggest piloting the one-way option first.

#### 4. PHASE 3: DETAILED EVALUATION OF ALTERNATIVES: ENGAGEMENT ROUND #3

During Phase 2: Technical Memorandum #2 – Identification and High-level Evaluation of Alternative Solutions the following consultation activities were carried out as **Engagement Round #2**

##### **Consultation:**

1. Public Information Centre

##### **Public Information Centre**

A Public Information Centre was an opportunity for the Town's stakeholders to provide comments and feedback on the preferred alternatives. The PIC was held on September 26, 2023, in De La Salle Park Chapel, between 6 PM and 8 PM, by the Town and the Project Team. Comments were collected from the public during this session that were recorded discussions and written comments. The PIC displays were also available on the Town's website following the PIC, published on September 27, 2023 and comments were accepted until October 10, 2023. Approximately 42 people attended the in-person event.

There were a total of 27 boards. See **Attachment E** for a copy of the PIC display boards.

## PIC Online Publication Dates and Locations

<b>Date Published</b>	<b>September 27, 2023</b>
<b>Formal Comment Period</b>	<b>September 27 – October 10, 2022</b>
<b>Project Website</b>	<a href="https://www.georgina.ca/living-here/roads-and-sidewalks/lake-drive-functional-assessment">https://www.georgina.ca/living-here/roads-and-sidewalks/lake-drive-functional-assessment</a>
<b>PIC Display Panels Publication URL Address</b>	<a href="https://www.georgina.ca/sites/default/files/2023-10/Lake%20Drive%20-%20PIC%20Boards%20-%202021-Sept-2023_Revised%20-%20AODA%20%282%29.pdf">https://www.georgina.ca/sites/default/files/2023-10/Lake%20Drive%20-%20PIC%20Boards%20-%202021-Sept-2023_Revised%20-%20AODA%20%282%29.pdf</a>

The display boards were in compliance with the *Accessibility for Ontarians with Disabilities Act* (AODA).

During the comment period, a total of 43 comments were received. These comments are documented in **Attachment G**.

### 5. NOTICE OF PUBLIC INFORMATION CENTRE (PIC)

A copy of the Notice of Public Information Centre is included in **Attachment F**.

The Town of Georgina notified general members of the public, stakeholders and agencies of the PIC by way of social media advertisements on Facebook and Twitter. The Town also posted the *Notice of Public Information Centre* on the Study webpage on September 12, 2023, posted in the newspaper on September 14, 2023, and distributed the Notice to the Study's mailing list via email on September 26, 2023. See **Attachment H** for screenshots of the social media posts. See **Attachment I** for copies of the reminder email.

### 6. INDIGENOUS COMMUNITIES

Indigenous Communities were engaged during this Study as they are rights-holders to this land. Though there are no adverse environmental impacts being considered, Indigenous Communities have special interest in studies near waterways and bodies of water. The Town of Georgina has an existing relationship with the Chippewas of Georgina Island, who were consulted during this process. The Town of Georgina notified the Chippewas of Georgina Island on September 22, 2023, of the project and PIC. The Town will continue to notify and engage the community as they move towards Detailed Design and further associated studies. See **Attachment J** for a copy of the email.

### 6. SUMMARY OF COMMENTS

The main key themes collected through public engagement are summarized below.

#### **Staying With the Status Quo is the Least Desired Option**

Throughout different engagement opportunities and according to the survey results, keeping the roadway as is today, is the least technically preferred option by residents.

#### **Creating a Corridor that Works for All Users**

Given the waterfront nature of Lake Drive and Hedge Road and their connections to parks, beaches, and other amenities make this corridor a destination on the shores of Lake Simcoe. Throughout all

engagement activities the Project Team heard countless times of the desire to make a corridor that works for everyone, not just those driving. To put it simply, the existing conditions of the corridor were not supported by those engaged throughout the project, demonstrating a strong desire and political will to change the usage of the corridor by the community. Common themes heard throughout the engagement process was improving access to the public amenities along Lake Drive by people walking, cycling, and driving. In its current state, all three users are forced to interact with each other causing congestion on the narrow right-of-way, creating dangerous conflicts between users accessing the corridor.

### **A Strong Desire to Improve Walkability**

The major theme and vision that arose from all engagement activities was a strong desire to improve conditions for walking along all sections of the Lake Drive and Hedge Road corridors. The public survey demonstrated that the community has a strong desire to see the corridor become a place where people feel safe taking a leisurely stroll across the shores of Lake Simcoe, regardless of if they reside on or away from the corridor. This was supported by a number of comments that requested adding a physical separation for those walking along the corridor, and seeking ways of improving walkability between parks, beaches and existing amenities along and adjacent to the study area.

### **Making Cycling Safer**

Respondents also expressed a desire to improve the safety of cyclists. As a popular summertime destination many residents expressed their desire to cycle more along the corridor but referenced safety concerns as the primary reason for not choosing the transportation mode. Respondents expressed a desire to improve the physical separation between cyclists, motorists, and pedestrians to make all three user groups feel safer along Lake Drive and Hedge Road.

### **Traffic Calming to Tackle Traffic Safety Concerns**

The narrow right-of-way of the corridor in its current state creates traffic bottlenecks for two-way traffic flow. From series of engagement activities, the project team found that both technical advisors, key stakeholders and residents were all supportive of adding traffic calming measures to the corridor to slow down and restrict the movement of vehicles along sections of Lake Drive and Hedge Road. Suggested traffic calming features along the corridor included introducing speed bumps, restricting traffic flow to one lane of travel, and creating separate lanes for pedestrians and cyclists. In addition to this, community members expressed seeing more law enforcement and awareness campaigns along the corridor to ensure that measures are enforced, and users are aware of changes in traffic operations.

## **8. ADDRESSING COMMENTS**

The Project Team sought out to ensure that the Technically Preferred Alternatives to the existing Lake Drive and Hedge Road corridor reflected the desires of technical advisors, stakeholders, councillors, and members of the public. Feedback solicited directly resulted in the following suggestions for the technically preferred alternatives. For Sections 1 and 2, this transpired in the following ways:

- One vehicle travel lane will be removed from the right-of-way, limiting vehicles to move east-to-west or vice versa along the shoreline; and
- A bi-directional physically separated multi-use path on the lake-facing side will be added to improve the safety of pedestrians and cyclists.

The scope of Section 3 required three different alternatives to be proposed along the route to achieve the vision established through our community engagement approach. The proposed changes to the corridor includes the continuation of the multi-use pathway and one-vehicle lane of travel from Section

2 until Riley Avenue. From here, the following adjustments were proposed to enhance the safety and comfort of cyclists and pedestrians along segments 2 and 3:

- Segment 2: A shared lane of travel between vehicles and cyclists with a speed limit of 30km/h. The presence of sidewalks along this section of the road already enhances the safety of pedestrians along the corridor; and
- Segment 3: Advisory lanes are suggested as the alternative to retain two-way vehicle flow while adding in designated shoulder space along the road for pedestrian and cyclist usage.

The Technically Preferred Alternatives to the corridor reflect the desires of what the project team heard through multiple rounds of public engagement. The alternatives for the corridor prioritize pedestrian safety and walkability first and foremost while simultaneously improving the safety of cyclists. Retaining vehicular flow was also balanced to ensure that two-way traffic flow was applied where necessary and removed where alternative routing existed. This demonstrates a pragmatic approach of separating the corridor into segments and applying different treatments demonstrates an awareness of the needs of the community.

## 9. Correspondence Record

A correspondence record was maintained during the Lake Drive Functional Assessment Study. Copies of correspondence are found in **Attachment K**.

Attachment B removed for privacy

## Attachment C – Survey Form and Questions



### Survey Form

#### Lake Drive Functional Assessment Study

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road.

Lake Drive is a popular corridor in the Town of Georgina, attracting motorists, cyclists and pedestrians who use it for leisure and commuting. The popularity of Lake Drive, coupled with its constrained width, has led to a growing number of concerns related to the mixing of uses and a desire by the community to establish a vision to guide the use of this corridor in the future.

This project will evaluate and compare a variety of options for the Future of Lake Drive and Hedge Road.

This study focuses exclusively on the existing edge-to-edge pavement limits that will not require widening or any other additional elements outside of the existing paved surface.

With that in mind, we would like your feedback on what your priorities are for each section of Lake Drive that is being evaluated through this study.

1- What is your relationship to the Town of Georgina? (select all that apply)

- ☐ I live in Georgina full time.
- ☐ I have a vacation property in Georgina.
- ☐ I don't live in Georgina, but visit the community.
- ☐ I work in Georgina.
- ☐ I own a business in Georgina.
- ☐ Other (please specify)

.....

.....

2- What is your age?

- ☐ 0-16
- ☐ 17-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 years and older



**Survey Form**  
**Lake Drive Functional Assessment Study**

**A) Section 1:**

**Lake Drive South between Ravenshoe Road and Bayview Avenue**  
**and**

**Lake Drive North between Church Street and Metro Road North**

A-1) What is your relationship to this section of the study area?

- ☐ I live directly on the corridor  
☐ I live close to the corridor (within a few blocks)  
☐ I do not live on or very near to the corridor

A-2) If you were asked to prioritize your vision for Lake Drive in Section 1, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			



**Survey Form**  
**Lake Drive Functional Assessment Study**

A-3) To what extent do you agree with each of the following statements as it relates to Section 1 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

A-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....

**Survey Form**  
**Lake Drive Functional Assessment Study**

**B) Section 2**

**Lake Drive North and East between Coxwell Street and Dalton Road**

B-1) What is your relationship to this section of the study area?

- ☐ I live directly on the corridor  
☐ I live close to the corridor (within a few blocks)  
☐ I do not live on or very near to the corridor

B-2) If you were asked to prioritize your vision for Lake Drive in Section 2, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			

**Survey Form**  
**Lake Drive Functional Assessment Study**

B-3) To what extent do you agree with each of the following statements as it relates to Section 2 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

B-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....

**Survey Form**  
**Lake Drive Functional Assessment Study**

**C) Section 3**

**Lake Drive East between Dalton Road and Hedge Road, and  
Hedge Road from Lake Drive East to Park Road**

C-1) What is your relationship to this section of the study area?

- ☐ I live directly on the corridor
- ☐ I live close to the corridor (within a few blocks)
- ☐ I do not live on or very near to the corridor

C-2) If you were asked to prioritize your vision for Lake Drive in Section 3, how would you allocate priority to each of the following statements?

	Low Priority	Medium Priority	High Priority
I would like to be able to walk safely.			
I would like to use this section for a leisure drive.			
I would like to be able to cycle safely.			
I would like to see lower traffic speeds.			
I would not like to see any changes to this section.			

**Survey Form**  
**Lake Drive Functional Assessment Study**

C-3) To what extent do you agree with each of the following statements as it relates to Section 3 of the Study Area?

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
Lake Drive should serve as a through route for automobiles.					
The existing mixed use of cyclists, pedestrians and two-way traffic is too congested.					
Speeds on Lake Drive are too high.					
Pedestrians and cyclists should feel safe on Lake Drive.					
Lake Drive should serve local traffic only in this section.					
It should be easy to access existing major parks and public amenities in this section by vehicle.					
It should be easy to access existing major parks and public amenities in this section by walking and/or cycling.					

C-4) Is there anything else you would like to tell us about this section of the study area?

.....

.....

.....

.....



**Survey Form**  
**Lake Drive Functional Assessment Study**

If you would like to receive updates about this project, provide your contact information here (optional)

Name:

Email:

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**Thank you for taking time to fill out the survey!**

The results will be used to inform the project and the upcoming public information session.

For project updates, please visit the Project Webpage at:

<https://www.georgina.ca/living-here/roads-and-sidewalks/lake-drive-functionality-assessment>

or scan the QR code below with your device:





## Attachment D - Virtual Workshop Display Panels, Public Markups and Photos

Boards presented at the beach pop-up sessions:



# Lake Drive and Hedge Road Functional Assessment Study



### About the Project

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road. Lake Drive is a popular corridor for various users.

The goal of this study is to improve the safety and function of the corridor for the residents and all users.

The project team will determine improving the function of the road by evaluating a combination of potential alternatives, such as:

**Different Lane Arrangements**

**Traffic Calming Measures**

**Active Transportation Improvement**

# Lake Drive and Hedge Road Functional Assessment Study

## How to Stay Involved

### Project Website

Stay tuned for more details on the project and the upcoming engagement opportunities.



### Online Survey

Scan the QR code below to participate in the survey and have your say in the corridor's future.



### Public Information Centre

The PIC will be held in Fall 2023. Visit the project website for more information. The date and time will be determined and posted on the website.



# Lake Drive and Hedge Road Functional Assessment Study

Do you think the following alternative is suitable for the study area sections?



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		



	Yes	No
Section 1		
Section 2		
Section 3		

Responses received from residents on the interactive board on preferred alternatives for each section:

## Lake Drive and Hedge Road Functional Assessment Study

*Closing the beach in front of popular parks to vehicles*


*One-way with Multi-Use Pathway is a consideration for Section One but not sure if it works with the beach and parking*

*Speed bumps + bollards do not work in Section 1 - people just speed over or throw them anyway - keep speed limit and signage to help*

*piloting the one-way option first*


*Cut down the hedges for improving the safety*

Do you think the following alternative is suitable for the study area sections?




One-Way with Multi-Use Pathway

	Yes	No
Section 1	☺	
Section 2	☺☺☺☺☺	☺
Section 3		




One-Way with Advisory Lanes

	Yes	No
Section 1		☹☹
Section 2		☺☺☺☺☺
Section 3		



Two-Way with Sharrows


	Yes	No
Section 1	☺☺☺	☹☹☹
Section 2	☺☺☺	☹☹☹☺
Section 3	☺☺☺	



One-Way with Paved Shoulders

	Yes	No
Section 1	☺☺☺	
Section 2	☺☺☺	☹☺
Section 3		

The brochure distributed in the beach pop-up sessions:

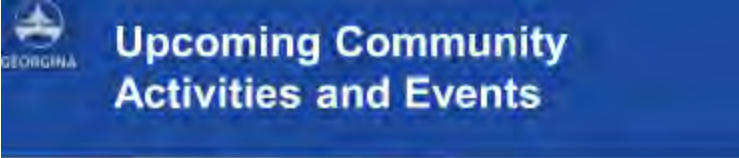


### Project Overview

The Town of Georgina is carrying out a Functional Assessment Study for several segments of Lake Drive and Hedge Road.

The goal of this study is to determine the best ways to make Lake Drive and Hedge Road safer and more functional for all road users.


Lake Drive is a popular corridor for various uses. The popularity of Lake Drive has led to a growing number of concerns related to the mixing of uses and a desire by the community to establish a vision to guide the use of this corridor in the future.




### Stay Involved


- Project Website**  
 Stay tuned for more details on the project and the upcoming engagement opportunities.
- Online Survey**  
 Scan the QR code below to participate in the survey and have your say in the corridor's future.
- Public Information Center**  
 The PIC will be held in Fall 2023. Visit the project website for more information. The date and time will be determined and posted on the website.

We invite you to provide your feedback and have your say in the corridor's future! Please scan the QR code below with your device to participate in the survey.





Project Website



Public Survey

Beach Pop-up event at Willow Beach:



Beach pop-up event at the De La Salle Park:





## Attachment E – PIC Display Panels

Attachment E available on-line. PIC boards  
were oversized for report





**Attachment F – Notice of PIC**



## **Lake Drive Functional Assessment Study Notice of Public Information Centre (PIC)**

### **Background**

The Town of Georgina has retained WSP Canada Inc. to carry out a functional assessment study for several segments of Lake Drive and Hedge Road. The goal of this study is to develop recommendations on improving the function of the road and safety for all road users and to leverage the unique recreational, tourism and economic features that Lake Drive and Hedge Road represent for the Town.

As part of the project, the Town and its consultant team will undertake an evaluation of technical elements related to the corridor. In addition, the project includes engagement with relevant partners and members of the public to solicit feedback on the preferred alternatives. This study focuses exclusively on the existing edge-to-edge pavement limits that will not require widening or any other additional elements outside of the existing paved surface.

This project is adhering to the Municipal Class Environmental Assessment (MCEA) Schedule B process, providing a higher level of analysis and engagement than is typically required for a project of this type.

The study area map is provided below in Figure 1.

### **Study process and preferred alternatives**

To date the project has involved:

- Assembling and analyzing relevant background and technical information, including previously approved planning documents, traffic volumes, collision history and documented concerns and developed an understanding the problems/challenges faced by the road users within the area;
- Engaging with local partners and stakeholders, including Town staff, Town Councillors, local conservation authorities and other external partners through workshops;
- Engaging with the community through virtual workshops, an online survey and beach pop-up sessions;
- Refining the evaluation criteria to determine the preferred alternatives for each section; and
- The development of a more detailed plan for implementation of the preferred alternatives for each section.

The public information centre is the last round of engagement and is an opportunity for Town's stakeholders to provide their comment and feedback on the preferred alternatives.

### **Purpose of notice**

Members of the public, agencies, Indigenous communities and other interested persons are invited to provide input via a Public Information Centre (PIC) to be held on Tuesday, Sept. 26, from 6 p.m. to 8 p.m. at the Chapel Room, De La Salle Park located at 1924 Metro Rd N, Jacksons Point.

At this PIC, the project team will present the preferred alternative for each section of the study area, including documentation of the background review, evaluation of existing conditions and assessment of other proposed alternatives against the approved project evaluation criteria. Attendees will be invited to provide comments on the preferred alternatives as the designs are finalized before the study is completed and submitted to Town Council before the end of the calendar year.

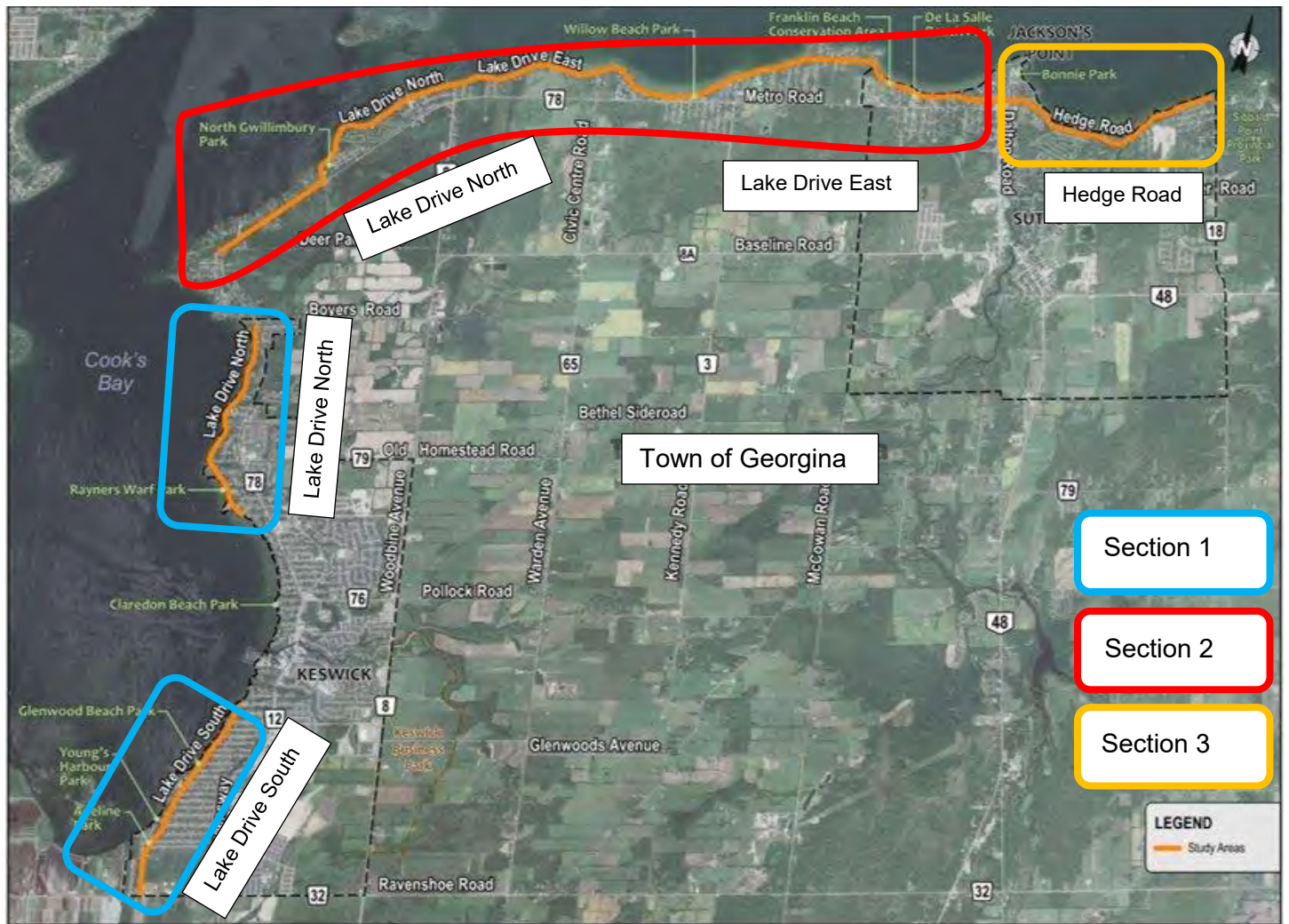


Figure 1. The study areas of Lake Drive Functional Assessment Study.

## Project contacts

If you would like to be added to or removed from our project mailing list or have project-related questions, contact the Town and/or consultant as noted below:

### Town:

Ryan Post, P.Geo, C.E.T.  
Project Manager  
Operations and Infrastructure  
[rpost@georgina.ca](mailto:rpost@georgina.ca)  
905-476-4305, ext. 2904

### Consultant:

Jay Goldberg, P.Eng., PMP  
Project Manager  
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All personal information included in a submission, such as name, address, telephone number and property location, is collected, maintained and disclosed for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.



### Attachment G – Comments Received During the PIC Comment Period

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
1.	September 26, 2023	Form	[REDACTED]	Property Owner	[REDACTED]	More stop signs – speed bumps No to one way
2.	September 26, 2023	PIC In-Person Comment Form	[REDACTED] [REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	Do not agree to 12 months see next pages sorry  1. I believe that the roadway configuration should only be seasonal during summer 2 months 2. You have not acknowledged to us where the other E-W or N-S traffic will flow since you are taking away 1 road. We can no longer for a sunset drive! 3. What is the road allowance that you will be using for this project 4. I believe you will use Brule Lakeway as a road to redirect traffic 5. I believe a safety concern is an issue as Lake Dr. has always been two lanes. Some drunk person will drive on bicycle/pedestrian lane and kill someone
3.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	I live in Section 1 <ul style="list-style-type: none"><li>• Agree with S1-4 (Multi- use)</li></ul>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<ul style="list-style-type: none"> <li>- Require access for walking, bikes and single/one way traffic</li> <li>Concern for ATV and dirt bikes if made legal</li> <li>Speed bumps are valuable to slow traffic</li> </ul>
4.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	<ul style="list-style-type: none"> <li>I agree with the problem statement in the area is not safe for the amount of cars and pedestrians and cyclist</li> </ul> <p>My comments reflect my opinion for Section 1 – Both Lake Drive and Lake Drive N.</p> <ul style="list-style-type: none"> <li>Direction of travel -I do prefer the preferred choice of one way with multi-use oath. I am not concerned with the direction chosen but prefer it to not to alternate.</li> <li>Whether the direction of vehicular movement will alternate east + west, or north to south at intersection</li> </ul> <p>Regional Rds</p> <p>I do not feel the need for a change of directions as both sections are separated on their own. If there ends up being an alternate direction in one section. I prefer it happens only once. No need and</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>to much confusion for more than that</p> <ul style="list-style-type: none"> <li>Whether the roadway configuration will be implemented permanently or seasonally</li> </ul> <p>I would like to see this to be a permanent option as I feel these sections are very densely populated and used by pedestrian and other types of transportation just as much in the winter as in the summer!</p>
5.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	<p>My opinion on this Study for: Section 2</p> <p>I feel the only option for proceed (if necessary) is to really consider that this is a seasonal problem only so should be treated as such.</p> <p>For 12 weeks only (end of June to Labour Day) the Section 2 area is inundated with "Day Trippers". All other times of the year there are very few cyclists. Dog walkers are the majority of the people on Lake Drive Sept to end of June.</p> <ul style="list-style-type: none"> <li>Centreline bollards are a good seasonal solution</li> <li>The recently decreased speed limit of 20 km/hour was a good decision.</li> </ul>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
6.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	One way with a bike lane.
7.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	Making Lake Drive one way is a terrible idea. It would no doubt increase the speed of cars because they wouldn't have to slow down for all the bends in the road and there could be grad racing. Many nights we can head drag racing on Metro Road and I don't want this on Lake Drive. Bicyclists often speed on Lake Drive and need to be ticketed more. Giving them a bike lane would likely make the speeding worse. I suggest keeping Lake Drive 2-way with lots more stop signs and speed bumps. Also closing the roads in the 3 parks (North Gwillimbury, De La Salle and Willow Beach) and putting the roads on the sides of the park would greatly improve the parks and make it safer to access the beaches.
8.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED]	Regarding Section 1+2 <ul style="list-style-type: none"> <li>• Would prefer one way traffic "only seasonally"</li> <li>• Would like to see speed bumps added at Springwood Beach (Bruce Lakeway) crossing.</li> </ul>
9.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED]	<ul style="list-style-type: none"> <li>• No to one-way – more stop signs.</li> <li>• Speed bumps are good.</li> </ul>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
10.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED]	<p>Oen way with multi use path is good for all sections. It is important to note that lights must be installed all along Lake Dr.</p> <p>It gets very dark l the winder and having sufficient lighting is a very important for children safety to get safely get to and from the park!</p> <p>De La Salle to Jackson Point in Area 2 is a big safety concern in particular!</p> <p>Please take this seriously!</p>
11.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED]	<ul style="list-style-type: none"> <li>• I am in Section 1 and favour the alternative 4 S1-4 – One lane – multi-use path.</li> <li>• The possible allowance of ATV's needs to be carefully considered. It could be fairly disruptive.</li> </ul>
12.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED]	<p>The suggestions as presented is perfect. Please harmonize this plan with the one regarding the reconfiguration of the Park De La Salle to be put the streets around the park are not impacted by both decision. The priority should be to the cyclist, the walker and not the cars especially people coming from out pf town.</p> <p>The one lane solution in front of De La Salle park is the way to go if you can not</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						stop completely the cars to travel in front of it.
13.	September 26, 2023	PIC In-Person Comment Form	[REDACTED] [REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	Road work (bike lanes, one-way-sharrows, etc.) are unnecessary. Traffic calming would make the road safer and more enjoyable for everyone who uses it. Before a pedestrian is killed.
14.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	I have serious doubts/concerns about the feasibility of implementing advisory lanes on Hedge. Hedge is busy – especially in the summer. Having advisory lanes will only contribute to the unsafety in the road. Traffic calming measures and enforcement of speed limits would be much more efficient in enhancing the pedestrian/cyclist enjoyment of using Hedge Road. As well, where the road is busy, advisory lanes will only contribute negative to the on quality along Hedge Road.
15.	September 26, 2023	PIC In-Person Comment Form	[REDACTED] [REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	Since I own the free hold Condo Development “Jacksons Point By the Cay” between Metro Rd and Lake Dr E just E of Bruke, I am concerned if the roads from Metro to the lake become access toads to one way movement. We own our road as it belongs to our development. We are responsible for any maintenance, upkeep required to keep our road private for our owner’s only. The Town has no responsibility to our development.

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						Please do not allow our private road to be used as a lake access route. I agree with the suggested rational #4 one lane multi use path.
16.	September 26, 2023	PIC In-Person Comment Form	██████████		██████████	<p>Close traffic to vehicles in front of every beach from 7am to 8PM, add speed cameras along Lake Drive and add more speed bumps along Lake Drive especially infront of Springwood Beach. Speed down to 30 km/hour.</p> <p>Save tax payers money is #1.</p>
17.	September 26, 2023	PIC In-Person Comment Form	██████████		██████████	Safe walkway area / sidewalk / bikelane.
18.	September 26, 2023	PIC In-Person Comment Form	██████████	Property Owner	████████████████████ ██████████	<ol style="list-style-type: none"> <li>1. We live in Section 1. Suggest █████ Lake Drive south and Noth are very different in traffic patterns and should be analyzed separately</li> <li>2. We are: can drivers, bicyclists; walkers. I appreciate the difficulty in making this all work.</li> <li>3. I believe separation is the key.</li> <li>4. Agree wit the proposed solution of our part of Lake Drive N -&gt; one lane, multi-use oath.</li> <li>5. Speed of traffic as one lane will be an issue. Photo radar!!</li> </ol>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						Good luck with the process! Apologies for the wording!
19.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	I feel if implemented, seasonal is preferable as traffic gets extra busy during the summer. Come labour day the car/people traffic drops off significantly.  And what happens to our scenic drive along the lake for example at sunset. Only one direction?
20.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Stop signs @ Seaward, Maple, Sibbald Crescent (west exit) are a must on Dedge Road Section 3.  Speed bumps on areas of poor visibility, and at eastern end of Hedge that is currently a straightway leading into a blind corner.  Two way is a must – widen road where possible, turn a little. Everything would help.  Stop signs!
21.	September 26, 2023	PIC In-Person Comment Form	[REDACTED]	Property Owner	[REDACTED]	Sidewalks needed on Lake Drive at De La Salle. This is a danger zone now with pedestrians in traffic bay.
22.	September 26, 2023	PIC In-Person Comment Form	[REDACTED] [REDACTED]		[REDACTED]	I walk on Lake Drive North everyday and everyday I see drivers driving too fast and often ignoring speed signs and stop signs. It is becoming increasingly dangerous to walk this road. There are cyclists, mothers

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						pushing baby strollers, walkers, children playing. It seems like an accident waiting to happen. I would like to see a divided road. One way traffic on one side of the road and the other half of the road for cyclists + walkers. I hope this dangerous situation is dealt with and resolved.
23.		Online Comment Form		Property Owner		I am in agreement with the selection for Section 2- One lane roadway with a two way, separated multi-use path on the lake facing side.
24.		Online Comment Form		Property owner		"We are particularly concerned with bikers and cars who blithely ignore the enforced 30km speed limit on both Lake Dr and Brule Lakeway. This issue has worsened considerably over the past two years. Therefore, we would like to see permanent speed humps installed on our street, and also on Lake Drive beginning a good distance before vehicles reach public beach area.  In addition, we are deeply concerned about the noise level of vehicles with modified mufflers, and who routinely blast their music, with zero consideration for the people who live here. The noise often goes on intermittently until sometimes after midnight, particularly on summer weekends.
25.		Online Comment Form		Property owner		Concerned with having multi use lane which means bicycles will be able to go both ways. Families walking could be hit by

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					<div></div> <div></div>	<p>the bikes. It will cause confusion for pedestrians and accidents. Bikes whether electric or manual should use the same lane as motorized vehicles and also be subject to the same ontario road rules as cars eg stopping at Stop signs.</p> <p>The one way for my section should start at Church Street and run all the way through the end of Lake drive North by Metro so it is logical to understand and follow.</p> <p>There should be no metal bollards put in separating the lanes it will cause accidents for the larger vehicles like snow ploughs.</p> <p>The one way flow of traffic should be permanent and not seasonal else will cause confusion and accidents.</p>
26.		Online Comment Form	<div></div>	Property Owner	<div></div> <div></div> <div></div>	<p>After reading a lot of the information provided I know it's an extremely difficult situation. I live off of hedge Road where I travel back-and-forth from Willow Beach to my property. Lake Drive is extremely dark and dangerous at night, and probably should be clearly lit to start off. The vegetation has grown and any signage in the area is not clearly visible at night. The blue bridge definitely should be lit up more with proper signage that is not hindered by the trees and shrubs. There is also a possibility for proper lighting when someone enters the bridge a light signals on the other side for the vehicles to</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>stop. This is something small and simple, but could be very useful.</p> <p>The property around Del La Salle and Salvation Army is definitely a dangerous area as most visitors to the area have a little regard for the vehicles traveling on the roads and believe that they have for authority to cross wherever they choose.</p> <p>Unfortunately, when this area was built 50 years ago, the idea of today was not thought of and hence there really is no room for additional footage on the roadway.</p> <p>There could be summer hours and they could be summer one ways, but I don't think it's fair to the community for all year round travels.</p> <p>I am a property manager and would be glad to assist in anyway, as I do live in this area full-time. Thank you.</p>
27.		Online Comment Form		Property owner		<p>You have not consolidated the residence of Georgina. This has not been brought to the public attention in a proper and transparent manner. Look at your survey response. 558 out of 45,418 residence (2016) data. 1.2% of the population. None of the presentation or data shows any real safety data. Has not identified specific</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						issues and areas of concerns. You say it aligns with town plans, but you are still working through your Waterfront Parks Master Plan. The judgement criteria are subjective at best. No data to support the results. How does a one way improve AT network. How does it improve transportation options. All options allow for walking and cyclist even though they are seasonal. How does one lane road provide more access to waterfront. There is no access to waterfront so limited space will be congested. A one lane road will not solve that. Your evaluation criteria are ridiculous. Just wait for the traffic jams created by tourist driving 20 km hours along these roads. It will result in unsafe passing of vehicles in limited area resulting in more accident. Well done.... love the way that the public feed back discussion is not record. Real transparent.
28.		Online Comment Form		Property owner		1.2 % of the population does not constitute as fair. Losing the ability to travel along the lake during peak months dwindles the advantage of living on or near lake you will only cause more traffic issues. The only people who benefit from this are those fortunate enough to live on lake dr. Instead add speed bumps open more lakefront beaches for actually towns folks only use. Invest in your full-time residents not just the 1%.

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
29.		Online Comment Form		Property Owner		<p>Cyclists in a shared multiple use lane will be dangerous and cause accidents. cycles should be part of the road traffic in the vehicle lane, flow in one direction, and obey the road rules as set down by law. The road isn't wide enough to have a central exclusion zone as well as two mixed use lanes and a vehicle lane. The road can't support access to fire trucks, snow ploughs, school buses, and pedestrian lane if there is any central street furniture. The road must be one-way at all times with no seasonal variations. adding many road signs and other street furniture will destroy lake drive north's scenic route status.</p>
30.		Online Comment Form		Property Owner		<p>* I agree the road should not be widened. Nor should barriers be added along the waterfront.</p> <p>* The road should most definitely NOT be made one way. A one-way road would speed up the traffic (as the possibility of encountering oncoming traffic is eliminated) and one-way would present undue hardship for residents of Lake Drive. Service vehicles and emergency response vehicles would be delayed and inconvenienced by one-way access. Cyclists travelling against the traffic would be at greater risk (they won't travel all the way around Metro Road to observe the</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>one-way on Lake Drive so would travel against direction at times).</p> <p><u>* BEST SOLUTIONS:</u></p> <ol style="list-style-type: none"> <li>1. Post SHARE THE ROAD signs, showing pedestrians, bikes, cars.</li> <li>2. Add electronic "Your Speed Is" signs that flash a SLOW DOWN message if approached too quickly. Post these at various intervals.</li> <li>3. Police to conduct sporadic enforcement campaigns to ensure that cars, trucks, motorcycles and bicycles are observing the 30mph speed limit.</li> <li>4. Consider painting white lines on the OUTSIDE edge only of the roadway (no centre line). This gives motorists confidence to pull over more to allow for passage of oncoming traffic.</li> <li>5. Do not create bicycle or pedestrian lanes, as these will provide a false sense of security to those who use them on this narrow road where it is important to consider other vehicles at all times.</li> </ol> <p>In summary, please leave the road much as it is (perhaps add painted edge lines) and increase signage to remind all who use it that it is mixed use. "Your Speed Is" signs remind us of if our speed has crept up. Word of enforcement gets around quickly; our police officers are there to protect us and this is a great way they can help preserve a safe environment as we</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						maintain the beauty and accessibility of Lake Drive.
31.		Online Comment Form	[REDACTED]	Owner	[REDACTED]	I don't want one way, it will increase speed of motorcycles, cyclists, which are already going very quickly. Having a lane for cars, one for bikes, pedestrians, strollers, etc. all one way would be more detrimental than two-way traffic.
32.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	I would like to encourage use by more outdoor enthusiasts (walkers, joggers, bikers, etc.) and less car traffic. speeds limits need to be enforced. Properties where hedges are within 2 ft. of the road edge should be set back a minimum of 8 ft. to allow for better site lines and allow pedestrians to safely move out of the way of oncoming vehicles. proliferation of street signs creates visual distraction and offer little relief i.e., "shared roads". white lines on edge of paved surface would be helpful. Parameters on noise levels from motorcycles and ATV's should be in acted.
33.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	People speeding, congestion with mix of pedestrians, cyclists and cars going both ways. Perhaps making it a one way.
34.		Online Comment Form	[REDACTED]	Property Owners	[REDACTED]	Install automated speed ticketing devices (similar to school zones) along Lake Drive North which will not only slow down vehicles and likely reduce traffic but will also generate additional revenue for those who choose to speed.

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
35.		Online Comment Form	[REDACTED]	property owner	[REDACTED] [REDACTED]	<p>This is the only way to access our property. While the road is busy at times, i believe that it functions well for the community it serves. I do not think it needs to be widened, in fact I believe that drivers are more careful with their speed and are conscious of oncoming traffic with the current state.</p> <p>Making the road one way would make it difficult for residents, emergency vehicles and service people as there would be quite a lengthy patch without a way to exit. I believe it would be difficult for firefighters and ambulances to safely come. I also think it would cause more vehicular traffic at potentially higher speeds, which would make the road more difficult to cross safely with children.</p> <p>There is no need to make bike lanes or pedestrian lanes. the road is shared well at present, you can see this in the summer, many walkers and bikers are out without incident that I know of. A special lane would make the road narrower. We have learned to share the road. Perhaps speed monitoring signs and Share the Road signs, together with a speed limit which gets enforced, would help.</p>
36.		Online Comment Form	[REDACTED]	Property Owner		<p>I'm a seasonal resident of Lake Drive North and know it to be a wonderful community amenity. I enjoy watching the joggers,</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					[REDACTED] [REDACTED]	walkers, cyclists, and vintage car club rallies using it. <u>My concerns are:</u> - traffic speed, volume, and noise - any further development of the road that would place a greater emphasis on vehicles rather than pedestrians and cyclists Making the road one way and freeing up designated lanes for pedestrians and cyclists would be good but could only be an option if speed deterrents are put in place such as speed bumps for vehicles and maybe cyclists
37.		Online Comment Form	[REDACTED]	Property Owner,	[REDACTED] [REDACTED] [REDACTED]	I would have concerns for Lake Drive North being one way. This would be inconvenient for homeowners along the road as well as increasing response times for emergency vehicles. I would prefer using safety protocols to reduce the risk but NOT pedestrian or bike lanes.
38.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	I agree with the problem statement above. We have lived at the end of Church where Lake Dr North begins for 17 years and have seen a significant change in the volume and type of traffic. I run and my family walk and ride bikes on Lake Dr frequently. With the change in traffic our concern for safety has increased significantly. I have written our councillor expressing our concern in the past. I have read the

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						findings from the assessment and agree with the one lane recommendation for Section 2.
39.		Online Comment Form		Property owner and road user		<p>I support the recommended Section 2 Alternative 4 (S2-4) "One Lane - Multi-Use Path". As a regular user of this road, as driver, cyclist, and pedestrian, I feel this will greatly increase the safety of cyclists and pedestrians along this route, and significantly increase the appeal of the road as a recreational route for pedestrians and cyclists in Georgina.</p> <p>The lack of sidewalk in the Section, while understandable given the narrow width of the road, is somewhat of a risk to pedestrian safety. The multi-use path will resolve this issue, creating a pleasant and safe walking and cycling route along the lakefront. Lake Drive has many curves with poor visibility, which can be dangerous for pedestrians and cyclists using the road, particularly when motorists disregard the speed limit. The dedicated multi-use path, combined with the likely speed-constraining effects of the narrowed vehicle space, will likely significantly increase safety in these areas.</p> <p>The recommended traffic calming measures will also improve safety, particularly with regards to high-speed traffic on Lake Drive during warm-weather seasons. While not high-volume, loud,</p>

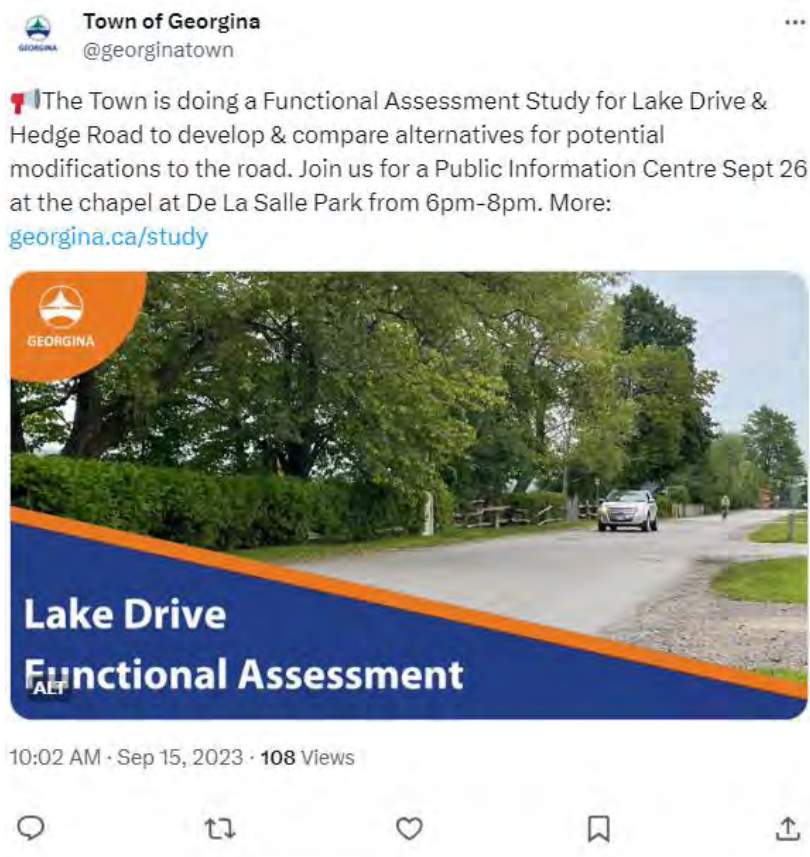
ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>high-speed vehicles sometimes move along the road day and night, presenting a danger to pedestrians and cyclists on the road, particularly during low-light times. I feel that physical impediments to high-speed travel, such as the centre bollards and speed humps proposed, are the most effective way to ensure all drivers follow the speed limit.</p> <p>It is also noteworthy that in the case of residential roads running South from Lake Drive, children and other users must cross Lake Drive to reach lake accesses. Reduced vehicle speed, and reduced area on which vehicles can travel, will improve safety for people crossing the road.</p> <p>If this plan is implemented, the Town may find it useful to promote cycling along this route as a recreational opportunity to residents and non-residents alike. I note that groups of athlete and recreational cyclists often make use of this route; the town could promote this as a tourism attraction. This could work in conjunction with allowing food vendors at the beach parks that can be accessed via this road, and the overall goals of the Waterfront Master Plan. Presently, during the summer months, some people appear to drive their cars along this Section recreationally. However, this is a poor use of the route compared to walking and cycling in that it</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						<p>can fit less people on the road per given volume of space, creates unnecessary carbon emissions and user congestion, and creates safety risks to pedestrians and cyclists from drivers not paying attention to the road.</p> <p>Much of the Town's growth is occurring in the new Keswick subdivisions which do not have ready access to the lake. Summer shuttle buses with bicycle racks could allow residents of these areas to easily access the multi-use path and beach parks. As the Town's population grows, we must ensure that all residents have equitable access to beaches and the lake.</p> <p>Re: the considerations noted for this proposal: I commute to work outside of Georgina and would like to still be able to easily access Woodbine Avenue by car. Section 2 does not appear to get much pedestrian use during the winter months, so the configuration might not need to be maintained during that period.</p> <p>My understanding is that the data used in the study thus far has been largely anecdotal, based on survey responses from residents. I feel this is useful, but I also recommend using quantitative data-gathering (eg measuring vehicle numbers and speeds at various times of day and periods throughout the year) in order to</p>

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
						allow the town to make the best possible decision. I also support the proposed partial road closures at waterfront parks if these are determined to be appropriate. I think this would enhance the safety, user appeal, functionality, and environmental protective benefits of these parks.
40.		Online Comment Form	[REDACTED]	Property Owner	[REDACTED] [REDACTED] [REDACTED]	My concern is that if the road is made one way, people who have been driving this road for decades will forget that the road is ONE WAY when leaving from their dwelling (when tired, when late for getting somewhere, when distracted) and there will be the potential for more head on collisions. If the road is made ONE WAY there is more chance that cars and motorcycles will speed as they won't be concerned about cars coming from the opposite direction, thus making it even more dangerous for pedestrians and cyclists. Making the road ONE WAY will cause people to have to use more gas as it will be a farther distance to travel to get to their dwelling.
41.		Online Comment Form	[REDACTED]	Property owner	[REDACTED] [REDACTED]	A one-way road would create more traffic jams and restrict access to the lake even more. It's not equitable. We need more access to the lake not less.
42.		Online Comment Form	[REDACTED]	Property owner	[REDACTED]	I am vehemently against making Lake Drive one way - it would speed up traffic.

ID	Date	Method (Online vs Form)	Name	Category of Interest	Contact information	Comment / Question
					<div></div> <div></div> <div></div>	<p>I see no need to widen the road. Separate bike/pedestrian lanes will make the road more confusing. I say no.</p> <p>I like the idea of those electronic signs telling drivers how fast they are going and speed cameras as a deterrent make sense.</p>
43.		Online Comment Form		<div></div> <div></div> <div></div> <div></div> <div></div> <div></div>	<div></div> <div></div> <div></div> <div></div>	<p>I am HUGE concerns about any proposed one-way traffic plans. More traffic on the roads the better as that will make drivers/riders keep a slow speed out of necessity. One way traffic will mean faster traffic. And bike lanes will not work on both sides of the road as it will put high speed bicyclists right up against people trying to cross streets when it is sometimes not great visibility. KEEP IT THE WAY IT IS BUT monitor speed of cars, bicycles AND e-bikes by increased traffic police, speed display systems and the temporary poles set up to slow traffic down.</p>

## Attachment H – Social Media Notifications



# APPENDIX





## APPENDIX B – PHOTO LOG

# APPENDIX B






While comprehensive desktop review of study areas is suitable for the inventory and analysis of existing conditions, a site visit provides the opportunity for capturing further detailed observations on the opportunities and constraints of a study area.

A site visit was conducted on April 26, 2023. The purpose of the site visit was to observe, experience and gather photographic documentation of the existing conditions of the Study Area. Video footage of the existing conditions of the Study Area was captured by a dashboard camera. The following sections provides a summary of the documented observations, as well as the opportunities and issues noted for the Study.

