



**Town of Aurora
Committee of the Whole
Meeting Revised Agenda**

Date: Tuesday, January 14, 2025
Time: 7 p.m.
Location: Council Chambers, Aurora Town Hall

Meetings are available to the public in person and via live stream on the [Town's YouTube channel](#). To participate, please visit aurora.ca/participation.

	Pages
1. Call to Order	
Note: Added items are marked with an asterisk (*).	
2. Land Acknowledgement	
3. Approval of the Agenda	
4. Declarations of Pecuniary Interest and General Nature Thereof	
5. Community Presentations	
6. Delegations	
*6.1 Erin Kilbride, McKenzie Marsh Ratepayers Association; Re: 65 St. John's Sideroad Development	1
7. Advisory Committee Meeting Minutes	
7.1 Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of November 27, 2024	2
1. That the Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of November 27, 2024, be received for information.	
7.2 Heritage Advisory Committee Meeting Minutes of December 9, 2024	6
1. That the Heritage Advisory Committee Meeting Minutes of December 9, 2024, be received for information.	
7.3 Mayor's Golf Classic Funds Committee Meeting Minutes of December 11,	11

2024

1. That the Mayor's Golf Classic Funds Committee Meeting Minutes of December 11, 2024, be received for information.

7.4 Environmental Advisory Committee Meeting Minutes of December 16, 2024 14

1. That the Environmental Advisory Committee Meeting Minutes of December 16, 2024, be received for information.

8. Consent Agenda

8.1 Memorandum from Councillor Thompson; Re: Lake Simcoe Region Conservation Authority Board Meeting Highlights of November 22, 2024 18

1. That the memorandum regarding Lake Simcoe Region Conservation Authority Board Meeting Highlights of November 22, 2024, be received for information.

8.2 Petition from Town of Aurora Residents of Murdock Avenue; Re: Addition of Murdock Avenue to the 2025 McLeod Drive Area Reconstruction Project 21

1. That the Petition from Town of Aurora Residents of Murdock Avenue regarding Addition of Murdock Avenue to the 2025 McLeod Drive Area Reconstruction Project be received for information.

9. Community Services Committee Agenda

10. Corporate Services Committee Agenda

11. Finance and Information Technology Committee Agenda

11.1 FIN25-001 - 2025 Final Budget Reconciliation to Full-Accrual Accounting 24

1. That Report No. FIN25-001 be received; and
2. That the reconciliation of the 2025 to 2026 operating budgets to the full-accrual basis of accounting, as required under Ontario Regulation 284/09, as summarized in Attachment 1 be endorsed.

11.2 FIN25-002 - Renewal of Rogers Communications Canada Inc. Provincial Vendor of Records Agreement 28

1. That Report No. FIN25-002 be received; and

2. That a Non-Standard Procurement be awarded to Rogers in the amount of \$800,000 for the purchase of cell phones and cellular plans.

12. Administration Committee Agenda

13. Operational Services Committee Agenda

13.1 OPS25-001 - Approval of Capital Budget No. AM0342 - Town Parking Lot Maintenance 32

1. That Report No. OPS25-001 be received; and
2. That the condition on the approval of and budget authority for Capital Project No. AM0342 – Town Parking Lot Maintenance in the amount of \$250,000 be lifted, resulting in total approved budget authority of \$550,000, and the project proceed, be approved.

14. Planning and Development Services Committee Agenda

14.1 PDS25-001 - Community Planning Permit System (CPPS) Project Information Report 42

1. That Report No. PDS25-001 be received for information.

14.2 PDS25-002 - Traffic Calming Request on Timberline Trail 48

1. That Report No. PDS25-002 be received for information.

14.3 PDS25-003 - Speed Limit Assessment on Stone Road 54

1. That Report No. PDS25-003 be received; and
2. That the existing posted speed limit of 50 km/h on Stone Road (north leg) from Bayview Avenue to Clift Road be maintained.

14.4 PDS25-006 - Train Whistle Cessation Program Assessment at Town Crossings 60

1. That Report No. PDS25-006 be received; and
2. That Council approve total budget authority of \$200,000 for the Train Whistle Cessation Safety Assessment capital project, representing a total increase of \$105,000 to be funded with \$52,500 from Roads & Related development charges and \$52,500 from the Growth & New Reserve.

