

Town of Whitby

Staff Report

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Report Title: Settler's Court and Breezewood Court – Consideration of No Parking Restrictions

Report to: Committee of the Whole

Date of meeting: April 13, 2026

Report Number: PDE 03-26

Department(s) Responsible:

Planning and Development Department
(Engineering Services)

Submitted by:

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Planning and Development, x4309

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

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1. Recommendation:

1. That Council provide direction to staff regarding No Parking at the cul-de-sacs (turning bulbs) of Settler's Court and Breezewood Court;
2. If a No Parking restriction is approved by Council, that a By-law to amend By-law 8059-24 be brought forward for the consideration of Council; and,
3. That the Clerk be directed to forward PDE 03-26 to Durham Student Transportation Services (DSTS).

2. Highlights:

- Through Staff Reports PDE 10-25 and PDE 11-25, No Parking Restrictions on the cul-de-sacs (turning bulbs) of Settler's Court and Breezewood Court were proposed to support morning and afternoon school bus operations. Council directed staff to investigate an alternate stop location with Durham Student Transportation Services (DSTS).

- Field observations have shown that the prohibitions would be needed to ensure safe school bus operations and that parking demand is very low at the times the prohibitions are proposed.
- The No Parking restriction was requested by DSTS to support their bus routing.
- The alternative solution is to relocate the school bus stop location to the neighbourhood on the opposite (west) side of Anderson Street. Elementary students (Kindergarten through Grade 8) would be required to cross Anderson Street, using the existing Intersection Pedestrian Signal.

3. Background:

Durham Student Transportation Services (DSTS) had requested that No Parking be placed on the cul-de-sacs of Breezewood Court and Settler’s Court, to ensure a safe turning radius for school buses transporting students to and from the neighbourhood. This request was included in the October 27, 2025 Staff Report [PDE 10-25](#).

Through the discussion of PDE 10-25, Council requested additional consultation with impacted residents. Subsequently, staff provided residents with correspondence explaining the intent of the by-law change and how it would affect neighbourhood parking. The proposed No Parking was presented to Council in Staff Report [PDE 11-25](#).

In response to the notification, residents from Settler’s Court and Breezewood Court provided their concerns regarding school bus operations in the neighbourhood and the possible loss of parking supply through email submissions and a delegation at the December 1, 2025 Committee of the Whole meeting. The report was referred back to staff for further investigation of relocating the school bus stop and discussion with DSTS.

4. Discussion:

A citizen delegation at the December 2025 Committee of the Whole meeting, and resident submissions, provided input to Council on the proposed No Parking and identified several concerns. Their concerns are detailed in Table 1.

Table 1 Comments Received

Resident Comment(s)	Response
Buses must reverse to navigate cul-de-sac	<p>DSTS staff reviews routing in advance of choosing stop locations and have confirmed that reversing is not required to navigate the subject courts.</p> <p>On-street parking, snow, other on-road obstruction and driver ability may result in the need to reverse.</p>

Resident Comment(s)	Response
Buses travel on the wrong side of the road at the internal intersection	School buses are large vehicles that have a wide turning radius. It is not unexpected for a wider turn to be required at many Whitby neighbourhood intersections, particularly at local-to-local roads.
Neighbourhood drivers cannot see the extended stop sign when turning from the court (i.e., northbound left turn)	While the extended stop sign (located on the driver's side of the bus) may not be fully visible depending on the vehicles' approach, the red flashing lights on the front of the school bus are visible in advance of a driver approaching the intersection of Settler's Court and Breezewood Court to turn towards Anderson Street.
On-street parking prohibitions could be a challenge for residents and their visitors	While on-street parking is proposed to be restricted during the morning and afternoon bus activity times, on-street parking is still available within a short distance from the bulb (refer to Attachment 1).
The school bus stop location should be relocated to Duggan Avenue on the opposite (west) side of Anderson Street	<p>School bus stop locations are determined by DSTS. Relocating the school bus stop to Duggan Avenue would require elementary students (kindergarten to Grade 8), typically age four through fourteen, to cross Anderson Street.</p> <p>DSTS does not support a school bus stop for elementary students on Anderson Street.</p>
Cul-de-sac design cannot accommodate school buses	The cul-de-sac design would be compliant with Engineering Design Standards. DSTS confirms routing is feasible in advance of determining stop locations.

Following the delegation and comments received, the matter of parking restrictions on Settler's Court and Breezewood Court was referred to staff for further consideration and consultation with DSTS.

4.1 Consultation with DSTS

There are two buses with routes using the Settler's Court neighbourhood to pick-up and drop-off elementary school students. Approximately 10 students are eligible for bussing from this area.