A detailed photolog highlighting site condition issues are included in the table below:

Site Conditions Photolog for Lake Drive FA Study	
	
<p><b>Sightline Concern:</b></p> <ol style="list-style-type: none"> <li>1. Uphill driving: Vertical sight obstruction</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Elmview Gardens Intersection</p>	<p><b>Sightline Concern:</b></p> <ol style="list-style-type: none"> <li>1. Sharp turn on right</li> <li>2. Sightline obstructed by trees</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Clarlyn Drive Intersection</p>
	
<p><b>Observation:</b></p> <ol style="list-style-type: none"> <li>1. Not enough space to pass garbage truck</li> </ol> <p><b>Location:</b></p> <p>Lake Drive North – Orchard Beach Intersection</p>	<p><b>Observation:</b></p> <ol style="list-style-type: none"> <li>1. Lots of Potholes</li> </ol> <p><b>Location:</b></p> <p>Along Lake Drive North Road</p>

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Concern:</b> <b>1. Stop sign visibility issue on the right side.</b> <b>Location:</b> Lake Drive North – Walkers Ln Intersection	<b>Observation:</b> <b>1. Cracked Pavement</b> <b>Location:</b> Lake Drive North – Coxwell St Intersection
	
<b>Observation:</b> <b>1. Cracked Pavement</b> <b>Location:</b> Lake Drive North – Mays Wharf Road Intersection	<b>Observation:</b> <b>1. Lots of Potholes</b> <b>Location:</b> Along Lake Drive North Road
	
<b>Observation:</b> <b>1. Drainage ditches on the right</b> <b>Location:</b> Along Lake Drive North Road	<b>Concern:</b> <b>1. Shared road with cyclists and pedestrians</b> <b>Location:</b> Along Lake Drive North Road

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Observation:</b> <b>1.</b> Long driveway Access <b>Location:</b> Along Lake Drive North Road	<b>Sightline Concern:</b> <b>1.</b> Sightline obstructed by trees on the right <b>Location:</b> Lake Drive North – Sina Street Intersection
	
<b>Observation:</b> <b>1.</b> Structural Culvert <b>Location:</b> Lake Drive East – Red Robin Road Intersection	<b>Observation:</b> <b>1.</b> Structural Culvert on the right side <b>Location:</b> Lake Drive East – Red Robin Road Intersection
	
<b>Sightline Concern:</b> <b>1.</b> Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – Red Robin Road Intersection	<b>Observation:</b> <b>1.</b> Cracked Pavement <b>Location:</b> Lake Drive East – McNeil Road Intersection





# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<b>Sightline Concern:</b> <b>1.</b> Sightline obstructed by trees on the right <b>Location :</b> Lake Drive East – Sedore Avenue Intersection	<b>Observation:</b> <b>1.</b> Lots of potholes <b>Location:</b> Along Lake Drive East Road
	
<b>Sightline Concern:</b> <b>1.</b> Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – Montsell Avenue Intersection	<b>Sightline Concern:</b> <b>1.</b> Sightline obstructed by trees on the right <b>Location:</b> Lake Drive East – South Drive Intersection
	
<b>Observation:</b> <b>1.</b> Local businesses <b>Location:</b> Lake Drive East near Jackson's Point	<b>Observation:</b> <b>1.</b> Local businesses <b>Location:</b> Lake Drive East near Jackson's Point

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Jackson Point Ave Intersection</p>	 <p><b>Observation:</b> 1. Sidewalks on both sides <b>Location:</b> Lake Drive East – Grew Blvd Intersection</p>
 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Thompson Dr Intersection</p>	 <p><b>Observation:</b> 1. Cracked Pavement <b>Location:</b> Lake Drive East – Hedge Road Intersection</p>
 <p><b>Observation:</b> 1. Pedestrian Crossing <b>Location:</b> Along Hedge Road</p>	 <p><b>Sightline Concern:</b> 1. Sightline obstructed by trees on the right <b>Location:</b> Hedge Road – Sibbald Cres. Intersection</p>

# APPENDIX B

Site Conditions Photolog for Lake Drive FA Study	
	
<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on both sides</p> <p><b>Location:</b></p> <p>Hedge Road – Sibbald Cres. Intersection</p>	<p><b>Observation:</b></p> <p>1. 35m long Bridge</p> <p><b>Location:</b></p> <p>Hedge Road – Sibbald Cres. Intersection</p>
	
<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on the right</p> <p><b>Location:</b></p> <p>Hedge Road – Dunkirk Avenue Intersection</p>	<p><b>Sightline Concern:</b></p> <p>1. Sightline obstructed by trees on the right</p> <p><b>Location:</b></p> <p>Hedge Road – Seaward Drive Intersection</p>

# APPENDIX

## APPENDIX C – DETAILED EVALUATION TABLE

			CRITERIA	Planning	User Safety			Active Transportation Network			Transportation Network			Natural and Cultural Environmental Impact	Constructability and Cost	TOTAL SCORE	RANK	COMMENTS
			Objectives	Consistency to Provincial, Regional and Municipal Planning Objectives	Cyclists - Minimize conflicts for cyclists - Enhances safety and comfort for cyclists	Pedestrians - Minimize conflicts for pedestrians - Enhances safety and comfort for pedestrians	Vehicles - Minimize conflicts for drivers - Enhances safety and comfort for motorists	Build on existing & planned trail networks - Direct access to adjacent communities and key destinations for all modes	Tourism and Recreation - Improves tourism, economic development and recreation use - Promotes access to Town Waterfront Parks	Transportation Equity - Provides fair and accessible environment for users - Provides infrastructure and transportation options for all ages and abilities	Network Connectivity - Changes to road network connectivity - Ensure sufficient connectivity between local and regional roads	Impacts to Residents and Visitors - Minimizes impacts (disruption and nuisance) to residents and business access and out-of-way travel	Emergency Services - Changes to emergency response	- Minimize impacts on vegetation and trees - Minimize impacts on climate change and Indigenous Histories - Wildlife protection and crossing opportunities	- Prefer options that fit within the existing pavement width - Minimize impacts to utilities and surrounding land use - Feasible and practical to construct - Maintenance efforts and cost - Capital cost and lifecycle cost - Complexity of permitting	204		
	Alternatives		Weighting	4	5	5	3	5	5	5	4	5	5	2	3	100%		
				8%	10%	10%	6%	10%	10%	10%	8%	10%	10%	4%	6%			
Section 1	S1-1	Do nothing		Does not add value to achieve objectives	No improvement	No improvement	No changes, still provides two-way travel. Potential for head on collisions; reduced sightlines due to hedges	Does not provide adequate AT connections	No change	No change	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	No improvement. Comparatively, higher traffic volumes are a higher risk to animals and vegetation (e.g. animal crossings)	No change	74	5	
	S1-2	Two Lanes - Sharrows		Slight improvement by creating more awareness of cycling route	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists; could be supplemented with traffic calming measures	No improvement	No significant change to vehicular level of service	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Not considered all-ages-and-abilities	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	Slight reduction in travel speeds	Sharrow markings and signage	97	4	
	S1-3	One Lane - Paved Shoulders		Improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	Reduced traffic volume and provides designated space for cyclists, shared with pedestrians and requires cyclists riding contraflow on one side.	Reduced traffic volume and provides designated space for pedestrians, though they should walk facing the direction of on-coming traffic.	One-way travel eliminates head on collisions, and reduces severity of accidents.	Provides AT connectivity, but paved shoulders are not exclusive to pedestrians and cyclists	Improves walking and cycling experience, which can attract more tourism and economic development.	Provides AAA facility but lower level of service for pedestrians and cyclists than multi-use path.	Lake Drive change to one direction. Network connectivity still maintained through connector roads and parallel The Queensway	One-way travel requires use of Metro Road and connector roads for opposite direction, resulting in some out-of-way travel.	One way Lake Drive requires changes to emergency services responses. Limited impacts due to connecting roads.	Reduction in traffic volumes	Paved shoulder markings and one-way signage	154	2	
	S1-4	One Lane - Multi-Use Path		Most improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	Reduced traffic volume and provides designated space for cyclists, shared with pedestrians but physically separated from motor vehicles.	Reduced traffic volume and provides designated space for pedestrians, though they should walk facing the direction of on-coming traffic.	One-way travel eliminates head on collisions, and reduces severity of accidents. Exiting driveways on the MUP side may require drivers to navigate across barriers (e.g. bollards)	Provides AT connectivity	Significantly improves walking and cycling experience, which can attract more tourism and economic development.	Considered all-ages-and-abilities	Lake Drive change to one direction. Network connectivity still maintained through connector roads and parallel The Queensway	One-way travel requires use of Queensway for opposite direction, resulting in some out-of-way travel.	One way Lake Drive requires changes to emergency services responses. Limited impacts due to connecting roads.	Reduction in traffic volumes	Multi-use path markings and one-way signage, and physical separation treatment such as flexible bollards between multi-use path and motor vehicle lane	182	1	Carry Forward
	S1-5	Advisory Lanes		Provides some priority for pedestrians and cyclists	Provides some priority for cyclists but new facility type that would require some education and adjustment period.	Pedestrians can also use the advisory lanes, but not as comfortable as a paved shoulder	Maintains two-way travel but motorists have to move over to on-coming traffic while yielding to pedestrians and cyclists. New facility type that may cause some confusion for visitors.	Provides AT connectivity, but lower level of service for pedestrians and cyclists than paved shoulders or multi-use path.	Improves walking and cycling experience, which can attract more tourism and economic development.	Provides AAA facility but lower level of service for pedestrians and cyclists than paved shoulders or multi-use path.	Two way traffic maintained on Lake Drive. Maintains existing road network connections.	Maintains existing access and connectivity. New facility type that may cause some confusion for visitors.	Maintains existing emergency access and connectivity. New facility type that may cause some confusion for visitors.	Slight reduction in travel speeds	Pavement markings and signage	131	3	
Section 2	S2-1	Do Nothing		Does not add value to achieve objectives	No improvement	No improvement	No changes, still provides two-way travel. Potential for head on collisions; reduced sightlines due to hedges	Does not provide adequate AT connections	No change	No change	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	No improvement	No change	74	7	
	S2-2	Two Lanes - Sharrows		Slight improvement by creating more awareness of cycling route	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists; could be supplemented with traffic calming measures	No improvement	No changes, still provides two-way travel. Potential for head on collisions; reduced sightlines due to hedges	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Not considered all-ages-and-abilities	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	Slight reduction in travel speeds	Sharrow markings and signage	97	6	
	S2-3	One Lane - Paved Shoulders		Improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	Reduced traffic volume and provides designated space for cyclists, shared with pedestrians and requires cyclists riding contraflow on one side.	Reduced traffic volume and provides designated space for pedestrians, though they should walk facing the direction of on-coming traffic.	One-way travel eliminates head on collisions, and reduces severity of accidents.	Provides AT connectivity, but paved shoulders are not exclusive to pedestrians and cyclists	Improves walking and cycling experience, which can attract more tourism and economic development.	Provides AAA facility but lower level of service for pedestrians and cyclists than multi-use path.	Lake Drive change to one direction. Network connectivity still maintained through connector roads and parallel Metro Road	One-way travel requires use of Metro Road and connector roads for opposite direction, resulting in some out-of-way travel.	One way Lake Drive requires changes to emergency services responses. Limited impacts due to connecting roads.	Reduction in traffic volumes	Paved shoulder markings and one-way signage	154	2	
	S2-4	One Lane - Multi-Use Path		Most improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	Reduced traffic volume and provides designated space for cyclists, shared with pedestrians but physically separated from motor vehicles.	Reduced traffic volume and provides designated space for pedestrians, though they should walk facing the direction of on-coming traffic.	One-way travel eliminates head on collisions, and reduces severity of accidents. Exiting driveways on the MUP side may require drivers to navigate across barriers (e.g. bollards)	Increases the trail and AT network connectivity which provides better access for pedestrians and cyclists	Significantly improves walking and cycling experience, which can attract more tourism and economic development.	Considered all-ages-and-abilities	Lake Drive change to one direction. Network connectivity still maintained through connector roads and parallel Metro Road	One-way travel requires use of Metro Road and connector roads for opposite direction, resulting in some out-of-way travel.	One way Lake Drive requires changes to emergency services responses. Limited impacts due to connecting roads.	Reduction in traffic volumes	Multi-use path markings and one-way signage, and physical separation treatment such as flexible bollards between multi-use path and motor vehicle lane	177	1	
	S2-5	Partial Road Closures		Provides some priority for pedestrians and cyclists	Reduced traffic volume in some parts of the study provides safer and more comfortable space for cyclists. However, this only improves the condition inside the road closure.	Reduced traffic volume in some parts of the study provides safer and more comfortable space for pedestrians. However, this only improves the condition inside the road closure.	Maintains two way travel in other areas, and potential for head on collisions.	Reduced traffic volumes in closed areas improves the comfort and safety for pedestrians and cyclists to access key destinations.	Improves walking and cycling experience by providing safer and more comfortable space to AT mode, which can attract more tourism and economic development.	Provides AAA facility but only partially for some segments of the road.	Disrupted connectivity along Lake Drive, but mitigated by access to parallel Metro Road	Reduced traffic volume and vehicle access to closure areas. This redirects the vehicle traffic to adjacent roads.	Disrupted emergency response along Lake Drive, but mitigated by access to parallel Metro Road	Reduction in traffic volumes	Modal filter (barrier) along with signage	112	4	This can be integrated with the preferred alternative. This alternative by itself would not be feasible.  This alternative is being informed by the Waterfront Parks Master Plan.
Section 3	S3-1	Do nothing		Does not add value to achieve objectives	No improvement	No improvement	No changes, still provides two-way travel. Potential for head on collisions; reduced sightlines due to hedges	Does not provide adequate AT connections	No change	No change	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	No improvement	No change	74	5	
	S3-2	Two Lanes - Sharrows		Slight improvement by creating more awareness of cycling route	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists; could be supplemented with traffic calming measures	No improvement	No changes, still provides two-way travel. Potential for head on collisions, reduced sightlines due to hedges	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Slight improvement by creating more awareness of cycling route, but no dedicated space for cyclists or pedestrians.	Not considered all-ages-and-abilities	Maintains existing road network connections	Maintains existing access and connectivity	Maintains existing emergency response times.	Slight reduction in travel speeds	Sharrow markings and signage	97	4	
	S3-3	One Lane - Paved Shoulders		Improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	Reduced traffic volume and provides designated space for cyclists, shared with pedestrians and requires cyclists riding contraflow on one side.	Reduced traffic volume and provides designated space for pedestrians, though they should walk facing the direction of on-coming traffic.	One-way travel eliminates head on collisions, and reduces severity of accidents.	Provides AT connectivity, but paved shoulders are not exclusive to pedestrians and cyclists	Improves walking and cycling experience, which can attract more tourism and economic development.	Provides AAA facility but lower level of service for pedestrians and cyclists than multi-use path.	Lake Drive change to one direction. Network connectivity disrupted as limited connectivity to parallel road or connector roads.	One-way travel requires use of Black River Road, however, there are limited connector roads resulting in higher out-of-way travel.	One way Lake Drive requires changes to emergency services responses. Impacts due to limited parallel and connecting roads.	Reduction in traffic volumes	Paved shoulder markings and one-way signage	127	3	






		CRITERIA	Planning	User Safety			Active Transportation Network			Transportation Network			Natural and Cultural Environmental Impact	Constructability and Cost	TOTAL SCORE	RANK	COMMENTS
		Objectives	Consistency to Provincial, Regional and Municipal Planning Objectives	Cyclists <ul style="list-style-type: none"><li>- Minimize conflicts for cyclists</li><li>- Enhances safety and comfort for cyclists</li></ul>	Pedestrians <ul style="list-style-type: none"><li>- Minimize conflicts for pedestrians</li><li>- Enhances safety and comfort for pedestrians</li></ul>	Vehicles <ul style="list-style-type: none"><li>- Minimize conflicts for drivers</li><li>- Enhances safety and comfort for motorists</li></ul>	Build on existing & planned trail networks <ul style="list-style-type: none"><li>- Direct access to adjacent communities and key destinations for all modes</li></ul>	Tourism and Recreation <ul style="list-style-type: none"><li>- Improves tourism, economic development and recreation use</li><li>- Promotes access to Town Waterfront Parks</li></ul>	Transportation Equity <ul style="list-style-type: none"><li>- Provides fair and accessible environment for users</li><li>- Provides infrastructure and transportation options for all ages and abilities</li></ul>	Network Connectivity <ul style="list-style-type: none"><li>- Changes to road network connectivity</li><li>- Ensure sufficient connectivity between local and regional roads</li></ul>	Impacts to Residents and Visitors <ul style="list-style-type: none"><li>- Minimizes impacts (disruption and nuisance) to residents and business access and out-of-way travel</li></ul>	Emergency Services <ul style="list-style-type: none"><li>- Changes to emergency response</li></ul>	Minimize impacts on vegetation and trees <ul style="list-style-type: none"><li>- Minimize impacts on climate change and Indigenous Histories</li><li>- Wildlife protection and crossing opportunities</li></ul>	Prefer options that fit within the existing pavement width <ul style="list-style-type: none"><li>- Minimize impacts to utilities and surrounding land use</li><li>- Feasible and practical to construct</li><li>- Maintenance efforts and cost</li><li>- Capital cost and lifecycle cost</li><li>- Complexity of permitting</li></ul>	204		
	Alternatives	Weighting	4	5	5	3	5	5	5	4	5	5	2	3	204		
			8% 4	10% 4	10% 4	6% 2	10% 4	10% 4	10% 4	8% 1	10% 1	10% 1	4% 4	6% 2	100%		
	S3-4	One Lane - Multi-Use Path	● Most improved safety and comfort for pedestrians and cyclists along Lake to Lake Route and Waterfront Parks	● Reduced traffic volume and provides designated space for cyclists, shared with pedestrians but physically separated from motor vehicles.	● Reduced traffic volume and provides designated space for pedestrians shared with cyclists but physically separated from motor vehicles.	🚲 One-way travel eliminates head on collisions, and reduces severity of accidents.  Exiting driveways on the MUP side may require drivers to navigate across barriers (e.g. bollards)	● Provides AT connectivity	● Significantly improves walking and cycling experience, which can attract more tourism and economic development.	● Considered all-ages-and-abilities	🌞 Lake Drive change to one direction. Network connectivity disrupted as limited connectivity to parallel road or connector roads.	🌞 One-way travel requires use of Black River Road, however, there are limited connector roads resulting in higher out-of-way travel.	🌞 One way Lake Drive requires changes to emergency services responses. Impacts due to limited parallel and connecting roads.	● Reduction in traffic volumes	🚲 Multi-use path markings and one-way signage, and physical separation treatment such as flexible bollards between multi-use path and motor vehicle lane	150	1	This alternative alone would not be feasible for the full Section 3. A qualitative analysis was completed inform a combination of alternatives appropriate for each Segment of Section 3. See the Final Report for the full analysis.
	S3-5	Advisory Lanes	🚲 Provides some priority for pedestrians and cyclists	🚲 Provides some priority for cyclists but new facility type that would require some education and adjustment period.	🚲 Pedestrians can also use the advisory lanes, but not as comfortable as a paved shoulder	🚲 Maintains two-way travel but motorists have to move over to advisory lane when there's on-coming traffic while yielding to pedestrians and cyclists. New facility type that may cause some confusion for visitors.	🚲 Provides AT connectivity, but lower level of service for pedestrians and cyclists than paved shoulders or multi-use path.	🚲 Improves walking and cycling experience, which can attract more tourism and economic development.	🚲 Provides all-ages-and-abilities facility but lower level of service for pedestrians and cyclists than paved shoulders or multi-use path.	● Two way traffic maintained on Lake Drive. Maintains existing road network connections.	🚲 Maintains existing access and connectivity. New facility type that may cause some confusion for visitors.	🚲 Maintains existing emergency access and connectivity. New facility type that may cause some confusion for visitors.	● Reduction in traffic volumes	🚲 Pavement markings and signage	137	2	

# APPENDIX

## APPENDIX D – CONCEPTUAL DESIGN PLATES

All conceptual design plates will be available  
on-line - file size too large to include



<b>PROJECT TITLE</b> LAKE DRIVE FUNCTIONAL ASSESSMENT STUDY			<b>DRAWING TITLE:</b> Lake Drive South (Section 1 - Segment 2) Shorecrest Road - Boyers Road Multi-Use Path	<b>SCALE:</b> 1:2000 <b>DATE:</b> November 10, 2023	<b>LEGEND</b>  Study Limits (Existing Pavement Edge)  Advisory Lane  Multi-Use Path	<b>PLATE</b> INDEX SHEET
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PROJECT TITLE LAKE DRIVE FUNCTIONAL ASSESSMENT STUDY	 	DRAWING TITLE: Lake Drive South (Section 1 - Segment 2) Shorecrest Road - Boyers Road Multi-Use Path	SCALE: 1:500	LEGEND — Study Limits (Existing Pavement Edge) — Advisory Lane — Multi-Use Path	PLATE 1
			DATE: November 10, 2023		

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. OI-2023-0029**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: Traffic Bylaw 2002-0046 Consolidation**

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**1. RECOMMENDATION:**

- 1. That Council receive Report No. OI-2023-0029 prepared by the Operations Division, Operations & Infrastructure Department, dated November 22, 2023, regarding the Traffic Bylaw 2002-0046 Consolidation;**
- 2. That Council approve the proposed amendments to the new, consolidated Traffic Bylaw in Attachment 2;**
- 3. That Council approve that any reference to Bylaw 2002-0046 in any existing, procedures, policies, and existing Bylaws shall be in reference to the new, consolidated Traffic Bylaw until such time that the documents can be amended; and**
- 4. That York Regional Police be advised of the Bylaw revisions for Speed Limits (Schedule XXVIII).**

**2. PURPOSE:**

The purpose of this report is to:

1. Consolidate all past amendments to Bylaw 2002-0046, the bylaw to regulate traffic and control the parking of vehicles, from 2002 to present and provide Council with a new consolidated Traffic Bylaw.
2. Update the new bylaw with the results of the audit performed comparing the existing bylaw 2002-0046, as amended, with in-field observations and updated technical specifications.

**3. BACKGROUND:**

The Traffic Bylaw is heavily influenced by the Highway Traffic Act and guided by the Ontario Traffic Manuals. Traffic bylaws are commonly displayed in the field by signs and are monitored annually by following ministry guidelines. During regular maintenance, Operations staff noticed that field conditions (signs) were not always consistent with the Traffic Bylaw 2002-0046. Staff took the initiative to correct some of these circumstances, however, were inundated with concerns from the public when signs were installed based only on the bylaw language.

Recent traffic bylaw inquiries and field verifications have identified a need to determine where there are discrepancies between physical representation of a sign and the written bylaw. As such, the traffic bylaw audit was initiated in 2023. All proposed revisions have been captured and outlined in the supporting appendices.

#### 4. **ANALYSIS:**

##### **Consolidation and Audit**

Staff met to discuss the goals and objectives of this project and determined it was necessary to capture all amendments from archives and consolidate all revisions in one working document. Staff identified and consulted with key stakeholders that would benefit from this process and included their feedback as the project progressed. This consolidation would act as the primary baseline for the next step.

Staff then completed a field verification of the consolidated revisions to check where physical depiction (signs or other changes) of the bylaw, with its various past amendments, were inconsistent. This portion of the audit was conducted from May to September, 2023, and summarized in various proposed amendment tables. Lastly, a mapping application was created to track the Traffic Bylaw Schedules to be used in future initiatives.

##### **Consolidation Results**

Over the last twenty-one (21) years, 128 amendments to bylaw 2002-0046 have been approved by Council, including twenty-seven (27) Council approved amendments from 2020 to present day, resulting in a total of 226 adjustments to the Traffic Bylaw 2002-0046. A summary of these adjustments is listed below in Table 1.

<b>Bylaw Schedule</b>	<b>Number of Adjustments</b>
Schedule II – No Parking	12
Schedule V – No Stopping	26
Schedule X – Fire Routes	2
Schedule XI – Penalty Provision	39
Schedule XXV – Stop Signs	31
Schedule XXVI – Yield Signs	2
Schedule XXVIII – Speed Limits	108
Schedule XXXI – Community Safety Zones	6
Total	226

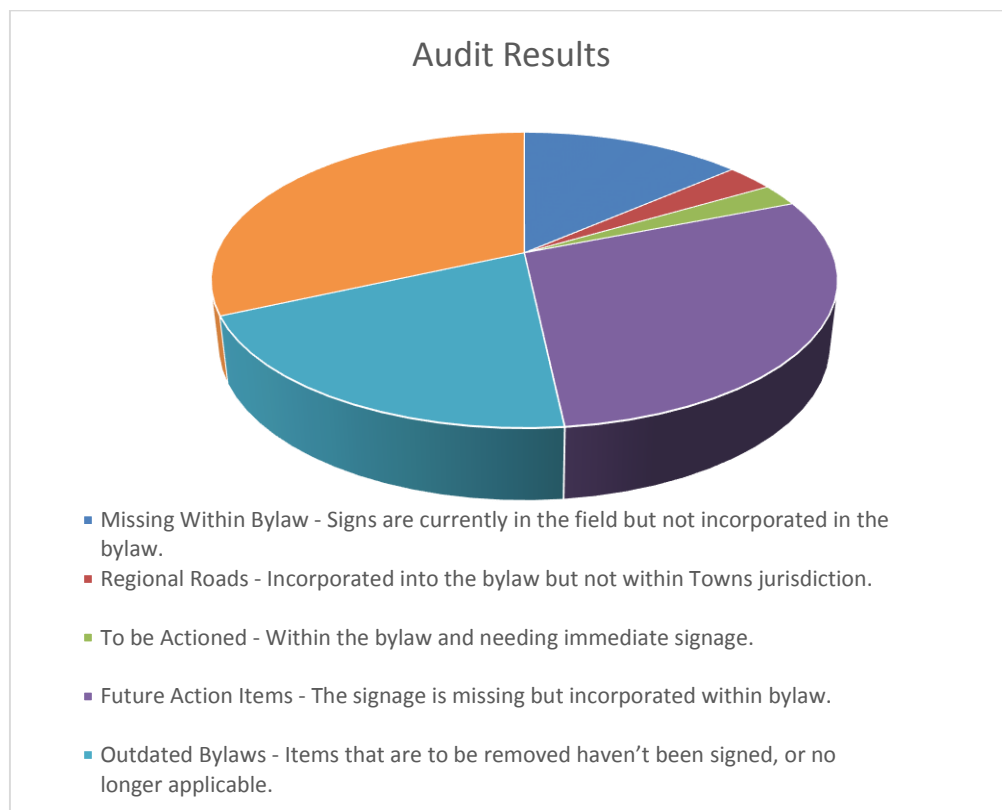
*Table 1. Summary of Schedule changes from 2020 – 2023.*

A number of the amendments and changes to the bylaw over the last three years (as shown in Table 1) have been implemented as a result of traffic calming measures. The Consolidation of Amendments to Bylaw 2002-0046 is attached as Attachment 1. This does not include any proposed changes as a result of the in-field audit.

### Audit Results:

Staff relied on GIS information and field checks to verify items from the consolidated Traffic Bylaw 2002-0046. Regulatory and warning signs within the Town of Georgina were inspected between May and August 2023, which provided a detailed baseline of such signs as speed limit, Community Safety Zones, stop signs etc. Traffic bylaw signage such as No Parking and No Stopping was required to be field verified. Staff compared the consolidated by-law with recent audit data (GIS and in-field) and identified 156 discrepancies within our regulatory, warning, and bylaw specific signage, as well as an additional 88 proposed improvements in the description and location within the bylaw.

Attachment 2 contains the proposed amendments to correct the discrepancies found and ultimately requires Council approval via bylaw. It includes a list of proposed amendments, aligned with the reference to the original bylaw, and rationale for the proposed change. These additional changes will help improve accuracy between the bylaw and field environment. Chart 1 summarizes these changes by type.



*Chart 1: Summary of 2002-0046 Traffic Bylaw Audit*

### **New Traffic Bylaw**

As a result of the above consolidation and audit, staff have prepared a complete updated bylaw, inclusive of all amendments from 2002 to 2023, as well as the proposed amendments to correct discrepancies. The new by-law is attached under By-Laws within this agenda, to be approved by Council and to stand as the most up-to-date reference to the control of traffic and parking within the Town of Georgina.

### **Sign Installation and Removal:**

Sign installation will consist of locations that have been noted during the audit with missing signage. These are primarily regulatory and warning signs. There are no additional No Parking or No Stopping zones being installed that do not already have signage. Some areas that have excessive signage will be reviewed and some removals may occur in-line with Ontario Traffic Manuals and the newly created Traffic bylaw.

### **GIS Integration:**

Operations & Infrastructure staff have developed a mapping application that will allow all staff to select a road segment and review the applicable Traffic Bylaw Schedules. This will help facilitate field inspections and responses to traffic inquiries.

### **Interdepartmental Meeting:**

Interdepartmental meetings will be required to review the changes outlined in this report. There are multiple bylaws, policies and procedures owned by departments other than Operations and Infrastructure that reference Bylaw 2002-0046. It is important that those documents are amended in time to reference the new bylaw.

### **Bylaw Timing:**

The proposed bylaw, if approved by Council, will not come into effect until December 18<sup>th</sup>, 2023, in-line with the switch from the Provincial Offences Act to the Administrative Monetary Penalty System (AMPS), to best support Municipal Law Enforcement.

## **5. RELATIONSHIP TO STRATEGIC PLAN:**

**Creating a Vibrant, Healthy and Safe Community for All** – Support a safe, healthy and inclusive community.

## **6. FINACIAL AND BUDGETARY IMPACT:**

New signage will be inclusive of the 2024 Sign Operating Budget. Creating the new Traffic Bylaw has several potential savings opportunities related to future signs and labour. As well as avoiding unnecessary public confusion leading to less public requests and resulting town resources required to respond.

## **7. PUBLIC CONSULTANTATION AND NOTICE REQUIREMENTS:**

Residents may inquire about signage pertaining to Traffic Bylaws. Requests to amend the Traffic Bylaw will result in an internal review and may require community input in the form of a petition, following Procedure RD9.

### **APPROVALS**

Prepared By: Kate Walkom, Operations Technologist, Operations Division

Reviewed By: Niall Stocking, Manager, Operations

Recommended By: Michael Vos, Director, Operations and Infrastructure

Approved By: Ryan Cronsberry , Chief Administrative Officer

### ***Attachments:***

*Attachment 1 - Consolidated list of amendments to Bylaw 2002-0046*

*Attachment 2 – Summary of proposed amendments*

**Appendix 1:** List of amendments to the Town’s By-law to govern Traffic and Parking control in the Town of Georgina, being By-law 2002-0046:

B-2023-0044	TR-1	June 14, 2023
B-2023-0012	TR-1	February 1, 2023
B-2022-0067	TR-1	June 22, 2022
B-2022-0054	TR-1	June 8, 2022
B-2022-0030	TR-1	April 27, 2022
B-2022-0031	TR-1	April 27, 2022
B-2022-0032	TR-1	April 27, 2022
B-2022-0026	TR-1	April 6, 2022
B-2021-0086	TR-1	November 17, 2021
B-2021-0058	TR-1	August 11, 2021
B-2021-0050	TR-1	July 14, 2021
B-2021-0021	TR-1	March 31, 2021
B-2021-0022	TR-1	March 31, 2021
B-2021-0023	TR-1	March 31, 2021
B-2021-0024	TR-1	March 31, 2021
B-2021-0025	TR-1	March 31, 2021
B-2021-0026	TR-1	March 31, 2021
B-2021-0027	TR-1	March 31, 2021
B-2021-0009	TR-1	February 3, 2021
B-2020-0081	TR-1	November 25, 2020
B-2020-0058	TR-1	August 12, 2020
B-2020-0044	TR-1	June 24, 2020
B-2020-0039	TR-1	June 10, 2020
B-2020-0042	TR-1	June 10, 2020
B-2020-0033	TR-1	May 6, 2020
B-2020-0012	TR-1	February 12, 2020
2020-0009	TR-1	February 5, 2020
B-2018-0079	TR-1	September 26, 2018
B-2018-0054	TR-1	June 27, 2018
B-2018-0057	TR-1	June 27, 2018
B-2018-0032	TR-1	April 4, 2018
B-2017-0115	TR-1	October 18, 2017
B-2016-0117	TR-1	November 9, 2016
B-2016-0098	TR-1	October 5, 2016
B-2015-0120	TR-1	September 16, 2015
2015-0122	TR-1	September 16, 2015
B-2015-0098	TR-1	June 17, 2015
B-2015-0074	TR-1	May 27, 2015
B-2015-0019	TR-1	February 4, 2015
B-2014-0079	TR-1	June 25, 2014
B-2014-0076	TR-1	June 18, 2014
B-2014-0030	TR-1	April 16, 2014
B-2013-0096	TR-1	June 24, 2013
B-2013-0075	TR-1	May 13, 2013
B-2013-0061	TR-1	April 22, 2013
B-2012-0117	TR-1	December 10, 2012
B-2012-0108	TR-1	November 26, 2012
B-2012-0097	TR-1	October 22, 2012
B-2012-0071	TR-1	July 16, 2012
B-2012-0008	TR-1	January 23, 2012
B-2011-0131	TR-1	December 12, 2011
B-2011-0106	TR-1	October 11, 2011
B-2011-0108	TR-1	October 11, 2011
B-2011-0089	TR-1	August 29, 2011
B-2011-0013	TR-1	February 14, 2011
B-2011-0006	TR-1	January 24, 2011

B-2010-0112	TR-1	December 6, 2010
B-2010-0108	TR-1	November 15, 2010
B-2010-0107	TR-1	November 15, 2010
B-2010-0106	TR-1	November 15, 2010
B-2010-0105	TR-1	November 15, 2010
B-2010-0041	TR-1	May 10, 2010
B-2010-0030	TR-1	April 26, 2010
B-2010-0024	TR-1	April 12, 2010
B-2010-0023	TR-1	April 12, 2010
B-2010-0016	TR-1	March 1, 2010
B-2010-0013	TR-1	February 22, 2010
B-2010-0008	TR-1	February 8, 2010
B-2010-0002	TR-1	January 11, 2010
B-2009-0106	TR-1	September 28, 2009
B-2009-0099	TR-1	September 14, 2009
B-2009-0093	TR-1	August 10, 2009
B-2009-0062	TR-1	June 8, 2009
B-2009-0053	TR-1	May 19, 2009
B-2008-0109	TR-1	October 14, 2008
B-2008-0102	TR-1	September 22, 2008
B-2008-0098	TR-1	September 8, 2008
B-2008-0075	TR-1	June 23, 2008
B-2008-0060	TR-1	May 26, 2008
B-2008-0065	TR-1	May 26, 2008
B-2008-0060	TR-1	May 20, 2008
B-2008-0065	TR-1	May 20, 2008
B-2008-0024	TR-1	March 3, 2008
B-2007-0099	TR-1	September 17, 2007
B-2007-0090	TR-1	August 27, 2007
B-2007-0075	TR-1	June 29, 2007
B-2007-0062	TR-1	June 4, 2007
B-2006-0139	TR-1	December 11, 2006
B-2006-0106	TR-1	September 11, 2006
B-2006-0101	TR-1	August 28, 2006
B-2006-0079	TR-1	June 26, 2006
B-2006-0080	TR-1	June 26, 2006
B-2006-0050	TR-1	April 24, 2006
B-2006-0022	TR-1	February 6, 2006
B-2005-0138	TR-1	November 14, 2005
B-2005-0125	TR-1	October 11, 2005
B-2005-0046	TR-1	April 25, 2005
B-2005-0036	TR-1	March 29, 2005
B-2004-0132	TR-1	December 13, 2004
B-2004-0086	TR-1	September 13, 2004
B-2004-0077	TR-1	August 24, 2004
B-2004-0053	TR-1	May 25, 2004
B-2004-0049	TR-1	May 25, 2004
B-2004-0048	TR-1	May 25, 2004
B-2004-0037	TR-1	April 26, 2004
B-2004-0036	TR-1	April 26, 2004
B-2004-0025	TR-1	March 22, 2004
B-2004-0024	TR-1	March 22, 2004
B-2003-0157	TR-1	December 8, 2003
B-2003-0150	TR-1	October 27, 2003
B-2003-0145	TR-1	October 27, 2003
B-2003-0123	TR-1	September 8, 2003
B-2003-0122	TR-1	September 8, 2003
B-2003-0121	TR-1	September 8, 2003
B-2003-0120	TR-1	September 8, 2003

B-2003-0104	TR-1	July 14, 2003
B-2003-0103	TR-1	July 14, 2003
B-2003-0102	TR-1	July 14, 2003
B-2003-0097	TR-1	June 23, 2003
B-2003-0088	TR-1	June 23, 2003
B-2003-0087	TR-1	June 23, 2003
B-2003-0046	TR-1	May 12, 2003
B-2003-0027	TR-1	March 24, 2003
B-2003-0026	TR-1	March 24, 2003
B-2003-0020	TR-1	February 24, 2003
B-2003-0019	TR-1	February 24, 2003
B-2003-0016	TR-1	February 10, 2003
B-2003-0005	TR-1	January 27, 2003

## SCHEDULE I - PERMITTED ANGLE PARKING

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	
		Removed		Arena Road (east of Post Office)	E/S	North limit of Church Street 50 metres	No time or day restrictions	To remove based on current field conditions and property ownership.
		Removed		Arena Road (east of Post Office)	W/S	North limit of Church Street to the north end of the Post Office	No time or day restrictions	To remove based on current field conditions and property ownership.
		Removed		Arena Road (west of Post Office)	W/S	Memorial Arena southerly to Church Street	No time or day restrictions	To remove based on current field conditions and property ownership.
		Removed		Bonnie Boulevard	S/S	Lorne Street to the east end of road	No time or day restrictions	To remove and be added To Schedule XII - Permit Parking.
		Removed		Bouchier Street	N/S	A point 50 metres east of Lake Simcoe to a point 100 metres east of Lake Simcoe	9 pm to 8 am	To remove based on current field conditions.
		Removed		Dalton Road	W/S	From 50 metres south of Baseline Road (YR 8A) southerly 67 metres	No time or day restrictions	To remove and be added To Schedule XII - Permit Parking.
Lorne street	E/S	Lake Drive E to Bonnie Boulevard	3 Hour Max No Overnight			N/A		To include based on current field conditions.
		Removed		Sibbald Crescent	E/S	Hedge Road southerly 52 metres	No time or day restrictions	To remove and be added To Schedule XII - Permit Parking.

## SCHEDULE II - NO PARKING

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	
		Removed		Albert Street	E/S; W/S	Franklin Beach Road southerly to Metro Road (YR 78)	Anytime	To remove based on current field conditions and remain in Schedule V - No Stopping.
Black River	S/S	Park Road (YR 18) Easterly 20 metres	Anytime	Black River	S/S	Park Road (YR 18) Easterly 1,289 metres	Anytime	To amend to allow for roadside parking for public water taps
Black River	S/S	From a point 50 metres east of Park Road (YR 18) Easterly 1, 289 metres	Anytime	Black River	S/S	Park Road (YR 18) Easterly 1,289 metres	Anytime	To amend to allow for roadside parking for public water taps
Bouchier Street	N/S	From a point 50 metres east of Lake Simcoe to a point 100 metres east of Lake Simcoe	8pm - 9am			N/A		To include based on current field conditions.
Bramsey Street	N/S; W/S	Wyndham Circle to Dr. George Burrows Parkway	Anytime	Bramsey Street	S/S	John Link Avenue to Dr. George Burrows Parkway		To amend based on current field conditions.
Bruce Avenue	E/S	Ravenshoe Road (YR 32) north to end of road	Anytime	Bruce Avenue	E/S; W/S	Ravenshoe Road (YR 32) north to end of road		To amend based on current field conditions.
Burke Street	N/S; S/S	North Street easterly to end of road	Anytime	Burke Street	N/S; S/S	High Street (YR 9) easterly to end of road		To amend based on current field conditions.
Cameron Crescent	N/S	The Queensway (YR 12) westerly 210 metres on Cameron Crescent (South)	Anytime	Cameron Crescent	N/S; S/S	The Queensway (YR 12) westerly and northerly to Cameron Crescent		To amend based on current field conditions.

Removed				Carrick Avenue	W/S	From 53 metres south of Fontaine Drive to 200 metres south of Fontaine Drive	Anytime	To remove based on current field conditions and remain in Schedule V - No Stopping.
Circle Ridge Drive	E/S; W/S; N/S; S/S	From 50 metres north of The Queensway South to 150 metres north of The Queensway South	Anytime	Circle Ridge Drive	E/S; W/S; N/S; S/S	Church Street southerly to The Queensway South		To amend based on current field conditions.
Removed				Dalton Road	E/S	Baseline Road (YR 8A) southerly to Black River Road (YR 80)	Anytime	To remove based on Regional jurisdiction.
Removed				DeGeer Street	W/S	Nasello Avenue southerly to Lake Drive	Anytime	To remove based on current field conditions and remain in Schedule V - No Stopping.
De La Salle Boulevard	E/S; W/S	Lake Drive East to south limit	Anytime	N/A				To include based on current field conditions.
Dr. George Burrows Parkway	N/S	Lampkin Street 550m to easterly extent	Anytime	Dr. George Burrows Parkway	S/S	Lampkin Street 550m to easterly extent		To amend based on current field conditions.
Removed				East Street	S/S	High Street (YR 9) easterly to North Street	Anytime	To remove based on current field conditions.
Removed				Elizabeth Street	N/S; S/S	Park Road (YR 18) westerly to Jaclyn st	Anytime	To remove based on current field conditions.
Removed				Fred Cooper Way	W/S; S/S	Beechener to Bamburg	Anytime	To remove based on current field conditions.
Removed				Glenwoods Avenue	N/S; S/S	From 503 metres east of The Queensway (YR 12) easterly 183 metres	8 am to 4:30 pm	To remove based on Regional jurisdiction.

Glenwoods Avenue	N/S; S/S	Lake Drive South to west limit	Anytime	Glenwoods Avenue	N/S; S/S	The Queensway (YR 12) west to Lake Simcoe		To amend based on current field conditions.
Gwendolyn Boulevard	S/S	The Queensway South to Sunbird Boulevard	Anytime	Gwendolyn Boulevard	N/S; S/S	The Queensway South to Metro Road (YR 78)		To amend based on current field conditions.
Hawkins Street	S/S	High Street (YR 9) easterly to Fairpark Lane	Anytime	Hawkins Street	N/S; S/S	High Street (YR 9) easterly to Westwind Circle		To amend based on current field conditions.
Hawkins Street	N/S	Highstreet (Yr 9) easterly to North St	Anytime	Hawkins Street	N/S; S/S	High Street (YR 9) easterly to Westwind Circle		To amend based on current field conditions.
		Removed		Heathbrook Avenue	E/S; W/S	King's Highway No. 48 northerly to end of road	Anytime	To remove, unknown street name and description.
		Removed		Hollywood Drive	N/S; S/S	Lake Drive east to The Queensway (YR 12)	Anytime	To remove based on current field conditions.
		Removed		John Link Avenue	W/S	Baseline Road to (YR 8A) Timberbank Square	Anytime	To remove based on current field conditions.
Jubilee Road	E/S	Lake Dr E to end of road	Anytime			N/A		To include based on current field conditions.
King Street	N/S	River Street easterly to Queen Street	Anytime	King Street	N/S; S/S	River Street easterly to Queen Street		To amend based on current field conditions.
Lake Drive North	E/S; W/S	Church Street northerly to Metro Road (YR 78)	Anytime	Lake Drive North	E/S; W/S	Church Street northerly to Metro Road (YR 78)	Anytime	To action signage from Golf Road to Metro Road (YR 78) based on bylaw.
Lake Drive South	E/S	Ravenshoe Road (YR 32) to Bayview Avenue	Anytime	Lake Drive South	E/S	Ravenshoe Road (YR 32) to Bayview Avenue	Anytime	To action signage from Ravenshow Road to Robert Street based on bylaw.
Lake Drive South	W/S	Ravenshoe Road (YR 32) to 50	Anytime	Lake Drive South	W/S	Ravenshoe Road (YR 32) to 50	Anytime	To action signage from Ravenshow

metres north of Robert Street				metres north of Robert Street				Road to Robert Street based on bylaw.
Removed				Lampkin Street	W/S; S/S	John Link Avenue to Timberbank Square	Anytime	To remove based on current field conditions.
Lyons Lane (north leg)	N/S	West leg of Lyons Land and east leg of Lyons Lane	Anytime	Lyons Lane (north leg)	N/S; S/S	West leg of Lyons Land and east leg of Lyons Lane		To amend based on current field conditions.
Lyons Lane (east leg)	W/S	Lake Drive North and Lake Simcoe	Anytime	Lyons Lane (east leg)	W/S; E/S	Lake Drive North and Lake Simcoe		To amend based on current field conditions.
Maple Avenue	E/S; W/S	Hedge Road to 250 metres south of Hedge Road	Anytime	Maple Avenue	E/S; W/S	Hedge Road to Black River Road		To amend based on current field conditions.
Removed				Medina Drive	N/S; S/S	Metro Road (YR 78) west and north to Rayner's Road	Anytime	To remove based on current field conditions.
Metropolitan Crescent	E/S; W/S	Church Street 205 meters south to end of road	Anytime	Metropolitan Crescent	E/S; W/S	Church Street south and west to end of road		To amend based on current field conditions.
Removed				Metropolitan Crescent	W/S	Church Street south westerly approximately 205 metres	Anytime	To remove based on duplication.
Removed				Miami Drive	N/S; S/S	Lake Drive east to The Queensway (YR 12)	Anytime	To remove based on current field conditions.
Removed				Middle Street	S/S	High Street (YR 9) westerly 100 metres	Anytime	To remove based on current field conditions.
Removed				O'Connor Drive	N/S	Dalton Road easterly to Grew Boulevard	Anytime	To remove based on current field conditions.
Removed				Park Road	E/S; W/S	Old Homestead Road (YR 79) north to Black River Road (YR 80)	Anytime	To remove based on Regional jurisdiction.
Pasadena Drive	N/S; S/S	The Queensway (YR 12) to Pompano Drive	Anytime	Pasadena Drive	N/S; S/S	Lake Drive east to The		To amend based on

						Queensway (YR 12)	current field conditions.
Queen Street	W/S	King Street northerly to Black River Road (YR 80)	Anytime	Queen Street	E/S; W/S	King Street northerly to Black River Road (YR 80)	To amend based on current field conditons.
	Removed			Queen Street	E/S; W/S	St. James Street northerly to King Street	Anytime To remove based on current field conditions.
River Street	N/S; W/S	High Street(YR 9) easterly and northerly to St. James Street	Anytime	River Street	S/S; N/S; E/S; W/S	West Street(YR 9) easterly and northerly to St. James Street	To amend based on current field conditions.
	Removed			Ruta Crescent	E/S; W/S	Nida Drive northerly to end of road	Anytime To remove based on current field conditions.
Seaward Drive	E/S	Hedge Road to George Road	Anytime	Seaward Drive	E/S; W/S	Hedge Road to George Road	To amend based on current field conditions.
Sheppard Avenue	W/S	Metro Road (YR 78) northerly to Lake Drive North	Anytime	Sheppard Avenue	E/S; W/S	Metro Road (YR 78) northerly to Lake Drive\ North	To amend based on current field conditons.
Shorecrest Road	E/S; W/S	Lake Drive North to Crestwood Drive	Anytime	Shorecrest Road	E/S; W/S	Lake Drive north and east to end of road	To amend based on current field conditions.
	Removed			Skybird Lane	E/S; W/S	Gwendolyn Boulevard to Sunbird Boulevard	Anytime To remove based on current field conditions.
	Removed			Sunbird Boulevard	E/S; W/S N/S; S/S	Gwendolyn Boulevard to Parkview Road	Anytime To remove based on current field conditions.
Sunkist Road	E/S; W/S	Burnie Road southerly for 350 metres	Anytime	Sunkist Road	E/S; W/S	Burnie Road southerly to King's Highway No. 48	To amend based on current field conditions.
Sunset Beach Road	E/S; W/S	Burnie Road southerly for 450 metres	Anytime	Sunset Beach Road	E/S; W/S	King's Highway No. 48 northerly to end of road	To amend based on current field conditions.
Terrace Drive	N/S; S/S	The Queensway (YR 12) to 450 metres west of The Queensway (YR 12)	Anytime	Terrace Drive	N/S; S/S	Lake Drive east to The Queensway (YR 12)	To amend based on current field conditions.

The Queensway South	E/S; W/S	Cedar Street to Silas Boulevard	Anytime	The Queensway South	E/S; W/S	Morton Avenue (YR 78) northerly to the south limit of Cedar Street		To amend based on current field conditions.
Removed				Timberbank Square	W/S; S/S	Lampkin street to Lampkin Street	Anytime	To remove based on current field conditions.
Removed				Tulip Street	E/S; W/S	Nida Drive northerly 94 metres	Anytime	To remove based on current field conditions.
Virginia Boulevard	E/S; W/S	Black River Road southerly 75 metres	Anytime	Virginia Boulevard	E/S; W/S	King's Highway No. 48 northerly to Black River Road(YR 80)		To amend based on current field conditions.
Removed				Warden Avenue	E/S; W/S	From 670 metres north of Ravenshoe Road (YR 32) northerly 306 metres	Anytime	To remove based on Regional jurisdiction.
Removed				Wyndhame Circle	W/S; S/S	Bramsey Street to Bramsey Street	Anytime	To remove based on current field conditions.

**SCHEDULE IV - PARKING FOR  
RESTRICTED PERIODS**

PROPOSED BYLAW					ORIGINAL BYLAW					RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS	COLUMN 5 MAX PERIOD PERMITTED	COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS	COLUMN 5 MAX PERIOD PERMITTED	
		Removed			Arena Road (east of Post Office)	E/S	North limit of Church Street to the south limit of fire hall	9 am to 6 pm Monday - Saturday	1/2 Hour	To remove based on current field conditions.
		Removed			Arena Road (east of Post Office)	W/S	North limit of Church Street to the north limit	9 am to 6 pm Monday - Saturday	1/2 Hour	To remove based on current field conditions.
		Removed			Arena Road (west of Post Office)	W/S	Church Street to 18 metres north of Church Street	9 am to 6 pm Monday - Saturday	1/2 Hour	To remove based on current field conditions.
Black River	S/S	A point 20 metres east of Park rd (YR 18) easterly 30 metres	Anytime	20 min			N/A			To amend to allow for parking access to public water taps
Market Square Crescent (north portion)	N/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	1 Hour	Market Square Crescent (north portion)	N/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	2 Hour	To amend based on current field conditions.
Market Square Crescent (north portion)	S/S	High Street (YR 9) easterly 21 metres	9 am to 6 pm Monday - Saturday	1 Hour	Market Square Crescent (north portion)	S/S	High Street (YR 9) easterly 21 metres	9 am to 6 pm Monday - Saturday	2 Hour	To amend based on current field conditions.
Market Square Crescent (south portion)	N/S; S/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	1 Hour	Market Square Crescent (south portion)	N/S; S/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	2 Hour	To amend based on current field conditions.

**SCHEDULE V -  
NO STOPPING**

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	
		Removed		Brule Lakeway	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Anytime	To remove based on current field conditions and remain in Schedule II - No Parking.
Carrick Avenue	W/S	230 metres south of Fontaine Drive to Wexford Drive & Fontaine Drive to 53 metres south of Fontaine Drive	7AM - 7PM MON-FRI	Carrick Avenue	W/S	Wexford Drive to Fontaine Drive		To amend based on current field conditions.
Catering Road	W/S	Dalton Road south westerly 120 metres	Anytime	Catering Road	E/S; W/S	Dalton Road south westerly 120 metres		To amend based on current field conditions.
		Removed		De La Salle Boulevard	E/S; W/S	Lake Drive East to south limit	Anytime	To remove based on current field conditions and add to Schedule II - No Parking.
Jackson's Point Avenue	E/S	Malone Road southerly to Lake Drive East	Anytime	Jackson's Point Avenue	E/S; W/S	Malone Road southerly to Lake Drive East		To amend based on current field conditions.
		Removed		Jubilee Road	E/S; W/S	Lake Drive East southerly to end of road	Anytime	To remove based on current field conditions.

Lake Drive East	N/S; S/S	Woodbine Ave (YR 8) to Hedge Road.	Anytime	Lake Drive East	N/S	Metro Road (YR 78) easterly to a point 156 metres westerly of the west limit of McNeil Road	Anytime	To amend based on current field conditions.
				Lake Drive East	N/S; S/S	From a point 361 metres east of the east limit of McNeil Road to the west limit of Lot 19, Concessi on 9 (NG)	Anytime	
				Lake Drive East	NS; S/S	From the westerly limit of McNeill Road easterly 15 metres	Anytime	
				Lake Drive East	N/S; S/S	From the west limit of McNeill Road westerly 156 metres	Anytime	
				Lake Drive East	N/S; S/S	From the east limit of McNeill Road easterly	Anytime	
				Lake Drive East	N/S; S/S	Civic Centre Road and Kennedy Road	Anytime	

Lake Drive East	N/S	From a point approximately 15 metres east of Dalton Road to a point approximately 15 metres west of Dalton Road	Anytime
Lake Drive East	S/S	From a point approximately 17 metres east of Dalton Road to a point approximately 34 metres west of Dalton Road	Anytime
Lake Drive East	N/S; S/S	West limit of McNeill Road westerly 156 metres	Anytime
Lake Drive East	S/S	From a point approximately 34 metres west of Dalton Road to a point approximately 152 metres east of Melody Lane	Anytime

Lake Drive East (2022)	N/S; S/S	53m east of Melody Lane to 73m east of Melody Lane	
Lake Drive East	N/S	From a point approximately 15 metres west of Dalton Road and from the east limit of McNeill Road easterly	Anytime
Lake Drive East	N/S	839 Lake Drive East to 45m west of 839 Lake Drive East for both sides of the roadway	Anytime
Lake Drive East	N/S	10m west of 857 Lake Drive East to 10m east of 857 Lake Drive East for both sides of the roadway	Anytime
Lake Drive East	N/S	10m west of 872 Lake Drive East to 10m east of 872 Lake Drive East for both sides of	Anytime

				the roadway				
Lake Drive North	N/S; S/S	Metro Road (YR 78) to Woodbine Ave (YR 8)	Anytime	Lake Drive North	S/S	Metro Road (YR 78) east to a point 58 metres east of the east limit of Sheppard Avenue	Anytime	To amend based on current field conditions.
Lake Drive South	W/S;E/S	10m north of 692 Lake Drive South to 10m south of 692 Lake Drive South	Anytime	N/A				To include based on current field conditions.
McNeill Road	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Anytime	McNeill Road	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Monday to Friday - 7 am to 7 pm	To amend based on current field conditions.
Removed				Rosnell Court	E/S; W/S	Pinery Lane southerly to Lake Drive East	Anytime	To remove based on current field conditions.
Sheppard Avenue	E/S;W/S	Metro Road to Lake Drive North(exception: mailbox on E/S)	Anytime					To include based on current field conditions.

**SCHEDULE VIII - STANDS FOR TAXICABS**

PROPOSED AMENDMENTS	ORIGINAL BYLAW	RECOMMENDATION
Removed	SCHEDULE VIII - STANDS FOR TAXICABS	To remove based on current field conditions.
	5.2 Stands for Taxicabs:	
	1. Stands for taxicabs are hereby authorized and assigned on the highways at the side and at the locations set out respectively in Columns '1, 2 and 3 on Schedule 'VIII' for the number of taxicabs permitted set out in Column 4 of the said Schedule, for use between the hours set out in Column 5 of the said Schedule.	To remove based on current field conditions.
	2.	
Removed	a. No taxicabs, while waiting for hire or engagement, shall be parked on any highway except at a stand authorized and assigned for taxicabs by subsection (a) and marked as a taxicab stand by an authorized sign.	
	b. No vehicle other than a taxicab waiting for hire or engagement shall be parked at any stand referred to in subsection (i) marked as a taxicab stand by an authorized sign.	

## SCHEDULE IX - SCHOOL BUS LOADING

PROPOSED BYLAW				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - EFFECTIVE TIMES	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - EFFECTIVE TIMES	
	Removed			Glenwoods Avenue (in front of Jersey Public School)	N/S	A point 35 metres west of the school's easterly property line and a point located westerly a distance of 30 metres	During School Hours	To remove based on Regional jurisdiction and current field conditions.

## SCHEDULE XI - PENALTY PROVISION

PROPOSED BYLAW				ORIGINAL BYLAW				RECOMMENDATION
SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT	SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT	
	Removed			Vehicle parked in taxicab stand	5.2 (b)(ii) (Schedule VIII)	10		To remove based on current field conditions.

**SCHEDULE XII - PERMIT PARKING**

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED  TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED  TIMES OR DAYS	
Bonnie Bouelvard	S/S	Lorne Street to the east end of road			N/A			To include based on current field conditions.

**SCHEDULE XIV - WATERFRONT PARK  
BUFFER ZONE**

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMEND ATION
COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	
Aleah Cres.		Lakeview Blvd. to Glenwoods Ave		Aleah Cres.		Lakeview Blvd. to Parkwood Ave.		To amend based on current field conditions.

## SCHEDULE XIX - ONE WAY STREETS

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - DIRECTION TIMES OR DAYS	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - HIGHWAY	COLUMN 2 - DIRECTION TIMES OR DAYS	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS	
Duclos Point Road	South bound	From 345 metres south of North end Cul-de-Sac southerly 880 metres	Anytime		N/A			To include based on current field conditions.
Duclos Point Road	North bound	From the split of Duclos Point Road northerly to 345 metres south of North end Cul-de- Sac	Anytime		N/A			To include based on current field conditions.
Estonian Road	South bound	From Narva Avenue southerly to Ravenshoe Road (YR 32)	Anytime		N/A			To include based on current field conditions.
Estonian Road	North bound	From Ravenshoe Road (YR 32) northerly to Narva Avenue	Anytime		N/A			To include based on current field conditions.
Hoffman Drive	East bound	Thompson Drive to Pinery Lane	Anytime		N/A			To include based on current field conditions.
Viru Avenue	East bound	Weir's Sideroad to Pirita Road	Anytime		N/A			To include based on current field conditions.
Viru Avenue	West bound	Pirita Road to Weir's Sideroad	Anytime		N/A			To include based on current field conditions.