14.5 PDS25-010 - Application for Draft Plan of Common Elements Condominium, Skale (15370 Leslie) Inc., 15370 Leslie Street, Block 1, Plan 65M-4743

70

File Number: CDM-2024-03, Related File Numbers: ZBA-2017-02, SP-2017-02, SUB-2019-02 and PLC-2024-03

1. That Report No. PDS25-010 be received; and
2. That the Draft Plan of Common Elements Condominium Application File No. CDM-2024-03 to establish a common elements condominium road for 32 townhouses be approved, subject to the conditions attached hereto as Schedule 'A' of this report.

15. Member Motions

16. Regional Report

16.1 York Regional Council Highlights of December 5, 2024

84

1. That the York Regional Council Highlights of December 5, 2024, be received for information.

17. New Business

18. Public Service Announcements

19. Closed Session

20. Adjournment



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Delegation Request

This request and any written submissions or background information for consideration by either Council or Committees of Council is being submitted to Legislative Services.

Council or Committee (Choose One) *

Committee of the Whole

Council or Committee Meeting Date * 

2025-1-14



Subject *

65 St. John's Sideroad Development

Full Name of Spokesperson and Name of Group or Person(s) being Represented (if applicable) *

Erin Kilbride, McKenzie Marsh Ratepayers Association

Brief Summary of Issue or Purpose of Delegation *

To remind & outline to council the position of the association regarding the proposed development at 65 St. John's Sideroad.

Have you been in contact with a Town staff or Council member regarding your matter of interest? *

Yes

No

I acknowledge that the Procedure By-law permits five (5) minutes for Delegations. *

Agree



**Town of Aurora
Active Transportation and Traffic Safety Advisory Committee
Meeting Minutes**

Date: Wednesday, November 27, 2024
Time: 7:00 p.m.
Location: Council Chambers, Aurora Town Hall

Committee Members: Steve Fleck
Owen Heritage (Vice Chair)
Lil Kim
Gino Martino

Members Absent: Giovanni Turla
Klaus Wehrenberg

Other Attendees: Councillor Wendy Gaertner (arrived at 7:40 p.m.)*
Michael Ha, Traffic and Transportation Analyst
Emily Freitas, Council/Committee Coordinator

*Attended electronically

1. Call to Order

The Chair called the meeting to order at 7:01 p.m.

2. Land Acknowledgement

The Committee acknowledged that the meeting took place on Anishinaabe lands, the traditional and treaty territory of the Chippewas of Georgina Island, recognizing the many other Nations whose presence here continues to this day, the special relationship the Chippewas have with the lands and waters of this territory, and that Aurora has shared responsibility for the stewardship of these lands and waters. It was noted that Aurora is part of the treaty lands of the Mississaugas and Chippewas, recognized through Treaty #13 and the Williams Treaties of 1923.

3. Approval of the Agenda

Moved by Gino Martino

Seconded by Steve Fleck

That the agenda as circulated by Legislative Services be approved.

Carried

4. Declarations of Pecuniary Interest and General Nature Thereof

There were no declarations of pecuniary interest under the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.

5. Receipt of the Minutes**5.1 Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of September 25, 2024**

Moved by Gino Martino

Seconded by Lil Kim

1. That the Active Transportation and Traffic Safety Advisory Committee Meeting Minutes of September 25, 2024, be received for information.

Carried

6. Delegations

None.

7. Matters for Consideration**7.1 Memorandum from Transportation and Traffic Analyst; Re: Request for Traffic Calming Measures on Timberline Trail**

Staff provided a brief summary of the memorandum and indicated that traffic calming measures are not warranted at the subject locations on Timberline Trail.

The Committee inquired about the possibility of installing flexible signs, and staff indicated that the pavement width is narrow and therefore does not fit the criteria.

The Committee and staff discussed various aspects of the report including low volume of traffic indicated in the traffic data, if the street is considered a collector roadway, and the possibility of neighbouring streets to qualify for traffic calming measures.

Moved by Steve Fleck

Seconded by Gino Martino

1. That the memorandum regarding Request for Traffic Calming Measures on Timberline Trail be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Request for Traffic Calming Measures on Timberline Trail be received and referred to staff for consideration and further action as appropriate.

Carried

7.2 Memorandum from Transportation and Traffic Analyst; Re: Stone Road Speed Limit Assessment

Staff provided a brief summary of the memorandum and indicated that the current posted speed limit of 50 km/h is appropriate and no reduction to the speed limit is recommended.

The Committee inquired about what methods were used by staff to determine that the speed reduction was not recommended, and staff indicated that an evaluation tool was used to assess the appropriate posted speed limits and a speed study for seven days to verify that the current posted speed limit is appropriate.