If the bus stop location is to be moved, it would be relocated to the neighbourhood on the west side of Anderson Street. Elementary school aged students would cross

Anderson Street using the Intersection Pedestrian Signal (IPS) at Duggan Avenue. An IPS is a traffic signal that controls the main street vehicles through a traffic signal and side street traffic is controlled through stop control. Whitby currently has seven intersections with IPS control, including Dryden Boulevard at Civic Centre Drive/Brookwood Boulevard and Mary Street and Hickory Street.

The exact location of a new stop would be determined by DSTS considering their policies and current stop locations. DSTS does not support relocating the current neighbourhood stop for elementary students to Anderson Street.

Communication of any relocated school bus stop would be from DSTS to impacted families.

As an alternative, DSTS has proposed that a turnaround be established on Courtland Avenue or to connect Settler's Court to Courtland Avenue to allow for school buses to enter and exit the community without the need to turnaround using a cul-de-sac.

4.2 Staff Observations

Transportation Services staff attended the subject location on multiple occasions and noted the following:

- The flashing lights on the school bus are visible and drivers ought to be aware that students are boarding or unloading from the school bus.
- Due to the size of a school bus, encroachment into the opposing lane is needed. Through the Traffic By-law there is No Parking within 10m of any intersection to ensure this movement is unimpeded.
- During a winter event, that coincided with waste and recycling collection, a bus was observed reversing. Waste and recycling containers were observed on the road, likely as a result of snow.
- A hockey net was observed on the roadway.
- No on-road parked vehicles were observed.

4.3 Next Steps

Staff are seeking Council direction regarding the potential for No Parking within the cul-de-sac of Settler's Court and Breezewood Court. The No Parking restriction Monday to Friday, September through June, 7:00 – 9:30 a.m. and 2:00 – 4:30 p.m. is proposed to support the request from DSTS. The times of day proposed would support the morning student pick-up and the dropping-off students in the afternoon.

If a No Parking restriction is not supported by Council, DSTS would be advised accordingly, and they would relocate their bus stop location to the neighbourhood on the west side of Anderson Street. For safety reasons, school buses are not routed into communities where a back up is required or expected, therefore if a roadway is not clear enough for buses to move in a forward motion than the stop will be removed/relocated. Communication of any bus stop location changes would be from DSTS to the affected families.

5. Financial Considerations:

If directed by Council, the cost of manufacturing and installing the No Parking signage is estimated to be in the order of \$1,500. Subject to Council approval of the By-law amendments, the required funds to supply and install the required signage will be funded from capital project #40236405 Traffic Signage and Pavement Marking Initiatives. The project has an available budget of approximately \$253,120 funded from the Asset Management Reserve Fund.

If No Parking restrictions are not supported and the current school bus stop location is relocated to the neighbourhood on the west side of Anderson Street, there would be no cost to the Town of Whitby.

6. Communication and Public Engagement:

Notices for Report PDE 03-26 were delivered to residents of Breezewood Court and Settler's Court. The notification contained details of the staff report, potential impacts to students if the current school bus stop is relocated, and information for residents wishing to make delegations at Committee of the Whole.

7. Input from Departments/Sources:

Report PDE 03-26 was discussed with Durham Student Transportation Services to confirm accuracy and receive their input. The preference of DSTS is to continue to service Breezewood Court and Settler's Court with a bus stop directly in the community.

Transportation Services Staff contacted affected service delivery partners to establish what opportunities and limitations exist relative to the resident observations and the request for No Parking from Durham Student Transportation Services.

Waste Services staff have indicated that parking in a cul-de-sac can create operational challenges and potential service delays. Winter Maintenance Operations staff also indicated that parking in the cul-de-sac creates challenges both with snow storage and plowing operations. The space occupied by on-street parked vehicles reduced the turning radius below the intended design, limits snow storage in the boulevard, and increases storage demand in the center of the bulb, further reducing turning space. Although the proposed No Parking is limited to the morning and afternoon only, it may still be helpful in supporting Community Services.

If No Parking is approved, Operational Services staff would be requested to install the new signage. Installation would not occur until spring and where possible, existing posts will be used for signage.

Enforcement of any approved No Parking restrictions would be through Parking Services.

8. Strategic Priorities:

Report PDE 03-26 supports numerous Pillars, including Pillar 1 and Pillar 2 of Whitby's Community Strategic Plan: "Whitby's neighbourhoods – Safe, Healthy and Inclusive" and "Whitby's Natural and Built Environment – Connected and Resilient" by facilitating student transportation, providing clear passage of active transportation facilities, and

reducing congestion on Town roads. Pillar 4, which takes into consideration responding to the community while also considering the impact on the taxpayer, is also reinforced in the report.

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

9. Attachments:

Attachment 1 – Location of Potential No Parking

Attachment 2 – Draft Traffic By-law Amendment