## SCHEDULE XXI - LEFT TURN LANE ONLY

PROPOSED AMENDMENTS		ORIGINAL BYLAW	RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN	COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Simcoe Ave	30 metres west of the The Queensway S and The Queensway S	N/A	To include based on current field conditions.
Dovedale Drive	Woodbine Ave (YR 8) to Roselm Ave	N/A	To include based on current field conditions.
Dalton Rd	Lake Drive E southerly for 45 metres	N/A	To include based on current field conditions.

## SCHEDULE XXI - RIGHT LANE TURN LANE ONLY

PROPOSED AMENDMENTS		ORIGINAL BYLAW	RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN	COLUMN 1 - HIGHWAY      COLUMN 2 - BETWEEN	
Dovedale Drive	160 metres west of Woodbine (YR 8) to 110 metres west of Woodbine (YR 8)	N/A	To include based on current field conditions.
14.0 Right Turn Only Lanes: 1. The highways set out in Column 1 of Schedule 'XXI' having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, the right lanes thereof are hereby designated for right turns only. 2. Each designation made by subsection (a) shall be effective upon the erection of official signs indicating such designation.		N/A	To include based on current field conditions.

**SCHEDULE XXII - PROHIBITED  
TURNS**

PROPOSED AMENDMENTS				ORIGINAL BYLAW				RECOMMENDATION
COLUMN 1 - INTERSECTION OR PORTION OF HIGHWAY	COLUMN 2  DIRECTION	COLUMN 3  TURNS	COLUMN 4 - PROHIBITED TIMES OR DAYS	COLUMN 1 - INTERSECTI ON OR PORTION OF HIGHWAY	COLUMN 2  DIRECTIO N	COLUMN 3  TURNS	COLUMN 4 - PROHIBITED TIMES OR DAYS	
	Removed			The Queensway South between Church Street and Simcoe Avenue	All directions	U-Turns	Anytime	To remove based on current field conditions.

## XXVII - HEAVY TRUCK PROHIBITED

PROPOSED AMENDMENTS			ORIGINAL BYLAW			RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN	COLUMN 3 - TIMES OR DAY	COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN	COLUMN 3 - TIMES OR DAY	
Brecken Drive	The Queensway South (YR 12) to Thornlodge Drive	Anytime		N/A		To include based on current field conditions.
Cedartam Street	Victoria Road (YR 82) to Old Shiloh Road	Anytime		N/A		To include based on current field conditions.
Laurendale Avenue	Ravenshoe Road (YR 32) to Bostock Drive	Anytime		N/A		To include based on current field conditions.
Thornlodge Drive	Ravenshoe Road (YR 32) to Bud Leggett Crescent	Anytime		N/A		To include based on current field conditions.
Glenwoods Ave	the Queensway South (YR 12) to Lake Dr South	Anytime		N/A		To include based on current field conditions.
Golf Road	Lake Drive North to Metro Road North (YR 78)	Anytime		N/A		To include based on current field conditions.
Wexford Drive	Woodbine Avenue (YR 8) to Carrick Avenue	Anytime		N/A		To include based on current field conditions.

**SCHEDULE XXVIII -  
SPEED LIMITS**

PROPOSED AMENDMENTS			ORIGINAL BYLAW			RECOMMENDATION
COLUMN 1 - HIGHWAY	COLUMN 2 - ROAD OR PORTION OF ROAD	COLUMN 3 - PRESCRIBED MAXIMUM RATE OF SPEED	COLUMN 1 - HIGHWAY	COLUMN 2 - ROAD OR PORTION OF ROAD	COLUMN 3 - PRESCRIBED MAXIMUM RATE OF SPEED	
Alexander Boulevard [Metro Road North]	Lake Drive East to Volga Avenue	30	Alexander Boulevard [Metro Road North]	Lake Drive East to Volga Avenue	30	To replace signage based on current bylaw.
Baldwin Road	Cryderman's Side Road to Highway #48	70	Baldwin Road	Cryderman's Side Road to Highway #48	60	To amend based on current field conditions.
Carol Avenue	Metro Road (YR 78) south to end of road	40	Carol Avenue	Metro Road (YR 78) south to end of road	60	To amend based on current field conditions.
Deer Park Drive	From Varney Road to a point approximately 200 metres west of Varney Road	40	Deer Park Drive	From Varney Road to a point approximately 200 metres west of Varney Road	60	To amend based on current field conditions.
Elmdale Avenue	Lakeview Boulevard to Hillside Drive	40	Elmdale Avenue	Lakeview Boulevard to Hillside Drive	30	To amend based on current field conditions.
Removed			Glenwoods Avenue	The Queensway (YR 12) to a point 1068 metres east of The Queensway (YR 12)	50	To remove based on Regional jurisdiction.
Grew Boulevard	Lake Drive East to 325m South of Lake Drive East	40	Grew Boulevard	Lake Drive East to 325m South of Lake Drive East	30	To amend based on current field conditions.
Grew Boulevard	325m South of Lake Drive East to Dalton Road (YR 9)	40	Grew Boulevard	325m South of Lake Drive East to Dalton Road (YR 9)	30	To amend based on current field conditions.
Removed			Heathbank Avenue	King's Highway No. 48 north to end of road	40	To remove, unknown street name and description.
Holmes Point Road	King's Highway No. 48 to 763m north of King's Highway No. 48	60	Holmes Point Road	King's Highway No. 48 to a point 300 metres north of King's Highway No. 48	60	To amend based on

						current field conditions.
Holmes Point Road	763m north of King's Highway No. 48 north and east to end of road	40	Holmes Point Road	Holmes Point Road east to end of road	40	To amend based on current field conditions.
Isle Vista Drive	South End Turnaround to Water Fringe Drive	40	Isle Vista Drive	South End Turnaround to Water Fringe Drive	30	To amend based on current field conditions.
Joel Avenue	Metro Road (YR 78) south to end of road	40	Joel Avenue	Metro Road (YR 78) south to end of road	60	To amend based on current field conditions.
Mahoney Avenue	Churchill Lane east to Kennedy Road (YR 3)	40	Mahoney Avenue	Churchill Lane east to Kennedy Road (YR 3)	50	To amend based on current field conditions.
Moore's Beach Road	450m north of Duclos Point Road northerly and easterly to end of road	40	Moore's Beach Road		40	To amend based on current field conditions.
Moore's Beach Road	Duclos Point Road to 450m north of Duclos Point Road	70	Moore's Beach Road		70	To amend based on current field conditions.
Pete's Lane	East limit of east-west leg to west limit of east-west leg	40	Pete's Lane	East limit of east-west leg to west limit of east-west leg	70	To amend based on current field conditions.
Pine Post Road	Osbourne Street west to Lake Simcoe	50	Pine Post Road	Osbourne Street west to Lake Simcoe	40	To amend based on current field conditions.
Pinery Lane	Lake Drive East to Thompson Drive	30	Pinery Lane	Lake Drive East to Thompson Drive	40	To replace signage based on current bylaw.
Pompano Drive	Pasadena Drive south to Hollywood Drive	40	Pompano Drive	Pasadena Drive south to Hollywood Drive	50	To amend based on current field conditions.
Riverview Beach Road	King's Highway No. 48 north to Johnston Street	40	Riverview Beach Road	King's Highway No. 48 north to Johnston Street	60	To amend based on current field conditions.
Sedore Avenue	Mahoney Avenue to Metro Road North(YR 78)	40	Sedore Avenue	Mahoney Avenue to Metro Road North(YR 78)	30	To amend based on current field conditions.

Sibbald Crescent	Hedge Road to Hedge Road	30	Sibbald Crescent	Hedge Road south to Birch Knoll Road	40	To amend based on current field conditions.
			Sibbald Crescent	Hedge Road south to end of road	40	
The Queensway North	700 meters north of Old Homestead Road to Deer Park Road	70	The Queensway North	Between lots 17-18	70	To amend based on current field conditions.
The Queensway North	Church Road northerly for 420 metres	40	The Queensway North	Morton Road to Church Street north 420 metres	40	To amend based on current field conditions.
The Queensway North	700 meters north of Old Homestead Rd to 525 meters south of Old Homestead Road	50	The Queensway North	Between lots 14-15 north to between lots 17-18	50	To amend based on current field conditions.
The Queensway North	Morton Road (YR 76) to Church Road	50	The Queensway North	Morton Road to Church Street north 420 metres	50	To amend based on current field conditions.
Turner Street	Bouchier Street north to Curley Street	30	Turner Street	Bouchier Street north to Curley Street	40	To amend based on current field conditions.
Water Fringe Drive	Woodfield Dr. to E limit	40	Water Fringe Drive	Woodfield Dr. to E limit	30	To amend based on current field conditions.
Woodfield Drive	King's Highway No.48 to 570m north of King's Highway No.48	60	Woodfield Drive	Reduction in speed limits from 60km/h to 40km/h on Woodfield Dr. from the intersection of Highway48 to 230m northwards	40	To amend based on current field conditions.
Woodfield Drive	570 meters north of Highway 48 northwards to end of road	40	Woodfield Drive	230 meters north of Highway 48 northwards to end of road	40	To amend based on current field conditions.

### SCHEDULE XXXI - COMMUNITY SAFETY ZONES

PROPOSED AMENDMENTS		ORIGINAL BYLAW		RECOMMENDATION
COLUMN 1 - ROAD OR PORTION OF ROAD	COLUMN 2 - LIMITS	COLUMN 1 - ROAD OR PORTION OF ROAD	COLUMN 2 - LIMITS	
Lake Drive East	Woodbine Avenue (YR 8) to Hedge Road	Lake Drive East	Between Brule Lakeway and 200m west of McNeil Road (4.0 km – De La Salle Park, Franklin Beach, Willow Wharf, Willow Beach)	To amend based on current field conditons.
Lake Drive North	Coxwell Street to Woodbine Avenue (YR 8)	Lake Drive North	Between Woodbine Avenue and Metro Road North (2.7 km – Island Grove Marina, East Point Marina, Sheppard Park and Wharf, North Gwillimbury Park)	To amend based on current field conditons.
Riveredge Drive	Woodbine Avenue (YR 8) to The Queensway South (YR 12)		N/A	To include based on current field conditons.
Ravencrest Road	Ravenshoe Road (YR 32) to Kennedy Road (YR 3)		N/A	To include based on current field conditons.

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. LS-2023-0019**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: OFF-ROAD VEHICLES PUBLIC CONSULTATION UPDATE**

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**1. RECOMMENDATIONS:**

1. That Council receive Report No. LS-2023-0019 prepared by the Municipal Law Enforcement Division, Legislative Services dated November 22<sup>nd</sup>, 2023 respecting an update on Off-Road Vehicles.
2. That Council direct staff to return with a By-law for a pilot project, if Council would like to continue to explore the use of Off-Road Vehicles on Town roads after reviewing the options contained within this report.

**2. PURPOSE:**

This report is presented to share the results of the public consultation process regarding Off-Road Vehicles and to seek Council's direction regarding the use of Off-Road Vehicles on Town roads.

**3. BACKGROUND:**

Although the activity has never been legal in Georgina, riding Off-Road Vehicles on public highways in the Town has been a tradition and hobby for many years. Most notably, local anglers and visitors enjoy riding Off-Road Vehicles in the winter months while Lake Simcoe is frozen. Users ride Off-Road Vehicles to access the ice from land in order to go ice fishing. For many, the activity is an opportunity to spend time with family and friends, while for others it is a way of life and a way to provide food for themselves and their families. Led by the Municipal Law Enforcement Division, staff have been looking at options that would formalize and legalize this long held tradition in Georgina so that Off-Road Vehicle users can participate in this activity without the consequences of breaking the law.

On January 22, 2020 Council received a briefing note in regards to Off-Road Vehicles (ORVs). In response, Council passed Resolution No. C-2020-0030 directing staff to attend the Georgina Trails and Active Transportation Advisory Committee, the Safe Streets Committee, and the Economic Development Committee to discuss the matter. Staff were also requested to contact the Georgina Trail Riders Association, the Ontario Federation of Anglers and Hunters, and the Ontario Federation of All Terrain Vehicle Clubs.

After attending the Committee Meetings, staff reported their findings back to Council by way of a briefing note on January 27<sup>th</sup>, 2021. Council received the briefing note and passed Resolution No. C-2021-0023 directing staff to invite York Regional Police to a Council Meeting to share statistics on ORV enforcement within the Town of Georgina.

On February 16<sup>th</sup>, 2022, Sgt Hoyt Miller from York Regional Police provided a presentation to Council regarding ORV enforcement statistics. Council received the presentation and passed Resolution No. C-2022-0053 directing staff to form a working group to investigate issues surrounding the use of ORVs in the Town of Georgina.

On July 12<sup>th</sup>, 2023 Council received Report No. LS-2023-0009 from the Municipal Law Enforcement Division and authorized a public consultation process. Council directed staff to report back on the results of the public consultation process with updated options and recommendations concerning the possible permissibility of ORVs on Town of Georgina Highways.

#### **4. ANALYSIS:**

To begin the public consultation process, on September 11<sup>th</sup>, 2023, the Communications Division published an ORV survey that was available to be completed online by residents and interested parties. The survey was open for 12 days and closed on September 22<sup>nd</sup> at 4:30pm. The survey included multiple choice questions as well as open-ended questions. The following questions were included in the survey:

1. Where do you live?
2. Should Off-Road Vehicles be permitted to operate on Town of Georgina roadways?
3. Do you currently own or are you interested in owning an Off-Road Vehicle?
4. Which, if any, restrictions should be imposed if Off-Road Vehicles were permitted on Town roads?
5. Which, if any, types of Off-Road Vehicles should be permitted on Town roads?
6. For what purpose do you use an Off-Road Vehicle or plan on using one?
7. Do you have any concerns about Off-Road Vehicles being permitted on Town roads?
8. If you would like Off-Road Vehicles to be permitted on Town roads, why?
9. Which age category are you in?
10. Do you currently hold a valid driver's licence?

Survey participants also had the opportunity to provide additional comments. Full survey results can be viewed in Attachment 1, but highlights include:

- Over 90% of respondents indicated that they resided in the Town of Georgina, with the majority being from Keswick, followed by Sutton/Jackson's Point, Pefferlaw, hamlet areas, and the countryside areas.
- Approximately 72% of respondents indicated that they would like Off-Road Vehicles permitted in all parts of Town.
- Approximately 73% of respondents either currently own an Off-Road Vehicle or are interested in purchasing one.
- If Off-Road Vehicles are permitted on Town roads, approximately 30% of respondents feel that there should be restrictions on such use, including the areas of Town in which Off-Road Vehicles may be used, the time of day, etc.
- The most popular Off-Road Vehicle that respondents would like to use on Town roads are All-Terrain Vehicles (ATVs), followed by Recreational Off-highway Vehicles (Side-by-Sides), and Utility Terrain Vehicles (UTVs).
- Respondents that use Off-Road Vehicles mostly use them for recreational purposes, followed by trail riding and transportation for fishing.
- The age group that provided the greatest number of responses to the survey was from 31-40 years old.
- Most common concerns about Off-Road Vehicles on roadways include underage riders, lawlessness, general use of dirt bikes, the use of Off-Road Vehicles in subdivisions, and the safety of riders and other road users.

On September 20<sup>th</sup>, 2023, Municipal Law Enforcement staff hosted a public information centre in the Council Chambers of the Civic Centre. Staff hosted approximately 20 visitors, of which just over half supported the idea of permitting ORVs on Town roadways. Concerns from those against ORVs were safety and the behaviour of some riders that currently operate illegally and sometimes dangerously on Town roads. Staff were available to answer questions from the public and facilitate discussions with the group.

A recurring concern that staff heard during the public consultation process was about underage riders and their lack of regard for safety and the rules of the road. Members of the public feel that there is not enough enforcement for bad behavior of ORV users. Staff have heard reports from the public of dirt bikes weaving in and out of traffic on both Woodbine Ave and the Queensway South. Up until now, enforcement of the use of ORVs has been the responsibility of York Regional Police. If ORVs are permitted on Town roads, as in other municipalities, the majority of enforcement will continue to be conducted by the police. However, the Municipal Law Enforcement Division will also play a role in investigations and enforcement.

Similar to other motor vehicle traffic, if ORVs are permitted to operate on Town roadways, some users will not follow the rules of the road. There will be users that will speed and drive recklessly. This is behavior that can be corrected through enforcement. These users will not be caught every time they break the law, but enforcement can be strategized through the complaint process. Recent discussion with York Regional Police indicate that they have recently received numerous complaints about ORVs in the Simcoe Landing subdivision. The YRP Community

Oriented Response Unit responded to the concerns with increased enforcement in the area, which provided immediate results. Residents must report these incidents to ensure enforcement can be focused on problem behaviours. Whether residents are aware of it or not, enforcement is occurring, and Sgt. Miller shared that with Council at the Council Meeting of February 16<sup>th</sup>, 2022.

It is important to note that underage riders will not be permitted under any circumstances to operate legally on Town roadways without first obtaining their driver's licence. A minimum of a G2 or M2 is required. If Council decides to permit ORVs on Town roadways, provincial legislation requires that the ORV must display a numbered licence plate and be insured in accordance with the *Compulsory Automobile Insurance Act* and section 15 of the *Off-Road Vehicles Act*.

At this time, there are three options for Council to consider. The first option is to leave things the way that they are. ORVs will not be permitted on Town roads and residents that decide to use their ORVs on Town roads will risk being subjected to enforcement. Enforcement will continue to be mostly based on complaints received from the public and targeted towards behaviour requiring corrective action.

A second option is for Council to instruct staff to come back to Council with a by-law that will legalize the use of ORVs on all Town roads. Council could pick which types of Off-Road Vehicles they want to permit on Town roads. Council could also direct staff to restrict the time of day and/or the time of year that ORVs may be used on Town roads. Alternatively, Council could enact a by-law with no restrictions outside of the provincial requirements.

If Council decides to go with the second option, ORVs will be permitted on all Town roads in all neighbourhoods; however, there are certain subdivisions which are bordered by Regional Roads. The Region has indicated that there is no appetite at this time to permit ORVs on Regional Roads, so ORV users in these subdivisions will essentially be trapped in their neighbourhoods while riding their ORVs, without access to the rest of the municipality and nowhere to go if they follow the law. Enforcement under this option will be to correct unlawful activity -- for example, speeding, careless operation, not following the rules of the road, etc.

The third option, which is recommended by staff if Council desires to continue to explore the idea of permitting ORVs on Town roads, is for Council to run a pilot project. Under this option, ORVs would be permitted on Town roads within the Waterfront Park Buffer Zone, as defined by Parking and Traffic By-law No. 2002-0046 (TR-1), as amended. Staff recommend only permitting all-terrain vehicles (ATVs) on Town roads during the ice-fishing season and during daylight hours while the pilot project is in place.

Under the third option, enforcement would be focused around poor behaviour and corrective action. Most of the currently illegal ORV activity and public nuisances will remain illegal; however, individuals using their ATVs to access the ice over Lake Simcoe during the ice-fishing season will be able to do so legally without fear of

breaking the law. A by-law will be passed that prohibits riding ORVs on Town roads outside of the Waterfront Park Buffer Zone, which York Regional Police and Municipal Law Enforcement Officers can enforce. If Council proceeds with the third option as recommended by staff and the pilot is successful, the project can be expanded to include other types of ORVs, restrictions can be lessened, and the geographic area where ORVs are permitted on Town roads could be extended.

One of the main reasons to permit ORVs on Town roads only during the ice-fishing season is to keep Lake Drive and the other applicable roads safe during the summer months, during which there is an increase in residents and visitors using our waterfront parks, as well as increased pedestrian, cyclist, and passenger vehicle traffic. It is not ideal to have ORVs using the roads within the Waterfront Park Buffer Zone during the time of year when the roads are being used the most. Staff have considered the Lake Drive Functionality Assessment and at this time, the project manager has no concerns. If ORVs are permitted in the Waterfront Park Buffer Zone, they will be treated the same as any other motor vehicles in the Assessment.

Under the third option, ORVs will remain prohibited on Town roads outside of the Waterfront Park Buffer Zone and all Regional roads across Town, which means that large areas of Town will not be accessible by ORVs.

If the second or third options are chosen by Council, staff could return to Council at the first available Council Meeting in 2024 with a by-law. The Operations Department will need time to erect adequate signage as legislated by the Province, as well as signs to identify the Waterfront Park Buffer Zone. This signage will come at a considerable expense to the Operations Department of between \$30,000-\$50,000.

## **5. RELATIONSHIP TO STRATEGIC PLAN:**

Should Council select Option 3, the decision would contribute to 'Diversifying our Local Economy' through continued support of Georgina's tourism sector.

## **6. FINANCIAL AND BUDGETARY IMPACT:**

The ORV Working Group has identified an expense related to installation of signage that would be required within the Waterfront Park Buffer Zone if Council proceeds with the staff recommendation. There would be a one-time expense of between \$30,000-50,000 and a minimal expense recurring each year for maintenance

## **7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

Although not legislated as a requirement, staff collected public input through an online survey and public information centre hosted at the Civic Centre.

**8. CONCLUSION:**

This report contains a recommendation for Council to implement a pilot project for the use of ORVs on Town of Georgina roads within the Waterfront Park Buffer Zone if Council would like to explore this option further.

**APPROVALS**

Prepared By: Mike Hutchinson, Manager, Municipal Law Enforcement

Recommended By: Michael Bigioni, Director, Legislative Services

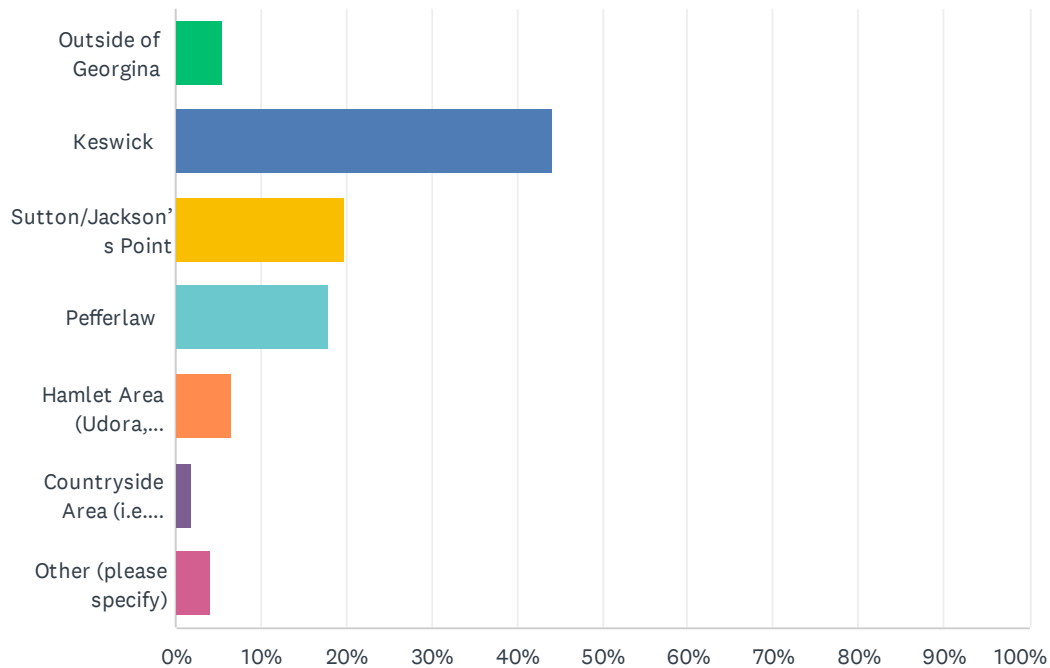
Approved By: Ryan Cronsberry, Chief Administrative Officer

***Attachments:***

Attachment 1 – Public Survey Results

## Q1 Where do you live?

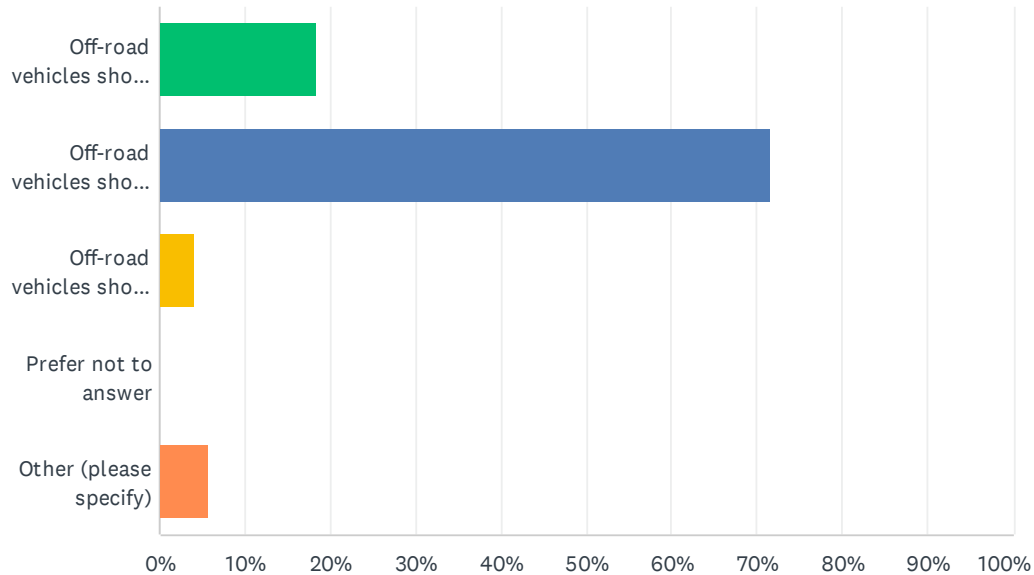
Answered: 2,992 Skipped: 5



ANSWER CHOICES	RESPONSES	
Outside of Georgina	5.55%	166
Keswick	44.08%	1,319
Sutton/Jackson's Point	19.89%	595
Pefferlaw	17.95%	537
Hamlet Area (Udora, Virginia, Baldwin, Ravenshoe, Belhaven, etc.)	6.58%	197
Countryside Area (i.e. outside of settlement areas and hamlets)	1.91%	57
Other (please specify)	4.04%	121
TOTAL		2,992

## Q2 Should off-road vehicles be permitted to operate on Town of Georgina roadways?

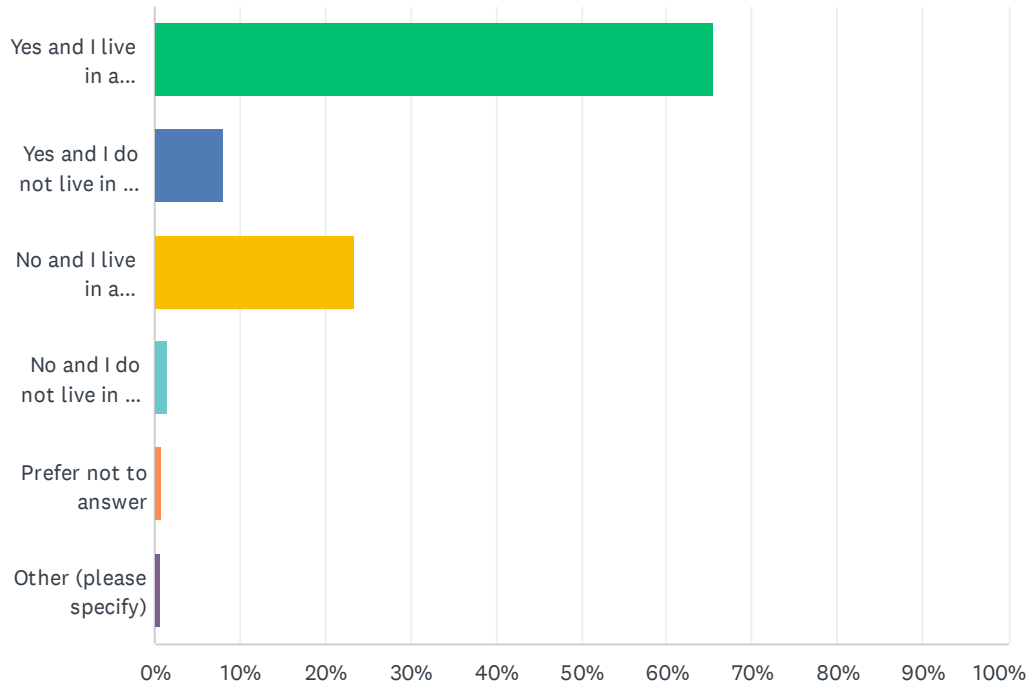
Answered: 2,987 Skipped: 10



ANSWER CHOICES	RESPONSES	
Off-road vehicles should not be permitted in residential areas	18.38%	549
Off-road vehicles should be permitted in all areas of Town, without any restrictions	71.74%	2,143
Off-road vehicles should only be permitted within the Waterfront Park Buffer Zone, with restrictions	4.05%	121
Prefer not to answer	0.07%	2
Other (please specify)	5.76%	172
TOTAL		2,987

### Q3 Do you currently own or are you interested in owning an off-road vehicle?

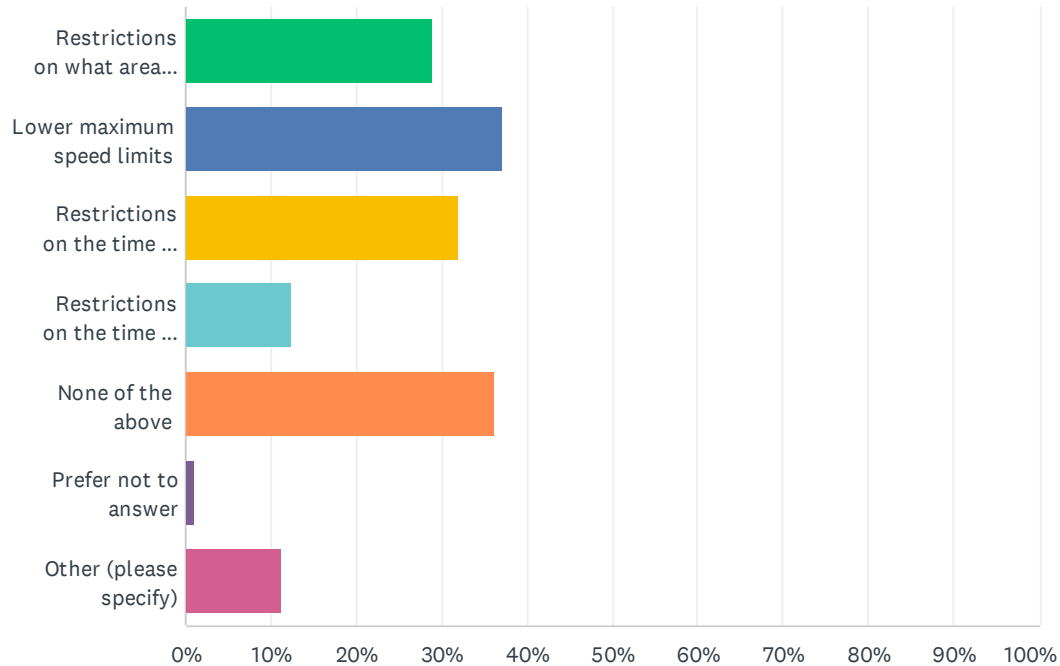
Answered: 2,991    Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes and I live in a residential area	65.40%	1,956
Yes and I do not live in a residential area	8.09%	242
No and I live in a residential area	23.50%	703
No and I do not live in a residential area	1.50%	45
Prefer not to answer	0.77%	23
Other (please specify)	0.74%	22
<b>TOTAL</b>		<b>2,991</b>

## Q4 Which, if any, restrictions should be imposed if off-road vehicles were permitted on Town roads? Select all that apply.

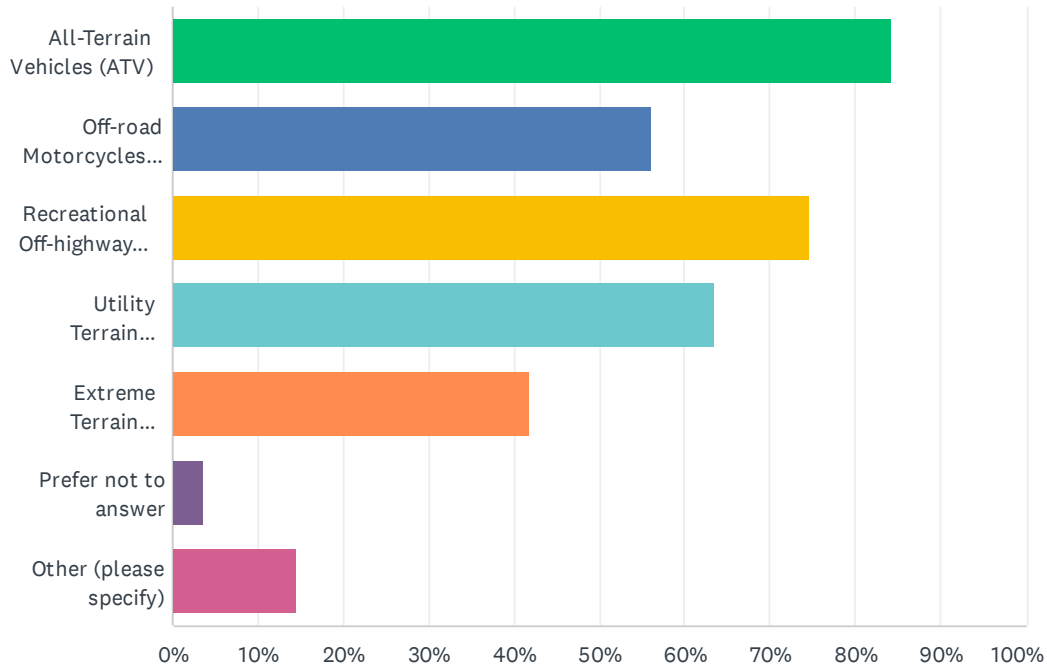
Answered: 2,974 Skipped: 23



ANSWER CHOICES	RESPONSES	
Restrictions on what areas of Town they should be permitted	29.02%	863
Lower maximum speed limits	37.02%	1,101
Restrictions on the time of day for use	31.98%	951
Restrictions on the time of year for use	12.44%	370
None of the above	36.28%	1,079
Prefer not to answer	1.01%	30
Other (please specify)	11.20%	333
Total Respondents: 2,974		

## Q5 Which, if any, types of off-road vehicles should be permitted on Town roads? Select all that apply.

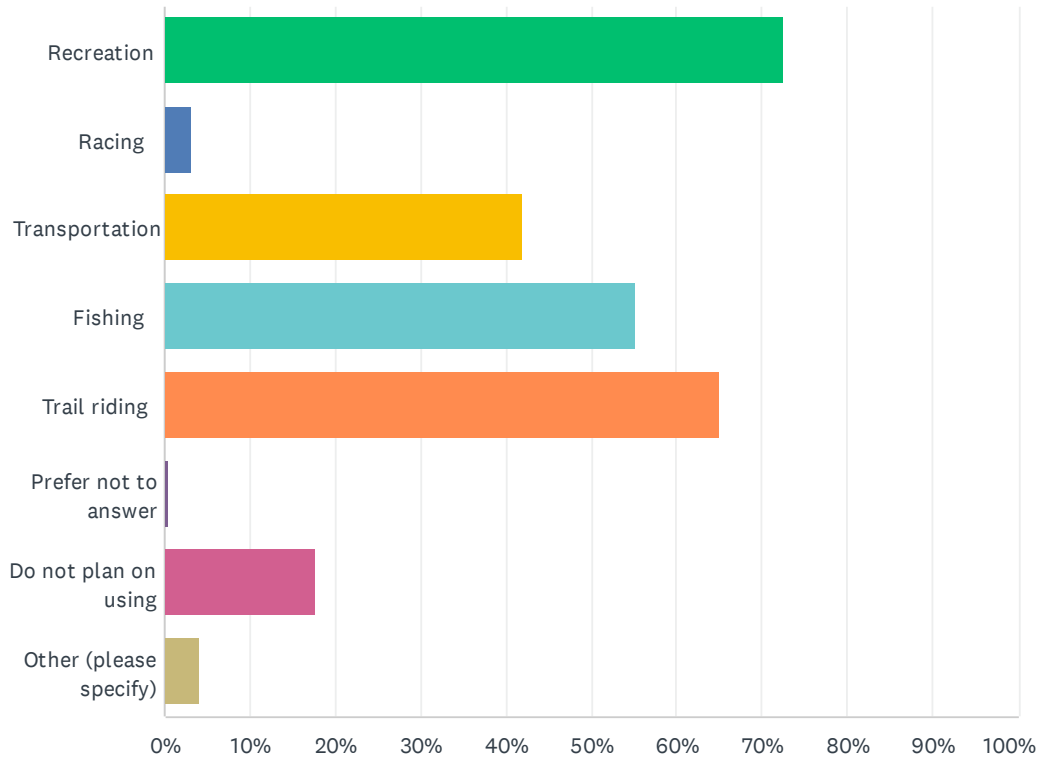
Answered: 2,882 Skipped: 115



ANSWER CHOICES	RESPONSES	
All-Terrain Vehicles (ATV)	84.18%	2,426
Off-road Motorcycles (dirt bikes)	56.11%	1,617
Recreational Off-highway Vehicles (side-by-sides)	74.71%	2,153
Utility Terrain Vehicles (UTV)	63.46%	1,829
Extreme Terrain Vehicles (XTV)	41.78%	1,204
Prefer not to answer	3.54%	102
Other (please specify)	14.50%	418
Total Respondents: 2,882		

## Q6 For what purpose do you use an off-road vehicle or plan on using one? Select all that apply.

Answered: 2,978 Skipped: 19



ANSWER CHOICES	RESPONSES	
Recreation	72.46%	2,158
Racing	3.12%	93
Transportation	41.91%	1,248
Fishing	55.31%	1,647
Trail riding	64.98%	1,935
Prefer not to answer	0.50%	15
Do not plan on using	17.70%	527
Other (please specify)	4.03%	120
Total Respondents: 2,978		

## Q7 Do you have any concerns about off-road vehicles being permitted on Town roads? (Open ended)

Answered: 1,963   Skipped: 1,034

Q8 If you would like off-road vehicles to be permitted on Town roads, why?  
(Open ended)

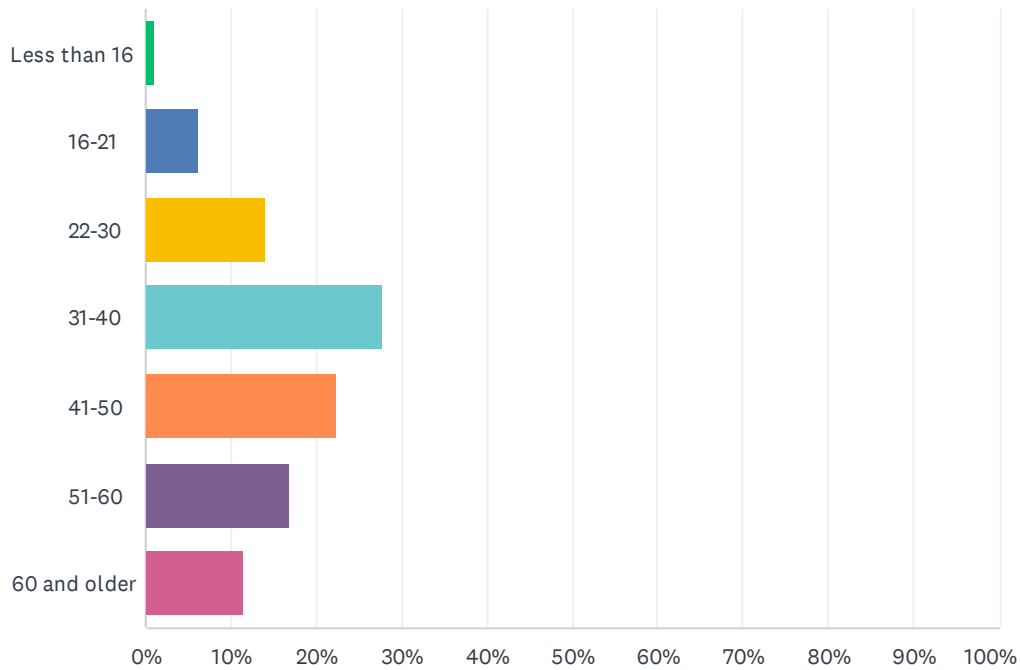
Answered: 1,727   Skipped: 1,270

## Q9 Provide any additional comments below:

Answered: 571   Skipped: 2,426

## Q10 Which age category are you?

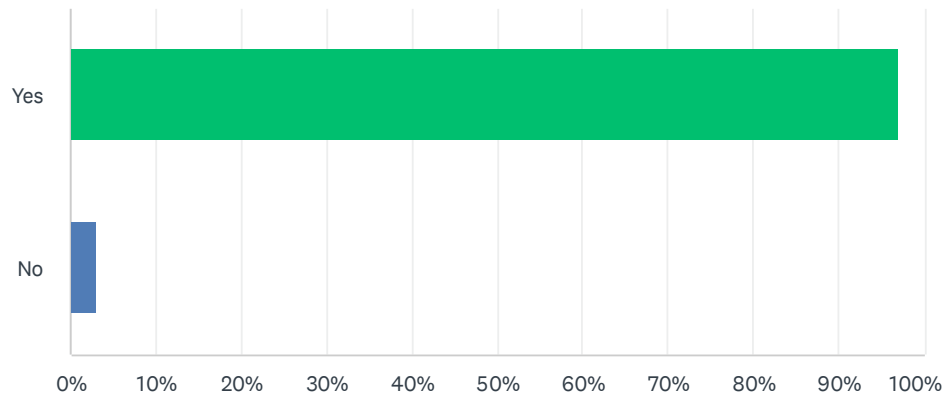
Answered: 2,985 Skipped: 12



ANSWER CHOICES	RESPONSES	
Less than 16	1.07%	32
16-21	6.23%	186
22-30	14.14%	422
31-40	27.67%	826
41-50	22.48%	671
51-60	16.85%	503
60 and older	11.56%	345
TOTAL		2,985

## Q11 Do you currently hold a valid driver's licence?

Answered: 2,987 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	96.99%	2,897
No	3.01%	90
TOTAL		2,987

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. DS-2023-0087**

**FOR THE CONSIDERATION OF  
COUNCIL**

**November 22, 2023**

**SUBJECT: Lake Drive Shoreline Action Plan – Surveyor Services**

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**1. RECOMMENDATIONS:**

1. That Council receive Report No. DS-2023-0087, prepared by the Planning Policy Division, Development Services Department, dated November 22, 2023, regarding the Lake Drive Shoreline Action Plan - Surveyor Services;
2. That Council approve the budget for Category 2, survey costs, of the Lake Drive Shoreline Action Plan, based on results of Contract “DSD2023-099 Surveyor Services – Lake Drive”, in the amount of \$655,059.00, along with a 30% contingency of \$196,518.00, totaling \$851,577.00, plus applicable HST of 1.76%; and
3. That Council set the survey costs per lakeside lot for Eligible Property Owners (EPOs) at \$2,476.00, based on an estimated 350 lakeside lots with 100% participation; and
4. That Council allocate funding from the Tax Rate Stabilization Reserve for the Additional Survey Works outlined in the Provisional Item found in Schedule B of Contract “DSD2023-099 Surveyor Services – Lake Drive”, in the amount of \$79,650.00, along with a 30% contingency of \$23,895.00 totalling \$103,545.00, plus applicable HST of 1.76%; and
5. That in accordance with Operational Step #7 of the Action Plan and Recommendations 2 and 4 above, Council approve the contract award for surveying services to IBW Surveyors and authorize the Manager of Procurement Services to execute the agreement between the Town of Georgina and IBW Surveyors, together with any other necessary documents required to give effect to the agreement; and,
6. That staff report back to Council on providing EPOs the option of a payment plan, with a comprehensive outline of the payment plan option, including interest rates, overall structure, duration of payments, and seek authorization for the associated by-law.

**2. PURPOSE:**

The purpose of this report is to update Council on the results of the engagement process with Eligible Property Owners (EPOs) within the Lake Drive Shoreline Action Plan Area (see Attachment 1), and to seek funding and approval to award a contract for surveyor services.

### **3. BACKGROUND:**

On September 23, 2015, the Lake Drive Shoreline Jurisdiction Ad Hoc Committee was established to gather public input and address the issues surrounding Lake Drive. The Committee met for approximately two years between September 23, 2015 and July 19, 2017, and presented its recommendations to Council (the “Action Plan”). Council resolved to move forward on the Lake Drive Shoreline Jurisdiction Action Plan, which led to a Town position on the divestiture of surplus road allowance lands. However, due to legal issues and resource allocation challenges caused by the pandemic, the project was delayed for nearly three years.

The Council-approved Action Plan consists of a 14 step process aimed at resolving land ownership issues relating to the lands on the lake side of Lake Drive North and Lake Drive East. Its primary objectives were twofold: first, to determine the boundaries of the Town’s road allowance and identify the portions that should be retained and those that could be considered surplus and divested; and second, to establish appropriate land use permissions and development standards for all lakeside lots, including privately owned properties and the road allowance lands to be divested. Ultimately, this project is intended to clear up title along the shoreline of Lake Drive North and Lake Drive East.

#### **March 30, 2022 Council Meeting**

On March 30, 2022, Council adopted the following resolutions:

#### **RESOLUTION NO. C-2022-0108**

1. That Council delegate authority to the CAO to retain and/or allocate appropriate dedicated personnel and resources to advance the Lake Drive Jurisdiction Action Plan, excluding beach associations, as per the direction provided in the March 30, 2022 closed session of Council.
2. That staff report back to Council with two reports, the first report outlining the price including land costs and actual cost recovery the Town would consider for the divestiture of road allowance lands within the Lake Drive Jurisdiction Action Plan by June 22, 2022, and the second report outlining a schedule to implement the operational and policy steps in the Lake Drive Jurisdiction Action Plan no later than August 10, 2022.

#### **RESOLUTION NO. C-2022-0109**

3. That Beach Associations will be addressed through the second report outlining a schedule to implement the operational and policy steps in the Lake Drive Jurisdiction Action Plan no later than August 10, 2022.

### **June 22, 2022 Council Meeting**

On June 22, 2022, Council considered Report No. [SI-2022-0006](#), which provided financial information to Town Council for its consideration relating to the price, including land costs and actual cost recovery, of the road allowance lands to be divested.

The three primary financial components for implementing the Action Plan were identified as follows:

- Category 1: Project Costs
- Category 2: Lakeside Lot Creation Costs
- Category 3: Land Costs

The Budget for Category 1: Project Costs approved through the passing of Resolution No. C-2022-0108 at the March 30, 2022 Council meeting was as follows:

- Program Manager (\$480,000 over 3 years)
- Planner/GIS Technologist (\$308,000 over 3 years)
- Communications Support (\$75,000)
- Planning Consultant if required (\$100,000)
- External Legal Counsel (\$300,000)
- Total Budget: \$1,263,000

Through the following resolution, Council adopted defining elements outlining how future budgetary Category 2 and 3 associated costs and risks would proceed. Staff were to report back to Council with further recommendations concerning Category 2 and 3 costs as the Action Plan progresses.

### **RESOLUTION NO. [C-2022-0238](#)**

4. That Council set the per lakeside lot survey costs following a formal competitive procurement process for surveying services.
5. That the actual land transfer/closing costs be charged to the transferee(s).
6. That a separate costing process be developed, if required, in instances where multiple parties claim title to a proposed lakeside lot or are disputing a proposed dividing boundary.
7. That a subsequent costing report be brought to Council in advance of any lakeside lot transfers to finalize the costs associated with the transfer.

### **RESOLUTION NO. [C-2022-0239](#)**

2. That the land value rate per square foot (excluding applicable taxes) be set at \$2.00 per square foot to be used to divest the Town-owned, surplus land.

**RESOLUTION NO. [C-2022-0240](#)**

3. That the appropriate dollar amount (excluding applicable taxes) to be charged per lakeside lot to recover project costs be capped at 100% participation, excluding beach associations.

**August 10, 2022 Council Meeting**

On August 10, 2022, Council approved a [Project Schedule for implementation of policy and operational steps](#) described within the Action Plan for indirect waterfront properties. Council also approved an update to the Action Plan which revised the definition of “lakeside lands” to clarify that the Town can only deal with “lakeside lands” owned by the Town. This resulted in two resolutions as follows:

**RESOLUTION NO. [C-2022-0293](#)**

2. That Council endorse the Project Schedule for implementation of the Lake Drive Shoreline Jurisdiction Action Plan for residential indirect waterfront properties, in accordance with Report No. [DS-2022-0069](#);
3. That Council direct staff to draft a potential Interim Policy for indirect waterfront properties within the Lake Drive Shoreline Jurisdiction Action Plan to allow certain works to proceed on lakeside lands, subject to certain conditions, prior to completion of the Action Plan, for submission to Council in September 2022 for consideration;

As Council had directed on March 30, 2022 through Resolution No. [C-2022-0109](#), staff reported back with a second separate report ([DS-2022-0070](#), dated August 10, 2022) outlining a schedule to implement the operational and policy steps for beach associations. Generally, staff were to report back at a later date with more information on beach associations. The Resolutions adopted at that time were as follows:

**RESOLUTION NO. [C-2022-0294](#)**

1. That Council receive Report No. [DS-2022-0070](#) prepared by the Planning Policy Division, Development Services Department, dated August 10, 2022, respecting a Project Schedule for implementation of policy step #12 in the Lake Drive Shoreline Jurisdiction Action Plan for beach associations; and,
2. That Staff report back in the first quarter of 2023 with a Project Schedule and any budgetary needs respecting the implementation of operational and policy steps in the Lake Drive Shoreline Jurisdiction Action Plan for beach associations.

**August 2, 2023 Council Meeting**

On August 2, 2023, Council considered Report No. [DS-2023-0071](#), which provided a project update, and included recommendations to further the Action Plan. The following resolutions were adopted by Council:

**RESOLUTION NO. C-2023-0278**

1. That Council receive Report No. DS-2023-0071 prepared by the Planning Policy Division, Development Services Department, dated August 2, 2023, respecting the Lake Drive Shoreline Jurisdiction Action Plan;
2. That Staff be directed to commence Operational Step #6 of the Action Plan - Town to send out notices to all Eligible Property Owners (EPOs) to determine which EPOs are interested in obtaining legal interest in lakeside lands;
3. That staff report back in November 2023 regarding the EPO participation after gauging results collected through the consultation process; and,
4. That Staff initiate Operational Step #7 of the Action Plan – procure surveying services, and report back in November 2023 with the results for Council’s consideration.

**September 20, 2023 Council Meeting**

On September 20, 2023, Council considered Report No. [DS-2023-0082](#), which outlined some potential strategies for addressing beach associations using Town-owned shoreline land in the Action Plan Area (see Attachment 1). Council recognized that beach associations would need to be registered as incorporated not-for-profit organizations, functioning as legal entities, before engaging in any potential long-term lease or sale agreements with the Town. Council approved the report and directed staff to consult with beach associations for feedback, with a follow-up report to Council in Q1 2024.

**RESOLUTION NO. C-2023-0321**

1. That Council receive Report No. DS-2023-0082 prepared by the Planning Policy Division, Development Services Department, dated September 20, 2023, respecting the Lake Drive Shoreline Jurisdiction Action Plan Area;
2. That as per Action Plan Policy Step 12, Council receive the reporting letter from Ritchie, Ketcheson, Hart and Biggart LLP dated July 11, 2023;
3. That Council recognize the requirement for beach associations to be registered as incorporated not-for-profit organizations, functioning as legal entities, before engaging in any potential long-term lease or sale agreements with the Town;

4. That staff be directed to engage in a consultation process with beach associations for feedback, and report back to Council in Q1 2024; and,
5. That staff, following the above-mentioned consultation process with beach associations, report back to Council to seek direction on land management options and a cost structure breakdown for beach associations.

#### **4. ANALYSIS:**

##### **Gauging Resident Interest**

###### **Council Directive**

On August 2, 2023, Council approved the initiation of an engagement process to determine the interest of Eligible Property Owners (EPOs) in participating in the divestiture process.

2. That Staff be directed to commence Operational Step #6 of the Action Plan - Town to send out notices to all Eligible Property Owners (EPOs) to determine which EPOs are interested in obtaining legal interest in lakeside lands.
3. That staff report back in November 2023 regarding the EPO participation after gauging results collected through the consultation process.

###### **Action Plan: Operational Step #6**

The Council-approved 14 step “Action Plan” (see Attachment 2), Operational Step #6, set out the following operational step for the Town to take as part of decision-making process prior to the project proceeding to the surveying stage:

*“6. Town to send out Notices to all EPOs (or others as determined by Council) to determine which EPOs are interested in obtaining legal interest in lakeside lots. Possibly collect money from EPOs (or others as determined by Council) for purpose of creating Reference Plans (R-Plans):*

- If insufficient response from EPOs, Town to decide whether to end process; if decision is to conclude process, Town takes no further steps, except as identified in response to NO in Policy Step 1.*
- If sufficient numbers of EPOs (or others as determined by Council) declare an interest in obtaining a legal interest in a lakeside lot, Town to prepare an RFP to retain qualified Surveyor(s) to create lakeside lots.”*

Effective stakeholder engagement continues to be a key element in the successful implementation of the Lake Drive Shoreline Action Plan. In September 2023, staff began the process of actively seeking feedback from EPOs to gauge interest in the divestiture process. The intent of this interest-gauging exercise was to:

- Determine EPO interest in gaining title to shoreline land through the Lake Drive Shoreline Action Plan;
- Open lines of communications with EPOs and determine preferred methods of engagement for future updates and engagement initiatives; and,
- Increase knowledge and understanding of the Action Plan goals and implementation process.

The interest-gauging process is one element of the overall stakeholder engagement plan being developed by the Town's communications consultant retained for this project. More opportunities to engage will follow as the Action Plan progresses, including sharing property-specific information with EPOs when available.

### Methodology

Staff developed a list of residential addresses that may be eligible for inclusion in the Action Plan. Letters were sent to 350 residential addresses along Lake Drive North and East. Based on the current conceptual project design, staff estimate that approximately 350 properties will be eligible to participate in the Action Plan. Eligibility would be confirmed through the surveyor process.

The letter to property owners confirmed that the recipient may be eligible to participate in the Action Plan and invited recipients to provide feedback with the goal of learning more about property owners' interest in taking part in the Action Plan. It also included answers to frequently asked questions and the website address to learn more ([georgina.ca/lakedriveplan](http://georgina.ca/lakedriveplan)).

Recipients were provided with two ways to provide feedback; completing an online survey, or a paper questionnaire to be shared with the Town by return letter.

Information requested included:

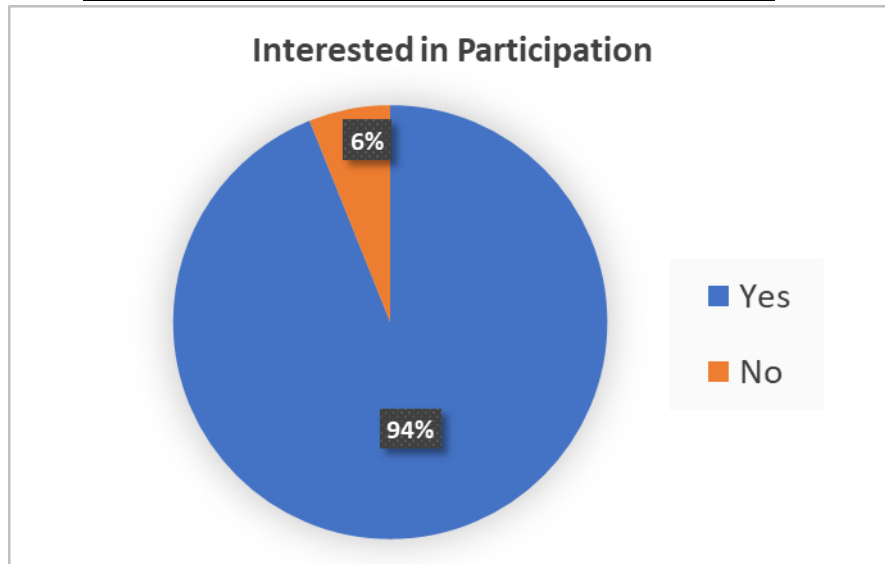
- Name
- Address
- Indication of interest in "gaining clear title to shoreline land adjacent to your residential property through the Lake Drive Shoreline Action Plan" (yes or no answer).
- Those indicating "no" were asked to select a reason for the response.
- Email address for those wishing to receive future communication from the Town by email.

### Results from Interest-Gauging Process

The project team received 198 responses to the letter, representing a 57% response rate. Responses were received as follows:

#### Table 1: EPO Interest Results

Interested in Participating	Count	Percentage
Yes	186	94%
No	12	6%
<b>Total</b>	<b>198</b>	<b>100%</b>



Of the 198 respondents, 186 indicated that they **are interested** in participating in the Action Plan, representing **94% of respondents**.

Of the 198 respondents, 16 also indicated that "I want to participate but costs may be too high".

Of the 12 respondents who answered "No", 8 indicated that they believe they already own the shoreline land adjacent to their property.

### Analysis of Survey Results

The 57% response rate (198 responses) is a strong indicator of property owners' interest in and awareness of the Action Plan, and provides a statistically significant result with a high confidence level.

With 94% of respondents expressing interest in participating in the Action Plan, property owners indicated a strong desire to gain ownership of adjacent shoreline land. A small yet significant group (8%) indicated that they want to participate but are concerned about cost.

### Next Steps

The interest-gauging process provided valuable insight into EPOs' willingness to participate in the Action Plan. It also opened lines of communication with property owners and established points of contact. Working with the communications consultant, staff will continue to implement a stakeholder engagement process to ensure that EPOs can access information about Action Plan progress and can provide feedback when required.

### **Payment Plan Option**

Feedback from residents has highlighted that the costs associated with land transactions, including potential purchase fees, may create a potential barrier to their active participation in the program for some.

Acknowledging these concerns, it is recommended that Council consider implementing a payment plan option designed to alleviate the financial burden on residents and to encourage their active participation.

The proposed payment plan would offer residents the option to spread the payment costs over time. The exact costs would be determined on an individual basis, taking into account specific property details, including the varying sizes of properties identified through the surveyor results.

It is important to note that the interest rate, security, and duration associated with this payment plan option would need to be further evaluated and decided upon by Council. This will ensure that the terms of the payment plan are fair and reasonable for the residents, providing an additional layer of assurance regarding the financial aspects of the divestiture program.

By approving a payment plan option, Council would demonstrate a commitment to addressing residents' concerns and facilitating their active participation in the divestiture program. This approach aligns with Operational Step #13 of the Action Plan, emphasizing the creation of terms that are conducive to the involvement of EPOs. Granting EPOs the option of a payment plan is a proactive step in ensuring the success and inclusivity of the divestiture program.

It is recommended that Council direct staff to report back with a comprehensive outline of the payment plan option, including interest rates, overall structure, duration of payments, and seek authorization for the associated by-law, ensuring clarity and fairness in the financial aspects of the divestiture program.

### **Recoverable Land Cost**

The recoverable land costs are a key consideration in the sale of lakeside lots to EPOs. At the established rate of \$2 per square foot, a conceptual design anticipates

potentially recoverable costs of roughly \$950,000 from surplus road allowance lands if there is full 100% EPO participation.

It is important to note the possibility of a smaller amount of land exists beyond the original road allowance, possibly due to accretion or fill. These specific areas need confirmation by the surveyor, as they might be owned by the MNRF. The surveyor's role is essential in this process, helping identify and distinguish lands beyond the initial road allowance, and determining their ownership. Any lands belonging to the MNRF are not intended for sale by the Town. The surveyor's findings will provide clarity on which lands fall under Town ownership and which belong to the Ministry.

### **Role of the Surveyor**

Hiring a surveyor for the Lake Drive Shoreline Action Plan is critical due to several key roles they will play in facilitating the divestiture of lakeside lands and resolving land title issues within the Action Plan Area (see Attachment 1):

1. Ownership Verification: The surveyor will conduct title searches and create a comprehensive ownership database. This database will be vital for confirming ownership of parcels on the shoreline, ensuring clear and legally defined property boundaries.
2. Road Allowance and Shoreline Survey: The surveyor's responsibilities include detailed surveying of the Lake Drive road allowance and the shoreline. They will delineate the original road allowance, accretion areas, and fill areas. This information will be pivotal in determining which land belongs to the Town and which to the MNRF.
3. Infrastructure Protection: The surveyor will identify which lands need to be retained for Town infrastructure, including drainage outlets and future reconstruction of existing pipes. This ensures the Town's services continue unimpeded.
4. Utility Company Infrastructure: Utility infrastructure, including gas, hydro, and telecommunications, will be located and placed under easements by the surveyor. This will protect these essential services and ensure that utility companies have access for maintenance and upgrades.
5. Division of Lakeside Parcels: The surveyor will divide the lakeside lots for the EPOs based on existing conditions and the extension of land-side lot lines. In cases where adjustments are needed to match existing conditions, the surveyor will assist in consultations with residents and Town staff.
6. Compliance with MNRF Requirements: All survey work along the shoreline will adhere to the MNRF specifications for surveyor instructions and survey plan requirements. This will ensure that the surveys can be used by residents in the

future if they choose to purchase MNRF parcels through the ministry's separate application process.

7. **R-Plans:** The surveyor's final design for the land divestiture in the Action Plan Area will build upon the conceptual design of proposed lakeside lots created by Town staff. These Reference Plans of Survey (R-Plans) will clearly set out the limits of Lake Drive North and Lake Drive East, and lakeside parcels, including easements.

In summary, the surveyor's involvement is vital in creating accurate, legally sound land divisions, preserving infrastructure, and providing the necessary data and plans to facilitate the divestiture process. They will ensure the project adheres to regulations, protects utility infrastructure, and provides comprehensive R-Plans for future property transactions.

### **Additional Survey Work**

An ongoing challenge within the Action Plan Area involves the lack of a clear and defined demarcation of the road allowance along most sections of Lake Drive. This lack of clarity includes areas with existing lakefront houses and properties not encompassed in the Action Plan for divestiture. Rectifying this issue is important for several reasons as it directly affects the Town's planning and resource allocation. Including this additional survey work will help resolve this issue for the Town. The cost associated with this survey work would be separate from the Action Plan budget.

The proposed additional survey work would be well-timed and strategic for several compelling reasons. First and foremost, it aligns with the comprehensive Action Plan, which includes creating an ownership database, confirming property boundaries, and preparing R-Plans for lakeside parcels and the Lake Drive road allowance. The primary objective of this additional survey work is to resolve the issue of unclear road allowance boundaries in areas with existing lakefront houses.

Additionally, this initiative fulfills a specific requirement expressed by the Operations and Infrastructure Department, which emphasizes the importance of a continuous and well-defined Lake Drive road allowance for their daily operations and future planning efforts, particularly Town infrastructure maintenance.

Areas requiring this additional survey work vary in length throughout the Action Plan boundary, totaling over 500 metres of road frontage. To efficiently address this need, staff recommend including and approving this task within the Action Plan's Contract No. "DSD2023-099 Surveyor Services – Lake Drive". Funding for this specific aspect would be allocated separately from the Action Plan budget and is recommended to be funded by the Tax Rate Stabilization Reserve. This approach ensures an economical use of resources and close alignment of the survey work with broader Town objectives.

The decision to survey these gap areas serves multiple purposes:

- It benefits from economies of scale, leveraging a contractor already working on behalf of the Town;
- It ensures consistency throughout the Action Plan, enabling the Town to have comprehensive knowledge of the road allowance boundaries throughout the entire Action Plan Area;
- It aids in future project scoping, allowing for conceptual scoping of projects by leveraging readily available information; and,
- It enhances maintenance planning and execution, which is crucial for stormwater assets, forestry, signs, and road surface maintenance.

It is essential to note that the costs associated with this additional survey work will be separate from the Action Plan finances and is recommended to be funded by the Tax Rate Stabilization Reserve, thereby not impacting those interested in the purchase of lands through the Action Plan.

**Contract No. DSD2023-099 Surveyor Services – Lake Drive**

On August 2, 2023, Council directed staff to launch the procurement process for surveying services, as detailed in Resolution No. 2023-0278:

4. That Staff initiate Operational Step #7 of the Action Plan – procure surveying services, and report back in November 2023 with the results for Council's consideration.

The Town issued RFP “DSD2023-099 Surveyor Services – Lake Drive” on August 25, 2023, for the Action Plan project surveying services. The RFP was advertised on the Town's Bids and Tender website. The closing date was September 25, 2023, at which time three (3) proposals were submitted successfully, by the following firms;

1. Callon Dietz Incorporated Ontario Land Surveyors
2. IBW Surveyors
3. RS Surveying Limited

Once the Evaluation Committee submitted the final scores for the technical evaluation and the interview / demonstrations, two respondents obtained combined scores meeting the minimum seventy percent (70%) in the technical and interview / demonstration stages of the evaluation. These respondents' financial bid submissions were electronically unsealed and a total bid submission score was calculated. Once the financial bid submission was unsealed a total point score was calculated for all eligible respondents.

Following the completion of the evaluation, a recommendation was made by the evaluation committee that the Town enter into a contract with **IBW Surveyors, Bowmanville, Ontario**. Approval of the award of this contract requires Council's

approval. Details on the contract prices are presented in “Table 2: Survey Costs” below.

It is important to note that a project survey-related budget has not received prior approval from Council. To address this, this report recommends Council’s approval of the survey-related budget, which includes a 30% contingency for unexpected expenses, if needed. This budget approval is separate and distinct from the upcoming 2024 annual budget process.

The total budget amount for the project survey-related expenses, excluding taxes, is \$851,577.00, which also encompasses a 30% contingency for unforeseen costs. The contingency, within this surveyor’s budget, accounts for unforeseen expenses such as fluctuating land conditions, legal implications, or unexpected administrative needs, ensuring flexibility in the project’s financial planning. Approval of this budget is an independent process from the 2024 annual budget.

<b>Table 2: Survey Costs</b>				
	<b>Amount</b>	<b>1.76% HST</b>	<b>Total Cost</b>	<b>Cost per Lakeside Lot</b>
<b>Project Survey Cost</b>				
IBW Surveyors Project Bid Price	\$655,059	\$11,529	\$666,588	\$1,905
Contingency 30%	\$196,518	\$3,459	\$199,976	\$571
<b>Total Project Survey Cost</b>	<b>\$851,577</b>	<b>\$14,988</b>	<b>\$866,564</b>	<b>\$2,476</b>
<b>Additional Survey Works (Provisional Item)</b>				
IBW Surveyors Provisional Item Bid Price	\$79,650	\$1,402	\$81,052	-
Contingency 30%	\$23,895	\$421	\$24,316	-
<b>Total Additional Survey Works Cost</b>	<b>\$103,545</b>	<b>\$1,822</b>	<b>\$105,367</b>	<b>-</b>
<b>Note:</b>				
Costs per Lakeside Lot are divided across 350 Lots, exact number of lots to be confirmed through survey.				
Costs are based on 100% participation (Resolution No. C-2002-0240).				

### **EPO Cost for Lakeside Lots**

Council’s commitment to the Lake Drive Shoreline Action Plan includes the understanding that the project costs, encompassing dedicated resources and survey expenses, will be charged back to the EPOs, in addition to the costs of the lakeside lots, as part of the recoverable costs. This cost structure involves EPOs purchasing the surplus lakeside lots as previously resolved by Council at a rate of \$2 per square foot (ft<sup>2</sup>), in addition to covering the land transfer/closing costs. These three cost areas, namely Project Costs, Lakeside Lot Creation Costs, and Land Cost, constitute the overall expenses for EPOs seeking to acquire the lakeside lots.

The recent surveyor procurement process has allowed for a more accurate assessment of costs, guided by Council’s directives. These costs, including the survey expenses, will be paid by EPOs upon property transfer, and notably, staff recommend that EPOs are not required to provide an upfront deposit with the Town before these transactions. Additionally, it is important to highlight that Council has set a cap on all recoverable costs to be billed to individual EPO’s based on the assumption of a 100% participation rate.

Council has previously resolved to determine the per lakeside lot survey costs following a formal competitive procurement process for surveying services. Accordingly, staff recommend that Council set the per lakeside lot survey costs for EPOs at \$2,476 per lakeside lot, based on an estimated 350 lakeside lots and 100% participation.

Furthermore, Council previously directed staff to develop a separate costing process for situations where multiple parties claim title to a proposed lakeside lot or dispute a proposed dividing boundary. While Town staff acknowledge this directive, staff anticipate the need to engage with all EPOs to ensure alignment before the transfer process. In instances of dispute involving multiple parties, the resolution will need to be handled independently of the project, and the Town will not involve itself financially in these discussions. Residents with boundary disputes or specific inquiries will be encouraged to seek assistance from a professional land surveying firm.

Council has already adopted the requirement that a subsequent costing report be presented to Council before any lakeside lot transfers occur, finalizing the costs associated with the transfer. This will ensure transparency and provide a clear understanding of the financial aspects of the transfer process.

The following table, “Table 3: EPO Cost for Lakeside Lots”, shows the breakdown of the estimated costs for EPOs.



### **Town Project Cost**

This section provides a summary of the project costs associated with the Lake Drive Shoreline Action Plan, with a focus on the critical factor of EPOs' participation. The findings are presented in accompanying "Table 4: Town Project Cost" (see Attachment 3) for ease of reference.

It is essential to understand that the Town will not be permanently burdened with the full Administrative Cost and Survey Cost. Instead, the Town will initially cover these expenses, allowing the project to move forward efficiently. These costs will subsequently be recovered through the sale of lakeside lots to EPOs.

The degree of EPO participation plays a pivotal role in shaping the Town's financial commitment. The more EPOs who participate, the less financial burden the Town will bear. For instance, if 67% of EPOs (estimated at 350) opt into the process, the Town's costs will break even. Participation rates exceeding 67% will result in a favourable financial outcome, while rates falling below 67% would lead to a financial deficit.

The table accompanying this section, “Table 4: Town Project Cost” (see Attachment 3), offers a comprehensive range of potential financial scenarios, making it easier to grasp the Town’s financial dynamics based on varying levels of EPO involvement.

**Project Schedule Update:**

An updated project schedule is now available for reference (see Attachment 4). This revised schedule takes into account the comprehensive work plan and timeframes for the upcoming survey works, aiming to provide clarity and transparency regarding project milestones. Several key updates have been made, reflecting both completed tasks and future timelines.

The following project phases have been successfully accomplished: “Current State Analysis”, “Identify Lands/Easements Town to Retain & Define EPOs”, and “Gauging Interest from Identified EPOs”. These milestones mark significant progress in the preparation for the surveying phase. Notably, advancements related to Beach Associations within the Action Plan Area are following a separate course per Council decision, not directly influencing the remainder of the project’s progress.

Subject to Council’s approval of the recommendations in this report, surveying activities are scheduled to commence in January 2024 and extend throughout the entire year. This phase will play a pivotal role in property verification, infrastructure delineation, and the creation of R-Plans to define boundaries.

Simultaneously, in early 2024 and continuing throughout the year, the “Official Plan/Zoning/Community Planning” phase will commence. This phase is essential for aligning the project with the Town’s planning and zoning requirements.

Looking ahead, with surveying completed and R-Plans deposited in 2024, the project will transition into the “Road Closure By-laws” and “Transfer Ownership of Lakeside Parcels” phase, which would continue through 2025. These actions are important to the divestiture of lakeside lots and the seamless progression of the Lake Drive Shoreline Action Plan.

**5. RELATIONSHIP TO STRATEGIC PLAN:**

The following is one of the Goals and Indicators in the current 2023-2027 Corporate Strategic Plan, under the “Proactively Manage Infrastructure and Assets to Ensure Service Continuity” pillar:

- Continue to advance the Lake Drive Shoreline Jurisdiction Action Plan

**6. FINANCIAL AND BUDGETARY IMPACT:**

The financial and budgetary implications of the Lake Drive Shoreline Action Plan are multi-faceted. As the project progresses, it involves a blend of costs, recoverable expenses, and financial considerations for both the Town and EPOs. The financial dynamics of the plan are detailed in “Table 4: Town Project Cost” (see Attachment 3) and “Table 3: EPO Cost for Lakeside Lots”, with the following key financial components:

1. **Town Project Costs:** The Town initially incurs project expenses, including administrative and survey costs. These costs are later recovered through the sale of lakeside lots to EPOs, which vary depending on EPO participation rates.
2. **EPO Costs for Lakeside Lots:** EPOs interested in acquiring lakeside lots will be charged at a rate of \$2 per square foot, as established by Council. Additionally, EPOs will bear the land transfer/closing costs. These costs are presented in “Table 3: EPO Cost for Lakeside Lots”.
3. **Surveyor Services:** It is recommended that the Town select IBW Surveyors to provide surveying services for the Action Plan. The total survey budget, inclusive of a 30% contingency for unforeseen expenses, amounts to \$851,577.00, excluding HST.
4. **Payment Plan Option:** To address financial concerns raised by residents, a payment plan option is proposed to help ease the financial burden on EPOs, ensuring more widespread participation.
5. **Additional Survey Work:** This report recommends conducting additional survey work to clearly define road allowance boundaries in areas with existing lakefront houses. The costs associated with this work are to be funded by the Tax Rate Stabilization Reserve and are separate from the Action Plan budget.

It is important to emphasize that the financial dynamics are closely tied to the degree of EPO participation. The more EPOs who choose to participate, the less the Town’s financial burden. On the other hand, participation rates below a certain threshold may lead to a financial deficit for the Town.

The financial and budgetary implications of the Lake Drive Shoreline Action Plan are complex, reflecting a balance between cost recovery, financial support for residents, and the Town’s commitment to shoreline divestiture. Council approval of the recommended budget for survey-related expenses is essential for the successful execution of the project.

## **7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

This report does not fall under any specific legislative notice requirements. It presents an in-depth overview of the outcomes from the EPO interest-gauging process, as per Council's direction, signifying a substantial level of resident interest.

## **8. CONCLUSION:**

The Lake Drive Shoreline Action Plan has garnered remarkable support, with 94% of respondents indicating their willingness to participate. The primary challenge remains financial concerns, prompting the introduction of a payment plan option to alleviate these issues. Surveyors play a critical role in property verification, road delineation, and infrastructure preservation, further supported by essential additional survey work. The issuance of a RFP led to the selection of IBW Surveyors, marking a pivotal progression. The report outlines anticipated costs for residents acquiring lakeside lots and their potential financial implications for the Town. Furthermore, the updated project schedule sets a clear path for the project's progression. Council's approval to award the surveyor contract to IBW Surveyors is instrumental in advancing the project.

## **APPROVALS**

Prepared By:	Trevor Jacobs, CET, PMP Senior Project Manager, Corporate Projects
Reviewed By:	Alan Drozd, MCIP, RPP Manager of Planning Policy
Recommended By:	Denis Beaulieu, MCIP, RPP Director of Development Services
Approved By:	Ryan Cronsberry Chief Administrative Officer

## ***Attachments:***

Attachment 1: Lake Drive Shoreline Action Plan Area Map  
Attachment 2: Lake Drive Shoreline Action Plan, "Action Plan"  
Attachment 3: Table 4: Town Project Cost  
Attachment 4: Project Schedule

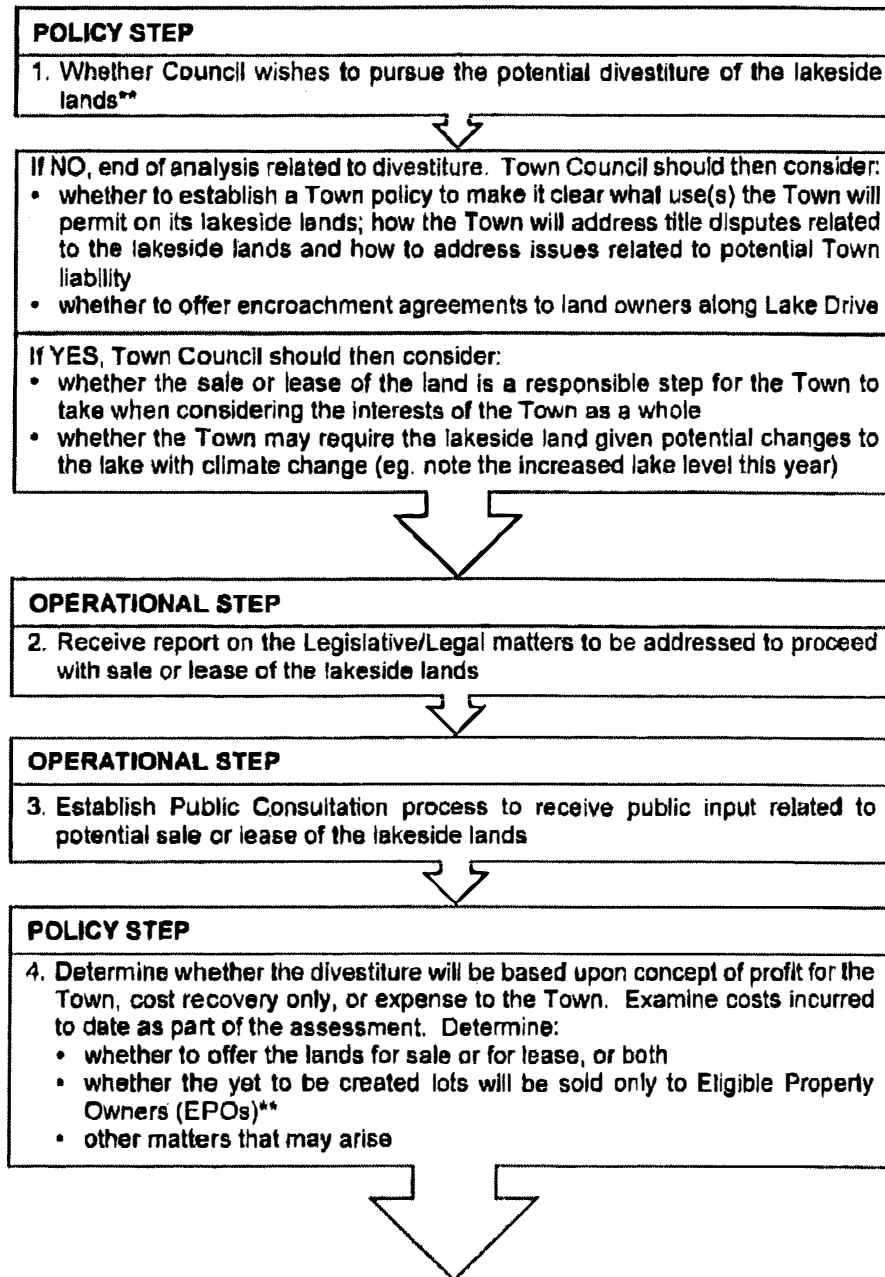
Action Plan Area

Shoreline Jurisdiction

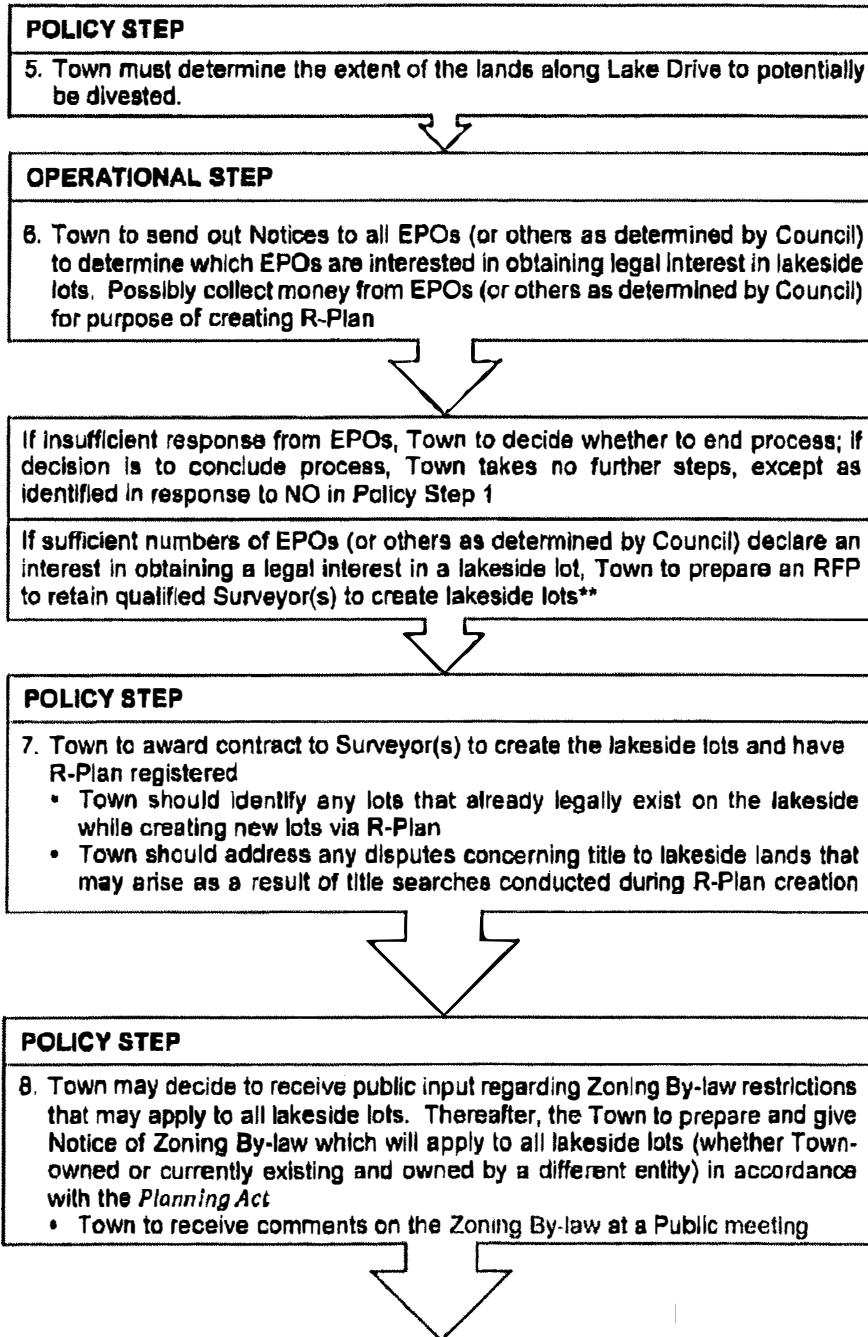
Note: the Action Plan Area Map does not imply that all the properties within the area are solely road allowance lands.



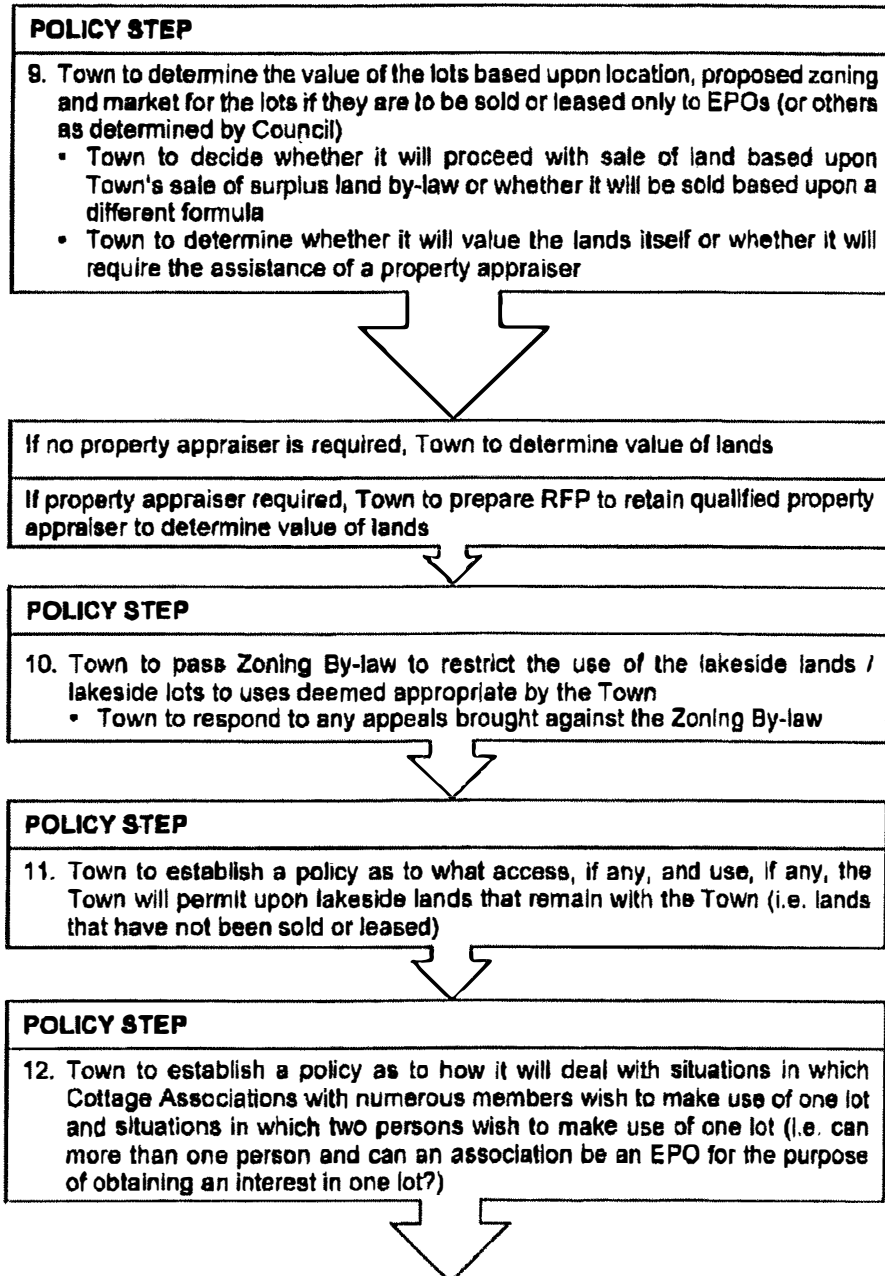
## MATTERS TO BE DECIDED BY COUNCIL<sup>1</sup>



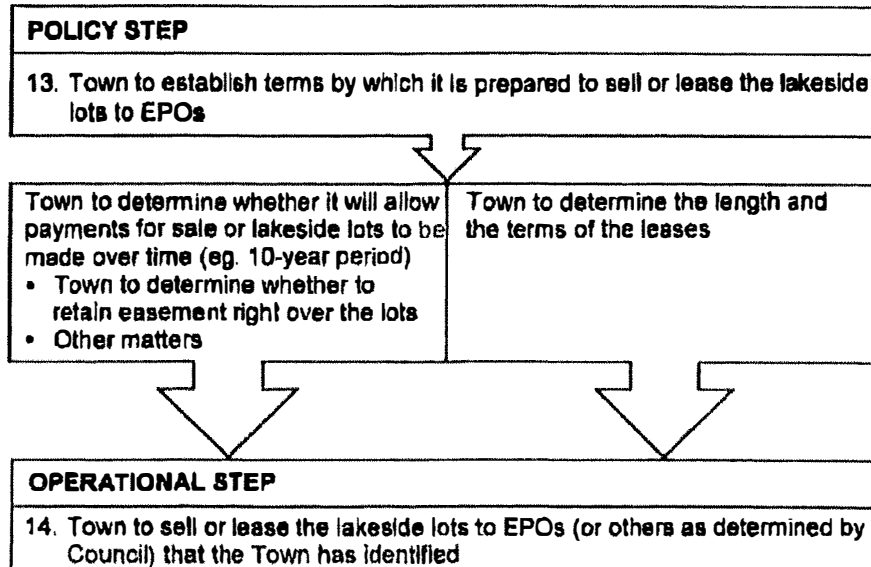
**MATTERS TO BE DECIDED BY COUNCIL\***



**MATTERS TO BE DECIDED BY COUNCIL\***



**MATTERS TO BE DECIDED BY COUNCIL\***



**\*\*Definitions for the Purpose of the above Flow Chart**

**"Lakeside lands"** means the lands owned by the Town that are situate between the shoreline and the travelled portion of the road allowance. (Definition as revised by Council on August 10, 2022)

**"Eligible Property Owner"** means primarily the owners of property across the travelled portion of Lake Drive road allowance from the lakeside lot.

**"Lakeside lots"** means lots created upon the Lakeside lands.

\*This Flow Chart is to be read as an overview of basic steps that should be undertaken. It is not an exhaustive list of each step that could or should necessarily be taken. Removing certain steps or adding additional steps may be necessary depending upon decisions made by Council and steps taken by third parties.

PROJECT MILESTONE	2023						2024												2025											
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec
Project Resourcing																														
Project Reports to Council																														
Current State Analysis – Who owns What (Crown, Town, Private, etc.)																														
Identify lands/easements Town to retain & define Eligible Property Owners																														
Gauging interest from Identified Eligible Property Owners (EPOs)																														
Surveying																														
Official Plan/Zoning/Community Planning Permit System																														
Road Closure By-laws as required																														
Transfer ownership of Lakeside parcels																														
*PLEASE NOTE, THIS PROJECT SCHEDULE IS SUBJECT TO CHANGE AND MAY BE UPDATED AS REQUIRED																														

Table 4: Town Project Cost						
	100% Participation	94% Participation	67% Participation	50% Participation	25% Participation	0% Participation
<b>Category 1: Project Costs</b>						
Senior Project Manager (\$480K over 3 years)	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000
Planner/GIS Specialist (\$308K over 3 years)	\$308,000	\$308,000	\$308,000	\$308,000	\$308,000	\$308,000
Communications Consultant (\$75K over 2-3 years)	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Planning Consultant (\$100K over 2-3 years)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
External Legal Counsel (\$300K over 3 years)	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
<b>Subtotal</b>	<b>\$1,263,000</b>	<b>\$1,263,000</b>	<b>\$1,263,000</b>	<b>\$1,263,000</b>	<b>\$1,263,000</b>	<b>\$1,263,000</b>
<b>Category 2: Lot Creation Cost</b>						
Survey Cost Per Lot (Resolution C-2022-0238): - Based on IBW Surveyors bid price \$655,059.00. - Includes 30% Contingency.	\$851,577	\$851,577	\$851,577	\$851,577	\$851,577	\$851,577
Land Transfer/Closing Cost	\$350,000	\$329,000	\$234,953	\$175,000	\$87,500	\$0
<b>Subtotal</b>	<b>\$1,201,577</b>	<b>\$1,180,577</b>	<b>\$1,086,530</b>	<b>\$1,026,577</b>	<b>\$939,077</b>	<b>\$851,577</b>
<b>Category 3: Land Cost</b>						
Not Applicable	-	-	-	-	-	-
<b>EPO Cost (Recovery)</b>						
For breakdown see Table 3: EPO Cost for Lakeside Lots	(\$3,500,000)	(\$3,290,000)	(\$2,349,530)	(\$1,750,000)	(\$875,000)	\$0
<b>Estimated Cost</b>						
<b>Estimated Town Cost Based on Participation</b>	<b>(\$1,035,423)</b>	<b>(\$846,423)</b>	<b>(\$0)</b>	<b>\$539,577</b>	<b>\$1,327,077</b>	<b>\$2,114,577</b>

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. LS-2023-0020**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: MUNICIPAL INSURANCE AND RISK MANAGEMENT SERVICES  
RENEWAL - 2024**

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**1. RECOMMENDATION:**

1. That Report No. LS-2023-0020 prepared by the Clerk's Division, Legislative Services, dated November 22, 2023 respecting the Municipal Insurance and Risk Management Services Renewal - 2024 be received.
2. That the Town enter into an agreement with BFL Canada Risk and Insurance Inc. (BFL) for Municipal Insurance Coverage and Risk Management services for a one (1) year term commencing January 1, 2024, based on a total annual insurance premium of \$1,106,294.00 plus taxes and any additional premium increase resulting from the addition of new assets and operations during the term.
3. That Council authorize the Manager of Procurement Services to process the renewal of Insurance Coverage and Risk Management Services for the Town of Georgina and execute all other necessary documents, subject to satisfactory performance of the contract.
4. That Council authorize the Deputy Chief Administrative Officer / Treasurer to fund the excess insurance claims that may arise through the Tax Rate Stabilization Reserve, if the Town's insurance claims exceed the approved Budget for 2024.

**2. PURPOSE:**

The purpose of this report is to provide information with respect to the Town's insurance policy and seek Council's authorization to renew its contract with BFL Canada Risk and Insurance Services Inc. (BFL) for the provision of Insurance Coverage and Risk Management services for a period of one (1) year (January 1, 2024 to December 31, 2024).

**3. BACKGROUND:**

The Town of Georgina Municipal Insurance Program expires each year on December 31<sup>st</sup>. In 2019, the Northern Six (N6) York Region municipalities, namely the Towns of Aurora, East Gwillimbury, Georgina, Newmarket and Whitchurch-Stouffville and the

Township of King, jointly issued a Request for Proposals (RFP) for Insurance and Risk Management Services. The RFP was issued for a three (3) year contract, with each Municipality having the option to renew annually thereafter subject to satisfactory performance and budget approval. On November 27, 2019, Council adopted recommendations from the Clerk's Division and awarded its insurance coverage and risk management services contract to BFL for a one (1) year term commencing January 1, 2020, with an option to extend the agreement through annual renewals, subject to satisfactory performance and budget approval.

#### **4. ANALYSIS:**

##### **4.1 Market Conditions**

The last few terms of municipal insurance renewal have been impacted by a hardening of the insurance market. A 'soft market' typically exhibits low rates, generous terms, abundance of capital and more competition. A 'hard market' is the opposite – higher rates, reduced insurer capacity, focus on account profitability, reduced product offerings, restrictive terms, less competition, premiums charged being commensurate with risk, and higher minimum deductible requirements. During this time, the insurance industry outlook has been challenging in terms of capacity and pricing with lower appetite from insurers to cover specialty risks such as municipalities. A slight shift has occurred since our last renewal with emerging signs of softening of the insurance market. Insurers are critically reviewing each renewal based on its own merits. Improved data and analytics are utilized in the underwriting process to better understand classes of business.

##### **4.2 Renewal with BFL Canada Risk and Insurance Inc.**

BFL Canada Risk and Insurance Inc. (BFL) was founded in 1987 in Montreal, Quebec. BFL's dedicated Public Sector team specializing in insuring Ontario municipalities has operated out of the company's Toronto office since August 2005. BFL is the Town's current insurance broker and risk management services provider. The Town has been working with BFL since January 2012. BFL is familiar with the municipality's day-to-day operations and variety of service requirements. Overall, the service provided by BFL has been satisfactory.

##### **4.3 Municipal Insurance Premium**

Factors that may influence premiums include improvements and construction of new facilities and infrastructure, purchases of new equipment, increases in population, the insured's loss record, rising claims costs and the state of the current insurance market.

Currently, major factors that have influenced the Town's proposed insurance premium for the fiscal year 2024 include the increased cost of claims settlement for Ontario municipalities in general, current inflation, and claims loss history specific to the Town since 2012.

#### 4.4 Evaluation of Insurance Proposals

On November 5<sup>th</sup>, 2023, BFL issued its 2024 Insurance Renewal proposal to the Town of Georgina as detailed in Table 1 below:

Table 1- Proposed Insurance Coverages and Annual Premiums for fiscal year 2024 and premium comparison from 2023.

Line of Coverage	2023 Premium	2024 Premium	Difference In Premium (\$)	Difference In Premium (%)
Municipal General Liability, includes Public Officials Liability, Employee Benefits Liability, Legal Expense Insurance and Non-Owned Automobile	\$357,750.00	\$402,469.00	\$44,719.00	12.50%
Excess Liability	\$88,013.00	\$92,413.00	\$4,400.00	5.00%
Environmental Impairment Liability	\$37,998.00	\$39,898.00	\$1,900.00	5.00%
Crime	\$3,185.00	\$3,344.00	\$159.00	4.99%
Property	\$347,568.00	\$381,555.00	\$33,987.00	9.78%
Equipment Breakdown	\$12,668.00	\$1,637.00	\$1,637.00	12.92%
Owned Automobile	\$105,584.00	\$116,284.00	\$10,700.00	10.13%
Municipal Officials' Accident	\$1,176.00	\$1,176.00	\$0.00	0.00%
Cyber / Privacy Breach	\$44,223.00	\$37,925.00	(\$6,298.00)	-14.24%
Cyber Policy Fee		\$500.00	\$500.00	
Drone Liability	\$3,700.00	\$5,550.00	\$1,850.00	50.00%
Marine Facilities	\$5,250.00	\$5,500.00	\$250.00	4.76%
Fire Vessel with Liability	\$4,625.00	\$5,375.00	\$750.00	16.22%
<b>TOTAL – ALL LINES</b>	<b>\$1,011,740.00</b>	<b>\$1,106,294.00</b>	<b>\$94,554.00</b>	<b>9.35%</b>

The proposed premiums from BFL are based on a \$50,000 deductible per claim for each of the proposed primary policies.

#### 5. RELATIONSHIP TO STRATEGIC PLAN

This Report supports the following Strategic Goal:

“Delivering service excellence”

This report provides information to Council for renewing the Town’s Insurance policy contract for the year 2024 and allows the Town to manage finances and assets proactively through improved risk management services.

**6. FINANCIAL & BUDGETARY IMPACT:**

The total amount of the Town's insurance premiums (which include broker fees) are allocated in the operating budget each year. The Town also estimates and budgets for the impact of paying deductibles based on previous experience. The 2024 premium for renewal of the Town's municipal insurance and risk management services is \$1,106,294.00 plus applicable taxes, representing a rate increase of \$94,554.00 from last year, which is a percentage increase of 9.35%. The proposed 2024 premium for renewal of insurance including applicable taxes is \$1,185,494.80. There are currently sufficient funds allocated in the 2024 Draft Budget to cover the proposed increase as well as contingency for the potential of assets being added to the policy throughout the fiscal year.

**7. PUBLIC CONSULTATION AND NOTICE:**

There are no public consultation or notice requirements with respect to this matter.

**8. CONCLUSION:**

Staff recommend that Council approve the engagement of BFL CANADA Risk and Insurance Inc. (BFL) as the Town's Insurance and Risk Management Service provider and the renewal of the Town's municipal insurance for one (1) year, from January 1, 2024 to December 31, 2024.

**APPROVALS**

Prepared By: Mamata Baykar, Deputy Clerk

Reviewed By: Rachel Dillabough, Town Clerk

Reviewed By: Michael Bigioni, Director of Legislative Services / Town Solicitor

Recommended By: Rob Wheeler, Deputy Chief Administrative Officer / Treasurer

Approved By: Ryan Cronsberry, Chief Administrative Officer

**THE CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. SI - 2023 - 0017**

**FOR THE CONSIDERATION OF  
COUNCIL**

November 22, 2023

**SUBJECT: Update – Economic Development and Tourism Grant Programs and the Approval Process**

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**1. RECOMMENDATION:**

1. That Council receive Report SI-2023-0017 prepared by the Economic Development and Tourism Division, Strategic Initiatives Department respecting updates on the Economic Development and Tourism Grant Programs and the approval process.
2. That Council direct the Internal Review Team to undertake the evaluation and approval of all Grant Programs administered through the Economic Development and Tourism Division and direct the Clerks Division to update the Terms of Reference for the Economic Development Committee accordingly.

**2. PURPOSE:**

The purpose of this report is to advise Council of the various grant programs (ie. Community Improvement Plan Grant, Economic, Culture and Community Betterment Grant, Development Application Rebate) administered by the Economic Development and Tourism Division and efforts undertaken to ensure that all these grants and information are accessible to the public in the same location on the website and in a consistent format. The report also requests that Council direct the Internal Review Team recently appointed to oversee the new grant application program for non-profits, to also provide for the evaluation and approval of these grants. And further, that the Clerks Division be directed to amend the Terms of Reference for the Economic Development Committee to delete the reference to overseeing the evaluation and approval of grant applications.

**3. BACKGROUND:**

On August 2, 2023, Council approved the following Resolution respecting the review and implementation of a formalized application process to be used by non-profits who wish to request funding to support their programs.

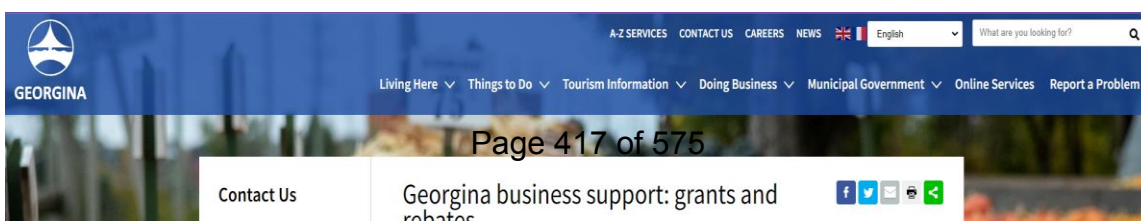
**RESOLUTION NO. C-2023-0281**

1. That Council receive Report SI-2023-0014 prepared by the Strategic Initiatives Department, Economic Development and Tourism Division respecting the review of the process of providing annual funding to community organizations and not-for-profits.
2. That Council direct staff to develop guidelines and a standardized application form for use by community organizations and not-for-profits that incorporate the recommendations as outlined on Page 9 of the Consultant's Report provided as Attachment 1 to Report SI-2023-0014.
3. That Council approve a budget of \$350,000 for a 1-year period to support project-based funding requests received from community organizations and not-for-profits, in advance of the 2024 budget deliberations.
4. That Council direct the Deputy Chief Administrative Officer / Treasurer to establish an internal review team to receive and review all future funding applications for requests less than \$10,000, to a maximum disbursement of \$50,000.
5. That Council authorize the Deputy Chief Administrative Officer / Treasurer and the internal review team to review and evaluate all applications for funding requests of \$10,000 or more and provide a report to Council for final consideration.
6. That Council request staff return with a report in advance of the 2025 budget discussing the full suite of grants currently available through the Town of Georgina departments with an eye to streamlining the application process in a similar manner as this review.

As a result of questions from Council with respect to the various grant applications available, Recommendation #6 above requested an update from Staff on the various grants available to the public, and steps taken to streamline the application process. In order to improve the application process for 2024, staff have undertaken immediate steps to streamline the application process and have expedited this report back to Council.

#### 4. **ANALYSIS:**

In response to Council's request, the Economic Development and Tourism Division has created a new link to the Town's webpage [www.georgina.ca/grants](http://www.georgina.ca/grants) that contains a list of all the grants currently available to non-profits, community organizations and businesses/individuals. This webpage indicated below provides the title of each grant available, a brief description of the grant, a drop-down menu to guidelines and a link to the online grant application. Staff note that all grant applications are now available on the same online application platform.



This new webpage provides a one stop shop approach on the Town's website and ensuring that all Town grants utilize the same online application platform. Staff note that although the webpage includes the Community Initiative Fund and a new online application form is now available, this is a separate grant administered by the Executive Assistant to Mayor and Council and is not part of this report discussion.

Staff note that historically all Economic Development and Tourism related grants were evaluated and reviewed by the Economic Development Committee (EDC). However, during the Pandemic and in the absence of EDC meetings, an Internal Review Team was established to evaluate and approve these grant applications. Any grant approvals were provided in a briefing note and placed on the next available Council meeting to ensure that Council and the public were notified of the grant disbursements.

Given the success of this Internal Review Team during the Pandemic in providing for the timely evaluation and approval of funds and that this team will be overseeing the evaluation of the grants available to non-profits as outlined in Resolution C-2023-0281, staff are recommending that these grants continue to be processed by the Internal Review Team. Review and approval by this Internal Review Team not only helps to streamline the approval process but also helps to ensure that questions and concerns with implementation are addressed early in the process of preparing for events/programs.

In discussions with the Town's Deputy CAO and Treasurer, the Internal Review Team will consist of the following staff/divisions:

- Financial Strategy and Planning Division
- Grant Specialist
- Taxation Division
- By-law Enforcement Division
- Building Division
- Clerks Division
- Economic Development and Tourism Division
- Community Services Department

In order to formalize the evaluation and approval process for all Town grants, staff recommend that Council approve the Internal Review Team as the evaluator and approval authority for all grants and rebates historically processed by the Economic Development Committee.

Staff note that the grants offered through the Community Improvement Plan Grant Program and Economic, Culture and Community Betterment Grant Program have a maximum grant of \$5,000. The Development Application Rebate provides rebates of 50% to a maximum of \$15,000 for a single development application and 75% up to a maximum of \$50,000 for multiple applications on the same property. This rebate is provided upon confirmation that the final occupancy for the building has been issued by the Town's Building Division. The Development Application Rebate is targeted to industrial/commercial/institutional developments that create full time employment and increase the non-residential tax base.

**5. RELATIONSHIP TO STRATEGIC PLAN:**

**Delivering service excellence**

**Diversifying our local economy**

**Creating a vibrant, healthy, and safe community for all**

**Advancing environmental stability**

**6. FINANCIAL AND BUDGETARY IMPACT:**

A total of \$40,000 has been allocated in the 2024 draft budget for the administration of the Community Improvement Program grants available to business within the Business Improvement Areas.

A total of \$45,000 has been allocated in the 2024 draft budget for the administration of the Economic, Cultural and Community Betterment Grant Program.

A total of \$100,000 has been allocated in the 2024 draft budget to the Development Application Rebate Program.

**7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

There is no requirement to notify the public prior to consideration of this report. However, all grants administered by the Economic Development and Tourism Division are advertised on a regular basis through the Division's social media channels and e-newsletters. Two application intakes are held for the Economic, Culture and Community Betterment Grants and applications for the Community Improvement Plan Grant Program and Development Application Rebate Program are accepted throughout the year.

#### **8. CONCLUSION:**

In order to ensure a streamlined process for Town grants and that applications are evaluated and approved in a similar and timely manner, staff are recommending that the Internal Review Team evaluate and process all grants historically evaluated and approved by the Economic Development Committee.

#### **APPROVALS**

Prepared By:	Karyn Stone Manager, Economic Development and Tourism
Reviewed By:	Rob Wheeler Deputy Chief Administrative Officer and Treasurer
Recommended By:	Shawn Nastke Director, Strategic Initiatives
Approved By:	Ryan Cronsberry Chief Administrative Officer

October 30, 2023

The Honourable Doug Ford, Premier of Ontario  
Premier's Office, Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

**Delivered by email**  
premier@ontario.ca

Dear Premier:

**Re: Town of Aurora Council Resolution of October 24, 2023**

**Motion 10.1 – Councillor Kim; Re: Cannabis Retail Applications for the Town of Aurora**

Please be advised that this matter was considered by Council at its meeting held on October 24, 2023, and in this regard, Council adopted the following resolution:

**Whereas in January 2019, Council voted in favour of retail Cannabis in the Town of Aurora; and**

**Whereas the Alcohol and Gaming Commission of Ontario (AGCO) is the legal body overseeing Cannabis Retail; and**

**Whereas the Town of Aurora with geography of 7 km x 7 km and population of 64,000 currently has 13 Cannabis retail stores and 1 authorized at the AGCO; and**

**Whereas the long-term vision of the Town's Official Plan supports active and healthy lifestyle choices to complement a complete community; and**

**Whereas many cannabis stores are within close proximity to schools and daycares which are inhabited by society's most vulnerable; and**

**Whereas the Province of Ontario Liquor Licence and Control Act, 2019 (LLCA) in its regulation already has a precedent by limiting the number of grocery stores licensed to sell beer, wine, and cider to 450 and is currently not accepting any more applications;**

- 1. Now Therefore Be It Hereby Resolved That the Town of Aurora requests that the Government of Ontario through its Alcohol and Gaming Commission of Ontario (AGCO) no longer accepts any further cannabis retail applications for the Town of Aurora; and**

- 2. Be It Further Resolved That the Town of Aurora requests that the Government of Ontario re-evaluate its “formula” on how many cannabis stores are permissible within the boundaries of a municipality, including but not limited to:**
  - a. Utilizing a cap or upper limit;**
  - b. Utilizing a population per capita formula;**
  - c. Utilizing a distance to the next cannabis retail store formula; and**
- 3. Be It Further Resolved That should the Government of Ontario revisit the retail Cannabis formula guiding the number of cannabis retail stores permissible in a municipality, that it would extend to all existing municipalities; and**
- 4. Be It Further Resolved That a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Doug Downey, Attorney General of Ontario; Dawn Gallagher Murphy, MPP Newmarket—Aurora; and the Honourable Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill; and**
- 5. Be It Further Resolved That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.**

The above is for your consideration and any attention deemed necessary.

Yours sincerely,



Michael de Rond  
Town Clerk  
The Corporation of the Town of Aurora

MdR/lb

Attachment (Council meeting extract)

Copy: Hon. Doug Downey, Attorney General of Ontario  
Dawn Gallagher Murphy, MPP Newmarket—Aurora  
Hon. Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



## 10. Motions

### 10.1 Councillor Kim; Re: Cannabis Retail Applications for the Town of Aurora

**Moved by** Councillor Kim

**Seconded by** Councillor Gilliland

Whereas in January 2019, Council voted in favour of retail Cannabis in the Town of Aurora; and

Whereas the Alcohol and Gaming Commission of Ontario (AGCO) is the legal body overseeing Cannabis Retail; and

Whereas the Town of Aurora with geography of 7 km x 7 km and population of 64,000 currently has 13 Cannabis retail stores and 1 authorized at the AGCO; and

Whereas the long-term vision of the Town's Official Plan supports active and healthy lifestyle choices to complement a complete community; and

Whereas many cannabis stores are within close proximity to schools and daycares which are inhabited by society's most vulnerable; and

Whereas the Province of Ontario Liquor Licence and Control Act, 2019 (LLCA) in its regulation already has a precedent by limiting the number of grocery stores licensed to sell beer, wine, and cider to 450 and is currently not accepting any more applications;

1. Now Therefore Be It Hereby Resolved That the Town of Aurora requests that the Government of Ontario through its Alcohol and Gaming Commission of Ontario (AGCO) no longer accepts any further cannabis retail applications for the Town of Aurora; and
2. Be It Further Resolved That the Town of Aurora requests that the Government of Ontario re-evaluate its "formula" on how many cannabis stores are permissible within the boundaries of a municipality, including but not limited to:
  - a. Utilizing a cap or upper limit;
  - b. Utilizing a population per capita formula;
  - c. Utilizing a distance to the next cannabis retail store formula; and

3. Be It Further Resolved That should the Government of Ontario revisit the retail Cannabis formula guiding the number of cannabis retail stores permissible in a municipality, that it would extend to all existing municipalities; and
4. Be It Further Resolved That a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Doug Downey, Attorney General of Ontario; Dawn Gallagher Murphy, MPP Newmarket—Aurora; and the Honourable Michael Parsa, MPP Aurora—Oak Ridges—Richmond Hill; and
5. Be It Further Resolved That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

Yeas (7): Mayor Mrakas, Councillor Weese, Councillor Gilliland, Councillor Gaertner, Councillor Thompson, Councillor Gallo, and Councillor Kim

**Carried**

## MEMORANDUM

**TO:** Mayor Quirk  
Members of Council

**FROM:** Rachel Dillabough, Town Clerk

**SUBJECT:** General Information Items

**DATE:** November 22, 2023

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Please notify the Clerk's office if you wish to have any of these items placed on the agenda for discussion:

- i) Town of Goderich supporting the Town of Wasaga Beach position regarding illegal car rallies and requesting a Provincial Task Force be created to protection communities from unsanctioned car rallies.
- ii) Town of Huntsville supporting the Township of Lake of Bays concerning the effect Floating Accommodations have on the environment, character, tranquillity and overall enjoyment of the lakes.
- iii) City of Cambridge supporting Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part).
- iv) Municipality of Wawa supporting amendment to s.205.1 of the Highway Traffic Act to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of the municipality rather than it being restricted to only community safety zones and school safety zones.
- v) City of Owen Sound supporting the Township of McKellar calling for an amendment to the Legislation Act, 2006 requesting the Province to permit digital publications as an acceptable means of publication and notice requirements.
- vi) Dufferin County declaring intimate-partner violence an epidemic and requesting gender-based violence and intimate partner violence be declared an epidemic in the Province of Ontario.
- vii) Regional Council Report and Resolution concerning Bill 131, Transportation for the Future Act, 2023.
- viii) Regional Council Report and Resolution concerning Bus Rapid Transit Prioritization.
- ix) Regional Council Report and Resolution concerning Pedestrian Cycling and Municipal Streetscape Partnership Programs Update.
- x) Regional Council Report and Resolution concerning Traffic and Pedestrian Signal Policy Update

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**Subject:** Implementation of Administrative Monetary Penalty Policies and the Appointment of Hearing Officers

**To:** Mayor and Council

**From:** Mike Hutchinson, Manager, Municipal Law Enforcement

**Date:** November 22<sup>nd</sup>, 2023

**Briefing:**

This Briefing Note is presented to Council to share the policies that have been created and implemented by staff for the purposes of the Administrative Monetary Penalty (AMPs) By-law.

On June 8<sup>th</sup>, 2022, Council received Report No. LS-2022-0010 from the Municipal Law Enforcement Division, Legislative Services regarding the transition of enforcement of Town By-laws through the *Provincial Offences Act* to AMPs.

Also on June 8<sup>th</sup>, 2022, Council enacted the AMPs By-law to come into force and effect on February 1<sup>st</sup>, 2023. Due to unforeseen delays in the implementation process, the By-law was amended to come into force and effect on December 18<sup>th</sup>, 2023.

Ontario Reg. 333/07 of the *Municipal Act, 2001*, requires that a municipality shall develop standards relating to the administration of the system of AMPs, which shall include:

- (a) Policies and procedures to prevent political interference in the administration of the system;
- (b) Guidelines to define what constitutes a conflict of interest in relation to the administration of the system, to prevent such conflict of interest and to redress such conflicts should they occur;
- (c) Policies and procedures regarding financial management and reporting; and
- (d) Procedures for the filing and processing of complaints made by the public with respect to the administration of the system

In addition, the Regulation requires that policies must be established to permit persons to be excused from paying all or part of the administrative penalty, including any administrative fees, if requiring them to do so would cause undue hardship.

As per the Town of Georgina AMPs By-law No. 2022-0052 (REG-1), the Director of Legislative Services or designate has the authority to implement the following policies to comply with the requirements of O. Reg. 333/07:

- (a) Prevention of Political Interference in AMPs Policy;
- (b) Screening and Hearing Officer Policy for AMPs;
- (c) Conflict of Interest Policy for AMPs;
- (d) Financial Management and Reporting for AMPs Policy;
- (e) Public Complaints for AMPs Policy; and

(f) Undue Hardship Policy for AMPs.

The aforementioned policies are attached to this Briefing Note.

In addition to the implementation of the AMPs policies, staff plan on sharing a pool of Hearing Officers with the Town of Aurora as per the Screening and Hearing Officer By-law and Policy. This partnership will provide financial savings to both municipalities through shared resources. The recruitment process for a pool of Hearing Officers is ongoing. Prior to the commencement of any hearings under the AMPs By-law, staff will return to Council to have the Hearing Officers formally appointed by Council.



### Prevention of Political Interference in The Administrative Monetary Penalty System (AMPs)

**Issued Date: November 22,  
2023**

#### Policy #LS-AMPS-001

#### **1 PURPOSE STATEMENT**

- 1.1 The Town of Georgina is committed to ensuring that the Administrative Monetary Penalty System (AMPs) system is conducted in a fair and independent manner and preventing political interference in the administration of AMPs.

#### **2 POLICY OBJECTIVE**

- 2.1 In accordance with Ontario Regulation 333/07, a municipality when establishing AMPs is required to have a policy for the prevention of political interference of AMPs.
- 2.2 This Policy is to prevent political interference in the administration of AMPs.

#### **3 APPLICATION/SCOPE**

- 3.1 This Policy applies to all members of Council, Hearing Officers and Screening Officers, to Town of Georgina employees involved in the enforcement and administration of AMPs, and to all other Town employees in relation to their interaction with AMPs and members of Council.
- 3.2 The following shall apply in addition to this Policy:
- 3.2.1 For Town of Georgina employees involved in the administration of the AMPs program, the Employee Code of Conduct, shall also apply in regard to the activities of an employee in the administration of the AMPS program.
- 3.2.2 For Hearing Officers, the provisions of any agreement governing the retainer between the Town of Georgina and a Hearing Officer(s), shall also apply in regard to the activities of the Hearing Officer. In the event of a conflict between this Policy and the agreement, the provisions of this Policy shall supersede.
- 3.2.3 For members of Council, the Council Code of Conduct shall also apply in regard to the activities of members of Council. In the event of a conflict between the provisions of this Policy and the provisions of the Council Code of Conduct, in relation to AMPs, this Policy shall supersede.
- 3.2.4 This Policy shall apply in addition to all applicable law (i.e., Municipal *Conflict of Interest Act*, etc.). A breach of applicable law shall be deemed to be a breach of this Policy.

## 4 DEFINITIONS

For the purposes of this Policy, the following definitions apply to this policy:

- 4.1 “AMPs” means the Administrative Monetary Penalty system, established by the Administrative Penalty By-law;
- 4.2 “Employee Code of Conduct” means the policy adopted by the Town of Georgina to govern employee conduct, provide ethical standards and address conflict of interest, as amended from time to time, or any successor thereof;
- 4.3 “Power of Decision” means a power or right, conferred by or under this By-law and the Administrative Penalty By-law, to make a decision deciding or prescribing the legal rights, powers, privileges, immunities, duties or liabilities of any person:
- 4.4 “Reprisal” means any measure taken or threatened as a direct result of disclosing or being suspected of disclosing an allegation of wrongdoing, initiating or cooperating in an investigation into an alleged wrongdoing, and includes but is not limited to:
  - 4.4.1.1 Disciplinary measures;
  - 4.4.1.2 Demotion of the employee or individual;
  - 4.4.1.3 Termination of the employee or individual;
  - 4.4.1.4 Intimidation or harassment of the employee or individual;
  - 4.4.1.5 Any measure that adversely affects the employment or working conditions of the employee or individual; and
  - 4.4.1.6 Directing or counselling someone to commit a reprisal

## 5 Preventing Political Interference in Relation to the Administration of (AMPs)

- 5.1 Principles of Preventing Political Interference
  - 5.1.1 No Person shall attempt, directly or indirectly, to communicate with any Town of Georgina employee or other person performing duties related to the administration of AMPs for the purpose of influencing or interfering, financially, politically or otherwise, with the administration of AMPs;
  - 5.1.2 No Person shall attempt, directly or indirectly, to communicate with a Screening Officer or Hearing Officer for the purpose of influencing or interfering, financially, politically or otherwise, the Screening Officer or Hearing Officer respecting a Penalty Notice and/or respecting a Power of Decision in a proceeding that is or will be pending before a Screening Officer or Hearing Officer, except:
    - 5.1.2.1 A Person who is entitled to be heard in the proceeding or the Person’s lawyer, licensed paralegal or authorized representative; and
    - 5.1.2.2 Only by that Person or the Person’s lawyer, licensed paralegal or authorized representative during the hearing of the proceeding in which the issues arise.
  - 5.1.3 In addition to this Policy, the AMPs By-law sets out a prohibition on attempting to influence a Screening Officer or Hearing Officer and creates an offence for any contravention of the provisions of the By-law. Such penalty is in addition to any action taken pursuant to this Policy.

- 5.1.4 All individuals involved with the enforcement and administrative functions of AMPs shall carry out such duties in a manner which upholds the integrity of the administration of justice.

## 5.2 Accountability

- 5.2.1 A Screening Officer or Hearing Officer, Town of Georgina employee or any other individual performing duties related to AMPs shall report any attempt at influence or interference, financial, political or otherwise, by any Person, to the Director of Legislative Services or Designate, as soon as possible. No action shall be taken against the Screening Officer, Hearing Officer, employee or other person(s) for making any such report in good faith;
- 5.2.2 Where any employee, Screening Officer, Hearing Officer or other person performing duties related to AMPs, is contacted by a member of Council or Town official with respect to the administration of AMPs or a specific Penalty Notice, he or she shall immediately disclose such contact to the Director of Legislative Services, or Designate in order to maintain the integrity of AMPs;
- 5.2.3 Any interference with or attempt to interfere with AMPs by any Person may result in charges under the Criminal Code of Canada, as applicable, or any other applicable law, in addition to any disciplinary action; and
- 5.2.4 Any interference with AMPs or attempt to interfere with AMPs, by a member of Council, will be addressed pursuant to the Council Code of Conduct.

## 5.3 Reprisal

- 5.3.1 In addition to and without limiting 4.4, no person shall take any Reprisal against a Town of Georgina employee or other individual performing duties related to the administration of the AMPs because the employee or individual, in good faith:
  - 5.3.1.1 Has sought information or advice about making a disclosure about wrongdoing contrary to this policy;
  - 5.3.1.2 Has made a disclosure about wrongdoing contrary to this policy in good faith;
  - 5.3.1.3 Has initiated or cooperated in an investigation or other process related to a disclosure of wrongdoing contrary to this policy;
  - 5.3.1.4 Has appeared as a witness, given evidence or participated in any proceeding relating to the wrongdoing contrary to this policy, or is required to do so;
  - 5.3.1.5 Has alleged or reported a Reprisal; or
  - 5.3.1.6 Is suspected of any of the above actions.
- 5.3.2 The identity of employees or other individuals performing duties related to the administration of AMPs involved in an investigation, including the identity of an individual alleging political influence contrary to this policy, will be protected to the fullest extent possible.

- 5.3.3 If an employee believes that he or she has suffered Reprisal, this should be reported immediately to the Director of Legislative Services.

## 6 APPROVAL AUTHORITY

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**Director, Legislative Services**

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**Date**





# GEORGINA

## Legislative Services/ Municipal Law Enforcement

### Appointment of Screening and Hearing Officers

**Issued Date: November 22,  
2023**

#### Policy #LS-AMPS-002

#### **1 PURPOSE STATEMENT**

- 1.1 The Corporation of the Town of Georgina values a clear and transparent process for the selection of Screening Officers and Hearing Officers in a fair and equitable manner and in accordance with applicable legislation and Council-approved By-laws.

#### **2 POLICY OBJECTIVE**

- 2.1 The purpose of the policy is to provide a consistent and transparent framework for the selection and appointment of Screening Officers and Hearing Officers and to act as a guide for appointees.

#### **3 APPLICATION/SCOPE**

- 3.1 This Policy applies to the selection and appointment of Screening Officers and Hearing Officers for the purposes of Administrative Monetary Penalties (AMPs).

#### **4 DEFINITIONS**

- 4.1 “Administrative Penalty By-law” means the by-law passed by the Town to establish administrative penalties for by-law violations, as amended from time to time, or any successor thereof;
- 4.2 “Council” means the Council of the Corporation of the Town of Georgina;
- 4.3 “Hearing Officer” means any person appointed from time to time pursuant to the Screening and Hearing Officer By-law, to perform the functions of a hearing officer in accordance with the Screening and Hearing Officer By-law and the Administrative Penalty By-law;
- 4.4 “Joint Panel” means a joint panel as set out herein, established to provide advice and recommendations to Council pursuant to the Screening and Hearing Officer By-law, regarding the appointment of Hearing Officers;
- 4.5 “Relative” includes any of the following persons:
- a) spouse, common-law partner, or any person with whom the person is living as a spouse outside of marriage;
  - b) Parent or legal guardian;
  - c) child, including a step child and grandchild;
  - d) siblings and children of siblings;
  - e) aunt, uncle, niece and nephew;
  - f) in-laws, including mother, father, sister, brother, daughter and son; or
  - g) any person who lives with the person on a permanent basis

- 4.6 “Screening and Hearing Officer By-law” means the by-law passed by the Town to establish the positions of screening and hearing officers and to provide for the appointment of screening and hearing officers, in relation to administrative penalties for by-law violations, as amended from time to time, or any successor thereof;
- 4.7 “Screening Officer” means any person appointed from time to time pursuant to the Screening and Hearing Officer By-law, to perform the functions of a screening officer in accordance with the Screening and Hearing Officer By-law and the Administrative Penalty By-law;
- 4.8 “Town” means The Corporation of the Town of Georgina.

## **5 Appointment of Screening and Hearing Officer**

### **5.1 Appointment of Screening Officers**

In accordance with the Screening and Hearing Officer By-law, Screening Officers shall be appointed by the Director of Legislative Services in consultation with the Manager of Municipal Law Enforcement. Except where ineligible or unable to carry out the duties related to AMPS in a fair and impartial manner, any person(s) holding the position of Municipal Law Enforcement Administrative Assistant may be designated by the Manager of Municipal Law Enforcement as Screening Officers.

The following persons are not eligible for appointment as Screening Officers:

- a) A member of Council;
- b) A relative of a member of Council;
- c) A person indebted to the Town, other than:
  - i) In respect of current property taxes; or
  - ii) Pursuant to an agreement with the Town, where the person is in compliance with the terms thereof.

The Director of Legislative Services and Manager of Municipal Law Enforcement, may revoke the appointment of a Municipal Law Enforcement Administrative Assistant as a Screening Officer if at any time the person becomes ineligible to continue as a Screening Officer, or is otherwise determined by the Director of Legislative Services, to be unable to carry out the duties related to AMPs in a fair and impartial manner or to comply with Town’s Policies or procedures.

### **5.2 Recruitment of Hearing Officer(s)**

The Town of Georgina may, from time to time, recruit Hearing Officer(s) as contemplated by the Screening and Hearing Officer By-law, in accordance with the following process:

#### **5.2.1 Joint Panel**

A Joint Panel is hereby established, to carry out the duties of the Joint Panel as contemplated by the Screening and Hearing Officer By-law and in this Policy. The Joint Panel shall be comprised of the following representatives of the Town of Georgina and Town of Aurora:

- a) Manager of Municipal Law Enforcement, Town of Georgina
- b) Manager - Bylaw Services, Town of Aurora

### 5.2.2 Eligibility

The following persons are not eligible to be appointed or to remain as Hearing Officer(s):

- a) A member of Council;
- b) A Relative of a member of Council;
- c) An employee of the Town;
- d) A person indebted to the Township, other than:
  - i) In respect of current property taxes; or
  - ii) Pursuant to an agreement with the Township, where the person is in compliance with the terms thereof

### 5.2.3 Application and Review Process

#### **Application Process**

The recruitment of Hearing Officer(s) will be carried out as a joint initiative of the Town of Aurora and Town of Georgina. Hearing Officer(s) postings will be published and made available to public. The posting will outline the role of the Hearing Officer(s) and eligibility criteria.

All applicants must complete an application form in the form as determined by the two municipalities.

Alternatively, the Town may appoint a Hearing Officer currently under contract with another York Region municipality for the purposes of an Administrative Monetary Penalty Program, appointed by by-law and operating under the *Municipal Act*, as amended.

#### **Review and Appointment**

All applications received by the established deadline will be forwarded to the Joint Panel which will be responsible for reviewing the applications and recommending appointments to Council.

The Joint Panel will make recommendations to Council. Council will consider the recommendations and appoint Hearing Officer(s) by by-law.

The Legislative Services Department of the Town of Georgina and the Corporate Services Department of the Town of Aurora will jointly notify all applicants of the decision of the Councils and will retain all applications according to their applicable Retention By-Law.

### 5.2.4 Nature of Hearing Officer(s) Position and Term

Hearing Officer(s) are independent, and are not Town of Georgina employees. Hearing Officer(s) may be required to enter into a contract with the Town of Georgina outlining the terms of service.

Unless revoked, Hearing Officer(s) shall be appointed for the term of Council (or remainder thereof, where appointed mid-term), and thereafter until reappointed or until a successor is appointed.

### 5.2.5 Revocation of Appointment

Council may revoke the appointment of a Hearing Officer at any time, on the recommendation of the Joint Panel, in accordance with the Screening and Hearing Officer By-law.

## APPROVAL AUTHORITY

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**Director, Legislative Services**

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**Date**



### Conflict of Interest and Code of Conduct in Relation to the Administrative Monetary Penalty System (AMPS)

Issued Date: November 22,  
2023

#### Policy #LS-AMPS-003

#### 1 PURPOSE STATEMENT

- 1.1 The Town of Georgina is committed to ensuring that the Administrative Monetary Penalty System (AMPS) operates in a fair and impartial manner, free of conflicts of interest.

#### 2 POLICY OBJECTIVE

- 2.1 The purpose of the Policy is to provide a consistent and transparent framework for the selection and appointment of Screening Officers and Hearing Officers and to act as a guide for appointees. Ontario Regulation 333/07 ("the Regulation") pursuant to the *Municipal Act, 2001* requires a municipality establishing an Administrative Monetary Penalty System (AMPS) for Designated By-laws to have a policy relating to conflicts of interest. In accordance with the Regulation, the Policy must define what constitutes a conflict of interest in relation to AMPs, contain provisions to prevent such conflicts and to address such conflicts should they occur.
- 2.2 This Policy addresses conflict of interest provisions in relation to the administration of AMPs. The Policy sets out requirements relating to Screening Officers, Hearing Officers and Town of Georgina staff in order to prevent actual, potential and perceived conflicts of interest, and to ensure that AMPs responsibilities are conducted in accordance with fundamental principles of justice, which include judicial and prosecutorial independence, fairness, impartiality, competence and integrity.

#### 3 APPLICATION/SCOPE

- 3.1 This Policy applies to all Screening Officers, Hearing Officers, and all Town of Georgina employees involved in the administration of the AMPs program.
- 3.2 The following shall apply in addition to this Policy:
- 3.2.1 For Town of Georgina employees involved in the administration of the AMPs program, the Employee Code of Conduct, shall also apply in regard to the activities of an employee in the administration of the AMPs program. In the event of a conflict between the provisions of this Policy and the provisions of the Employee Code of Conduct, in relation to AMPs, this Policy shall supersede.
- 3.2.2 For Hearing Officers, the provisions of any agreement governing the retainer between the Town of Georgina and a Hearing Officer(s), shall also apply in regard to the activities of the Hearing Officer. In the event of a conflict between the provisions of this Policy and the agreement, the provisions of this Policy shall supersede.

- 3.2.3 This Policy shall apply in addition to all applicable law (i.e., *Municipal Conflict of Interest Act*, etc.). A breach of applicable law relevant to any matters set out in this Policy shall be deemed to be a breach of this Policy.

## 4 DEFINITIONS

For the purposes of this Policy, the following terms are defined:

- 4.1 “AMPs” means the Administrative Monetary Penalty System, established pursuant to the Administrative Penalty By-law;
- 4.2 “Employee Code of Conduct” means the policy adopted by the Town to govern employee conduct, provide ethical standards and conflict of interest, as amended from time to time, or any successor thereof;
- 4.3 “Parent” means a person who has demonstrated a settled intention to treat a child as a member of her or his family, whether or not that person is the natural parent of the child;
- 4.4 “Policy for Appointment of Screening and Hearing Officers” means the policy adopted by the Town to govern the Appointment of Screening and Hearing Officers, as amended from time to time, or any successor thereof;
- 4.5 “Relative” includes any of the following persons:
- 4.5.1 spouse, common-law partner, or any person with whom the person is living as a spouse outside of marriage;
  - 4.5.2 Parent or legal guardian;
  - 4.5.3 child, including a step-child and grandchild;
  - 4.5.4 siblings and children of siblings;
  - 4.5.5 aunt, uncle, niece and nephew;
  - 4.5.6 in-laws, including mother, father, sister, brother, daughter and son; or
  - 4.5.7 any person who lives with the person on a permanent basis.

## 5 Conflict of Interest and Code of Conduct

- 5.1 Appointment of Screening Officers and Hearing Officers
- 5.1.1 The Screening and Hearing Officer By-law and Policy for Appointment of Screening and Hearing Officers, establishes the rules regarding the appointment of Screening Officers and Hearing Officers.
  - 5.1.2 Screening and Hearing Officers shall be appointed and recruited in accordance with the Policy for Appointment of Screening and Hearing Officers.

- 5.2 The following persons shall not be eligible for appointment as or to remain as a Screening Officer or Hearing Officer:
- 5.2.1 a member of Council;
  - 5.2.2 a Relative of a member of Council;
  - 5.2.3 an individual indebted to the Town of Georgina other than:
    - 5.2.3.1 in respect of current real property taxes; or
    - 5.2.3.2 pursuant to an agreement with the Town of Georgina, where the individual is in compliance with the terms thereof; and
  - 5.2.4 in the case of a Hearing Officer, an employee of the Town of Georgina.
- 5.3 Conflict of Interest
- 5.3.1 A conflict of interest arises where a Screening Officer, Hearing Officer or Town of Georgina employee involved in the administration of AMPs, or any Relative of same, has a direct or indirect personal or financial interest:
  - 5.3.2 Such that they could influence a decision made in relation to AMPs;
  - 5.3.3 That may affect the performance of their job duties in relation to AMPs;
  - 5.3.4 That conflicts, might conflict, or may be perceived to conflict with the interests of the proper administration of AMPs; or
  - 5.3.5 That may adversely affect the reputation of the Town of Georgina as a public authority in relation to AMPs.
- 5.4 A conflict of interest includes a pecuniary or non-pecuniary interest, actual, perceived or potential conflict, that could arise in relation to personal or financial matters, including but not limited to:
- 5.4.1 Directorships or employment;
  - 5.4.2 Interests in business enterprises or professional practices;
  - 5.4.3 Share ownership or beneficial interests in trusts;
  - 5.4.4 Professional or personal associations with a person;
  - 5.4.5 Professional associations or relationships with other organizations;
  - 5.4.6 Personal associations with other groups or organizations; or
  - 5.4.7 Family relationships, including relatives.
- 5.5 Screening Officers
- 5.5.1 Screening Officers are employees of the Town of Georgina and therefore must also abide by the

5.5.2 Screening Officers must be and appear to be impartial at all times.

5.5.3 Screening Officers shall not review a Penalty Notice for a personal or business acquaintance or Relative.

## 5.6 Hearing Officers

Hearing Officers, in conducting a Hearing Review, are bound by and shall comply with the *Statutory Powers Procedures Act*, as well as general administrative common law principles (i.e. procedural fairness, natural justice, impartial and unbiased decision making, etc.).

5.6.1 Hearing Officers must be and appear to be impartial at all times. A Hearing Officer shall not review a Screening Decision for a personal or business acquaintance or Relative.

5.6.2 Hearing Officers must also abide by the terms of any agreement governing the retainer between the Hearing Officer and the Town of Georgina.

## 5.7 Conduct of Screening Officers and Hearing Officers

5.7.1 All Screening Officers and Hearing Officers shall:

5.7.1.1 Be and appear to be independent, impartial, and unbiased;

5.7.1.2 Avoid all conflicts of interest, whether real, potential or perceived, and promptly take appropriate steps to disclose, resolve, or obtain advice with respect to any such conflict should it arise;

5.7.1.3 Not represent any person at a Screening Review or Hearing Review;

5.7.1.4 Not dispute their own Penalty Notices and are expected to pay the Penalty Notice in a timely manner;

5.7.1.5 Not be influenced by partisan interests, public opinion, or by fear of criticism;

5.7.1.6 Not use their title and position to promote their own interests or the interests of others;

5.7.1.7 Discharge their duties in accordance with the law, Town of Georgina by-laws and AMPs policies, procedures and guidelines in effect from time to time; maintain and upgrade their knowledge and competence through their work, by participating in training and education courses as required by the Town of Georgina, including training relating to implicit bias, and by seeking guidance from their colleagues and the Town of Georgina, as necessary;

5.7.1.8 Remain up to date on changes in the law, Town of Georgina by-laws, policies and procedures relevant to their function;

5.7.1.9 Act with integrity, as they are subject to ongoing public scrutiny;

- 5.7.1.10 Respect and comply with the law and conduct themselves at all times in a manner that promotes public confidence in the integrity and impartiality of AMPs;
- 5.7.1.11 Approach their duties in a calm and courteous manner when dealing with the public and others and present and conduct themselves in a manner consistent with the integrity of AMPs and with their appointment;
- 5.7.1.12 Convey their decisions in plain language, including the reasons therefor where such are required;
- 5.7.1.13 Safeguard the confidentiality of information that comes to them by virtue of their work and not disclose that information except as required by, and in accordance with, the law;
- 5.7.1.14 In discharging their duties, treat those with whom they deal with in a respectful and tolerant manner regardless of the gender, sexual orientation, race, religion, culture, language, mental abilities, or physical abilities of those Persons, and without limiting the foregoing, comply in all respects with the Ontario Human Rights Code;
- 5.7.1.15 Refrain from openly and publicly criticizing the administration of AMPs or the conduct of others, including Town of Georgina employees or members of Council. Screening Officers and Hearing Officers shall acknowledge that only the Director of Legislative Services or Designate may speak publicly on behalf of the Town of Georgina AMPs program. Any criticisms, suggestions or concerns related to AMPs shall be communicated through appropriate channels to the Director of Legislative Services or Designate;
- 5.7.1.16 Deal with the matters that come before them in a timely manner and make themselves accessible to those requiring their services; and
- 5.7.1.17 Not knowingly exercise a power or function for which they have not been trained or designated.

- 5.8 Without limiting the foregoing, Screening Officers, Hearing Officers and all persons involved in the administration of AMPs shall avoid activities or circumstances that create conflicts, whether real, potential or perceived, between their personal interests and their responsibilities in relation to AMPs, including situations where their personal interests or the perception that their personal interests could influence any decisions they make on behalf of the Town of Georgina. Any obligation, interest or participation, which would or could interfere with the fair and impartial administration of AMPs or the exercise of judgment in relation to AMPs, constitutes conflict of interest.
- 5.9 Every Screening Officer, Hearing Officer or Town of Georgina employee involved in the administration of AMPs, must disclose, in accordance with this Policy, any obligation, commitment, relationship or interest that poses a real, potential or perceived conflict with his or her duties in relation to or interests in the administration of AMPs.
- 5.10 Preventing Conflict of Interest
  - 5.10.1 The keys to preventing conflicts of interest are identification, disclosure and withdrawal from the power of decision with respect to a Screening Review or Hearing Review.

- 5.10.2 The need for identification, disclosure and withdrawal from a Power of Decision or administrative role in relation to AMPs applies to any real, potential or perceived conflict of interest.
- 5.11 Reporting Conflicts of Interest
- 5.11.1 Screening Officers and Town of Georgina Employees
- 5.11.1.1 Screening Officers and Town of Georgina employees involved in the administration of AMPs shall notify the Director of Legislative Services of any conflict of interest, real, potential or perceived, that they may have in relation to a matter.
- 5.11.2 Hearing Officers
- 5.11.2.1 If a Hearing Officer becomes aware of any real, potential or perceived conflict of interest, the Hearing Officer shall notify the Director of Legislative Services.
- 5.12 Assignment of Alternate Screening Officer or Hearing Officer
- 5.12.1 Where a real, potential or perceived conflict of interest is reported by a Screening Officer or Hearing Officer, as set out in this Policy:
- 5.12.1.1 In the case of a review of a Screening Review or Hearing Review that has not yet commenced, the Manager of Municipal Law Enforcement shall assign another Screening Officer or Hearing Officer to conduct the review to avoid actual, potential or perceived conflict of interest; or
- 5.12.1.2 In the case of a review of a Screening Review or Hearing Review that has commenced:
- 5.12.1.2.1 The Screening Officer or Hearing Officer, as the case may be, shall adjourn the review and withdraw from the Power of Decision; and
- 5.12.1.2.2 The Manager shall cause the Screening Review or Hearing Review to be recommenced and rescheduled with another Screening Officer or Hearing Officer.
- 5.13 If all appointed Screening Officers and/or Hearing Officers have a conflict of interest with a matter, the Director of Legislative Services or Designate shall retain another Screening Officer or Hearing Officer to handle the matter that is the subject of the conflict of interest.
- 5.14 The Manager of Municipal Law Enforcement or Designate may consult with The Director of Legislative Services, or his/her designate, for further guidance in regard to this Policy.
- 5.15 Where a Screening Officer or Hearing Officer is charged with any offence under the Criminal Code of Canada, or under any other Federal or Provincial statute or Regulation where continuing to perform duties may erode public confidence in the administration of justice, the Screening Officer or Hearing Officer shall disclose same to the Director of Legislative Services within 5 business days of the charge being laid, and appropriate action will be taken by the Town of Georgina, which, if determined appropriate, may include suspension from duties until the final disposition of the charge and, upon final disposition, may include, but is not limited to, termination of duties related to AMPs and/or revocation of appointment.

**6 APPROVAL AUTHORITY**

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**Director, Legislative Services**

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**Date**



### Financial Management and Reporting for AMPS

**Issued Date: November 22,  
2023**

#### **Policy #LS-AMPS-004**

#### **1 PURPOSE STATEMENT**

- 1.1 This Policy is to establish financial management and reporting responsibilities related to the Administrative Monetary Penalty System (AMPs).

#### **2 POLICY OBJECTIVE**

- 2.1 The purpose and objective of this document is to provide a Policy regarding financial management and the reporting and tracking of administrative penalties and fees. This Policy affirms that the Town of Georgina AMPs shall follow the existing corporate policies and procedures related to financial management and reporting.
- 2.2 Ontario Regulation 333/07 requires a municipality establishing an Administrative Monetary Penalty System (AMPs) to have a policy to address financial management and reporting of AMPS.

#### **3 APPLICATION/SCOPE**

- 3.1 This Policy applies to all financial management and reporting responsibilities and accountabilities regarding AMPs. All persons responsible for administering the AMPs program, as well as Screening Officers and Hearing Officers, shall comply with this Policy.
- 3.2 The Town of Georgina has established a number of financial management policies and procedures which, along with proactive financial planning processes, provide a framework for the Town's overall fiscal planning and management. The Town of Georgina continues to display financial accountability through regular, thorough and transparent financial performance reporting and analysis. This will be reflected in routine reporting on AMPs financial results, as well as efficiency and effectiveness measures of the AMPs programs and services.

#### **4 DEFINITIONS**

- 4.1 For the purposes of this policy, the following definitions are defined:
- “AMPs” means Administrative Monetary Penalty System;
- “Director of Legislative Services” means the Director of Legislative Services of the Town of Georgina, or anyone designated by the Director to perform his or her duties relating to AMPs;
- “Municipal Law Enforcement Division” means the Municipal Law Enforcement Division of the Town of Georgina, or any successor thereof;

## **5 Financial Management and Reporting for AMPS**

- 5.1 General Financial Management and Reporting preparation of the Town of Georgina budget revolves around priority setting that reflects the Town's Strategic Plan, Council priorities, service delivery objectives and standards and historical financial performance; all balanced with the need for prudent financial management. Priority setting and budgeting with respect to AMPs shall be the responsibility of the Municipal Law Enforcement Division.
- 5.2 Through the process of current and capital financial management and reporting for AMPs, the Municipal Enforcement Division shall:
  - 5.2.1 Review and monitor current year actual, budgeted and projected financial performance and results;
  - 5.2.2 Proactively compare program financial activity with past performance to identify trends, issues and opportunities;
  - 5.2.3 Determine priorities for maintaining and improving AMPs program services levels;
  - 5.2.4 Review and develop long-term plans for AMPs including a multi-year operating and capital budget analysis and projections;
  - 5.2.5 Identify and mitigate factors impacting the AMPs budget and financial performance, such as inflation, fixed costs and legislative requirements that are beyond the control of Town of Georgina decision-makers;
  - 5.2.6 Comply with all corporate reporting standards and requirements as part of the Town of Georgina financial management and reporting processes;
  - 5.2.7 Ensure all necessary financial signing authorities are in place and followed by all staff involved in AMPs administration; and
  - 5.2.8 Comply with all Town of Georgina procurement policies and procedures in regard to AMPs.
- 5.3 Payment of a Penalty Notice
  - 5.3.1 Any person issuing a Penalty Notice for an infraction of a Designated By-law is not permitted to accept payment for an Administrative Penalty.
  - 5.3.2 Hearing Officers are prohibited from directly accepting any payment from any Person in respect of a Penalty Notice.
  - 5.3.3 Town of Georgina employees shall ensure compliance with corporate and/or departmental cash/payment handling procedures for financial stewardship.

## 5.4 Methods of Payment

5.4.1 Following the issuance of a Penalty Notice, the Person is permitted to make a voluntary payment by using one of the following methods:

5.4.2 Online by using VISA or Mastercard at [parking.georgina.ca](http://parking.georgina.ca);

5.4.3 In person at the Town of Georgina Civic Centre, located at 26557 Civic Centre Road, Keswick, ON, L4P 3G1 during regular business hours Monday – Friday from 8:30am-4:30pm, excluding statutory holidays; or

5.4.4 By mail using cheque or money order only.

5.4.4.1 The Penalty Notice number must be written on the front of the cheque or money order and shall be made payable to The Corporation of the Town of Georgina

**Mail to:** The Corporation of the Town of Georgina  
Municipal Law Enforcement Division  
26557 Civic Centre Road, Keswick, ON, L4P 3G1

5.5 Payment is not considered made until received by the Town of Georgina. Persons must allow sufficient mailing time for payments and should not send cash by mail. Post-dated cheques or payment by installations (unless otherwise agreed by the Director or designate) are not accepted. A fee will be applied for any Non-Sufficient Funds, cancelled or reversed payment, in accordance with the Town of Georgina Fees and Charges By-law.

## 5.6 Processing Payments

Payments will be processed as follows:

### 5.6.1 Online

The person enters their Penalty Notice and related information into the system and makes a payment with their credit card information. Once the transaction is processed and approved, the person may print a receipt of payment as proof of payment for their records.

### 5.6.2 In Person

Apply the appropriate method of payment to the Penalty Notice. The Person is provided with a receipt of payment for their records.

### 5.6.3 By Mail

Apply the cheque or money order payment to the Penalty Notice. A receipt is not provided when using this method of payment.

Upon receipt of a Penalty Notice payment, a Town of Georgina employee will apply the payment to a specific Penalty Notice in the Town's parking ticket management software connected to the Town of Georgina Point-of-Sale terminals. Unless otherwise agreed by the Director of Legislative Services, partial payments will not be accepted. The Penalty Notice will reflect "paid" status when paid in full.

5.7 A Person's credit card information is not kept by the Town of Georgina system, in accordance with the Municipal Freedom of Information and Protection of Privacy Act.

5.8 Refund of Payment

If a Person has paid any Administrative Fee in respect of a Penalty Notice, and the Administrative Fee or part thereof is later cancelled or reduced by a Screening Officer or Hearing Officer, the Town of Georgina shall refund the Administrative Fee or part thereof cancelled or reduced to the Person.

5.9 Administrative Fees

Administrative Fees may be payable by a Person with a Penalty Notice as set out in the Administrative Penalty By-law. Where applicable, such fees shall be paid in addition to the Administrative Penalty.

## 6 APPROVAL AUTHORITY

\_\_\_\_\_  
Director, Legislative Services

\_\_\_\_\_  
Date





### Public Complaints Respecting the Administration of the Administrative Monetary Penalty System (AMPs)

Issued Date: November 22,  
2023

#### Policy #LS-AMPS-005

#### 1 PURPOSE STATEMENT

- 1.1 This Policy is to address any public complaint regarding the administration of the Administrative Monetary Penalty System (AMPs).

#### 2 POLICY OBJECTIVE

- 2.1 The objective and purpose of this Policy is to provide a process for public complaints regarding the administration of AMPs and to ensure that AMPs remains a transparent, accessible, responsive, accountable, efficient, and effective system for Designated By-laws in the Town of Georgina, and that any public complaints be addressed in a timely and responsible manner.

Ontario Regulation 333/07 made under the *Municipal Act, 2001* requires a municipality establishing an Administrative Monetary Penalty System (AMPs) to develop a policy to address public complaints regarding the administration of AMPs.

#### 3 APPLICATION/SCOPE

- 3.1 This Policy applies to all public complaints, informal or formal, regarding the administration of AMPs, and applies to all administrative actions and functions of all Town of Georgina employees, and other individuals responsible for the administration of AMPs.
- 3.2 Any public complaints filed under this Policy regarding the administrative actions of Town of Georgina employees, Screening Officers or Hearing Officers under AMPs shall be referred to the Designated Complaints Investigator.
- 3.3 All individuals responsible for administering the AMPs program shall be responsible for adherence to this Policy. The Director of Legislative Services, or designate unless otherwise noted, shall be responsible for addressing public complaints regarding the administration of AMPs.
- 3.4 Screening Officers and Hearing Officers do not have jurisdiction to consider questions relating to the validity of a statute, regulation or by-law or the constitutional applicability or operability of a statute, regulation, or by-law. Any such complaints will not be processed under this Policy.
- 3.5 This Policy is not intended to:
- 3.5.1 Operate as an appeal mechanism to reverse or alter any decision of a Screening Officer or Hearing Officer; or
- 3.5.2 Replace other specific Town of Georgina programs, policies/procedures, legislative processes, or legal processes available to the public to address public concerns with AMPs or with the outcome of a Screening Review or Hearing Review.

## **4 DEFINITIONS**

- 4.1 For the purposes of this Policy, the following definitions are defined:
- 4.2 “AMPs” means Administrative Monetary Penalty System;
- 4.3 “Hearing Review” means the process related to review of a screening decision, as set out in of the Administrative Penalty By-law;
- 4.4 “Integrity Commissioner” means the Integrity Commissioner as appointed by Town of Georgina when required;
- 4.5 “Screening and Hearing Officer By-law” means the by-law passed by the Town of Georgina to establish the positions of screening and hearing officers and to provide for the appointment of screening and hearing officers, in relation to administrative penalties for parking, as amended from time to time, or any successor thereof;
- 4.6 “Screening Review” means the process related to review of a Penalty Notice, as set out in Administrative Penalty By-law.

## **5 PUBLIC COMPLAINTS RESPECTING THE ADMINISTRATION OF AMPs**

- 5.1 General Provisions
- 5.2 A public complaint shall be processed using the following framework:
  - 5.2.1 Unless otherwise set out in this Policy, all public complaints regarding the administration of AMPs shall be submitted to the Director of Legislative Services, or designate, who may investigate and, if applicable, determine appropriate corrective action;
  - 5.2.2 Any complaint regarding a member of Council in respect of the administration of AMPs shall be submitted and processed in accordance with the Council Code of Conduct;
  - 5.2.3 Any complaint regarding a Hearing Officer may be referred by the Director of Legislative Services, or designate, to the Integrity Commissioner;
  - 5.2.4 A public complaint submitted pursuant to this Policy must be in writing, using the form(s) as may be prescribed by the Director of Legislative Services, or designate, from time to time, complete with all required information, including the name and full contact information of the complainant. The form must be sent to the Director, or designate, within 30 calendar days of the date of the event for which the complaint is being made. Incomplete complaint forms or forms submitted after the 30-calendar day period may not be processed, at the discretion of the Director, or designate;
  - 5.2.5 All complaints shall be treated as confidential by the Town of Georgina and shared only as required to investigate the complaint, respecting personal information privacy and confidentiality in accordance with the Municipal Freedom of Information and Protection of Privacy Act;
  - 5.2.6 The Director of Legislative Services, or designate, may refuse to address or process any public

complaint that is deemed by the Director, or designate, to be frivolous, vexatious, trivial or made in bad faith, or not within the scope of this Policy. The Director, or designate, will notify the complainant in writing and provide the complainant with a reasonable opportunity to make written submissions, prior to determining a complaint to be frivolous, vexatious, trivial or made in bad faith. Any such decision shall be communicated to the complainant in writing with reasons;

- 5.2.7 Where possible, at the discretion of the Director of Legislative Services, or designate, attempts will be made to address public complaints through an informal resolution process before proceeding to a formal resolution process;
- 5.2.8 Any resolution, formal or informal, of a public complaint will be addressed by a written response from the Designated Complaints Investigator to the person filing the complaint;
- 5.2.9 A public complaint sustained through a review cannot be used as the basis to change or void a decision of a Screening Officer or Hearing Officer, including any Administrative Penalties and Administrative Fees due or paid; and
- 5.2.10 The Designated Complaints Investigator may report annually on the summary of public complaints filed and addressed in respect of AMPs.

### 5.3 Anonymous Complaints

- 5.3.1 Complaints that are anonymous will not be accepted.

### 5.4 Withdrawing a Complaint

- 5.4.1 A complainant may withdraw his/her complaint by so requesting in writing to the Designated Complaints Investigator at any time.

## APPROVAL AUTHORITY

\_\_\_\_\_  
**Director, Legislative Services**

\_\_\_\_\_  
**Date**







### Undue Hardship in Relation to Administrative Monetary Penalty System (AMPs)

Issued Date: November 22, 2023

#### Policy #LS-AMPS-006

#### 1 PURPOSE STATEMENT

- 1.1 To establish a Policy to assist Screening Officers and Hearing Officers in responding to requests by persons with a Penalty Notice for relief from paying all, or part, of an Administrative Penalty, including any Administrative Fees, on the basis that they would suffer undue hardship if required to pay the penalty or fee.

#### 2 POLICY OBJECTIVE

- 2.1 In accordance with Ontario Regulation 333/07 the Town of Georgina is required to develop a policy to address financial hardship experienced by individuals required to pay a Penalty Notice and any applicable Administrative Fees.
- 2.2 The Screening Officers and Hearing Officers have the authority to cancel, reduce or extend time for payment of Administrative Penalties and Administrative Fees where he/she determines it is necessary to reduce undue hardship.
- 2.3 This Policy is intended to provide guidelines to Screening Officers and Hearing Officers in exercising their discretion in accordance with the By-law. It is not intended to provide criteria for establishing undue hardship in respect of other Town of Georgina programs or services.

#### 3 APPLICATION/SCOPE

- 3.1 This Policy applies to Screening Officers and Hearing Officers in the conduct of a Screening Review and a Hearing Review, respectively, pursuant to the Administrative Penalty By-law.

#### 4 DEFINITIONS

For the purposes of this Policy, the following definitions are defined:

- 4.1 "AMPs" means Administrative Monetary Penalty System;
- 4.2 "Financial Hardship" means a significant financial difficulty or expense and focuses on the resources and circumstances of the person owing an Administrative Penalty or Administrative Fee, in relation to the cost or difficult of paying the Administrative Penalty or Administrative Fee;
- 4.3 "Undue Hardship" means financial hardship, or other extenuating circumstances based on compassionate grounds

## 5 UNDUE HARDSHIP

### 5.1 Process

### 5.2 In accordance with the Administrative Penalty By-law, a Screening Officer or Hearing Officer:

- 5.2.1 May cancel, reduce or extend the time for payment of an Administrative Penalty and/or any Administrative Fee, where the Screening Officer or Hearing Officer is satisfied, on a balance of probabilities, that the cancellation, reduction or extension of time for payment is necessary to reduce Undue Hardship; and
- 5.2.2 Will consider and satisfy themselves at the Screening/Hearing Review as to the authenticity/credibility of any oral or documentary evidence provided, in respect of Undue Hardship, and will include an assessment of such evidence in their decision.

### 5.3 Documentation to support Financial Hardship

- 5.3.1 A Person who is experiencing financial hardship should bring documentation to support their claim at the Screening/Hearing Review. The Person when required, shall provide documented proof of financial hardship such as, but not limited to:
  - 5.3.1.1 Old Age Security;
  - 5.3.1.2 Canada Pension;
  - 5.3.1.3 Guaranteed Income Supplement;
  - 5.3.1.4 Disability Pension;
  - 5.3.1.5 Ontario Student Assistance Program; or
  - 5.3.1.6 Any other form of social assistance
- 5.3.2 A Screening Officer or Hearing Officer may also consider the oral evidence provided by the person in relation to Financial Hardship. Further they will satisfy themselves to the authenticity/credibility of the documents provided and will refer to those documents in their decision.

### 5.4 Records Retention

All information and documentation provided in support of financial hardship shall be treated in a confidential manner, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Photocopies of the documentation may be required and attached to the Screening Decision and/or Hearing Decision record and will be retained according to the Town of Georgina Records Retention By-Law.

## 6 APPROVAL AUTHORITY

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**Director, Legislative Services**

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**Date**







### GEORGINA

**Subject:** Integrity Commissioner Annual Report 2022

**To:** Mayor and Council

**From:** Rachel Dillabough, Town Clerk

**Date:** November 22, 2023

**Briefing:**

ADR Chambers was awarded a contract to provide Integrity Commissioner Services for a two-year period. As part of those services, ADR Chambers as the Office of the Integrity Commissioner provides an Annual Report for the Town of Georgina (Attachment 1).

The total invoiced by the Integrity Commissioner in 2022 was \$4,271.40, inclusive of HST.

The role of the Integrity Commissioner is to assist Members of Council by ensuring their functions are performed in accordance with the Town's Code of Conduct and the Municipal Conflict of Interest Act ("MCIA"). The Integrity Commissioner also educates and provides advice on matters governing ethical behaviour and compliance with the Code of Conduct and the MCIA to Members of Council.

The Integrity Commissioner receives, assesses and investigates complaints submitted by Council, Members of Council, and members of the public concerning alleged breaches of the Code of Conduct by Members or complaints by electors of the Town or persons demonstrably acting in the public interest that a Member has contravened the provisions of the MCIA.

During 2022, the Integrity Commissioner received and responded to five requests for advice from Council Members; no complaints under the Code of Conduct were received.



ADR  
CHAMBERS

Integrity Commissioner Office  
for the Town of Georgina

October 20, 2023

**Sent by e-mail to:**

**Ms. Rachel Dillabough**  
**Town Clerk**  
26557 Civic Centre Road  
Keswick, ON L4P 3G1  
[rdillabough@georgina.ca](mailto:rdillabough@georgina.ca)

**Re: File No.: IC-22324-0223: Town of Georgina - Integrity Commissioner Annual Report - Operating Period January 1, 2022 to December 31, 2022.**

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Dear Ms. Dillabough:

Thank you for the opportunity to act as the Integrity Commissioner (or “IC”) for the Town of Georgina over the past year. In accordance with the terms of the agreement with the Town, and pursuant to section 223.6(1) of the *Municipal Act*, 2001, we are providing our annual report for the operating period of January 1, 2022, to December 31, 2022.

As you know, the IC’s role is to help Members of Council (“Members”) ensure that they are performing their functions in accordance with the Town’s Code of Conduct (“the Code”), and the *Municipal Conflict of Interest Act* (“MCIA”). The Integrity Commissioner is available to educate and provide advice to Members on matters governing their ethical behaviour and compliance with the Code and the MCIA.

The Integrity Commissioner is also responsible for receiving, assessing, and investigating appropriate complaints respecting alleged breaches of the Code or the MCIA

### **Requests for Advice**

During this Operating period, the Integrity Commissioner received and responded to five requests for advice.

### **Code of Conduct Complaints**

During this operating period, no Code of Conduct complaints were received.

### **Billing**

A summary of billing for the year is included in this report as Appendix 1.

### **Final Comments**

I look forward to assisting the Town and its Members of Council in contending with the issues that may arise in connection with the administration of its Code of Conduct in the coming year.

Yours truly,

A handwritten signature in blue ink, reading "D. Anschell".

Deborah Anschell  
Office of the Integrity Commissioner for the Town of Georgina

**APPENDIX 1**  
**Summary of Billing**

Billing for the year to date has totaled **\$4,271.40**, as detailed below.

Invoice Number	Date	Fees	HST	Total
8150	02/08/2022	\$2,160.00	\$280.80	2,440.80
8270	06/06/2022	\$1,620.00	\$210.60	1,830.60
<b>TOTAL</b>		<b>3,780.00</b>	<b>491.40</b>	<b>4,271.40</b>

CORPORATION OF THE TOWN OF GEORGINA  
IN THE  
REGIONAL MUNICIPALITY OF YORK  
BY-LAW NO. 2023-0087 (TR-1)

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BEING A BY-LAW TO REGULATE TRAFFIC AND TO  
GOVERN AND CONTROL THE PARKING OF VEHICLES IN  
THE TOWN OF GEORGINA

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WHEREAS the Municipal Act as amended authorizes a municipality to pass by-laws for regulating traffic on highways;

AND WHEREAS the said Act authorizes a municipality to pass by-laws for the prohibiting of unauthorized parking on private or municipal property;

AND WHEREAS the said Act authorizes a municipality to pass by-laws for prohibiting parking on private roadways designated as fire routes;

AND WHEREAS the said Act authorizes a municipality to pass by-laws to regulate or prohibit the parking, standing or stopping of vehicles in designated disabled parking spaces and to provide an exemption from such regulations or prohibitions for owners and drivers of vehicles displaying a valid disabled person parking permit;

AND WHEREAS the said Act authorizes a municipality to pass by-laws for requiring the owners or operators of parking lots or other parking facilities to which the public has access, to provide designated parking spaces for the sole use of vehicles operated by or carrying a disabled person;

AND WHEREAS the said Act authorizes a municipality to pass by-laws for regulating and controlling the use, including the use for parking purposes, of untraveled portions of highways;

AND WHEREAS the said Act provides that fines may be charged for offenses created by vehicles left parked, stopped or standing.

AND WHEREAS the said Act authorizes a municipality to pass by-laws for prohibiting or regulating the obstructing, encumbering, injuring or fouling of highways or bridges.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF GEORGINA ENACTS AS FOLLOWS:

GENERAL PROVISIONS:

## 1.0 Definitions:

In this By-law;

- a) "Access Aisle" means an accessible pedestrian space between elements, such as parking spaces, seating and desks, that provides clearances appropriate for the use of the elements;
- b) "Accessibility for Ontarians with Disabilities Act" means the Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11, as amended, and the regulations made thereunder;
- c) "Accessible Parking Permit" means:
  - i. A current and valid parking permit for a Person with a Disability as issued by the Ministry of Transportation under the provisions of the Highway Traffic Act; or
  - ii. A current and valid permit, number plate or other marker or device bearing the international symbol of access for people with disabilities which has been issued by a legally recognized jurisdiction outside Ontario;
- d) "Accessible Parking Space" mean an unobstructed rectangular area exclusive of any aisle or driveway for the temporary parking of an motor vehicle, for persons with disabilities in accordance with the requirement of this By-law;
- e) "Administrative Penalty By-law" means Bylaw Number 2002-0052 (REG-1) of the Town, as amended from time to time, or any successor thereof;
- f) "authorized sign" means any sign, or marking on a roadway, or curb or sidewalk, or other device placed or erected on a highway under the authority of this By-law for the purpose of regulating, warning or guiding traffic;
- g) "bicycle" includes a tricycle having a wheel or wheels of more than 60 centimeters in diameter;
- h) "boulevard" means all the parts of a highway save and except any roadway, shoulder or sidewalk and
  - i. "outer boulevard" means that part of the highway lying between any sidewalk and the roadway or the near edge of the shoulder where such exists and
  - ii. "inner boulevard" means that part of the highway lying between the property line and the edge of the sidewalk nearest to the property line and where there is no sidewalk, it means that part of the highway lying between the property line and the roadway or the edge of the shoulder where such exists, furthest from the roadway;

- i) "crosswalk" means
  - i. 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
  - ii. 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;
- j) "designated provision" means any section of this By-law designated in accordance with section 22.0;
- k) "fire route" means a public and private roadway, lane, driveway or parking lot aisle, not less than 3 metres wide, providing vehicular access to or from a designated building and designated by this By-law as a fire route;
- l) "heavy truck" means a commercial motor vehicle for carriage of goods having a weight, when not loaded, of more than 4.6 tonnes, but does not include a passenger vehicle, an ambulance or any vehicle of a police, fire or other Town department;
- m) "highway" includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, designed and intended for, or used by, the general public for the passage of vehicles, and includes the total width of the road allowance;
- n) "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;
- o) "motorcycle" means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a bicycle with a motor attached and a motor scooter;
- p) "motor vehicle" includes an automobile, motorcycle, and any other vehicle propelled or driven otherwise than by muscular power, but does not include the cars of electric or steam railways, 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;
- q) "motorized snow vehicle" means a motorized snow vehicle as defined in The Motorized Snow Vehicle Act;

- r) "Municipal Law Enforcement Officer" means a person appointed by By-law to enforce the Town's By-laws;
- s) "O. Reg. 333/07" means Ontario Regulation 333/07, made under the Municipal Act, 2001, S.O. 2001, c. 25, as amended from time to time or any successor thereof;
- t) "occupant" means:
  - i. the tenant of private property or part thereof whose consent to permit parking on private property shall extend only to the control of the land or part thereof of which he is the tenant and any parking spaces allotted to him under his lease or tenancy agreement;
  - ii. the spouse of a tenant;
  - iii. 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;
  - iv. a person authorized in writing by an occupant as defined in clauses (i), (ii), or (iii) of this section to act on the occupant's behalf for requesting the enforcement of this by-law;
- u) "official sign" means an authorized sign approved by the Ministry of Transportation of Ontario;
- v) "owner" when used in relation to property means:
  - i. the registered owner of the property;
  - ii. the registered owner of a condominium unit whose consent shall extend only to the control of the unit of which he is the owner and to any parking spaces allotted to him by the Condominium Corporation, or reserved for his exclusive use in the declaration or description of the property;
  - iii. the spouse of the person described in clauses (i) or (ii) of this section;
  - iv. where the property is included in a description registered under the Condominium Act, the board of directors of the Condominium Corporation;
  - v. a person authorized in writing by the property owner as defined in clauses (i), (ii), (iii), or (iv) of this section to act on the owners behalf for requesting the enforcement of this by-law;
- w) "park or parking", when prohibited, means the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

- x) "parking infraction notice" means a notice authorized by the Provincial Offences Act and placed on any vehicle parked in contravention of this by-law;
- y) "pedestrian" includes an invalid in a wheelchair and a child in a baby carriage;
- z) "pedestrian crossover" means any portion of a roadway designated by by-law of the Town, at an intersection or elsewhere, distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the regulations made under the Highway Traffic Act;
- aa)"permit" shall mean a disabled parking permit issued on an interim or annual basis to the owner or driver of vehicles that are operated by or carry a disabled person;
- bb)"permit parking space" means a space designated on a \_highway where the parking of a motor vehicle is permitted by permit.
- cc) "Person with a Disability" means any person who has been deemed to be disabled by a designated medical authority and who possesses a valid Accessible Parking Permit
- dd)"police officer" means a member of the York Regional Police Force;
- ee)"private roadway" means any private road, private driveway, lane, ramp or other means of vehicular access to or egress from a property, building or structure, and it may include part of a parking lot;
- ff) "Public Parking Area" means any open area or portion of a structure other than a street or highway, intended for the temporary parking of vehicles and on which there are Accessible Parking Spaces, whether their use involves the payment of a fee or otherwise;
- gg)"roadway" means the 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 all of the roadways collectively;
- hh)"schedule" means a schedule referred to in this By-law and forming part of this By-law;
- ii) "school crosswalk" means a crosswalk marked by authorized signs designating it as a school crossing location;

- jj) "shoulder" means that part of highway immediate adjacent to the roadway and having a surface which has been improved with, asphalt, concrete, or gravel;
- kk) "sidewalk" means that part of a highway not being part of the roadway that has been improved by paving or other means for pedestrian traffic;
- ll) "snow lift sign" means any temporary sign or roadway, curb or sidewalk marking or other device placed or erected on a highway under the authority of this By-law for the purpose of notifying the public of an upcoming snow removal activity;
- mm) "snow removal activity" means the work associated with the scheduled removal of snow and/or ice, or the clearing of snow;
- nn) "stand" or "standing". when 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;
- oo) "stop" or "stopping", when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal;
- pp) "Town" shall mean the Corporation of the Town of Georgina;
- qq) "traffic control signal" means any device, manually, electrically or mechanically operated for the regulation or control of traffic;
- rr) "Type A Parking Space" means an Accessible Parking Space that has signage that identifies the space as "van accessible" and is intended for use by those who use need more space for the deployment of ramps;
- ss) "Type B Parking Space" means an Accessible Parking Space for those who may do not need the extra space of a Type A Parking Space;
- tt) "U-turn" means the turning of a vehicle within a roadway, or where a highway is divided the turning of a vehicle from one roadway to another roadway so as to proceed in the opposite direction;
- uu) "unauthorized area" defined as
  - i. "a Front Yard, Exterior Side Yard, or Side Yard except as otherwise permitted under the Town's Comprehensive Zoning By-law";
- vv) "vehicle" includes a motor vehicle, trailer, farm tractor, road-building machine and any vehicle drawn, propelled or driven, by any kind of power, including muscular

power, but not include a motorized snow vehicle or the cars of electric or steam railways running only upon rails;

ww) "Waterfront Park Buffer Zone" defined as "Schedule XIV in the Traffic By-law 2002-0046 (TR-1)";

xx) "Winter Maintenance Event" means a period of time during which the Director of Operations & Infrastructure, or his designate, in his or her sole discretion, declares that he/she anticipates weather that is likely to require snow plowing, sanding, salting, direct liquid application, snow removal or other winter maintenance operations.

## 2.0 Application and General Requirements:

- a) This By-law applies to all highways under the jurisdiction of the Corporation of the Town of Georgina.
- b) The Schedules referred to in this By-law shall form part of this By-law and each entry in a column of such a Schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.
- c) Where any expression of time occurs or where any hour or other period of time is stated in this By-law or on a sign erected pursuant to this Bylaw, the time referred to shall be Standard Time, except in periods when Daylight Saving Time is in effect, in which periods it shall be Daylight Saving Time.
- d) The provisions of this By-law shall not apply to ambulances, Police and Fire Department vehicles and any vehicles while actually engaged in works undertaken for or on behalf of the Corporation of the Town of Georgina, the Regional Municipality of York, the Provincial or Federal Government, Canada Post or any utility company with facilities located within the road allowance.
- e) Director of Operations & Infrastructure hereby appointed as the officer of the Town to issue permits on behalf of the Town respecting the movements of vehicles, loads, objects, or structures in excess of the dimensional or weight limits pursuant to the relevant provisions of the Highway Traffic Act.
- f) The Director of Operations & Infrastructure is hereby authorized and directed to erect and maintain such signs, traffic control signals, markings, barricades, traffic control devices and other structures, plant and equipment as are required to give effect to this By-law and as are required to regulate, direct, warn or guide traffic for the safety or convenience of the public, the effective delivery of winter control services, or the proper and safe performance of some vital function of the Town relating to, but not limited to, winter control.

- g) No person shall place, maintain, or display upon or in view of any highway, any sign, signal, marking or device which purports to be or is an imitation of or resembles an authorized sign or traffic control signal, or which conceals from view or interferes with the effectiveness of an authorized sign or traffic control signal.

## **Part A – Parking Provisions:**

### **3.0 General Parking and Stopping Requirements:**

#### **3.1 General Provisions:**

1. Method of Parking – Parallel – Two Way Traffic
  - a. No person shall park or stop any vehicle on any highway or portion thereof except as follows:
    - i. where there is a raised curb or rolled curb, on the right side of the roadway with the right front and rear wheels having regard to the direction in which such vehicle was proceeding, parallel to and not more than 30 centimetres out from such curb;
    - ii. where there is no curb, with right front and rear wheels parallel to and as near to the right limit of the roadway as is practical.
  - b. The provisions of subsection (a) do not apply where angle parking is permitted or to parking or stopping a vehicle on the left side of the roadway or a highway designated for one-way traffic.
2. Method of Parking – Parallel – One Way Traffic
  - a. Where a highway is designated for one-way traffic and parking is permitted on the left side of such highway no person shall park or stop any vehicle on the left side of the highway or portion thereof except as follows:
    - i. where there is a raised curb or rolled curb, on the roadway with the left front and rear wheels, having regard to the direction in which such vehicle is proceeding, parallel to and not more than 30 centimetres out from such curb;
    - ii. where there is no curb, with the left front and rear wheels having regard to the direction in which such vehicle was proceeding, parallel to and as near to the left limit of the roadway as is practical.
3. Method of Parking – Angle
  - a. No person shall stop or park any vehicle on a highway where angle parking is permitted except:
    - i. in the case of an area clearly marked into parking spaces by lines painted on the roadway within a parking space so marked so that no part of the vehicle encroaches on a contiguous parking space;
    - ii. in all other cases where angle parking is permitted, with the front of the vehicle facing the edge of the roadway and left side of the vehicle produced to the front thereof and the edge of the roadway

forming an angle of not less than 40 degrees, and not greater than 50 degrees.

### 3.2 Parking Prohibited in Specified Places – Signs Not Required:

1. No person shall park any vehicle on any highway:
  - a. in front of or within 2 metres of the intersection of a private roadway, or within 60 centimetres of a driveway on all Town roadways;
  - b. within 3 metres of a point on the curb or edge of the roadway nearest to any fire hydrant;
  - c. within 9 metres of an intersecting roadway;
  - d. within 15 metres of any level crossing of a railway;
  - e. for a period longer than (3) hours, streets listed in Schedule III being exempt.
  - f. for the purpose of displaying the vehicle for sale;
  - g. for the purpose of washing, greasing or repairing the vehicle, except for such repairs as have been necessitated by an emergency;
  - h. alongside the tracks of any railway;
  - i. in such a position as will prevent the removal under its own power of any other vehicle;
  - j. so as to obstruct a crosswalk;
  - k. so as to interfere with the movement of traffic;
  - l. on a highway within 152 metres (500 ft) of fire fighting apparatus where said apparatus is actually engaged in fighting a fire, or when if directed by a member of the Police or Fire Department;
  - m. on a bridge;
  - n. on a boulevard.

### 3.3 Parking Prohibited in Specified Places – Where Signs are on Display:

1. Where authorized signs are on display indicating that parking is prohibited, no person shall park any vehicle on any highway:
  - a. within 30 metres of an intersection controlled by traffic control signals;
  - b. within 6 metres of a point designated as a bus stop;
  - c. within 8 metres of any fire hall on the side of the highway on which the fire hall is located or within 30 metres of such fire hall on the opposite side of the highway;
  - d. within a turning basin at the end of a cul-de-sac;
  - e. so as to interfere with the formation of a funeral procession;
  - f. within 15 metres of the termination of a cul-de-sac;
  - g. in front of the entrance to any public hall, theatre, school or church at times which are designated on the signs;
  - h. or parked within the Waterfront Park Buffer Zone.

### 3.4 Stopping Prohibited in Specified Places – Signs Not Required

No person shall stop any vehicle on a highway;

1. on or over a sidewalk or footpath;
2. within an intersection, crosswalk, or pedestrian crossover:
  - a. within 9 metres of a pedestrian crossover measured along the side of the roadway in the direction opposite to the direction of travel of vehicles on that side of the highway;
  - b. within 9 metres of a pedestrian crossover measured along the side of the roadway in the direction of travel of vehicles on that side of the highway;
3. alongside or across the highway from any excavation or obstruction in the roadway when the free flow of traffic would be impeded;
4. on the roadway side of any stopped or parked vehicle;
5. upon any bridge or elevated structure or within any tunnel or underpass.

### 3.5 Stopping Prohibited in Specified Places – Where Signs are on Display:

Where authorized signs are on display indicating that stopping is prohibited, no person shall stop any vehicle on any highway:

1.
  - a. within 30 metres of a pedestrian crossover measured along the side of the roadway in the direction opposite to the direction of travel of vehicles on that side of the highway;
  - b. within 15 metres of a pedestrian crossover measured along the side of the roadway in the direction of travel of vehicles on that side of the highway;
2.
  - a. between the hours of 7:00 a.m. and 5:00 p.m. within 30 metres of a school crosswalk measured along the side of the roadway in the direction opposite to the direction of travel of vehicles on that side of the highway;
  - b. between the hours of 7:00 a.m. and 5:00 p.m. within 15 metres of a school crosswalk measured on the highway in the direction of travel of vehicles on that side of the highway;
3. within the following distances of a crosswalk controlled by traffic control signals and located other than at an intersection:
  - a. within 30 metres of the crosswalk measured along the side of the roadway in the direction opposite to the direction of travel of vehicles on that side of the highway;
  - b. within 15 metres of the crosswalk measured along the side of the roadway in the direction of travel of vehicles on that side of the highway;
4. or stopped within the Waterfront Park Buffer Zone.

### 3.6 Parking for Hawkers and Peddlers:

No person who sells, offers for sale or takes orders for goods, wares, merchandise or produce from a vehicle shall for the purpose of carrying on his business park the vehicle on any part of a highway lying between two intersecting highways.

### 3.7 Permitted Angle Parking:

Angle parking in accordance with the provisions of 3.1.3 is permitted on the highways at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule 'I'.

## 4.0 Specific Parking, Stopping and Standing Requirements:

### 4.1 Parking Restrictions and Prohibitions on Certain Highways:

1. Where authorized signs are on display indicating that parking is prohibited, no person shall park a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedules 'II' and 'III' during the prohibited times or days set out in Column 4 of the said Schedule.
2.
  - a. Where authorized signs are on display indicating that parking is prohibited, no person shall park a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule 'IV' during the times or days set out in Column 4 of the said Schedule for a longer period than that set out in Column 5 of the said Schedule.
  - b. Nothing in this section shall be deemed to permit parking at any location where or at any time when parking is otherwise prohibited.

### 4.2 Stopping Restrictions and Prohibitions on Certain Highways:

1. Where authorized signs are on display indicating that stopping is prohibited, no person shall stop a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule 'V' during the prohibited times or days set out in Column 4 of the said Schedule.

### 4.3 Standing Restrictions and Prohibitions on Certain Highways:

Where authorized signs are on display indicating that standing is prohibited, no person shall stand a vehicle on any highway at the side and between the limits set out respectively in Columns 1, 2 and 3 of Schedule 'VI' during the prohibited times or days set out in Column 4 of the said Schedule.

## 5.0 Special Circumstance Requirements:

### 5.1 Passenger or Freight Loading Zones:

1. The highways set out in Column 1 of Schedule 'VII' at the side and between the limits set out respectively in Columns 2 and 3 of the said Schedule are hereby designated as passenger or freight loading zones during the times set out in Column 4 of the said Schedule.
2. No person shall park any vehicle on a highway in a passenger or freight loading zone.
3. Each designation made under subsection (a) shall be effective upon the erection of authorized signs marking the passenger or freight loading zones and showing the times of the parking prohibition.

### 5.2 School Bus Loading Zones:

1. School bus loading zones are hereby authorized and assigned on the highways at the side and at the locations set out respectively in Columns 1, 2 and 3 on Schedule 'IX' for use by school buses during the times set out in Column 4 of the said Schedule.
2. No vehicle other than a school bus waiting for, or in the process of, loading or unloading students, shall be stopped in any school bus loading zone referred to in subsection (a) when marked by an authorized sign indicating that such stopping is prohibited in the zone.

### 5.3 Fire Routes:

Upon the designation of Fire Routes by the Fire Chief and notice under the Fire Protection and Prevention Act the following shall apply:

1. The public and private roadways, lanes, driveways and parking lot aisles outlined in columns 1 and 2 of Schedule 'X' hereto are hereby authorized and assigned as Fire Routes.
2. Where an authorized sign is on display, no person shall park any vehicle on or along any private roadway designated as a Fire Route as set out in Schedule 'X'.
3. The owner of a property shall erect signs marking private roadways thereon as fire routes as follows:
  - a. fire route signs shall be mounted on a rigid sign post, pole or building structure; and
  - b. fire route signs shall be erected at a height of between 1.9 metres and 2.5 metres as measured from the edge of the travelled portion of the designated fire route to the bottom edge of the sign; and
  - c. fire route signs shall be installed at a distance of between 0.3 metres and 3.0 metres from the travelled edge of the designated fire route; and
  - d. fire route signs shall be installed along the entire designated fire route at maximum intervals of 23 metres or as frequently as is necessary to identify the fire access route; and

- e. fire route signs installed where there is one way traffic flow shall be posted at a 45 degree angle in relation to the edge of the travelled portion of the designated fire route facing approaching traffic; and
  - f. fire route signs installed where there is two way traffic flow shall be posted at a 90 degree angle in relation to the travelled portion of the designated fire route so they are readily visible to traffic travelling in either direction and such signs shall be posted on both sides of the roadway or such signs shall state that both sides of roadway are designated as a fire route.
4. Before erecting signs as required the property owner shall obtain direction from and the approval of the Fire Chief or his designate for all such signs, the wording thereon and the location thereof.
  5. The owner of a property upon which there is a private roadway that has been designated as a Fire Route shall:
    - a. maintain the signs marking it as a fire route; and
    - b. shall keep the roadway in good repair, clear of snow and ice, and free of all obstructions.

#### 5.4 Winter Event/On Street Parking/Snow Removal Activities/Signage

1. In order to facilitate the process of snow removal from highways, no person shall park any vehicle on any highway under the jurisdiction of the Town, from the hours of 2:00 a.m. to 7:00 a.m. from and including November 15th of each year, to and including April 15th of the following year, streets listed in Schedule III being exempt;
2. No person shall park any vehicle or permit any vehicle to remain parked on any highway so as to interfere in any manner with the work of: (i) Removing snow or ice; or (ii) Clearing of snow.
3. Notwithstanding the provisions of Section 5.5.1 and 5.5.2, a winter maintenance event may be declared at any time by the Director of Operations and Infrastructure, or his designate.
4. Where a winter maintenance event has been declared no person shall park a vehicle or permit a vehicle to remain parked on any highway.
5. The Director of Operations and Infrastructure is authorized to erect snow lift signs to facilitate the removal of snow, ice or debris from a highway.
6. Snow lift signs shall be erected at least eight (8) hours before the snow removal activity commences, and shall be removed after the termination of the activity.
7. When signs have been erected or notice has otherwise been given under Section 2.0 (f), Sections 5.5(e) and
8. every person shall obey the instructions or directions on any sign so erected.

#### 5.5 Parking on Private or Municipal Property:

1. No person shall park or leave a motor vehicle:
  - a. on private property without consent of the owner or occupant of the property, and

- b. on property owned or occupied by the Municipality or any local board thereof, without the consent of the Municipality or local board as the case may be; and
  - c. On private property in an unauthorized area.
- 2. That the individuals named in Column 1 of Schedule A of this bylaw shall hold office during the pleasure of Council and are hereby appointed Municipal Law Enforcement Officers for the purpose of By-law 2002-0046 (TR-1) as amended, but only in respect of the corresponding properties named and identified in Column 2 of Schedule A to this by-law. Where no municipal address is set out in Column 2 the said officers may enforce By-law 2002-0046 (TR-1) as amended in respect of all the properties located upon said streets listed in Column 2.
- 3. In enforcing By-law 2002-0046 (TR-1) as amended, a Municipal Law enforcement Officer appointed under this by-law may only take the actions authorized by Section 5.6 (a)(i) as amended.
- 4. That such appointment be effective as of July 31, 2006.
- 5. By-law No. 2006-0072 (AD-1) is hereby repealed.
- 6.
  - a. any vehicle parked or left contrary to this by-law may be removed and/or impounded at its owner's expense subject to the limiting provisions of this by-law.
  - b. a vehicle shall be deemed to have been removed if a towing vehicle has been summoned to remove it by a person authorized to enforce this by-law
- 7. Where an owner or occupant of property affected by this by-law has posted signs stating conditions on which a motor vehicle may be parked or left on the property or prohibiting the parking or leaving of a motor vehicle on the property, a motor vehicle parked or left on the property contrary to such conditions or prohibition shall be deemed to have been parked or left without consent.
- 8. A Police Officer or Municipal Law Enforcement Officer, in respect of a particular property to enforce this by-law shall be deemed to have the written authority of the owner or occupant of the property to enforce this by-law and such officers are not required to receive a written complaint before enforcing this by-law.

#### 5.6 Parking on Untravelled Portions of Highways:

- 1. No person shall park or leave any vehicle upon any untravelled portion of a highway for a period exceeding seventy-two (72) hours.
- 2. Vehicles parked or left in contravention of this section may, by order of a Police Constable or Municipal Law Enforcement Officer, be removed and impounded at the expense of the owner thereof.

#### 5.7 Accessible Parking:

- 1. Number of Parking Spaces
  - a. Every owner or operator of a parking lot or of a parking facility to which the public has access shall designate parking spaces for the exclusive use of

a motor vehicle operated by persons with disabilities, or a motor vehicle carrying persons with disabilities, in respect of which a permit has been issued by the Province of Ontario and is properly displayed.

- b. The minimum number of Accessible Parking spaces which must be provided shall be calculated in accordance with the table found in Schedule "A" to this By-law.

## 2. Accessible Parking Spaces

- a. For parking lots or parking facilities constructed or approved between June 15, 2009 and April 25, 2018

TOTAL NUMBER OF PUBLIC PARKING SPACES	NUMBER OF ACCESSIBLE SPACES REQUIRED
1-29	0
30-75	1
76-150	2
151-400	3
401-800	6
800 or more	6 plus 5 for each additional 800 or fewer spaces

- b. For parking lots or parking facilities constructed or approved after January 1, 2018, each and every Accessible Parking Space shall:
  - i. be located so as to be readily accessible to a Person with a Disability, whether via ramps, depressed curbs or other appropriate means and where the Public Parking Area is intended to serve a particular building or complex, within easy access of said building or complex;
  - ii. have a firm, level surface with a maximum of 1.5o/o running slope for drainage;
  - iii. have a maximum cross slope of 1%;
  - iv. have a height clearance of at least 2750 mm (9 ft.) at the parking space and along the vehicle access and egress routes;
  - v. be provided in one size when located side-by-side and shall:
    1. have an unobstructed rectangular area with a minimum width of 5000 mm (+/- 10 cm) (16 ft. 4 in.) and a minimum length of 5700 mm (17 ft);
  - vi. be at least 7250 mm (23 ft. 10 in.) in length and 4600 mm (15 ft.) in width for a parallel parking space;
  - vii. provide a clear space of at least 2440 mm (8 ft ) by 2440 mm (8 ft ) at the curb level, adjacent to the passenger side for parallel parking spaces;
  - viii. incorporate pavement markings containing the International Symbol of Access, with markings to include a 1525 mm x 1525 mm (5 ft. x 5 ft.) white border and symbol with a blue background field colour;
  - ix. include an access aisle as illustrated in Schedule "A" that:
    1. is at least 1500 mm (59 in.) wide; and
    2. is clearly marked with high tonal contrast diagonal lines.

- x. have a height clearance at the parking space and along the vehicle access and egress routes of at least:
      - 1. 2750 mm (9 ft.) at outdoor parking; and
      - 2. 2590 mm (98 in.) at indoor parking, including vehicular entrances; and
    - xi. incorporates signage as outlined in this By-law.
  - 3. Maintenance of Accessible Parking Spaces
    - a. Each and every Accessible Parking Space shall be kept free and clear from obstructions, and kept free and clear of snow, ice or other material which could render the parking space unusable.
  - 4. Accessible Parking Signage
    - a. Each accessible parking space shall be designated with signage as illustrated in Schedule "8" and "C" that conforms to the Ontario Regulation made under the Highway Traffic Act and that is:
      - i. mounted vertically in a permanent manner;
        - 1. if mounted on a post, the post shall be colour contrasted with the background environment;
      - ii. at least 300 mm (11-314 in.) wide x 450 mm (17-314 in.) high;
      - iii. installed at a height of 1200 mm (47 in.) from the ground/floor surface to the bottom edge of the sign;
      - iv. centered on the parking space for perpendicular parking;
      - v. located toward the end of the parking space for parallel parking, on the opposite side from the access aisle;
    - b. A second sign to deter illegal usage of the accessible parking space is to be mounted below the regulated sign, noting the maximum fine of \$5,000 as illustrated in Schedule "C".
  - 5. Prohibition
    - a. No owner or operator of a public parking lot or parking facility shall charge fees for use of an Accessible Parking Space by persons with disabilities in excess of fees charged to other members of the general public in respect of non-accessible parking spaces;\
    - b. No person other than a Person with a Disability who is the operator of a motor vehicle or a person operating a motor vehicle that carries a Person with a Disability shall acquire or use an Accessible Parking Permit pursuant to this by-law;
    - c. No person shall park, store or leave standing, a motor vehicle in an Accessible Parking Space unless a valid Accessible Parking Permit is properly and visibly displayed in the vehicle.

## 5.8 Special Circumstance Requirements

- 1. The areas described in Schedule 'XII' of this by-law are designated for permit parking only.
- 2. Where properly worded signs have been erected and are on display, no person shall park a motor vehicle in an area designated for permit parking only, during the days or times designated therein, except a motor vehicle for which a valid parking permit issued by the Town has been properly displayed on the vehicle.

## 5.9 Parking By Permit on Town Property

- 1. In this section the following definitions apply:

- a. "Parking Control Device" means a valid parking permit issued upon payment of the prescribed fee or a Resident Parking Pass.
  - b. "Permit Parking Lot" means a Town lot for which the Town issues permits to park vehicles for prescribed fees at locations named in the Recreation, Parks & Culture By-law to Establish Fees and Charges.
  - c. "Resident Parking Pass" means a valid Town issued pass to allow residents to park at locations designated on the pass without payment of the prescribed fee.
2. Parking of a vehicle on a Permit Parking Lot shall only be allowed upon payment of the prescribed fee.
3. Section 5.10.2 shall not apply to a vehicle properly displaying a valid Resident Parking Pass.
4. No person shall park a vehicle on a Permit Parking Lot without properly displaying a valid Parking Control Device.

## 6.0 PENALTY PROVISIONS FOR PARKING VIOLATION

1. A Police Officer or Municipal Law Enforcement Officer, upon discovery of any vehicle parked, stopped or left standing in contravention of the provisions of Part A of this By-law, may reserve an Administrative Monetary Penalty By-law No 2022-0052 (REG-1). The owner of the vehicle shall, upon issuance of a penalty notice in accordance with the Administrative Penalty By-law, be liable to pay an administrative penalty and any administrative fees, in accordance with the By-law.
2. Sections 3.1.1, 3.1.2, 3.1.3, 3.2, 3.3, 3.4, 3.5, 3.6, 3.8, 4.1, 4.2, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9 and 5.10 of this By-law are hereby designated for the purposes of section 3 of O. Reg. 333/07 as parts of this By-law to which the Administrative Penalty By-law applies.
3. A Police Officer or Municipal Law Enforcement Officer, upon discovery of any motor vehicle parked or left standing in contravention of the provisions of Part A of this By-law, may cause it to be moved to, or stored in a suitable place, and all costs and charges for removing, care, and storage thereof, if any, are a lien upon the vehicle, which may be enforced in the manner provided by the relevant provisions of the Repair and Storage Liens Act.
4. Any vehicle parked or left standing on any highway for a period exceeding 72 hours shall be considered to be abandoned, and upon discovery of such abandonment, a Police Officer or Municipal Law Enforcement Officer may cause it to be moved to, or stored in a suitable place, and all costs and charges for removing, care and storage thereof, if any, are a lien upon the vehicle, which may be enforced in a manner provided by the relevant provisions of the Repair and Storage Liens Act.
5. The Provincial Offences Act, R.S.O. 1990, c. P. 33, as amended from time to time, or any successor thereof, does not apply to a contravention of a designated provision of this By-law.
6. Except as set out in sections 6(a) and (b), all other provisions of this By-law and of any other applicable legislation shall continue to apply to the provisions, in addition to the Administrative Penalty By-law.

## Part B – Traffic Provisions:

### 7.0 General Traffic Provisions:

1. The driver or operator of a vehicle emerging from a driveway, laneway or building or bus loop onto a highway before driving onto a sidewalk or footpath shall yield the right-of-way to pedestrians upon the sidewalk or footpath.
2. Where U-turns are not prohibited under the provisions of Section 14 such a turn shall be made only where it can be made in safety and without interfering with other traffic.
3. No person shall, except under the direction of a police officer, drive a vehicle on a highway between the vehicles compromising a funeral or other procession recognizable as such by a display of pennants or other identifying insignia while the vehicles in such procession are in motion.
4.
  - a. No person shall drive a motor vehicle upon a sidewalk or footpath on a highway except for the purpose of directly crossing the sidewalk or footpath.
  - b. No person shall drive a motor vehicle over a raised curb except at a place where there is a ramp or rolled curb.

### 8.0 Pedestrian's Rights and Duties:

1. Except where traffic control signals are in operation or where traffic is being controlled by a police officer, a pedestrian crossing a highway at a place other than a pedestrian crossover shall yield the right-of-way to all vehicles upon the roadway, but nothing in this section shall relieve the driver of a vehicle from the obligation of taking all due care to avoid an accident.
2. No pedestrian shall proceed over or go under a barrier permanently installed on a sidewalk.
3. No person shall play or take part in any game or sport upon a roadway; no person upon roller skates, or riding in or by means of any coasting toy vehicle or similar device shall go upon a roadway except for the purpose of crossing the roadway, and when so crossing such person shall have the rights and be subject to the obligations of a pedestrian.
4. The highways set out in Column 1 of Schedule 'XV' at the locations set out in Column 2 of the said Schedule are designated as pedestrian crossovers and shall be indicated as such as prescribed by the regulations made under the Highway Traffic Act.

### 9.0 Regulations for Bicycles:

1. No person shall ride a bicycle upon a sidewalk on any highway.
2. No person shall ride a bicycle on the highways set out in Column 1 of Schedule 'XVI' between the limits set out in Column 2 of the said Schedule.

### 10.0 Prohibited Pedestrian Crossings:

1. Where an authorized sign to that effect is displayed, no pedestrian shall enter on or cross the roadway of the highways set out in Column I of Schedule 'XVII' at the locations set out in Column 2 of the said Schedule.

#### 11.0 Restricted Width of Vehicles:

1. The highways set out in Column 1 of Schedule 'XVIII' between the limits set out in Column 2 of the said Schedule are hereby designated pursuant to the relevant provisions of The Municipal Act, and no person shall drive a vehicle thereon having a greater width than that set out in Column 3 of the said Schedule.
2. Each designation made under subsection (a) shall be effective upon the erection of authorized signs at each entrance to the highway indicating the limitation of the width of vehicles permitted on the highway.

#### 12.0 One-Way Traffic:

1. The highways set out in Column 1 of Schedule 'XIX' between the limits set out in Column 2 of the said Schedule, are, during the times or days set out in Column 3 of the said Schedule, hereby designated for one-way traffic only in the direction set out in Column 4 of the said Schedule.
2. The highways set out in Column 1 of Schedule 'XX' having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, each of the said lanes indicated in Column 3 of the said Schedule, is, during the times or days set out in Column 4 of the said Schedule, hereby designated for traffic moving in the particular direction set out in Column 5 of the said Schedule.
3. Each designation made by subsections (a) and (b) above shall be effective upon the erection of official signs indicating such designation.

#### 13.0 Left Turn Only Lanes:

1. The highways set out in Column 1 of Schedule 'XXI' having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, the centre lanes thereof are hereby designated for left turns only.
2. Each designation made by subsection (a) shall be effective upon the erection of official signs indicating such designation.

#### 14.0 Right Turn Only Lanes:

1. The highways set out in Column 1 of Schedule 'XXI' having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, the right lanes thereof are hereby designated for right turns only.
2. Each designation made by subsection (a) shall be effective upon the erection of official signs indicating such designation.

#### 15.0 Turning Movements:

1. When an authorized sign to that effect is displayed, no vehicle in any intersection or portion of highway set out in Column 1 of Schedule 'XXII' proceeding in the direction or emerging from a property set out in Column 2 of the said Schedule, shall be turned in the direction set out in Column 3 of the said Schedule, during the times or days set out in Column 4 of the said Schedule.
2. When an authorized sign to that effect is displayed, the driver of a vehicle entering a highway set out in Column 1 of Schedule 'XXIII' from a highway set out in Column 2 of the said Schedule shall turn the vehicle either to the right or the left and shall not proceed across the highway set out in the said Column 1 into the road set out in Column 3 of the said Schedule.

#### 16.0 Through Highways, Stop Signs and Yield Signs:

1.
  - a. The highways set out in Column 1 of the Schedule 'XXIV' between the limits set out in Column 2 of the said Schedule, are, except as provided in subsection (ii) hereby designated as through highways for the purposes of The highway Traffic Act.
  - b. The designation in subsection (i) of the highway or portion of highway as a through highway shall not include any intersection thereon where traffic control signals are installed or where the highway intersection is a King's Highway or a highway vested in The Regional Municipality of York and forming part of the Regional Road System established pursuant to The Regional Municipality of York Act.
2. The erection of stop signs is hereby authorized at each of the intersections set out in Column 1 of Schedule 'XXV' for the control of traffic entering the intersection from the highway or portion of highway set out in Column 2 of the said Schedule.
3. The erection of yield right-of-way signs is hereby authorized at each of the intersections set out in Column 1 of Schedule 'XXVI' for the control of traffic entering the intersection from the highway or portion of highway set out in Column 2 of the said Schedule.

#### 17.0 Heavy Traffic:

1. Except as provided in subsection (b) when authorized signs to that effect are displayed, no person shall move, drive or operate a heavy truck on the highways set out in Column 1 of Schedule 'XXVII' between the limits set out in Column 2 of the said Schedule during the times or days set out in Column 3 of the said Schedule.
2. Subsection (a) shall not apply to any vehicle actually engaged in making a delivery to or a collection from premises which can not be reached except by way of a highway or portion of highway referred to in the said section or to prohibit the use of such vehicles for such purpose, provided that in making such delivery or collection the said highway or portion of highway is travelled only in so far as is unavoidable in getting to and from such premises.

## 18.0 Speed Limits:

1. When any road or portion of road set out in Column 1 of Schedule 'XXVIII' has been marked to comply with the regulations made under The Highway Traffic Act, the maximum rate of speed thereon shall be the prescribed maximum rate of speed set out opposite thereto in Column 2 of the said Schedule.

## 19.0 Speed on Bridged:

1. When authorized signs to that effect are displayed, no person shall drive, move or operate any vehicle over any bridge set out in Column 1 of Schedule 'XXIX' at a speed greater than the speed set out in Column 2 of the said Schedule.

## 20.0 Traffic Control Signal Systems:

1. The erection and operation of a traffic control signal systems, consisting of sets of green, amber and red, or green arrow, green, amber and red signal lights, either alone or in connection with "walk", "wait" and "don't walk" pedestrian control signs or symbols, for the control of traffic, at the locations described in Schedule 'XXX' are hereby authorized.

## 21.0 Community Safety Zones:

The streets listed in column 1 of Schedule 'XXXI' are designated as Community Safety Zones pursuant to the Highway Traffic Act and the provision of said Act shall apply.

## 22.0 Obstruction of Highways, Ditches and Culverts:

1. No-person shall obstruct, encumber, injure or foul any highway under the jurisdiction of the Town of Georgina by any means whatsoever.
2. Without limiting the generality of subsection (a), the obstruction or fouling of a highway includes:
  - a. the erecting or maintaining of a fence on a highway;
  - b. the depositing of snow or ice on a highway;
  - c. the depositing of large refuse containers or bulk containers on a highway;
  - d. the depositing of construction or landscaping equipment or materials on a highway.
3. No person shall obstruct a ditch or culvert on any highway under the jurisdiction of the Town of Georgina.
4. No person shall throw, place, deposit or permit to be blown or escape from any premises occupied by him or dropped from any vehicle, paper, hand-bills, garbage, glass, ashes, rubbish, tires, appliances, soil, construction materials, fire wood, animal carcass or any other refuse or waste materials on any highway under the jurisdiction of the Town of Georgina.

### 23.0 Penalty Provisions for Traffic Infractions:

Every person who contravenes any provision or part of this By-law, upon conviction is guilty of an offence and is liable to a fine as prescribed pursuant to the Provincial Offences Act as amended.

### Part C - Effective Dates and Repeal of Predecessor By-Laws

#### 24.0 Effective Dates:

This By-law shall come into force and effect on December 18, 2023.

25.0 Repeal of Predecessor By-Laws: That Bylaw No. 2002-0046 (TR-1), together with any other bylaws amending the subject bylaws, are hereby repealed as of December 18, 2023.

READ and enacted this 22<sup>nd</sup> day of November, 2023.

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Margaret Quirk, Mayor

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Rachel Dillabough, Town Clerk

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Lake Drive South	W/S	A point 100 metres south of Glenwoods Avenue to a point 150 metres of Glenwoods Avenue	No time or day restrictions
Lorne street	E/S	Lake Drive E to Bonnie Boulevard	3 Hour MaxNo Overnight
Market Square Crescent	S/S	South entrance at High Street (YR 9) easterly to Market Street	No time or day restrictions
Middle Street	N/S	High Street (YR 9) westerly 25 metres	No time or day restrictions

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Adeline Drive	N/S; S/S	Lake Drive easterly to end of road	Anytime
Ainslie Hill Crescent	N/E; S; S/W	Big Canoe Dr. to Big Canoe Dr.	Anytime
Alexander Boulevard	E/S; W/S	Metro Road (YR 78) southerly 345 metres	Anytime
Alexander Boulevard	E/S; W/S	From Volga Avenue southerly 116 metres	Anytime
Annsiela Drive	N/S	Lake Drive east to The Queensway (YR 12)	Anytime
Bamburg Street	W/S; S/S	Beechener Street to Dr. George Burrows Parkway	Anytime
Big Canoe Drive	N/W; N/E	Catering Rd. to Catering Rd.	Anytime
Birch Road	E/S; W/S	Metro Road (YR 78) , southerly approximately 505m to end of road	Anytime
Black River Road	N/S	Park Road (YR 18) easterly 1,289 metres	Anytime
Black River Road	S/S	Park Road (YR 18) easterly 20 metres	Anytime
Black River Road	S/S	From a point 50 metres east of Park road (YR 18) easterly 1,239 metres	Anytime
Black River Road	N/S; S/S;	Virginia Boulevard easterly to Hadden Road	Anytime
Bouchier Street	S/S	Lake Simcoe to a point 35 metres west of Turner Street	Anytime
Bouchier Street	N/S	Lake Simcoe to a point 50 metres east of Lake Simcoe	Anytime
Bouchier Street	N/S	A point 100 metres east of Lake Simcoe to a point of 35 metres west of Turner Street	Anytime
Bouchier Street	N/S	From a point 50 metres east of Lake Simcoe to a point 100 metres east of Lake Simcoe	Anytime
Bramsey Street	N/S; W/S	Wyndham Circle to Dr. George Burrows Parkway	8pm - 9am
Bruce Avenue	E/S	Ravenshoe Road (YR 32) north to end of road	Anytime
Brule Lakeway	E/S; W/S	Metro Road (YR 78) north to Lake Drive East	Anytime
Brule Lakeway	E/S; W/S	Metro Road (YR 78) southerly to Volga Avenue	Anytime
Brule Lakeway	E/S; W/S	Volga Avenue south to end of street	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Burke Street	N/S; S/S	North Street easterly to end of road	Anytime
Burnie Road	N/S; S/S	From intersection of Sunset Beach Road and Burnie Road easterly to the intersection of Burnie Road and Lambrook Drive	Anytime
Cameron Crescent	N/S	The Queensway (YR 12) westerly 210 metres on Cameron Crescent (South)	Anytime
Carol Avenue	E/S; W/S	Metro Road (YR 78) southerly to end of road	Anytime
Church Street	S/S	The Queensway South westerly 50 metres	Anytime
Church Street	N/S; S/S	Metro Road (YR 78) south westerly to Lake Drive	Anytime
Church Street	N/S; S/S	The Queensway (YR 12) easterly to Circle Ridge Drive	Anytime
Church Street (Fire Route)	N/S	The Queensway South westerly to Metro Road (YR 78)	Anytime
Churchill Lane	E/S; W/S	Metro Road to Mahoney Avenue	Anytime
Circle Ridge Drive	E/S; W/S; N/S; S/S	From 50 metres north of The Queensway South to 150 metres north of The Queensway South	Anytime
Civic Centre Road	E/S; W/S	Lake Drive southerly to Metro Road (YR 78)	Anytime
Civic Centre Road	E/S; W/S	From Metro Road (YR 78) to Baseline Road (YR 8A)	Anytime
Clarlyn Drive	S/S	From Lake Drive North, easterly a distance of 60 metres	Anytime
Clarlyn Drive	N/S	From Lake Drive North, easterly a distance of 20 metres	Anytime
Cook's Bay Drive	E/S; W/S	Ways Bay Drive to Spring Road	Anytime
Daisy Avenue	N/S; S/S	Isle Vista Drive to Woodfield Drive	Anytime
De La Salle Boulevard	E/S; W/S	Lake Drive East to south limit	Anytime
DeChalies Road	E/S; W/S	Christidies Drive east to Kelenna Drive	Anytime
Donald Ingram Crescent	S/E	Danny Wheeler Blvd. to End	Anytime
Dr. George Burrows Parkway	N/S	Lampkin Street 550m to easterly extent	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Duclos Point Road	N/S; S/S;	West 41 metres of Blue Heron Drive to Lake Simcoe (RP 302)	Anytime
Duclos Point Road	E/S; W/S;	Duclos Point Rd. from the intersection with Blue Heron Dr. southwards to 100m south of McRea Beach Rd	Anytime
Dunkirk Avenue	E/S; W/S	Hedge Road southerly to end of road	Anytime
East Street	N/S	High Street (YR 9) easterly to end of road	Anytime
Edith Street	E/S; W/S	Southerly from Metro Road (YR 78) to the end of the road	Anytime
Fairpark Lane	E/S	Snooks Road to West Street	Anytime
Fairpark Lane	W/S	From West Street northerly to St. James Street	Anytime
First Avenue	W/S	From Old Homestead Road (YR 79) to a point 65 metres north of Old Homestead	Anytime
First Avenue	S/S;E/S	From Old Homestead Road (YR 79) to Metro Road (YR 78)	Anytime
George Ellis Drive	S/E	Danny Wheeler Blvd. and Connell Dr.	
Georgina/Brock Townline	W/S	North limit of the C.N.R. Railway Line northerly approximately 1,000 feet	Anytime
Glenwoods Avenue	N/S; S/S	Lake Drive South to west limit	Anytime
Golf Road	N/S; S/S	Metro Road (YR 78) westerly to Lake Drive	Anytime
Gwendolyn Boulevard	S/S	The Queensway South to Sunbird Boulevard	Anytime
Hadden Road	E/S; W/S	Black River Road(YR 80) southerly 150 metres	Anytime
Hardwood Drive	E/S; W/S	From Lake Drive East, to approximately 350m south of Metro Road North (YR 78)(southern end of road)	Anytime
Hawkins Street	S/S	High Street (YR 9) easterly to Fairpark Lane	Anytime
Hawkins Street	N/S	Highstreet (YR 9) easterly to North St	Anytime
Hedge Road	N/S; S/S	Lake Drive easterly to Park Road (YR 18)	Anytime
Hedge Road	North	From Park Road (YR 18) easterly 50 metres	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Hedge Road	E/S	From Park Road (YR 18) northerly 100 metres	Sat, Sun and Holidays April 1st to October 1st
Irene Drive	N/S; S/S	Lake Drive east to The Queensway (YR 12)	Anytime
Irving Drive	N/S;S/S	The intersection with Riverview Beach Road westwards 275m for both sides of the roadway	
Isle Vista Drive	E/S; W/S	Water Fringe Drive southerly to Daisy Avenue	Anytime
Jacksonville Road	E/S; W/S	Metro Road (YR 78) southerly to end of road	Anytime
Joel Avenue	E/S; W/S	Metro Road (YR 78) southerly to end of road	Anytime
Jordan Street	E/S; W/S	Alexander Boulevard to Volga Avenue	Anytime
Jubilee Road	E/S	Lake Dr E to end of road	Anytime
Kelenna Drive	E/S; W/S	Metro Road (YR 78) south to the end of street	Anytime
Ken Davie Gate	W/S	Danny Wheeler Blvd. and Donald Ingram Cres.	Anytime
Kennedy Road	E/S; W/S	Lake Drive southerly to Metro Road (YR 78)	Anytime
King Street	N/S	River Street easterly to Queen Street	Anytime
Lake Drive North	E/S; W/S	Church Street northerly to Metro Road (YR 78)	Anytime
Lake Drive South	W/S	20 metres south of Shirlea Boulevard to a point 150 metres south of Glenwoods Avenue	Anytime
Lake Drive South	W/S	100 metres south of Glenwoods Avenue to Bayview Avenue excluding section adjacent to Block A, Plan 231	Anytime
Lake Drive South	E/S	Ravenshoe Road (YR 32) to Bayview Avenue	Anytime
Lake Drive South	W/S	Ravenshoe Road (YR 32) to 50 metres north of Robert Street	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Lakeview Boulevard	N	the intersection of Lakeview Boulevard and The Queensway South, westerly 45 metres on the north side of roadway	Anytime
Lambrook Drive	E/S; W/S	Lake Simcoe southerly to end of road	Anytime
Lyons Lane (east leg)	W/S	Lake Drive North and Lake Simcoe	Anytime
Lyons Lane (north leg)	N/S	West leg of Lyons Land and east leg of Lyons Lane	Anytime
Lyons Lane (west leg)	E/S; W/S	Lake Drive North and Lake Simcoe	Anytime
Maple Avenue	E/S; W/S	Hedge Road to 250 metres south of Hedge Road	Anytime
Market Square Crescent (north portion)	S/S	From 21 metres east of High Street (YR 9) easterly 18 metres	Anytime
McMillan Drive	N/S, S/S	From Beverley Drive to westerly point of McMillan Drive	Anytime
McNeil Road	E/S; W/S	Metro Road southerly to end of road	Anytime
Metropolitan Crescent	E/S; W/S	Church Street 205 meters south to end of road	Anytime
Moorings Road	E/S; W/S	Holmes Point Road southerly to end of road	Anytime
Mum's Avenue	N/S; S/S	Park Road (YR 18) westerly to Joan Street	Anytime
North Street	W/S	Snooks Road southerly to East Street	Anytime
Old Homestead Road	N/S; S/S	Lake Drive easterly to Metro Road (YR 78)	Anytime
Osbourne Street	E/S; W/S	Bouchier Street to a point 65 metres south	Anytime
Pasadena Drive	N/S; S/S	The Queensway (YR 12) to Pompano Drive	Anytime
Pete's Lane	E/S; S/S	Pefferlaw Road (YR 21) southerly and westerly to the Pefferlaw Library entrance	Anytime
Queen Street	W/S	King Street northerly to Black River Road (YR 80)	Anytime
Rail Trail Court	N/W	Catering Rd. and the end of the road	Anytime
Raines Street	E/S; W/S	Lake Simcoe to a point 50 metres west of Turner Street	Anytime
Rayner's Road	N/S; S/S	Lake Drive easterly to Metro Road (YR 78)	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Red Robin Road	E/S; W/S	Lake Drive East southerly to Sina Street	Anytime
River Street	N/S; W/S	High Street(YR 9) easterly and northerly to St. James Street	Anytime
Riverbank Drive	E/S; W/S	King's Highway No. 48 southerly to a distance of 434 metres	Anytime
Roadway north of St. James Anglican Church	S/S	River Street easterly to Fairpark Lane	8 am to 5 pm Monday to Friday
Rockaway Road	E/S; W/S	Metro Road southerly to end of road	Anytime
Salvation Army Road	W/S; E/S	Metro Road (YR 78) to Lake Drive East	7 am to 7 pm March 16 to December 31
Sam Battaglia Crescent	N/E; S; S/W	Big Canoe Dr. to Big Canoe Dr.	Anytime
Seaward Drive	E/S	Hedge Road to George Road	Anytime
Sedore Avenue	E/S; W/S	South of Metro Road (YR 78) to the end	Anytime
Sheppard Avenue	W/S	Metro Road (YR 78) northerly to Lake Drive North	Anytime
Shirlea Boulevard	E/S; W/S; N/S; S/S	Lake Drive west and north to end of road	Anytime
Shorecrest Road	E/S; W/S	Lake Drive North to Crestwood Drive	Anytime
Shoreline Place	E/S; W/S	Church Street south to end of road	Anytime
Sibbald Crescent	W/S	Hedge Road southerly 120 metres	Anytime
Sibbald Crescent (east leg)	E/S; W/S	Hedge Road southerly to Birch Knoll Road	Anytime
Sina Street	E/S; W/S	Lake Drive East to south limit	Anytime
Smith Boulevard	S/S	King's Highway No. 48 easterly 763 metres	Anytime
Smith Boulevard	S/S	Park Road (YR 18) westerly 244 metres	Anytime
Snooks Road (Fire Route)	N/S; S/S	High Street (YR 9) easterly to Fairpark Lane	Anytime
South Drive	E/S; W/S	From Lake Drive East, southerly, to 200m south of Metro Road (YR 78) North (south end of road)	Anytime
St. George Street	E/S; W/S	From Volga Avenue to Alexander Boulevard	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
St. James Street	N/S; S/S	River Street easterly to Queen Street	Anytime
Stennett Drive	S/W	Danny Wheeler Blvd. and Connell Dr.	Anytime
Sunkist Road	E/S; W/S	Burnie Road southerly for 350 metres	Anytime
Sunset Beach Road	E/S; W/S	Burnie Road southerly for 450 metres	Anytime
Terrace Drive	N/S; S/S	The Queensway (YR 12) to 450 metres west of The Queensway (YR 12)	Anytime
The Queensway North	E/S; W/S	North of Church Street 120 metres to 400 metres	Anytime
The Queensway South	W/S	Church Street southerly 15 metres	Anytime
The Queensway South	E/S; W/S	Cedar Street to Silas Boulevard	Anytime
Third Avenue	E/S; W/S	Metro Road (YR 78) southerly to end of road	Anytime
Thomas Drive	N/S; S/S	King's Highway No. 48 easterly to end of road	Anytime
Tim Jacobs Drive	S/S; E/S	Lowndes Avenue to Dovedale Drive	Anytime
Trillium Court	N/S; S/S	Birch Road to east end	Anytime
Villa Drive	N/S; S/S	Holmes Point Road east to end of the road	Anytime
Virginia Boulevard	E/S; W/S	Black River Road southerly 75 metres	Anytime
Volga Drive	N/S; S/S	Birch Road west to end of the road	Anytime
Walter Drive	S/S	The Queensway (YR 12) westerly 275 metres	Anytime
Water Fringe Drive	E/S; W/S	Isle Vista Drive east and west to end of road	Anytime
Way's Bay Drive	E/S; W/S	Spring Road south to Garden Avenue	Anytime
Way's Bay Drive	E/S; W/S	Windy Shores Drive easterly 300m	Anytime
West Park Heights	E/S; W/S	North limit and 30 metres south	9 pm to 7 am
Willowview Road	E/S; W/S	Metro Road (YR 78) southerly to end of road	Anytime
Winnifred Drive	N/S; S/S	Lake Drive easterly to end of road	Anytime
Woda Avenue	E/S; W/S	Volga Avenue to end of the road	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Bache Avenue	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
Bostock Drive	"	"	"
Brecken Drive	"	"	"
Brookhurst Avenue	"	"	"
Carness Crescent	"	"	"
Crittenden Drive	"	"	"
Glasgow Crescent	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
except no parking on both sides between on the north side of 50 metres, from the westerly boundaries of 103 Glasgow Crescent to the southern boundaries of 117 Glasgow Crescent, and on the south side for a distance of 62 metres from the westerly boundaries of 104 Glasgow Crescent to the southern boundaries of 110 Glasgow Crescent.			
Grangemuir Drive	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
Havenwood Trail	"	"	"
Hirst Avenue	"	"	"
Ian Drive	"	"	"
Joe Dales Drive	"	The Queensway South and the westerly limit of Robert Wilson Crescent	"
Laurendale Avenue	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
Lundigan Drive	"	"	"
Paulgrave Avenue	"	Laurendale Avenue to Bache Avenue	"
Reddenhurst Crescent	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
Silverstone Crescent	"	"	"

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
Strathgreen Lane(20180032	"	Terrell Avenue to Bostock Drive	"
Terrell Avenue (20180032	"	Strathgreen Lane to Laurendale Drive	"
Thornlodge Drive	"	Ravenshoe Road to the northern limit of Carness Crescent	"
Truscott Avenue	Even house numbers	Entire Street	9am on odd days to 9am on even days
	Odd house numbers	Entire Street	9am on even days to 9am on odd days
Violet Avenue	"	"	"

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS	COLUMN 5 – MAX PERIOD PERMITTED
Black River	S/S	A point 20 metres east of Park rd (YR 18) easterly 30 metres	Anytime	20 min
Hedge Road	E/S	From Park Road (YR 18) northerly 100 metres	Monday-Friday April 1st to October 1st excluding holidays	2 Hours
Lake Drive	S/S	From a point approximately 34 metres west of Dalton Road to a point approximately 152 metres east of Melody Lane	Anytime	2 Hours
Lake Drive	N/S	From a point approximately 15 metres west of Dalton Road west to Frankfort Grove	Anytime	2 Hours
Lake Drive	N/S	From Dalton Road to Jackson's Point Avenue	Anytime	1 Hour
Lake Drive	S/S	From Dalton Road to a point approximately 90 metres east of Dalton Road	Anytime	1 Hour
Market Square Crescent (north portion)	N/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	1 Hour
Market Square Crescent (north portion)	S/S	High Street (YR 9) easterly 21 metres	9 am to 6 pm Monday - Saturday	1 Hour

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS	COLUMN 5 – MAX PERIOD PERMITTED
Market Square Crescent (south portion)	N/S; S/S	High Street (YR 9) easterly to Market Street	9 am to 6 pm Monday - Saturday	1 Hour
The Queensway South	E/S; W/S	South limit of Cedar Street northerly to 15 metres southerly of Church Street	9 am to 6 pm Monday - Friday	2 Hours

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS
Albert Street	N/S; S/S; E/S; W/S	Franklin Beach Road southerly to Metro Road (YR 78)	Anytime
Arlington Drive	N/S; S/S	from 120m east of Dresden Court to 140m east of Dresden court, both sides of the roadway	Anytime
Biscayne Boulevard	N/S; S/S	10m west of 52 Biscayne Boulevard to 10m east of 67 Biscayne Boulevard	Anytime
Biscayne Boulevard	N/S; S/S	10m west of 103 Biscayne Boulevard to 10m east of 103 Biscayne Boulevard	Anytime
Biscayne Boulevard	N/S; S/S	10m west of 129 Biscayne Boulevard to 10m east of 129 Biscayne Boulevard for both sides of the roadway	Anytime
Carrick Avenue	W/S	230 metres south of Fontaine Drive to Wexford Drive & Fontaine Drive to 53 metres south of Fontaine Drive	7AM - 7PM MON-FRI
Carrick Avenue	E/S; W/S	from 53m south of Fontaine Drive to 230m south of Fontaine Drive for both sides of the roadway	Anytime
Catering Road	W/S	Dalton Road south westerly 120 metres	Anytime
Churchill Lane	E/S; W/S	Lake Drive East south to Metro Road (YR 78)	Anytime
Clovelly Cove	E/S; W/S	Lake Simcoe southerly approximately 36 metres	Anytime
Clovelly Cove	N/S; S/S	Bolster Lane to 25m west of Bolster Lane	Anytime
Dalton Road	E/S; W/S	Metro Road (YR 78) northerly to the lake	Anytime
De Geer Street	W/S	Nasello Avenue southerly to Lake Drive East	Anytime
Donna Drive	N/S; S/S	Holmes Point Road westerly to end of road	Anytime
Dr. George Burrows Parkway	N/S; S/S	100m east of the John Link Way and Dr. George Burrows Parkway intersection to 135m east of the John Link Way and Dr. George Burrows Parkway intersection for both sides of the roadway	
Fairbank Avenue	E/S; W/S	Lake Drive East southerly 30 metres	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS
Fairwood Drive	S/S	From a point 40 metres east of Roselm Drive to a point 200 metres east of Roselm Drive	Anytime
Farley Circle	E/S; W/S	Lake Drive East southerly 100 metres	Anytime
Franklin Beach Road	E/S; W/S	Lake Drive East southerly to end of road	Anytime
Highcastle Ave	W/S; E/S	105m south of Kerfoot Cres to 125m of Kerfoot Cres for both sides of the roadway	Anytime
Holmes Point Road	E/S; W/S	King's Highway 48 and Donna Drive	Anytime
Holmes Point Road	N/S; S/S; E/S; W/S	Easterly and southerly to end of road	Anytime
Irene Drive	N/S; S/S	from 316 Irene drive, to 322 Irene Drive for both side of the roadway	Anytime
Jackson's Point Avenue	E/S	Malone Road southerly to Lake Drive East	Anytime
Joe Dales Drive	N/S; S/S	10m west of 11 Joe Dales Drive to 10m east of 11 Joe Dales Drive for both sides of the roadway	Anytime
Joe Dales Drive	N/S; S/S	20m east of the Joe Dales Drive and Crittenden Drive intersection to 20m west of the Joe Dales Drive and Hirst Avenue intersection for both sides of the roadway	Anytime
Joe Dales Drive	N/S; S/S	10m west of 93 Joe Dales Drive to 10m east of 93 Joe Dales Drive for both sides of the roadway	Anytime
John Link Ave	E/S; S/S	25m south of the John Link Ave and Bramsey Street intersection to 45m south of the John Link Ave and Bramsey Street intersection for both sides of the roadway	Anytime
Lagoon Drive	E/S; W/S	Lake Drive East to Metro Road (YR 78)	Anytime
Lake Drive East	N/S; S/S	Woodbine Ave (YR 8) to Hedge Road.	Anytime
Lake Drive North	N/S; S/S	Metro Road (YR 78) to Woodbine Ave (YR 8)	Anytime
Lake Drive South	W/S;E/S	10m north of 692 Lake Drive South to 10m south of 692 Lake Drive South	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS
Laurendale Rd	W/S; E/S	24m north of Ian Dr to 44m north of Ian Dr for both sides of the roadway	Anytime
Lorne Street	E/S; W/S	Malone Road southerly to Lake Drive East	Anytime
Malone Road	S/S	Jackson's Point Avenue easterly to end of road	Anytime
McNeill Road	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Anytime
Natanya Blvd	W/S; E/S	36m north of Carrick Ave to 56m north of Carrick Ave for both sides of the roadway	Anytime
Paradise Drive	E/S; W/S	Lake Drive East to Metro Road (YR 78)	Anytime
Pinery Lane	N/S; S/S	Thompson Drive easterly to Rosnell Court	Anytime
Port Street	E/S; W/S	Irving Drive northerly to Lake Simcoe 361 metres	Anytime
Queen Street	W/S; E/S	56m north of King Street to 76m north of King Street for both sides of the roadway	Anytime
Ravenswood Drive	W/S	Lake Simcoe southerly to Lake Drive	Anytime
Richie Avenue	N/S; S/S	Thompson Drive easterly to Pinery Lane	Anytime
Richmond Park Drive	N/S; S/S	From 170m east of The Queensway South to 285m east of the Queensway South	Anytime
Riley Avenue	E/S; W/S	Lake Simcoe southerly 30 metres	Anytime
Riverview Beach Rd	W/S; E/S	37m north of Laurine Rd to 57m north of Laurine Rd for both sides of the roadway	Anytime
Rockaway Road	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Anytime
Roselm Ave	W/S; E/S	70m south of Fairwood Dr to 90m south of Fairwood Dr for both sides of the roadway	Anytime
Sedore Avenue	E/S; W/S	Lake Drive East southerly to Metro Road (YR 78)	Anytime
Sheppard Avenue	E/S; W/S	Metro Road to Lake Drive North(exception: mailbox on E/S)	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 SIDE	COLUMN 3 - BETWEEN	COLUMN 4 TIMES OR DAYS
The Queensway N	W/S; E/S	246m north of Church St to 266m north of Church St for both sides of the roadway	Anytime
Thornlodge Drive	E/S; W/S	45m north of the Thornlodge Drive and Crittenden Drive intersection to 65m north of the Thornlodge Drive and Crittenden Drive intersection for both sides of the roadway	Anytime
Thornlodge Drive	E/S; W/S	10m north of 27 Thornlodge Drive to 10m south of 27 Thornlodge Drive	Anytime
Thornlodge Drive	W/S; E/S	175m north of Joe Dales Blvd to 165m north of Joe Dales Blvd for both sides of the roadway	Anytime
Trivett's Road	N/S; W/S	Lake Drive East southerly approximately 244 metres	Anytime
Wexford Drive	N/S; S/S	Wexford Drive from 100m west of the Woodbine Drive and Wexford Drive intersection to 130m west of the Woodbine Avenue and Wexford Drive intersection for both sides of the roadway	Anytime
Wood River Bend	N/S; S/S	38m east of Southwood Rd to 58m east of Southwood Rd for both sides of the roadway	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
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COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 - PROHIBITED TIMES OR DAYS
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COLUMN 1 - HIGHWAY

COLUMN 2 - SIDE

COLUMN 3 - BETWEEN

COLUMN 4 -  
EFFECTIVE TIMES

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
97 Lake Drive North, Sutton	The entire south side of the entrance way off of Lake Drive North in front of the residential rental units building	Anytime
Bethany Co-Op Atherton Crescent, Keswick	Private internal road for the Bethany Co-op off of Lowndes Avenue, Keswick	Anytime
Belhaven Hall, Belhaven 25291 Warden Avenue, Keswick	Driveway abutting the south side of the building	Anytime
Boston Pizza 253 and 255 The Queensway South, Keswick	Both sides of the entrance from The Queensway South and continuing north through the parking lot to the existing boat launch	Anytime
Canadian Tire Store 24270 Woodbine Avenue, Keswick	Both sides of the driveway from Morton Avenue to the south end of the building and both sides of the driveway from Woodbine Avenue west to the building	Anytime
Caserta Street Keswick	North side of Caserta Street off Metro Road and continuing around the south side of the centre median	
Cedarvale Lodge Retirement Residence 121 Morton Avenue, Keswick	Both sides of the driveway from the entrance off of Morton Avenue including the turning circle at the front of the building and continuing to the dead end of the driveway and parking area at the south side of the building	Anytime
City Centre Business Mall 24707 Woodbine Avenue, Keswick	Driveway from Woodbine Avenue and along the north and south sides and the northwest and southwest limits of the City Centre Business Mall building	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Civic Centre Parking Lot 26557 Civic Centre Road, Keswick	Both sides of the driveway leading to and from the rear parking lot of the Civic Centre in front of new portable	Anytime
Claredon Beach Park, Keswick Windy Shore Drive, Keswick	West side of Windy Shore Drive across frontage of driveway of Park	Anytime
Country Style Donuts Shop 432 The Queensway South, Keswick	Northeast corner of the building and running north to northwest corner of building	Anytime
Crate's Marine Sales/Storage Facility 290 The Queensway South, Keswick	Both sides of Marina Drive off of The Queensway South	Anytime
Dalton Road Apartments 21028 Dalton Road, Sutton	Both sides of the driveway from the entrance off of Dalton Road and continuing in front of the building and along either side of the apartment building to the rear of the building	Anytime
De La Salle Camp, Jackson's Point 1940 Metro Road North, Jackson's Point	All access roads inside the De La Salle Campgrounds	Anytime
Delmar Plaza 20861 Dalton Road, Sutton	Driveway aisles from Dalton road along the north and south sides of the plaza building and the driveway aisle along the east (rear) of the building	Anytime
Fairwood Public School 201 Fairwood Drive, Keswick	Bus loop and driveways	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Georgina Ice Palace 90 Wexford Drive, Keswick	North and south off of Wexford Drive and continuing northeast behind the building to the entrance to the Learning Centre and also southeast in front of the building to the main entrance of the entire building	Anytime
Georgina Industrial Mall 1 Church Street, Keswick	The rear face (west side) of the building	Anytime
Glenwoods Centre, Glenwoods Drive and The Queensway South 433 The Queensway South, Keswick	Parking lot aisles abutting the shopping centre building situated on Part 5 of Plan 65R-8344	Anytime
Glenwoods Mall 433 The Queensway South, Keswick	Aisles around Buck or Two Retail Store on north, south, east and west side	Anytime
Hutner Lane Jackson's Point	Riley Avenue west to the end	Anytime
Immaculate Conception Catholic Church 20916 Dalton Road, Sutton	Both sides of the north entrance off of Dalton Road and both sides of the west portion of the circular driveway in front of the church and the portion of the driveway in front of the manse	Anytime
Jackie Lane Willow Beach	Both sides of the lane from Kennedy Road to Churchill Lane	Anytime
Jersey Public School 176 Glenwoods Avenue, Keswick	North and south sides of the loop in front of the school	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Keswick Co-Op Fleming Court, Keswick	Roadway known as Fleming Court servicing the Keswick Community Co-Operative Homes lying in Part Lot 13, Concession 3 (NG)	Anytime
Keswick Gardens Seniors Apartments 43 The Queensway North, Keswick	Driveway from the intersection of The Queensway North running easterly to the parking area and turning circle at the front entrance to Keswick Gardens and the next driveway north running easterly from The Queensway North to the parking and service area behind Keswick Gardens	Anytime
Keswick Public School 25 The Queensway North, Keswick	North and south sides of entrance off of The Queensway North into the existing parking lot and the entire bus loop in front of Keswick Public School	Anytime
Keswick Home Hardware 589 The Queensway South, Keswick	North and south sides of entrance off of The Queensway South and continuing through the parking lot in front of the building and following to the south end of the property	Anytime
Keswick Presbyterian Church 23449 Woodbine Avenue, Keswick	North and south sides of the entrance off of Woodbine Avenue and continuing around the loop in front of the church	Anytime
Keswick Secondary School 100 Biscayne Avenue, Keswick	Easterly driveway entering/exiting the Secondary School situated at 100 Biscayne Boulevard and running north and northwest to rear of school building and terminating at the north westerly boundary of those lands designated as 'loading spaces', as well as the driveway aisle running northwest along the front of the school building and terminating at the north westerly limit of the said driveway aisle	Anytime
Keswick Market Place 23550 Woodbine Avenue, Keswick	Both sides of the two (2) internal roads that run from north to south between Dovedale Drive and Glenwoods Avenue, both sides of the main road running from east (Woodbine Avenue) to west, and both sides of the two (2) parking aisles that provide access to the buildings abutting Woodbine Avenue	

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Lake Simcoe Public School 11 Thornlodge Drive, Keswick	North and south sides of entrance off of Thornlodge Drive to the existing parking and following around to the bus loop in front of the school	Anytime
Lane between High Street and North Street Sutton	Running from Middle Street to Market Square, Plan 69	Anytime
No Frills - Loblaw Properties Limited 20895 Dalton Road, Sutton	Both sides of each entrance off of Dalton Road and Black River Road and the entire perimeter surrounding the building, including front, rear and both sides of the building	
Northern Self Storage 33 Church Street, Keswick	North and south sides of entrance off of Church Street and in front of all buildings	Anytime
Our Lady of the Lake Catholic School 185 Glenwoods Avenue, Keswick	Both sides of driveway	Anytime
Our Lady of the Lake Catholic Church 129 Metro Road, Keswick	Both sides of driveway	Anytime
Patchell Crescent Keswick	Private internal road for the Glenwood Mews off of Lowndes Avenue, Keswick	Anytime
Pefferlaw Lions Community Hall 38 Pete's Lane, Pefferlaw	Driveway abutting the east side of the building and to the south of the main hall entrance way and 20 feet access route abutting the west side of the building	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Jacksons Point Co-Op Pride Court, Jacksons Point	Jackson's Point Co-operative Homes Inc. off Dalton Road	Anytime
Prince of Peace Catholic School 181 Glenwoods Avenue, Keswick	North and south sides of the loop in front of the Prince of Peace Catholic School	Anytime
R.L. Graham Public School 70 Biscayne Boulevard, Keswick	Both north and south sides of the loop, except for the existing parking spaces in front of the school	Anytime
Roches Point Hall 85 Osbourne, Roches Point	A 12 feet wide area immediately in front of the main entrance walkway to the hall	Anytime
Salvation Army Camp 16 Salvation Army Road, Jackson's Point	Driveway leading to outdoor swimming pool facility	Anytime
Seniors Apartment - York Region Housing Authority 190 Church Street, Keswick	Driveway to York Regional Housing Authority Apartments at 190 Church Street	Anytime
Snooks Road, Sutton	North side and south side of Snooks Road from Fairpark Lane to High Street	Anytime
St. Thomas Aquinas 262 Old Homestead Rd, Keswick	Both sides of driveway	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Sutton Home Hardware 20936 Dalton Road, Sutton	Both north and south sides of the driveway entrance off of Dalton Road and continuing in front of the building	Anytime
Sutton Public School 5147 Baseline Road, Sutton, Ontario	Both north and south sides of the loop in front of the school	Anytime
Sutton Youth Shelter 20898 Dalton Road, Sutton, Ontario	Both north and south sides of the driveway entrance off of Dalton Road and continuing around the perimeter of the building	Anytime
The Gem Theatre 11 Church Street, Keswick	North and south entrance/exit off of Church Street and continuing along the east side of the building to the rear parking lot save and except for the existing parking spaces located on the east and west sides of the entrance/exit	Anytime
The Oaks Condominium 111 Grew Boulevard, Jackson's Point	Driveway from the intersection of Lake Drive East running southerly to the intersection of Sunnidale Boulevard; and the driveway running easterly from Park Avenue to the intersection of the driveway above	Anytime
The ROC - Outdoor Recreational Campus 26479 Civic Centre Road	Both sides of the entire "Parkway" of the ROC facility (with the exception of the designated onstreet parking areas) from the entrance off of Civic Centre Road and continuing up and around the driveway to the chalet and continuing past the museum entrance to the existing driveway of the Civic Centre, Municipal Offices	Anytime
Torkes Developments 702, 708 and 716 The Queensway South, Keswick	Both the north and south sides of the entrance off of The Queensway South and continuing west through the parking lot in front of #702 and continuing south behind the drive thru of #708 and continuing east/south in front of #716 and continuing to the south entrance off of The Queensway of the development	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
W.J. Watson Public School 162 Carrick Avenue, Keswick	Both sides of front bus loop and north side of north driveway	Anytime
West Park 1210 Ravenshoe Road, Keswick	10 feet on either side of the access area to the grounds on the north side of the east parking lot accessing from Ravenshoe Road	Anytime
York Condominium No. 135 40 East Street, Sutton	Driveway leading to and driveway within parking lot.	Anytime
York Region Condominium Corp #713 119 Spring Road, Keswick	Turning circle at 119 Spring Road, Keswick	Anytime
York Condominium No. 763 155 Riverglen Drive, Keswick	Two ennrances from Riverglen Drive and entrance from Hodgins Avenue and around the entire perimeter of the building	Anytime
York Region Condominium Corp. #994 275 Old Homestead Road, Keswick	Entrance way off of Old Homestead Road and continuing in front of the property and between the parking spaces	Anytime
Yorkwood Village Shopping Plaza 24018 Woodbine Avenue, Keswick	Two entrances from Woodbine Avenue, entrance aisle from Riverglen Drive and the entrance aisle from Biscayne Boulevard, along with the aisles along the northerly, easterly and westerly faces of the plaza building	Anytime
Zambrow Management 670-672 The Queensway South Plaza, Keswick	Driveway on the west side, the north side and the east side of the building including the entrance from Crestview Boulevard and Beverley Drive, all located at 670-672 The Queensway South as a fire route	Anytime

COLUMN 1 - AREA	COLUMN 2 - LOCATION	COLUMN 3 - PROHIBITED TIMES
Peninsula Resort 202 Holmes Point Road, Pepperlaw	East side of the entranceway leading to the motel portion of the resort and continuing around the front of the building	Anytime
Rixon Manor18 Pete's Lane, Pepperlaw	Both entrances off of Pete's Lane and continuing in front of the main entrance and along the south side of the main entrance	Anytime
Mill Pond Park 4 River Street, Sutton	Driveway leading into and including Mill Pond Park,and over Parts 3 and 6 on Plan 65R-25553	Anytime

SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT
Angle park in area prohibited angle parking	3.1.3 (a)(i)	10	10
Did park in excess of 3 hours within the Waterfront Park Buffer Zone	3.5(a)(xv)	100	125
Did park in prohibited area within the Waterfront Park Buffer Zone	3.3(viii)	100	125
Did park in unauthorized area	5.6(a)(iii)	50	65
Did stop in prohibited area within the Waterfront Park Buffer Zone	3.5(d)	150	180
Park 2am-7am Nov.15-Apr.15	5.5	30	40
Park alongside railway tracks	3.2 (a)(viii)	10	10
Park contrary to posted times	4.1 (b)(i)	30	
Park displaying vehicle for sale	3.2 (a)(vi)	30	40
Park in a school bus loading zone	5.3 (b) (Schedule IX)	10	10
Park in designated accessible parking space	5.8(e)(iii)	300	350
Park in excess of 3 hours	3.2 (a)(v)	30	40
Park in fire route	5.4 (b)	100	125
Park in freight loading zone	5.1 (b) (Schedule VII)	10	10

SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT
Park in passenger loading zone	5.1 (b) (Schedule VII)	10	10
Park in prohibited area	4.1 (a)	30	40
		30	40
Park longer than 72 hours on road allowance	5.7 (a)		
Park more than 30 cm from curb	3.1.1 (a)(i)	30	40
Park more than 30 cm from curb	3.1.1 (a)(i)	30	40
Park obstructing sidewalk	3.2 (a)(x)	10	10
Park on boulevard	3.2 (a)(xiv)	30	40
Park on bridge	3.2 (a)(xiii)	30	40
Park on municipal property without consent	5.6 (a)(ii)	30	40
Park on private property without consent	5.6 (a)(i)	30	40
Park on untravelled highway	5.7 (a)	10	10
		30	40
Park other than right wheels to right shoulder	3.1.1 (a)(i)	30	40
Park restricted vehicle in Simcoe Landing subdivision	3.8		
Park to interfere with traffic	3.2 (a)(xi)	30	40

SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT
Park to repair vehicle	3.2 (a)(vii)	30	40
Park vehicle for sale of goods	3.6	30	40
Park vehicle on highway during winter maintenance event	5.5 (d)	30	40
Park vehicle to interfere with ice removal	5.5 (b)(i)	30	40
Park vehicle to interfere with snow clearing	5.5 (b)(ii)	30	40
Park vehicle to interfere with snow removal	5.5 (b)(i)	10	10
Park with left wheels too far from edge of roadway	3.1.2 (a)(ii)	10	10
Park with right wheels too far from edge of roadway	3.1.1 (a)(i)	10	10
Park within 15 metres of railway crossing	3.2 (a)(iv)	30	40
Park within 152 metres of fire fighting equipment	3.2 (a)(xiii)	10	10
Park within 2 metres of private road	3.2 (a)(i)	30	40
Park within 3 metres of fire hydrant	3.2 (a)(ii)	30	40
Park within 60 cm of driveway	3.2 (a)(i)	30	40
Park within 9 metres of intersecting road	3.2 (a)(iii)	30	40

SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT
		100	125
Park without valid control device displayed	5.10(d)	30	40
Park without valid permit displayed	5.9 (b)		
Parking in a no parking area	3.3 (a)(i)-(vii)	10	10
Park-obstruct crosswalk	3.2 (a)(x)	30	40
Park-prevent removal of previously parked vehicle	3.2 (a)(ix)	30	40
Standing in prohibited area	4.3 (a) (Schedule VI)	10	10
Stop beside parked vehicle	3.4 (a)(iv)	10	10
Stop in a no stopping area	3.5 (a)(i)-(iii)	10	10
Stop in prohibited area	4.2 (a)	50	65
Stop in school bus loading zone	5.3 (b) (Scheduled IX)	10	10
Stop obstructing other vehicles	3.4 (a)(iii)	10	10
Stop on bridge	3.4 (a)(v)	10	10
Stop on/over sidewalk	3.4 (a)	30	40
Stop within 9 metres of pedestrian crossover	3.4 (a)(ii)(1) and 3.4 (a)(ii)(2)	10	10

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**SCHEDULE X**

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**PENALTY PROVISION**

SHORT FORM WORDING	DESIGNATED PROVISION - SECTION	EARLY PAYMENT PENALTY AMOUNT	SET PENALTY AMOUNT
Stop within intersection	3.4 (a)(ii)	10	10
Taxicab not park in designated stand	5.2 (b)(i)	10	10

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN	COLUMN 4 – PROHIBITED TIMES OR DAY
Bonnie Bouelvard	South	Lorne Street to the east end of road	By Permit Only
Bouchier Street	North	From a point 50 metres east of Lake Simcoe to a point 100 metres east of Lake Simcoe	By Resident Pass Only 9 am to 8 pm
Dalton Road	West	From 50 metres south of Baseline Road (YR 8A) southerly 67 metres	
Lake Drive South	West	From a point 100 metres south of Glenwoods Avenue to a point 150 metres south of Glenwoods Avenue	By Resident Pass Only
Hedge Road	South	From Park Road easterly 50 metres	By St. George's Church Permit Only Saturday, Sundays & Holidays April 1st to October 1st
Hedge Road	West	From Park Road northerly 100 metres	By St. George's Church Permit Only Saturdays, Sundays & Holidays April 1st to October 1st
Hedge Road	East	From Park Road northerly 90 metres	By St. George's Church Permit Only Saturdays, Sundays & Holidays April 1st to October 1st
Malone Road	North	Jacksons Point Avenue to the easterly limit of road shown on R.P. 168	By Permit Only
Sibbald Crescent (west leg)	East	Hedge Road to a point 45 metres south(Untravalled portion of Sibbald crescent)	By Permit Only

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
1 <sup>st</sup> Ave		Old Homestead Rd. to Metro Rd. N
2 <sup>nd</sup> St.		Clovelly Cove to E limit
6 <sup>th</sup> St.		
7 <sup>th</sup> St.		Snowbird Ln. to E limit
Abbey Rd.		Lake Dr. E to Metro Rd. N
Adeline Dr.		Lake Dr. S to E limit
Albert St.		Franklin Beach Rd. to S limit
Aleah Cres.		Lakeview Blvd. to Glenwoods Ave
Alexander Blvd.		Metro Rd. N to S limit
Annshiela Dr.		Georgette St. to the Queensway S
Ashdale Rd.		N Channel Dr. to Woodland Ave.
Ashwood Ave.		Blue Heron Dr. to E limit
Balfour Beach Rd.		Tikvah Cir. to Metro Rd. N
Barton Ave.		Sheppard Ave. to Woodbine Ave.
Bathgate Dr.		Clovelly Cove to N limit
Bay Ct.		Nida Dr. to N limit
Bay Vista Ln.		Black River Rd. to N limit
Bayview Ave.		Lake Dr. S to the Queensway S
Beach Rd.		Cooks Bay Dr. to Metro Rd. S
Bedford Rd.		W limit to Park Rd.
Birch Knoll Rd.		Sibbald Cres. to S limit
Birch Rd.		Metro Rd. N to S limit
Black River Rd.		Virginia Blvd. to Hadden Rd.
Blue Heron Dr.		Duclos Point Rd. to E limit
Blue Jay Blvd.		Lakeshore Rd. to Larch Ln.
Bolster Ln.		Clovelly Cove to Thorah Park Blvd.
Bonnie Blvd.		Lorne St. to E limit

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Bouchier St.		Metro Rd. N to W limit
Bowling Green Rd.		Hillcrest Rd. to S limit
Boyers Rd.		W limit to Metro Rd. N
Brenda Rd.		Marie St. to Louisa St.
Brule Lakeway		Lake Dr. E to S limit
Burnie Rd.		Sunset Beach Rd. to Lambrook Dr.
Cameron Cres.		Queensway S to the Queensway S
Camwood Dr.		Tampa Dr. to Hollywood Dr.
Carol Ave		Metro Rd. N to S limit
Carolyn St.		Park Rd. to W limit
Cedarholme Ave.		Lake Dr. S to Pineway Ave.
Centre Rd.		Daisey Ave. to S limit
Centro Ct.		Clarlyn Dr. to N limit
Charles Cres.		Lake Dr. N to Willoughby Blvd.
Cheyenne St.		Bolster Ln to S limit
Christidis Dr.		Metro Rd. N to S limit
Church St.		Metro Rd. S to Lake Dr. N
Churchill Ln.		Lake Dr. E to Mahoney Ave.
Clarlyn Dr.		Lake Dr. N to Metro Rd. N
Clovelly Cove		S limit to Durham Rd 23
Cooks Bay Dr.		Ways Bay Dr. to Metro Rd. S
Corners Ave.		Clovelly Cove to E limit
Cottage Grove		Sheppard Ave. to E limit
Courting House Pl.		Lake Dr. E to Metro Rd. N
Coxwell St.		W limit to Metro Rd. N
Craigmawr Blvd.		Cooks Bay Dr. to Metro Rd. S
Crescent Beach Rd.		Lake Dr. E to S limit

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Crestwood Dr.		Shorecrest Rd. to Lake Dr. N
Cronsberry Rd.		Lakeshore Rd. to Hwy 48
Curley St.		Turner St. to Metro Rd. N
Daisey Ave.		Woodfield Dr. to Isle Vista Dr.
Dalton Rd.		N limit to Metro Rd. N
Davy Point Cir.		S limit to Lake Dr. N
De Geer St.		Nasello Ave. to Lake Dr. E
De La Salle Blvd.		Lake Dr. E to S limit
Dearham Ln.		Sedore Ave. to Kennedy Rd.
Dechalies Rd.		Christidis Dr. to Kelenna Dr.
Della St.		Black River Rd. to W limit
Donna Dr.		W limit to Holmes Point Rd.
Dorothy Ave.		W limit to Joan St.
Douglas St.		W limit to Jaclyn St.
Douglas St.		W limit to Park Rd.
Doyle Beach Ln.		Black River Rd. to N limit
Duclos Point Rd.		
Dunkelman Dr.		Tikvah Circ. To Osbourne St.
Dunkirk Ave.		Hedge Rd. to S limit
Eastbourne Dr.		
Easy St.		
Edith St.		Metro Rd. N to S limit
Elm Ave.		Lake Dr. S to the Queensway S
Elm Tree Ln.		Lake Dr. N to E limit
Elmdale Ave.		Lake view Blvd. to the Queensway S
Elmhurst Lane		Elm Ave. to Bayview Ave.
Elmview Gardens		Lake Dr. N to Metro Rd. N

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Elmwood Rd.		Lake Dr. E to Metro Rd. N
Evans Ave.		Mourning Dove Rd. to Park Rd.
Fairbank Ave.		Lake Dr. E to Metro Rd. N
Farley Cir.		Lake Dr. E to Metro Rd. N
Felix St.		E limit to George Rd.
Frankfort Grove		N limit to Lake Dr. E
Franklin Beach Rd.		Lake Dr. E to S limit
Friendly Ln.		Sandy Cove Ln. to W limit
Garden Ave.		Cooks Bay Dr. to Metro Rd. S
George Rd.		Carolyn St. to S limit
Georgette St.		Walter Dr. to Lake Dr. S
Glenview Ave.		Lakeshore Rd. to Larch Ln.
Glenwoods Ave.		Lake Dr. S to the Queensway S
Golf Rd.		Lake Dr. N to Metro Rd. N
Greenwood Ave.		S limit to 1 <sup>st</sup> Ave
Guest Ln.		Lake Dr. E to N limit
Hadden Rd.		Black River Rd. to Hwy 48
Haliburton Dr.		Adeline Dr. to Irene Dr.
Hardwood Dr.		South Dr. to S limit
Hattie Ct.		Old Homestead Rd. to N limit
Hedge Rd.		Lake Dr. E to Park Rd.
High Gwillim Dr.		Lake Dr. N to Metro Rd. N
Hillcrest Rd.		Lake Dr. N to E limit
Hillside Dr.		Elmdale Ave. to Glenwoods Ave.
Hoffman Dr.		Thompson Dr. to Pinery Ln.
Hollywood Dr.		Lake Dr. S to the Queensway S
Holmes Point Rd.		N of Hwy 48

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Holt St.		Clovelly Cove to N limit
Huntley Dr.		Lake Dr. E to Shore Cres.
Hutner Ln.		W limit to Riley Ave.
Irene Dr.		Lake Dr. S to the Queensway S
Irving Dr.		W limit to Cloverlly Cove
Island Dr.		Lake Dr. E to S limit
Isle Vista Dr.		Waterfringe Dr. to S limit
Isleview Rd.		Lake Dr. E to Metro Rd. N
Isobel Ave.		Lake Dr. E to S limit
Jackie Ln.		Churchill Ln. to Kennedy Rd.
Jacksons Point Ave.		Lake Dr. E to Malone Rd.
Jacksonville Rd.		Metro Rd. N to S limit
Jaclyn St.		Carolyn St. to S limit
Joan St.		Bedford Rd. to Black River Rd.
Joel Ave.		Metro Rd. N to S limit
Jordan St.		Alexander Blvd. to Volga Ave.
Jubilee Rd.		Lake Dr. E to S limit
Katonim Ln.		Balfour Beach Rd. to Dunkelman Dr.
Kay Ave.		Lakeshore Rd. to Larch Ln.
Kelenna Dr.		Metro Rd. N to Volga Ave.
Kenwood Ave.		Lake Dr. S to Aleah Cres.
King St.		River St. to W limit
Lagoon Dr.		Lake Dr. E to Metro Rd. N
Lake Dr. E		Woodbine Ave. to Hedge Rd.
Lake Dr. N		Church St. to Metro Rd. N
Lake Dr. N		Coxwell St. to Lake Dr. E
Lake Dr. S		Ravenshoe Rd. to Bayview Ave.

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Lakeshore Rd.		E limit to Kay Ave.
Lakeview Blvd.		Lake Dr. S to the Queensway S
Lambrook Dr.		
Lancaster Ct.		Glenwoods Ave. to N limit
Lands Ends		Lake Dr. E to E limit
Larch Ln.		Kay Ave. to Glenview Ave.
Larsen Ave.		Sibbald Cres. to N limit
Laurine Rd.		Riverview Beach Rd. to W limit
Laviolette Ave.		Blue Heron Dr. E limit
Lee Farm Ln.		Black River Rd. to N limit
Lennox Ave.		Willoughby Blvd. to Metro Rd. N
Lorne St.		Malone Rd. to Lake Dr. E
Louisa St.		Brenda Rd. to Metro Rd. N
Loves Rd.		Bayview Ave. to N limit
Lyll Ln.		Black River Rd. to S limit
Lynn St.		E limit to Joan St.
Lyons Ln.		
Mac Ave.		W limit to the Queensway S
Mahoney Ave.		Churchill Ln. to Kennedy Rd.
Malone Rd.		Jacksons Point Ave. to E limit
Maple Ave.		Hedge Rd. to Black River Rd.
Maplewood Ln.		Sibbald Cres. to E limit
Marie St.		Metro Rd. N to Brenda Rd.
Marina Dr.		W limit to the Queensway S
Mays Wharf Rd.		
McNeil Rd.		Lake Dr. E to S limit
McRae Beach S		S limit to Duclos Point Rd.

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Medina Dr.		Metro Rd. N to Rayners Rd.
Mellon Ave.		Blue Heron Dr. to E limit
Melody Ln.		Lake Dr. E to S limit
Metropolitan Cres.		S limit to Church St.
Miami Dr.		Lake Dr. S to the Queensway S
Montsell Ave.		Lake Dr. E to Metro Rd. N
Moores Beach Rd.		
Moorings Rd.		
Mourning Dove Rd.		
Mums Ave.		Joan St. to Park Rd.
Nasello Ave.		Ravenswood Dr. to Dalton Rd.
Neon Ln.		Sina St. to W limit
Nida Dr.		Lake Dr. N to Metro Rd. N
North Channel Dr.		W limit to the Queensway S
Norval Rd.		Lake Dr. E to Metro Rd. N
O'Dell Ln.		Lake Dr. E to S limit
Old Homestead Rd.		Lake Dr. N to Metro Rd. N
Orange Ct.		Nida Dr. to N limit
Orchard Beach Rd.		Lake Dr. N to Metro Rd. N
Osbourne St.		S limit to Coxwell St.
Paradise Dr.		Lake Dr. E to S limit
Parkway Ave.		Lake Dr. S to E limit
Parkwood Ave.		Lake Dr. S to Aleah Cres.
Pasadena Dr.		Lake Dr. S to the Queensway S
Peggys Ln.		Clovelly Cove to N limit
Pine Beach Dr.		Lake Dr. S to the Queensway S
Pinery Ln.		Thompson Dr. to Lake Dr. E

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Pineway Ave.		S limit to Pine Beach Dr.
Pleasant Blvd.		N limit to the Queensway S
Pompano Dr.		Hollywood Dr. to Pasadena Dr.
Poplar Ave.		Lake Dr. E to S limit
Port St.		Irving Dr. to N limit
Post Office Rd.		Lake Dr. N to E limit
Pugsley Ave.		Lake Dr. E to S limit
Purdy Ln.		Cooks Bay Dr. to E limit
Raines St.		S limit to Metro Rd. N
Ravenswood Dr.		N limit to Lake Dr. E
Rayners Rd.		Lake Dr. N to Metro Rd. N
Red Robin Rd.		Lake Dr. E to Sina St.
Reed Farm Ln.		Lake Dr. E to S limit
Rest Glen Rd.		W limit to Lands Ends
Richie Ave.		Thompson Dr. to Pinery Ln.
Riley Ave.		N limit to Lake Dr. E
River St.		High St. to N limit
River Way Dr.		River St. to W limit
Riverside Dr.		Hwy 48 to N limit
Riverview Beach Rd.		N of Hwy 48
Robert St.		N limit to Lake Dr. S
Rockaway Rd.		Lake Dr. E to S limit
Rose St.		W limit to Joan St.
Rosnell Ct.		Pinery Ln. to E limit
Royal Rd.		Lake Dr. S to the Queensway S
Rushton Rd.		Lake Dr. E to S limit
Salvation Army Rd.		Lake Dr. E to Metro Rd. N

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Sandra Dr.		W limit to Joan St.
Sandy Cove Ln.		Clovelly Cove to N limit
Sandy Point Ln.		N limit to Lake Dr. N
Seaward Dr.		Hedge Rd. to George Rd.
Sedore Ave.		Lake Dr. E to Mahoney Ave.
Shady Ln.		Kennedy Rd. to E limit
Shangri-la Ln.		W limit to Shirlea Blvd.
Sheppard Ave.		Metro Rd. N to Lake Dr. N
Shirlea Blvd.		N limit to Lake Dr. S
Shore Cres.		Huntley Dr. to Metro Rd. N
Shorecrest Rd.		Church St. to Metro Rd. N
Shoreline Pl.		S limit to Church St.
Sibbald Cres.		
Simcoe Ave.		Metropolitan Cres. to Metro Rd. S
Sina St.		Lake Dr. E to S limit
Snowbird Ln.		7 <sup>th</sup> St. to N limit
South Channel Dr.		W limit to the Queensway S
South Dr.		Lake Dr. E to S limit
Spring Rd.		Cooks Bay Dr. to Metro Rd. S
St. George St.		Alexander Blvd. to Volga Ave.
Sumach Dr.		Lakeshore Rd. to Larch Ln.
Sunkist Rd.		Burnie Rd. to Hwy 48
Sunset Beach Rd.		Burnie Rd. to Hwy 48
Tampa Dr.		Lake Dr. S to Hollywood Dr.
Tennis Rd.		Hillcrest Rd. to S limit
Terrace Dr.		Lake Dr. S to the Queensway S
Third Ave.		Metro Rd. N to S limit

COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
Thompson Dr.		Lorne St. to Lake Dr. E
Tikvah Circle		
Trillium Ct.		Birch Rd. to E limit
Trivetts Rd.		Metro Rd. N to Lake Dr. E
Turner St.		Bouchier St. to Curley St.
Villa Dr.		
Vilnius Ln.		1 <sup>st</sup> Ave to E limit
Vine Ave.		Blue Heron Dr. to E limit
Virginia Blvd.		N limit to Hwy 48
Volga Ave.		Kelenna Dr. to Birch Rd.
Walkers Ln.		Boyers Rd. to Lake Dr. N
Walter Dr.		Lake Dr. S to the Queensway S
Waterbend Dr.		W limit to the Queensway S
Waterfringe Dr.		Woodfield Dr. to E limit
Ways Bay Dr.		Windy Shore Dr. to Spring Rd.
Wedgewood Mews		N limit to Lake Dr. N
Westwind Cir.		
Wheeler Ave.		W limit to Riley Ave.
Willoughby Blvd.		Charles Cres. to Sheppard Ave.
Willow Dr.		W limit to the Queensway S
Willowview Rd.		
Windy Shore Dr.		S limit to Ways Bay Dr.
Winnifred Dr.		Lake Dr. S to E limit
Woda Ave.		Volga Ave. to S limit
Wolford Ct.		
Wolford Gt.		Metro Rd. N to Wolford Ct.
Woodbine Ave.		Lake Dr. N to Metro Rd. N

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COLUMN 1 - HIGHWAY	COLUMN 2 - SIDE	COLUMN 3 - BETWEEN
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Woodfield Dr.		Waterfringe Dr. to Hwy 48
Woodland Dr.		Windy Shore Dr. to the Queensway S
Woodycrest Ave.		Lake Dr. S to Pineway Ave.
Woolfe Ln.		N limit to Nasello Ave.
Wynhurst Rd.		Willow Dr. to the Queensway S

COLUMN 1 - HIGHWAY

COLUMN 2 - LOCATION

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COLUMN 1 - HIGHWAY

COLUMN 2 - FROM

COLUMN 3 - TO

COLUMN 1 - HIGHWAY

COLUMN 2 - LOCATION

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COLUMN 1 - HIGHWAY

COLUMN 2 - BETWEEN

COLUMN 3 - MAXIMUM VEHICLE WIDTH

**BY-LAW 2002-0046 (TR-1)**  
**SCHEDULE XVII**

**Page 1**

**ONE WAY STREETS**

COLUMN 1 - HIGHWAY	COLUMN 2 - DIRECTION	COLUMN 3 - BETWEEN	COLUMN 4 – PROHIBITED TIMES OR DAYS
Arena Road (west of Post Office)	South bound	Memorial Arena southerly to Church Street	Anytime
Duclos Point Road	South bound	From 345 metres south of North end Cul-de-Sac southerly 880 metres	Anytime
Duclos Point Road	North bound	From the split of Duclos Point Road northerly to 345 metres south of North end Cul-de-Sac	Anytime
Estonian Road	South bound	From Narva Avenue southerly to Ravenshoe Road (YR 32)	Anytime
Estonian Road	North bound	From Ravenshoe Road (YR 32) northerly to Narva Avenue	Anytime
Hoffman Drive	East bound	Thompson Drive to Pinery Lane	Anytime
Market Square Crescent (north portion)	West bound	Market Street westerly to High Street (YR 9)	Anytime
Market Square Crescent (south portion)	East bound	High Street (YR 9) easterly to Market Street	Anytime
Pinery Lane	West bound	Lake Drive East northerly and westerly	Anytime
Viru Avenue	East bound	Weir's Sideroad to Pirita Road	Anytime
Viru Avenue	West bound	Pirita Road to Weir's Sideroad	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 - DIRECTION	COLUMN 3 - BETWEEN	COLUMN 4 – LANE	COLUMN 5 – TIMES OF DAYS
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COLUMN 1 - HIGHWAY

COLUMN 2 - BETWEEN

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Dalton Rd

Lake Drive E southerly for 45 metres

Dovedale Drive

Woodbine Ave (YR 8) to Roselm Ave

Simcoe Ave

30 metres west of the The Queensway S  
and The Queensway S

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COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Dovedale Drive	160 metres west of Woodbine (YR 8) to 110 metres west of Woodbine (YR 8)

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COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN	COLUMN 3 - TURNS	COLUMN 4 – PROHIBITED TIMES OR DAYS
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COLUMN 1 - HIGHWAY BEING ENTERED

COLUMN 2 - FROM HIGHWAY

COLUMN 3 - COMPULSORY TURN

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COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Adeline Drive	East limit of Lake Drive and east limit of Halliburton Drive
Alexander Boulevard	South limit of Metro Road (YR 78) and north limit of Volga Avenue
Arlington Drive	West limit of Woodbine Avenue (YR 8) and north limit of Iveagh Drive
Arlington Drive	South limit of Iveagh Drive and north limit of Richmond Park Drive
Bayview Avenue	West limit of The Queensway (YR 12) and east limit of Lake Drive
Beach Road	East limit of Cook's Bay Drive east to west limit of Metro Road (YR 78)
Nasello Ave	West limit of Dalton Road and east limit of Ravenswood Drive
Bessborough Drive	East limit of The Queensway (YR 12) and south limit of Biscayne Avenue
Beverley Drive	West limit of The Queensway (YR 12) and south limit of Crestview Boulevard
Birch Road	Metro Road (YR 78) and south limit
Biscayne Boulevard	East limit of The Queensway (YR 12) and west limit of Bessborough Drive
	East limit of Bessborough Drive and west limit of Reselm Avenue
	East limit of Roselm Avenue and west limit of Woodbine Avenue (YR 8)
Black River Road	East limit of Park Road (YR 18) and east limit of Hadden Road
Blue Heron Drive	West limit of Duclos Point Road and north limit of Vine Avenue
Bouchier Street	West limit of Metro Road (YR 78) and west limit of Raines Street (west entrance)
Boyer's Road	East limit of Metro Road (YR 78) and west limit of Woodbine Avenue (YR 8)
Burke Street	West limit of High Street (YR 9) and west limit of Garrett Drive
Burnie Road	East limit of Sunset Beach Road and west limit of Lambrook Drive
Carolyn Street	West limit of Park Road (YR 18) and Mourning Dove Road
Carolyn Street	East limit of George Road and west limit of Park Road (YR 18)
Carrick Avenue	East limit of Chartwell Crescent and west limit of Natanya Boulevard
Carrick Avenue	North limit of Wexford Drive and west limit of Chartwell Crescent
Catering Road	West limit of Dalton Road and north limit of Cryderman's Sideroad
Mount Pleasant Trail	North limit of Glenwoods Avenue and west limit of McCowan Road
Cedar Street	West limit of The Queensway and east limit of Metro Road (YR 78)
Church Street	West limit of Woodbine Avenue (YR 8) and east limit of The Queensway
Church Street	West limit of The Queensway and east limit of Shorecrest Road

COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Circle Ridge Road	South limit of Church Street and east limit of The Queensway
Clovelly Cove	North limit of Seventh Street and south limit of Clovelly Cove
Cook's Bay Drive	West limit of Metro Road (YR 78) west and north to the north limit of Cook's Bay Drive
Cronsberry Road	North limit of King's Highway No. 48 and south limit of Lakeshore Road
Cryderman's Sideroad	South limit of Baldwin Road and north limit of Lasher Lane
Daisy Avenue	East limit of Woodfield Dr and west limit of Isle Vista Drive
Dalton Road	North limit of Lake Drive and south limit of Lake Simcoe
Deer Park Drive	East limit of Metro Road (YR 78) and west limit of Woodbine Avenue (YR 8)
Dovedale Drive	East limit of The Queensway (YR 12) and east limit of Dovedale Drive
Dovedale Drive	East limit of Lowndes Avenue and west limit of Woodbine Avenue
Duclos Point Road	North limit of King's Highway No. 48 and south limit of Duclos Point Road
Edith Street	Metro Road (YR 78) south limit
Elizabeth Street	East limit of George Road and west limit of Park Road (YR 18)
Elm Avenue	West limit of The Queensway (YR 12) and east limit of Lake Drive
Faircrest Avenue	East limit of Grew Boulevard and east limit of Sunnidale Boulevard
Fairpark Lane	South limit of St. James Street and north limit of Market Street
Fairpark Lane	South limit of Market Street and north limit of Snooks Road
Fairwood Drive	South limit of Biscayne Boulevard and west limit of Roselm Avenue
	East limit of Roselm Drive and south limit of Amberview Drive (east end)
Florence Drive	North limit of Pepperlaw Road (YR 21) northeasterly to end of road
Forestry Drive	South limit of Old Homestead Road (YR 79) and south limit of Waterfront Drive
Franklin Beach Road	South limit of Lake Drive and south limit of Albert Street
Garden Avenue	East limit of Cook's Bay Drive east to west limit of Metro Road (YR 78)
George Road	Carolyn Street and south limit
Georgina Street	North limit of Market Street and north limit of St. James Street
Glendower Crescent	Arlington Drive and west intersection with Richmond Park Drive
Glenwoods Avenue	West limit of The Queensway (YR 12)
Glenwoods Avenue	East limit of The Queensway (YR 12) and west limit of Woodbine Avenue (YR 8)

COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Glenwoods Avenue	West limit of McCowan Road and east limit of Kennedy Road (YR 3)
Golfview Crescent	North limit of Wood River Bend and west limit of Wood River Bend
Grew Boulevard	East limit of Dalton Road (YR 9) and south limit of Lake Drive
Gwendolyn Avenue	East limit of Metro Road (YR 78) and west limit of The Queensway South
Halliburton Drive	North limit of Adeline Drive and south limit of Irene Drive
Hedge Road	South limit of Lake Drive and east limit of Park Road (YR 18)
Hodgins Avenue	North limit of Biscayne Avenue and south limit of Riverglen Drive
Hollywood Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Holmes Point Road	North limit of King's Highway No. 48 and south limit of Donna Drive
Holmes Point Road	North limit of Donna Drive and east limit of Holmes Point Road
Irene Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Isle Vista Drive	South limit of Water Fringe Drive and north limit of Daisy Avenue
Joan Street	North limit of Black River Road (YR 80) and north limit of Bedford Road
Kelenna Drive	Metro Road (YR 78) south limit
Lake Drive North	East limit of Shorecrest Road and south west limit of Old Homestead Road
	North limit of Old Homestead Road and south limit of Clarlyn Drive
	North limit of Clarlyn Drive and south limit of Golf Road
	North limit of Golf Road and west limit of Metro Road (YR 78)
Lake Drive North	North limit of Deer Park Drive and west limit of Lake Drive
Lake Drive North and East	North limit of Metro Road (YR 78) and west limit of Dalton Road
Lake Drive	East limit of Dalton Road and east limit of Hedge Road
Lake Drive South	North limit of Ravenshoe Road (YR 32) and south limit of Walter Drive
Lake Drive South	North limit of Walter Drive and south limit of Glenwoods Avenue
Lake Drive South	North limit of Glenwoods Avenue and south limit of Pine Beach Road
Lake Drive South	North limit of Pine Beach Drive and south limit of Royal Road
Lake Drive South	North limit of Royal Road and east limit of Bayview Avenue
Lakeshore Road	West limit of Kay Avenue and east limit of Glenview Avenue
Lakeview Boulevard	West limit of The Queensway (YR 12) and east limit of Lake Drive

COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Larch Lane	East limit of Glenview Avenue and east limit of Cronsberry Road
Larch Lane	West limit of Cronsberry Road and west limit of Kay Avenue
Latimer Road (Concession 6)	East limit of King's Highway No. 48 east to end of road
Lorne Street	North limit of Lake Drive and south limit of Malone Road
Lowndes Avenue	North limit of Glenwoods Avenue (YR 33) and south limit of Dovedale Drive
Mahoney Avenue	West limit of Kennedy Road (YR 3) and west limit of Churchill Lane
Main Street	West limit of Griffith Avenue and east limit of Pepperlaw Road (YR 21)
Market Street	East limit of Market Square east to the end of the road
McCowan Avenue	North limit of Ravenshoe Road (YR 32) and south limit of Baseline Road (YR 8A)
Medina Drive	East limit of Medina Square (east entrance) and south limit of Rayner's Road
Miami Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Moorings Drive Road	North limit of King's Highway No. 48 and east limit of Holmes Point Road
Morning Glory Road	West limit of Pepperlaw Road (YR 21) and east limit of Weir's Sideroad
Morton Ave	East limit of Metro Road (YR 78) and west limit of Woodbine Avenue (YR 8)
Mourning Dove Road	North limit to south limit
Natanya Boulevard	South limit of Church Street to north limit of Ailsa Drive/Verona Crescent South limit of Ailsa Drive/Verona Crescent to north limit of Wexford Drive
Nida Drive	East limit of Tulip Street and east limit of Lake Drive
North Street	South limit of Snooks Road and north limit of Burke Street
Oakmeadow Boulevard	North limit of Biscayne Avenue and south limit of Riverglen Drive
Old Homestead Road	West limit of Metro Road (YR 78) and east limit of Lake Drive
Old Shiloh Road	West limit of Weir's Sideroad and east limit of Park Road (YR 18)
Osbourne Street	North limit of Bouchier Street and north limit of Deer Park Drive
Parkview Avenue	East limit of Metro Road (YR 78) and west limit of The Queensway South
Pasadena Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Pete's Lane	South limit of Pepperlaw Road (YR 21) to the east limit of Pepperlaw Brook
Pine Beach Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Pinecrest Road	East limit of Forestry Drive and south limit of Waterfront Dr

COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
Pinery Lane	North limit of Lake Drive and east limit of Thompson Drive
Pineway Avenue	North limit of Glenwoods Avenue and south limit of Pine Beach Drive
Pleasant Boulevard	West limit of The Queensway (YR 12)
Port Street	North limit of Pepperlaw Road (YR 21) and north limit of Adeline Street
Queen Street	South limit of Black River Road (YR 80) and north limit of St. James Street
Raines Street	West limit of Osbourne Street and north limit of Bouchier Street
Richmond Park Drive	Arlington Drive and east limit of Whitestone Drive
Richmond Park Drive	West limit of Whitestone Drive and east limit of Glendower Crescent (west)
Richmond Park Drive	West limit of Glendower Crescent (west) and The Queensway South
River Street	East limit of High Street (YR 9) and north limit of King Street
Riverglen Drive	West limit of Woodbine Avenue (YR 8) and east limit Windover Drive
Riverglen Drive	West limit of Windover Drive and east limit of Oakmeadow Boulevard
Riverglen Drive	West limit of Oakmeadow Boulevard and east limit of The Queensway (YR 12)
Riverview Beach Road	North limit of King's Highway No. 48 and south limit of Irving Drive
Roselm Avenue	South limit of Biscayne Boulevard and north limit of Fairwood Drive
Royal Road	West limit of The Queensway (YR 12) and east limit of Lake Drive
Sedore Avenue	North limit of Mahoney Avenue and south limit of Lake Drive
Sheppard Avenue	North limit of Metro Road (YR 78) and south limit of Lake Drive
Shorecrest Road	North limit of Lake Drive and south limit of Crestwood Drive
Snooks Road	East limit of High Street (YR 9) and east limit of Fairpark Lane
South River Road	North limit of Black River Road (YR 80) and west limit of Southwood Crescent
Spring Road	West limit of The Queensway and east limit of Cook's Bay Drive
St. James Street	East limit of River Street and west limit of Georgina Street
Station Road	South limit of Pepperlaw Road (YR 21) and north limit of Old Homestead Road (YR 79)
Stoney Batter Road	North limit of Old Homestead Road (YR 79) and south limit of King's Highway No. 48
Sunnidale Boulevard	North limit of Faircrest Avenue and east limit of Grew Boulevard
The Queensway	North limit of Ravenshoe Road and south limit of Simcoe Avenue

COLUMN 1 - HIGHWAY	COLUMN 2 - BETWEEN
The Queensway	North limit of Simcoe Avenue and the south limit of Church Street
The Queensway	North limit of Church Street and south limit of Boyer's Road
Thompson Drive	East limit of Lorne Street and north limit of Lake Drive
Volga Avenue	W/S Kelenna Drive and Edith Street
Walter Drive	West limit of The Queensway (YR 12) and east limit of Lake Drive
Warden Avenue	North limit of Ravenshoe Road (YR 32) and south limit of Old Homestead Road (YR 79)
Warden Avenue	North limit of Old Homestead Road (YR 79) and south limit of Baseline Road (YR 8A)
Wasslow Avenue	East limit and west limit
Water Fringe Drive	west limit to east limit
Weir's Sideroad	North limit of Old Homestead Road (YR 79) and south limit of King's Highway No. 48
Wexford Drive	West limit of Woodbine Avenue to east limit of Natanya Boulevard West limit of Natanya Boulevard to east limit of Carrick Avenue
Willoughby Boulevard	West limit of Sheppard Avenue and west limit of Charles Crescent
Willow Drive	West limit of The Queensway (YR 12)
Windover Drive	North limit of Biscayne Avenue and south limit of Riverglen Drive
Wood River Bend	East of Dalton Road (YR 9) northeasterly to the end of the road
Woodland Drive	West limit of The Queensway (YR 12) and east limit of Windy Shore Drive
Wynhurst Road	West limit of The Queensway (YR 12)
York Street	Victoria Street (YR 82) easterly to end of road

COLUMN 1 - INTERSECTIONS

COLUMN 2 – STOP STREETS

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Ainslie Hill Crescent and Big Canoe Drive	Ainslie Hill Crescent north Big Canoe Drive
Baldwin Road and Valley View Drive	Valleyview Drive north of Baldwin Road
Bamburg st. and Beechener St.	Bamburg east of Beechener St.
Bamburg st. and Fred Cooper Way	Fred Cooper Way south of Bamburg
Bedford Road and Joan Street	All-Way Stop
Beechener St and Timberbank Square	Beechener St. south of Timberbank Square.
Bessborough Drive and Biscayne Avenue	Bessborough Drive south of Biscayne Avenue
Beverly Drive and McMillan Drive	All-Way Stop
Big Canoe Drive and Catering Road	Big Canoe Drive south of Catering Road
Biscayne Boulevard	Biscayne Boulevard and Oakmeadow Boulevard All Ways
Bramsey St. and Dr. George Burrows Parkway	All-way stop
Broadview Avenue and Highfield Crescent (south leg)	Highfield Crescent east of Broadview Avenue
Burnie Road and Lambrook Drive	Burnie Road west of Lambrook Drive
Camrose Drive and Panama Court	Panama Court south of Camrose Drive
Catering Road and Dalton Road	Dalton Road south of Catering Road
Catering Road and Country Mile Lane	All-Way Stop - Country Mile, Catering Road northbound and southbound
Chartwell Crescent and Tuch Drive	Tuch Drive east of Chartwell Crescent
Church Street and The Queensway North	The Queensway North north of Church Street
Cryderman's Sideroad and Lasher Lane	Cryderman's Sideroad east of Lasher Lane

COLUMN 1 - INTERSECTIONS

COLUMN 2 – STOP STREETS

Dalton Road and Lake Drive  
Donald Ingram Crescent and Danny Wheeler Boulevard  
Donald Ingram Crescent and Ken Davie Gate  
Duclos Point Road  
Elmdale Avenue and Hillside Drive  
Fontaine Drive and Chartwell Crescent  
George Ellis Drive and Connell Drive  
George Ellis Drive and Danny Wheeler Boulevard  
Georgette Street and Annshiela Drive  
Hedge Road and Lake Drive East  
Huntley Drive and Shore Crescent (south leg)  
  
Huntley Drive and Shore Crescent (south leg)  
Iveagh Drive and Arlington Drive  
Jaclyn Street and Douglas Street  
Joe Dales Drive and Laurendale Avenue  
John Link Ave and Baseline Rd.  
John Link Ave and Bramsey St.  
John Link Ave and Dr. George Burrows Parkway  
John Link Ave and Timberbank Square  
Ken Davie Gate and Danny Wheeler Boulevard

Dalton Road south of Lake Drive  
Donald Ingram Crescent north of  
Danny Wheeler Boulevard  
Ken Davie Gate south of Donald  
Ingram Crescent  
Blue Heron Drive  
Hillside Drive north of Elmdale  
Avenue  
Chartwell Crescent north of  
Fontaine Drive  
George Ellis Drive east of Connell  
Drive  
George Ellis Drive south of Danny  
Wheeler Boulevard  
Annshiela Drive east of Georgette  
Street  
Hedge Road South of Lake Drive  
East  
  
Huntley Drive south of Shore  
Crescent (south leg)  
Iveagh Drive south of Arlington  
Drive  
Douglas Street west of Jaclyn  
Street  
Joe Dales Drive and Laurendale  
Avenue  
John Link Ave north of Baseline Rd  
Bramsey East of John Link Ave and  
Lampkin St west of John Link Ave  
All-way stop  
John Link Ave south of Timberbank  
Square  
Ken Davie Gate north of Danny  
Wheeler Boulevard

COLUMN 1 - INTERSECTIONS	COLUMN 2 – STOP STREETS
Kenwood Avenue and Aleah Crescent	Aleah Crescent south of Kenwood Avenue
Lake Drive and Hedge Road	Lake Drive east of Hedge Road and west of Hedge Road
Lampkin St. and Dr. George Burrows Parkway	Dr. George Burrows Parkway east of Lampkin St.
Lampkin St. and Timberbank Square	Timberbank Square east of Lampkin St.
Malone Road and Lorne Street	Lorne Street south of Malone Road
Market Street and Market Square	Market Street east of Market Square
Medina Square and Medina Drive	Medine Drive west of Medina Square (east entrance)
North Channel Drive and Ashdale Road	Ashdale Road north of North Channel Drive
Parkwood Avenue and Aleah Crescent	Aleah Crescent south of Parkwood Avenue
Pine Post Road and Boyer's Road	Boyer's Road east of Pine Post Road
Pine Post Road and Boyer's Road	Boyer's Road west of Pine Post Road
	A partially stop controlled intersection at the intersection of Polva Promenade(S) and Polva Promenade(W)
Polva Promenade(S) and Polva Promenade(W)	
Prosser Crescent and Scotia Road	
Rail Trail Court and Catering Road	Rail Trail Court south of Catering Road
Rinaldo Road and Amberview Drive	Rinaldo Road south of Amberview Drive
Roselm Avenue and Biscayne Avenue	Roselm Avenue south of Biscayne Avenue
Routley Avenue and Klimek Boulevard	Klimek Boulevard west of Routley Avenue

COLUMN 1 - INTERSECTIONS	COLUMN 2 – STOP STREETS
Saltzburg Crescent (west leg) and Arlington Drive	Saltzburg Crescent (west leg) north of Arlington Drive
Sam Battaglia Crescent and Big Canoe Drive	Sam Battaglia Crescent north of Big Canoe Drive
Scotia Road and Black River Road	
Shore Crescent (north leg) and Huntley Drive	Shore Crescent (north leg) west of Huntley Drive
Spring Road and Ley Boulevard	Ley Boulevard north of Spring Road
Stennett Drive and Danny Wheeler Boulevard	Stennett Drive south of Danny Wheeler Boulevard
Stennett Drive and Connell Drive	Stennett Drive west of Connell Drive
Sunbird Boulevard and Skybird Lane	Skybird Lane south of Sunbird Boulevard
Tampa Drive and Camwood Drive	Camwood Drive north of Tampa Drive
The Queensway North and Church Street	Church Street east of The Queensway North
The Queensway North and Church Street	Church Street west of The Queensway North
Tim Jacobs Drive and Dovedale Drive	Tim Jacobs Drive - Westbound
Tim Jacobs Drive and Lowndes Avenue	Tim Jacobs Drive - Northbound
Wanicki Road and Wasslow Avenue	Wanicki Avenue east and west of Wasslow Avenue
Westpark Heights and Patricia Place	Patricia Place east of Westpark Heights
Wexford Drive and Carrick Avenue	Carrick Avenue north and south of Wexford Drive
Wexford Drive and Natanya Boulevard	Natanya Boulevard north and south of Wexford Drive
Willow Drive and Wynhurst Road	Wexford Drive east and west of Natanya Boulevard
	Wynhurst Road southerly

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COLUMN 1 - INTERSECTIONS

COLUMN 2 – STOP STREETS

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Windy Shore Drive and Woodland Drive

Wyndham Circle and Bramsey St

Wyndham Circle and Bramsey St

Wynhurst Road and Wynhurst Road

Woodland Drive east of Windy  
Shore Drive

Wyndham Circle north of Bramsey  
st

Wyndham Circle north of Bramsey  
st

Wynhurst Road northerly

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COLUMN 1 - INTERSECTIONS

COLUMN 2 – YIELD SIGNS

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Cryderman Side Rd. and Lasher Ln  
Moores Beach Rd. and Moores Beach Rd.  
Pleasant Boulevard and Lake Drive

A yield controlled intersection at the intersection of Cryderman Sideroad and Lasher Lane  
A yield controlled intersection at the intersection of Moores Beach Rd. and Moores Beach Rd.  
A yield controlled intersection at the intersection of Pleasant Boulevard and Lake Drive

COLUMN 1 - HIGHWAY	COLUMN 2 – BETWEEN	COLUMN 3 – TIMES OR DAY
Brecken Drive	The Queensway South (YR 12) to Thornlodge Drive	Anytime
Cedartam Street	Victoria Road (YR 82) to Old Shiloh Road	Anytime
		Anytime
Clarlyn Drive Glenwoods Ave	Metro Road (YR 78) westerly to Lake Drive the Queensway South (YR 12) to Lake Dr South	Anytime
Golf Road	Lake Drive North to Metro Road North (YR 78)	Anytime
		Anytime
Hedge Road	Lake Drive easterly to Park Road (YR 18)	Anytime
Lake Drive	Metro Road (YR 78) easterly to Dalton Rd	Anytime
Lake Drive North Laurendale Avenue	Church Street northerly to Metro Road (YR 78) Ravenshoe Road (YR 32) to Bostock Drive	Anytime
		Anytime
McDonough Avenue	Baseline road (YR 8A) to Dalton Road (YR 9)	Anytime
Old Shiloh Road	Victoria Rd (YR 82) to Park Road (YR 18)	Anytime
Prout Road	Ravenshoe Road (YR 32) to Old Shiloh Road	Anytime
Queen Street	St. James Street northerly to King Street	Anytime
Riveredge Drive	Woodbine Avenue (YR 8) westerly to The Queensway (YR 12)	

COLUMN 1 - HIGHWAY	COLUMN 2 – BETWEEN	COLUMN 3 – TIMES OR DAY
Riverglen Drive	Woodbine Avenue (YR 8) westerly to The Queensway (YR 12)	Anytime
St. James Street Thornlodge Drive	River Street easterly to Queen Street Ravenshoe Road (YR 32) to Bud Leggett Crescent	Anytime
Wexford Drive	Woodbine Avenue (YR 8) to Carrick Avenue	Anytime

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Abbey Road	Lake Drive East to South End	30
Adeline Drive	Lake Drive South to East End Cul-de-Sac	40
Ailsa Drive	Natanya Boulevard west to Carrick Avenue	40
Ainslie Hill Crescent	Big Canoe Dr. to Big Canoe Dr.	40
Albert Street	Franklin Beach Road east and south to end of road	30
Aleah Crescent	Lakeview Boulevard north to Glenwoods Avenue	40
Alexander Boulevard [Metro Road North]	Lake Drive East to Volga Avenue	30
Alice Avenue	Metro Road (YR 78) east to Cedar Grove Road	40
Allen Drive	Dalton Road (YR 9) west to end of road	40
Amberview Drive	Fairwood Drive to east end of road	40
Annamaria Drive	Spring Road south to Oakcrest Drive	40
Annsliela Drive	Georgette St. to The Queensway (YR 12)	40
Ashdale Road	Woodland Drive south to end of road	40
Ashwood Ave.	Blue Heron Dr. to E limit	40
Aynsley Place	Spring Road north to dead end	40
Baldwin Road	McCowan Road to Cryderman's Side Road	70
Baldwin Road	Cryderman's Side Road to Highway #48	70
Balfour Beach Road	W limit to Metro Rd. N	40
Bambi Crescent	Dovedale Drive to Dovedale Drive	40
Barton Avenue	Sheppard Avenue east to Woodbine Avenue (YR 8)	30
Bay Ct	Nida Dr. to N limit	30
Bayview Avenue	The Queensway (YR 12) west to Lake Drive	40
Bayview Avenue	The Queensway (YR 12) east to Rainbow Court	40
Bayview Avenue	Lake Dr. S to 50m eastwards	30
Beach Road	The Queensway west to Cooks Bay Drive	40
Bedford Road	Park Road (YR 18) west to end of road	40
Bessborough Drive	The Queensway (YR 12) east to end of road	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Bethel Sideroad	From Warden Avenue to Kennedy Road	70
Bethel Sideroad	between Warden Avenue for 520-metres eastward	50
Beverley Drive	The Queensway (YR 12) west and south to McMillan Drive	40
Big Canoe Drive	Catering Rd. to Catering Rd.	40
Birch Knoll Road	Sibbald Crescent east to Sibbald Crescent	40
Birch Road	Metro Rd. N to S limit	40
Biscayne Boulevard	The Queensway (YR 12) east to Woodbine Avenue (YR 8)	40
Black River Road	150m East of Park Road (YR 18) to Virginia Boulevard	70
Black River Road	Virginia Boulevard to Hadden Road	40
Black River Road	Park Road easterly for 150m	40
Blue Heron Drive	Duclos Point Road to East Limit	40
Blue Jay Boulevard	Larch Lane north to Lakeshore Road	40
Bonnie Blvd	Lorne St. to E limit	40
Bouchier Drive	Metro Road to dead end	30
Bowling Green Rd	Hillcrest Rd. to S limit	30
Boyers Road	900 metres east of Metro Road to Woodbine Avenue (YR 8)	70
Boyers Road	Warden Avenue to Woodbine Avenue (YR 8)	70
Boyers Road	Metro Road (YR 78) east 900 metres	50
Boyers Road	Metro Road west to dead end	30
Brenda Road	Louisa Street east to Marie Street	40
Brook Crescent	Forestry Drive east, south and west to Forestry Drive	40
Bruce Avenue	Ravenshoe Road (YR 32) north to end of road	40
Brule Lakeway	Lake Drive East to Metro Road North (YR 78)	30
Burke Street	Westwind Circle west to end of road	40
Burnaby Drive	Wexford Drive north to Glenora Place	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Burnie Road	Sunset Beach Road east to Lambrook Drive	40
Cameron Crescent	Queensway S to the Queensway S	40
Camwood Dr	Tampa Dr. to Hollywood Dr.	40
Canal Street	Ravenshoe Road (YR 32) north to end of road	40
Carley Road	Glenwoods Avenue to Ravenshoe Road (YR 32)	70
Carol Avenue	Metro Road (YR 78) south to end of road	40
Carolyn Street	Park Road (YR 18) west to end of road	40
Carrick Avenue	Natanya Boulevard to Natanya Boulevard	40
Catering Road	Baldwin Road to Old Homestead Road (YR 79)	60
Catering Road	From Dalton Road southwesterly approximately 300 metres	40
Catering Road	From approximately 300 metres southwesterly of Dalton Road to Old Homestead Road (YR 79)	50
Cedar Street	The Queensway west to Metro Road (YR 78)	40
Cedarholme Avenue	Lake Drive South to Pineway Avenue	40
Centre Road	Daisy Avenue south to end of road	40
Centro Ct	Clarlyn Dr. to North End Cul-de-Sac	30
Charles Crescent	Lake Drive North to Willoughby Boulevard	30
Chartwell Crescent	Carrick Avenue west, south to Fontaine Drive	40
Christidis Drive	Metro Rd. N to S limit	40
Church Street	The Queensway west to Metro Road	40
Church Street	Metro Rd to Lake dr N	30
Churchill Lane	Metro Road North (YR 78) to Mahoney Avenue	40
Churchill Lane	Lake Drive East to Metro Road North (YR 78)	30
Civic Centre Road	Baseline Road to Metro Road	60
Civic Centre Road	Lake Drive East to Metro Road North (YR 78)	30
Clarlyn Drive	Lake Drive north to Metro Road North (YR 78)	30
Clovelly Cove	S limit to Durham Rd 23	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Clovelly Cove	Clovelly Cove south to Seventh Street	40
Cooks Bay Drive	Ways Bay Drive west, north and east to Metro Road (YR 78)	40
Corners Ave	Clovelly Cove to E. Limit	40
Cottage Grove	Sheppard Ave. to E. Limit	30
Country Mile Lane	Kennedy Road (YR 3) to McCowan Road	70
Country Mile Lane	McCowan Road to Catering Road	70
Coxwell Street	Metro Road (YR 78) west to end of road	30
Craigmarw Boulevard	Metro Road (YR 78) west to Cooks Bay Drive	40
Crescent Beach Road	Lake Drive East to South End	30
Crestview Boulevard	The Queensway (YR 12) west of Beverley Drive	40
Crestwood Dr	Shorecrest Rd. to Lake Dr. N	30
Cronsberry Road	Larch Lane north to Lakeshore Road	40
Cronsberry Road	From King's Highway No. 48 northerly to Larch Lane	60
Cryderman's Side Road	Lasher Lane to Highway No. 48	70
Cryderman's Side Road	Baldwin Road to a point 230 metres south of Baldwin Road	60
Cryderman's Side Road	From a point 230 metres south of Baldwin Road to Lasher Land	70
Curley Street	Turner Street east to Metro Road (YR 78)	30
Daisy Avenue	Water Fringe Drive east to Isle Vista Drive	40
Dalton Road	Metro Road (YR 78) to Lake Drive East	40
Dalton Road	From Baseline Road (YR 8A) southerly to end of road	40
Dalton Road	Lake Drive East to North End	30
De Geer Street	Lake Drive East to Nasello Avenue	30
De La Salle Boulevard	Lake Drive East to South End [Metro Road North]	30
DeChalies Road	Christidis Drive to Kelenna Drive	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Deer Park Drive	From a point 200 metres east of Varney Road to Woodbine Avenue (YR 8)	70
Deer Park Drive	From a point approximately 200 metres east of Varney Road to Varney Road	40
Deer Park Drive	From Varney Road to a point approximately 200 metres west of Varney Road	40
Deer Park Drive	Metro Road North east 500 metres	50
Deer Park Drive	Lake Drive north to Metro Road North (YR 78)	30
Della Street	Black River Road south and west to end of road	40
Donna Drive	Holmes Point Road west to end of road	40
Doon Crescent	Natanya Boulevard to Natanya Boulevard	40
Dorothy Avenue	Joan Street west to end of road	40
Douglas Street	Jaclyn Street west to end of road	40
Dovedale Drive	The Queensway (YR 12) to east limit of Plan 65M-3384	40
Dovedale Drive	Woodbine Avenue (YR 8) to Roselm Avenue	40
Duclos Point Road	Highway No. 48 to a point 250 metres south of Blue Herson Drive	70
Duclos Point Road	250 metres south of Blue Heron Drive to a point 300 metres east of Blue Heron Drive	50
Duclos Point Road	south limit to north limit of north-south leg	40
Duclos Point Road	300 metres east of Blue Herson Drive to east end of east-west leg	70
Dunkirk Avenue	Hedge Road to South End	30
Dunnville Road	Burnaby Drive east to Woodbine Avenue (YR 8)	40
East Street	High Street (YR 9) east to Westwind Circle	40
Edith Street	Metro Rd. N to S limit	40
Elizabeth Street	Park Road (YR 18) west to end of road	40
Elm Avenue	The Queensway (YR 12) west to Lake Drive	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Elmdale Avenue	Hillside Drive to The Queensway South	40
Elmdale Avenue	Lakeview Boulevard to Hillside Drive	40
Elmhurst land	Elm Ave. to Bayview Ave.	40
Elmtree Lane	Lake Drive North to East End	30
Elmview Gardens	Lake Drive north to Metro Road North (YR 78)	30
Elmwood Road	Lake Drive East to Metro Road North (YR 78)	30
Evans Road	Park Road (YR 18) west to end of road	40
Evelyn Avenue	Metro Road (YR 78) east to Cedar Grove Road	40
Fairbank Avenue	Metro Road (YR 78) North to Lake Drive East	30
Fairpark Lane	St. James Street south to Snooks Road	40
Fairwood Drive	Biscayne Boulevard to Amberview Drive (east end)	40
Farley Circle	Lake Drive East to Metro Road North (YR 78)	30
Fenimore Place	Wexford Drive south to dead end	40
First Avenue	Old Homestead Rd. to Metro Rd. N	30
Florence Drive	Pefferlaw Road (YR 21) north to end of road	40
Fontaine Drive	Carrick Avenue west to dead end	40
Forestry Drive	Old Homestead Road (YR 79) southerly to the end of the road	40
Franklin Beach Road	Lake Drive East to South end	30
Frederick Street	Cedar Street north and west to Metro Road (YR 78)	40
Frog Street	Park Road (YR 18) to West End	70
Frog Street	Park Road (YR 18) to East End	70
Garden Avenue	The Queensway west to Cooks Bay Drive	40
Garrett Drive	Burke Street north and west to end of road	40
George Road	Carolyn Street to S limit	40
Georgette Street	Walter Drive north to Lake Drive	40
Georgina Street	Market Street north to end of road	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Glenora Place	Burnaby Drive east to Dunnville Road	40
Glenview Avenue	Larch Lane north to Lakeshore Road	40
Glenwoods Avenue	Warden Avenue to Woodbine Avenue (YR 8)	70
Glenwoods Avenue	Kennedy Road (YR 3) to Warden Avenue	70
Glenwoods Avenue	McCowan Road to Kennedy Road (YR 3)	70
Glenwoods Avenue	Lake Drive east to The Queensway (YR 12)	40
Golf Road	Metro Road North(YR 78) to Lake Drive North	30
Golfview Crescent	Wood River Bend north and east to Wood River Bend S limit to 1 <sup>st</sup> Ave	40
Greenwood Ave	Lake Drive East to 325m South of Lake Drive East	40
Grew Boulevard	325m South of Lake Drive East to Dalton Road (YR 9)	40
Guest Lane	Lake Drive East to North End	30
Gwendolyn Boulevard	The Queensway west to Metro Road (YR 78)	40
Hadden Road	King's Highway No. 48 northerly approximately 763 metres	60
Hadden Road	763m north of the intersection of Highway 48 to 230m northwards to Black River Rd.	40
Hadera Place	Carrick Avenue north, west to dead end	40
Haliburton Drive	Irene Drive south to Adeline Drive	40
Hardwood Drive	South Drive to Metro Road North (YR 78)	30
Hardwood Drive	Metro Road North(YR 78) to South End	30
Hattie Court	Old Homestead Road to end	40
Hawkins Street	High Street (YR 9) east to Westwind Circle	40
Hedge Road	Lake Drive East to Park Road	30
Henry Street	The Queensway east to end of road	40
Hillcrest Road	Lake Drive North to East End	30
Hillside Dr	Elmdale ave to Glenwoods ave	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Hoffman Dr	Thompson Dr. to Pinery Ln.	40
Hollywood Drive	Lake Drive South east to The Queensway (YR 12)	40
Holmes Point Road	King's Highway No. 48 to 763m north of King's Highway No. 48	60
Holmes Point Road	763m north of King's Highway No. 48 north and east to end of road	40
Huntley Drive	Metro Road North (YR 78) to Lake Drive East	30
Irene Drive	Lake Drive east to The Queensway (YR 12)	40
Irving Drive	Clovelly Cove southwest to Irving Drive	40
Irving Drive	Clovelly Cove west to end of road	40
Isle Vista Drive	South End Turnaround to Water Fringe Drive	40
Iveagh Drive	From Riveredge Drive to Arlington Drive	40
Jackie Lane	Churchill Ln. to Kennedy Rd.	40
Jackson's Point Avenue	Lake Drive East to Malone Road	30
Jacksonville Road	Metro Road (YR 78) south to end of road	40
Jaclyn Street	Carolyn Street to south limit	40
James Street	Main Street south to end of road	40
Joan Street	Bedford Road south to Black River Road (YR 80)	40
Joel Avenue	Metro Road (YR 78) south to end of road	40
Johnston Street	Pefferlaw Road (YR 21) north to end of road	40
Johnston Street	Florence Drive east to Johnston Street	40
Joilette Place	Burnaby Drive east, north to Dunnville Road	40
Jordan Street	Alexander Blvd. to Volga Ave.	40
Jubilee Road	Lake Drive East to South End	30
Kay Avenue	Larch Lane north to Lakeshore Road	40
Kelenna Drive	Metro Rd. N to Volga Ave.	40
Kennedy Road	Lake Drive East to Metro Road North(YR 78)	40
Kenwood Avenue	Lake Drive east to Aleah Crescent	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
King Street	Georgina Street west to the Black River	40
Kyle Crescent	Wexford Drive south to Wexford Drive	40
Ladyburn Drive	Wexford Drive north to Natanya Boulevard	40
Lagoon Drive	Lake Drive East to South End	30
Lake Drive East	Woodbine Ave to Hedge Road	30
Lake Drive North	Church Street to Metro Road North	30
Lake Drive North	Coxwell Street to Woodbine Ave	30
Lake Drive South	Ravenshoe Rd to Bayview Ave.	30
Lakeshore Road	E limit to Kay Avenue	40
Lakeview Boulevard	Lake Drive east to The Queensway (YR 12)	40
Lambrook Drive	Lake Simcoe south to end of road	40
Lancaster Ct	Glenwoods Ave. to N limit	40
Land Ends	Lake Dr. E to E limit	30
Larch Lane	Kay Avenue east to Glenview Avenue	40
Larsen Ave	Sibbald Cres. to North End	30
Laviolette Ave.	Blue Heron Dr. E limit	40
Lennox Avenue	Metro Road (YR 78) north to Willoughby Boulevard	30
Ley Boulevard	Spring Road north to end of road	40
Lindell Road	Pefferlaw Road (YR 21) south to end of road	40
Lockie Sideroad	Warden Avenue to Kennedy Road (YR 3)	70
Lorne Street	Bonnie Boulevard to Malone Road	40
Lorne Street	Lake Drive East to Bonnie Boulevard	30
Louisa Street	Metro Road North(YR 78) to Brenda Road	40
Loves Rd	Bayview Ave. to N limit	40
Lowndes Avenue	Glenwoods Avenue (YR 33) to Bayview Avenue (north)	40
Lynn St	E limit to Joan St.	40
Lyons Lane	Lake Drive East to Lake Drive East	30

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Mahoney Avenue	Churchill Lane east to Kennedy Road (YR 3)	40
Main Street	Pefferlaw Road (YR 21) east to Port Street	40
Malone Road	Jackson's Point Avenue east to Lake Simcoe	40
Maple Avenue	Hedge Road south to Black River Road (YR 80)	30
Maplewood Lane	Sibbald Crescent to East End	30
Margaret Place	From Iveagh Drive to the west end	40
Marie Street	Metro Road (YR 78) south to Brenda Road	40
Market Street	High Street (YR 9) east to end of road	40
McCowan Road	Ravenshoe Road (YR 32) to Glenwoods Avenue	70
McCowan Road	Glenwoods Avenue to Mount Pleasant Trail	70
McCowan Road	Mount Pleasant Trail to Old Homestead Road (YR 79)	70
McCowan Road	Old Homestead Road (YR 79) to Country Mile Lane	70
McCowan Road	Country Mile Lane to Baseline Road (YR 8A)	70
McDonough Avenue	High Street to Baseline Road (YR 8A)	40
McMillan Drive	The Queensway (YR 12) west to Beverley Drive	40
McNeill Road	Lake Drive East to Metro Road North (YR 78)	30
McRae Beach s	S limit to Duclos Point Rd.	40
Meadowlea Avenue	Grew Boulevard east to Sunnidale Boulevard	40
Medina Drive	Metro Road North (YR 78) east to Medina Square (east entrance)	40
Medina Drive	Metro Rd to Rayner's Rd	30
Medina Square	Medina Drive north, east and south to Medina Drive	40
Mellon Ave	Blue Heron Dr. to E limit	40
Metropolitan Crescent	Church Street south and west to end of road	40
Miami Drive	Lake Drive east to The Queensway (YR 12)	40
Middle Street	High Street (YR 9) east to end of road	40
Miles Road	Highway No. 48 to Highway No. 48	70

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Miles Road	King's Highway No. 48 southerly 600 metres	50
Montsell Avenue	Metro Road (YR 78) to Lake Drive East	30
Moores Beach Road	450m north of Duclos Point Road northerly and easterly to end of road	40
Moores Beach Road	Duclos Point Road to 450m north of Duclos Point Road	70
Moorings Road	King's Highway No. 48 north and west and north to Villa Drive	40
Morning Glory Road	Stoney Batter Road to Weir's Sideroad (YR 81)	70
Morning Glory Road	Weir's Sideroad to a point 340 metres west from Pepperlaw Road (YR 21)	60
Morning Glory Road	Pepperlaw Road (YR 21) west to a point 340 metres	40
Mount Pleasant Trail	Glenwoods Avenue to McCowan Road	60
Mourning Dove Rd		40
Mum's Avenue	Park Road (YR 18) west to Joan Street	40
Nasello Avenue	Ravenswood Drive to Dalton Road	30
Natanya Boulevard	Church Street to Carrick Avenue	40
Nellie Avenue	Metro Road (YR 78) east to end of road	40
Nida Drive	Metro Road North (YR 78) to end of road	40
Nida Drive	Lake Drive North to Metro Road North (YR 78)	30
North Channel Drive	The Queensway (YR 12) west to end of road	40
Northwood Road	Golfview Crescent west to end of road	40
Norval Road	Lake Drive East to Metro Road North (YR 78)	30
O'Connor Dr	Dalton Road east to Grew Boulevard	40
O'Dell Lane	Lake Drive East to South End Turnaround	30
Old Homestead Road	Metro Road (YR 78) to east to end of road	70
Old Homestead Road	Lake Drive North to Metro Road North(YR 78)	30
Old Shiloh Road	Park Road (YR 18) to West End	60
Old Shiloh Road	Park Road east to point 400 metres	70

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Old Shiloh Road	400 metres east of Park Road to a point 1.2km east of Park Road to Victoria Street	50
Old Shiloh Road	1.2km East of Park Road (YR 18) to Weir's Sideroad	70
Old Shiloh Road	Victoria Street (YR 82) to Weir's Sideroad	60
Orange Ct	Nida Dr. to N limit	40
Orchard Beach Road	Lake Drive north to Metro Road North (YR 78)	30
Osbourne Street	Lake Drive North to dead end	30
Paradise Drive	Lake Drive East to South End	30
Park Road East	Park Road South north and east to Park Road North	40
Park Road North	Park Road East north to end of road	40
Park Road South	Duclos Point Road north to Park Road West	40
Park Road West	Park Road South north to Park Road North	40
Parkview Road	The Queensway west to Metro Road (YR 78)	40
Parkway Avenue	Lake Drive east to end of road	40
Parkwood Avenue	Lake Drive east to Aleah Crescent	40
Pasadena Drive	Lake Drive east to The Queensway (YR 12)	40
Pete's Lane	Pefferlaw Road (YR 21) southerly to south limit of north-south leg	40
Pete's Lane	East limit of east-west leg to west limit of east-west leg	40
Pine Beach Drive	Lake Drive east to The Queensway (YR 12)	40
Pine Post Road	Osbourne Street west to Lake Simcoe	50
Pinecrest Road	Forestry Drive east and south to end of the road	40
Pinery Lane	Lake Drive East to Thompson Drive	30
Pineview Court	Pefferlaw Road (YR 21) north to end of road	40
Pineway Avenue	Pine Beach Drive south to S limit	40
Pleasant Boulevard	The Queensway South east to end of road	40
Pleasant Boulevard	N limit to the Queensway S	40
Pleasant Boulevard	The Queensway (YR 12) east to end of road	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Pollock Road	Warden Avenue to Woodbine Avenue (YR 8)	70
Pollock Road	Kennedy Road (YR 3) to Warden Avenue	70
Pollock Road	Mount Pleasant Trail to Kennedy Road (YR 3)	70
Pollock Sideroad	From a point approximately 450 metres east of Warden Avenue to a point approximately 950 metres west of Kennedy Road	60
Pompano Drive	Pasadena Drive south to Hollywood Drive	40
Poplar Avenue	Lake Drive East to South End	30
Port Street	Irving Dr. to N limit	40
Post Office Road	Lake Drive North to East End	30
Prout Road	Ravenshoe Road to Old Shiloh Road	70
Pugsley Avenue	Lake Drive East to South End	30
Queen Street	St. James Street north to Black River Road (YR 80)	40
Quinn Road	Pefferlaw Road (YR 21) to North End	40
Rail Trail Court	Catering Rd. and the end of the road	40
Rainbow Court	Lowndes Avenue to west end of road	40
Raines Street	From Metro Rd. N (YR 78) to Bouchier St.	30
Ravencrest Road	From Ravenshoe Road (YR 32) to Kennedy Road (YR 3)	50
Ravenswood Drive	Lake Drive East to North End	30
Rayner's Road	Lake Drive north to Metro Road North (YR 78)	30
Red Robin Road	Sina Street to Lake Drive East	30
Regent Street	Pete's Lane west to end of road	40
Richie Ave	Thompson Dr. to Pinery Ln.	30
Ridgeview Road	King's Highway No. 48 northerly to Old Homestead Road (YR 79)	60
Riley Avenue	Lake Drive East to North End	30

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Rinaldo Road	Fairwood Drive to Amberview Drive	40
River Street	High Street (YR 9) east and north to end of road	40
River Way Drive	River St. to W limit	40
Riverbank Drive	King's Highway No. 48 south to end of road	40
Riveredge Drive	The Queensway (YR 12) to Woodbine Avenue (YR 8)	40
Riverglen Drive	The Queensway (YR 12) to Woodbine Avenue (YR 8)	40
Riverside Drive	Hwy 48 to N limit	40
Riverview Beach Road	King's Highway No. 48 north to Johnston Street	40
Robert Street	Lake Drive north to end of road	40
Rockaway Road	Lake Drive south to end of road	30
Rockaway Road	Metro Road (YR 78) North to Lake Drive East	30
Rose St	W limit to Joan St.	40
Roselm Avenue	Biscayne Boulevard to Dovedale Drive	40
Rosnell Court	Pinery Ln. to E limit	40
Routley Road	Old Homestead Road (YR 79) to 0.2km South	70
Royal Road	The Queensway (YR 12) west to Lake Drive	40
Rushton Road	Lake Drive East to South End	30
Salvation Army Road	Lake Drive East to Metro Road North (YR 78)	30
Sam Battaglia Crescent	Big Canoe Dr. to Big Canoe Dr.	40
Sandra Drive	Joan Street west to end of road	40
Sandy Point Lane	Lake Drive North to Lake Drive North	30
Seaward Drive	Hedge Road south to George Rd.	40
Second Street	Clovelly Cove east to end of road	40
Sedore Avenue	Metro Road North(YR 78) to Lake Drive East	30
Sedore Avenue	Mahoney Avenue to Metro Road North(YR 78)	40
Seventh Street	Snowbird Ln. to E limit	30

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Shady Lane	Kennedy Rd. to E limit	40
Shangri-la Ln.	W limit to Shirlea Blvd.	40
Sheppard Avenue	Metro Road (YR 78) North to Lake Drive North	30
Sherie Drive	Wexford Drive south to Natanya Boulevard	40
Shirlea Boulevard	Lake Drive west and north to end of road	40
Shore Crescent	Huntley Drive to Huntley Drive	30
Shorecrest Road	Church st to Crestwood Drive	30
Shorecrest Road	Metro Road North(YR 78) to East End	30
Shoreline PI	Church street to South End	30
Sibbald Crescent	Hedge Road to Hedge Road	30
Silas Boulevard	The Queensway west to Metro Road (YR 78)	40
Simcoe Avenue	The Queensway west to Metropolitan Crescent	40
Sina Street	Lake Drive East to South End	30
Sixth Street	Clovelly Cove east and west to end of road	40
Smith Boulevard	Park Road to (2) KM east of Park Road	50
Snodden Road	Weirs Sideroad west to end of road	70
Snooks Road	High Street (YR 9) east to Fairpark Lane	40
South Channel Drive	The Queensway (YR 12) west to end of road	40
South Drive	Hardwood Drive south to end of road	40
South Drive	Lake Drive East to Metro Road North (YR 78)	30
South River Road	Black River Road (YR 80) north and east to Southwood Crescent	40
Southwood Crescent	South River Road north and east to South River Road	40
Southwood Road	Wood River Bend south to Southwood Crescent	40
Spring Road	The Queensway west to Cooks Bay Drive	40
Spring Road	The Queensway east to Carrick Avenue	40
St George Street	Alexander Blvd. to Volga Ave.	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
St. James Street	Georgina Street west to River Street	40
Station Road	Old Homestead Road (YR 79) northerly to Pepperlaw Road (YR 21)	40
Stoney Batter Road	Old Homestead Road (YR 79) to Morning Glory Road	70
Stoney Batter Road	Morning Glory Road to Highway No. 48	70
Sumach Drive	Larch Lane north to Lakeshore Road	40
Sunkist Road	King's Highway No. 48 north to Burnie Road	40
Sunnidale Boulevard	Sunnidale Boulevard south to Faircrest Avenue	40
Sunnidale Boulevard	Grew Boulevard east to Sunnidale Boulevard	40
Sunset Beach Road	King's Highway No. 48 north to Burnie Road	40
Tampa Drive	Lake Drive east and north to Hollywood Drive	40
Tennis Rd	Hillcrest Rd. to S limit	30
Terrace Drive	Lake Drive east to The Queensway (YR 12)	40
The Queensway North	700 meters north of Old Homestead Road to Deer Park Road	70
The Queensway North	Church Road northerly for 420 metres	40
The Queensway North	700 meters north of Old Homestead Rd to 525 meters south of Old Homestead Road	50
The Queensway North	Morton Road (YR 76) to Church Road	50
Third Avenue	Metro Road (YR 78) south to end of road	40
Thornlodge Drive	From Ravenshoe Road to Joe Dales Drive	40
Trillium Ct	Birch Rd. to E limit	40
Trivett's Road	Lake Drive East to South End	30
Tuch Drive	Carrick Avenue west to Chartwell Crescent	40
Tudor Place	Carrick Avenue south to dead end	40
Turner Street	Bouchier Street north to Curley Street	30
Valley Veiw Drive	Baldwin Road to Old Homestead Road (YR 79)	70
Valley Veiw Drive	Old Homestead Road (YR 79) to North End	70

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Varney Road	Boyers Road to to a point 200 metres south of Deer Park Road	70
Varney Road	Deer Park Drive to a point approximately 200 metres south of Deer Park Drive	40
Varney Road	From a point approximately 200 metres north of Deer Park Drive to Metro Road (YR 78)	60
Verona Crescent	Natanya Boulevard to Natanya Boulevard	40
Villa Drive	Moorings Road east to end of road	40
Vilnius Ln	1 <sup>st</sup> Ave to E limit	40
Virginia Boulevard	King's Highway No. 48 north to Black River Road	40
Volga Ave	Kelenna Dr. to Birch Rd.	40
Walter Drive	Lake Drive east to The Queensway (YR 12)	40
Wanicki Road	Morning Glory Road south to end of road	40
Warden Avenue	Bethel Sideroad to Old Homestead Road (YR 79)	50
Wasslow Avenue	Wanicki Road east and west to end of road	40
Water Fringe Drive	Woodfield Dr. to E limit	40
Waterbend Drive	Pleasant Boulevard north and west to end of road	40
Ways Bay Drive	Windy Shore Dr. to Spring Rd.	40
Weir's Sideroad	Old Homestead Road (YR 79) to Highway No. 48	70
West Street	High Street (YR 9) east to Fairpark Lane	40
Westwind Circle	Lake Drive East to Lake Drive East	30
Wexford Drive	Woodbine Avenue (YR 8) to Carrick Avenue	40
Willoughby Boulevard	Charles Crescent to Lennox Avenue	30
Willoughby Boulevard	Lennox Ave to Sheppard Ave	30
Willowview Road	Metro Road (YR 78) south to end of road	40
Windy Shore Drive	Ways Bay Drive south to end of road	40
Winnifred Drive	Lake Drive east to end of road	40

COLUMN 1 - HIGHWAY	COLUMN 2 – ROAD OR PORTION OF ROAD	COLUMN 3 – PRESCRIBED MAXIMUM RATE OF SPEED
Woda Ave	Volga Ave. to S limit	40
Wolford Ct		40
Wolford Gt	Metro Rd. N to Wolford Ct.	40
Wood River Bend	Dalton Road (YR 9) east and north to Golfview Crescent	40
Woodfield Drive	King's Highway No.48 to 570m north of King's Highway No.48	60
Woodfield Drive	570 meters north of Highway 48 northwards to end of road	40
Woodland Drive	The Queensway (YR 12) west to Windy Shore Drive	40
Woodycrest Avenue	Lake Drive east to Pineway Avenue	40
Wrendale Crescent	Dovedale Drive to Dovedale Drive	40
Wynhurst Road	The Queensway (YR 12) west to end of road	40
York Street	Victoria Road east to Mill Pond Lane	40

COLUMN 1 - ROAD OR PORTION OF ROAD

COLUMN 2 – PRESCRIBED MAXIMUM RATE OF SPEED

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COLUMN 1 - ROAD OR PORTION OF ROAD

COLUMN 2 – PRESCRIBED MAXIMUM RATE OF SPEED

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COLUMN 1 - ROAD OR PORTION OF ROAD

COLUMN 2 – LIMITS

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Arlington Drive	Woodbine Avenue (YR 8) to Richmond Park Drive
Bayview Avenue	Between Lake Drive South for 50m east
Biscayne Boulevard	From Woodbine Avenue (YR 8) to The Queensway South (YR 12)
Catering Road	From Dalton Road (YR 9) to a point 300 metres southeast of Catering Road
Dalton Road	From Baseline Road (YR 8A) to Catering Road
Hedge Road	From Lake Drive East to Park Road (YR 18)
Lake Drive East	Woodbine Avenue (YR 8) to Hedge Road
Lake Drive North	Coxwell Street to Woodbine Avenue (YR 8)
Lake Drive North	Between Metro Road North and Church Street/Shoreline Place (3.5 km – Rayners Park, Joy Marritt Parkette)
Lake Drive South	Between Ravenshoe Rd. and Bayview Ave.
Pete's Lane	From Pepperlaw Road (YR 21) to entrance to Pepperlaw Library
Ravencrest Road	Ravenshoe Road (YR 32) to Kennedy Road (YR 3)
Richmond Park Drive	Arlington Drive to The Queensway South (YR 12)
Riveredge Drive	Woodbine Avenue (YR 8) to The Queensway South (YR 12)

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COLUMN 1 - ROAD OR PORTION OF ROAD

COLUMN 2 – LIMITS

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Riverglen Drive	Woodbine Avenue (YR 8) to The Queensway South (YR 12)
The Queensway North	From Morton Avenue to 400 metres north of Church Street

CORPORATION OF THE TOWN OF GEORGINA  
IN THE  
REGIONAL MUNICIPALITY OF YORK

**BY-LAW NO. 2023-0088 (COU-2)**

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BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE  
COUNCIL MEETING HELD ON THE 22<sup>nd</sup> DAY OF NOVEMBER, 2023

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WHEREAS pursuant to Section 5(1) of the *Municipal Act, 2001*, S.O. 2001, c. M.25 (the Act) as amended, the powers of a municipality shall be exercised by its Council;

AND WHEREAS pursuant to Section 5(3) of the Act, a municipal power, including a municipality's capacity, rights, powers and privileges under Section 9 of the Act, shall be exercised by bylaw unless the municipality is specifically authorized to do otherwise;

AND WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Georgina at this meeting be confirmed and adopted by bylaw;

NOW THEREFORE, the Council of the Corporation of the Town of Georgina, in the Regional Municipality of York, enacts as follows:

1. The actions of the Council of the Corporation of the Town of Georgina at its meeting held on November 22, 2023, in respect of each recommendation contained in the Reports of the Departments and each motion and resolution passed and other action taken by the Council of the Corporation of the Town of Georgina at this meeting, is hereby adopted and confirmed as if all such proceedings were expressly embodied in this bylaw;
2. The Mayor and proper officials of The Corporation of the Town of Georgina are hereby authorized and directed to do all things necessary to give effect to the action of the Council of the Corporation of the Town of Georgina referred to in the preceding section hereof;
3. The Mayor or Deputy Mayor and Clerk or Deputy Clerk are hereby authorized and directed to execute all documents necessary on that behalf and to affix thereto the Seal of the Corporation of the Town of Georgina; and
4. For the purposes of the exercise of the authority of the head of Council to veto a bylaw in accordance with Section 284.11 of the Act, this Confirmatory Bylaw shall be deemed to be separate Confirmatory Bylaws for each item listed on the agenda.

READ AND ENACTED this 22<sup>nd</sup> day of November, 2023.

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Margaret Quirk, Mayor

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Rachel Dillabough, Town Clerk