The Committee expressed support for a speed reduction from 50 km/h to 40 km/h for the subject locations.

Moved by Steve Fleck

Seconded by Gino Martino

Active Transportation and Traffic Safety Advisory Committee Meeting Minutes
November 27, 2024

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1. That the memorandum regarding Stone Road Speed Limit Assessment be received; and
2. That the Active Transportation and Traffic Safety Advisory Committee comments regarding Stone Road Speed Limit Assessment be received and referred to staff for consideration and further action as appropriate.

Carried

8. Informational Items

None.

9. New Business

The Committee expressed concerns regarding pedestrian safety around Aurora GO Station on Wellington Street and Industrial Parkway and inquired about providing additional street lighting by the parking garage.

The Committee expressed support for installing bike lanes.

10. Adjournment

Moved by Lil Kim

Seconded by Steve Fleck

That the meeting be adjourned at 7:50 p.m.

Carried



**Town of Aurora
Heritage Advisory Committee
Meeting Minutes**

Date: Monday, December 9, 2024
Time: 7 p.m.
Location: Holland Room, Aurora Town Hall

Committee Members: Bob McRoberts, Honourary Member (Vice Chair)
Cynthia Bettio*
John Green, Aurora Historical Society Representative
David Heard
Kevin Hughes*
Rocco Morsillo

Other Attendees: Mayor Tom Mrakas*
Councillor Ron Weese*
Adam Robb, Manager, Policy Planning and Heritage
Linda Bottos, Council/Committee Coordinator

*Attended electronically

1. Call to Order

The Vice Chair called the meeting to order at 7:15 p.m.

2. Land Acknowledgement

The Committee acknowledged that the meeting took place on Anishinaabe lands, the traditional and treaty territory of the Chippewas of Georgina Island, recognizing the many other Nations whose presence here continues to this day, the special relationship the Chippewas have with the lands and waters of this territory, and that Aurora has shared responsibility for the stewardship of these lands and waters. It was noted that Aurora is part of the treaty lands of the Mississaugas and Chippewas, recognized through Treaty #13 and the Williams Treaties of 1923.

3. Approval of the Agenda**Moved by** David Heard**Seconded by** John Green

That the revised agenda as circulated by Legislative Services be approved.

Carried**4. Declarations of Pecuniary Interest and General Nature Thereof**There were no declarations of pecuniary interest under the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.**5. Receipt of the Minutes****5.1 Heritage Advisory Committee Meeting Minutes of October 7, 2024****Moved by** John Green**Seconded by** Rocco Morsillo

1. That the Heritage Advisory Committee Meeting Minutes of October 7, 2024, be received for information.

Carried**6. Delegations****6.1 Christopher Watts, The Aurora Heritage Authority; Re: The Town of Aurora's Architectural Salvage Program**

Christopher Watts presented on the Town's Architectural Salvage Program and requested clarification on the status of the program, the disposition of items from the past, and the availability of any supporting previous documentation.

Moved by David Heard**Seconded by** Rocco Morsillo

That the comments of the delegation be received for information.

Carried

7. Matters for Consideration

7.1 Memorandum from Manager, Policy Planning and Heritage; Re: Draft Heritage Awards Program Guide

Staff gave an overview of the memorandum and proposed Heritage Awards Program Guide toward re-activation of the awards program.

The Committee expressed support for the proposed program and made suggestions regarding the addition of a youth award category; the addition of a potential category for the preservation/display of artefacts; a biennial heritage awards event to alternate with a potential heritage fair; and inclusion of a monetary award along with an award certificate or plaque. The Committee further recommended that the Heritage Awareness and Achievement award category for Individuals, Businesses, Groups and Organizations be split so that individuals would be able to be recognized in a separate distinct category in and of itself.

Moved by John Green

Seconded by Rocco Morsillo

1. That the memorandum regarding Draft Heritage Awards Program Guide be received; and
2. That the Heritage Advisory Committee comments regarding Draft Heritage Awards Program Guide be received and referred to staff for consideration and further action as appropriate.

Carried

7.2 Memorandum from Manager, Policy Planning and Heritage; Re: Draft Heritage Grant Program

Staff provided an overview of the memorandum and highlighted the inclusion of previous feedback from the Committee in the development of the Draft Heritage Grant Program.

The Committee expressed support for the proposed Heritage Grant Program and tiered approach. The Committee and staff further discussed various aspects including concerns regarding the increased graffiti in Town and grant support for repetitive graffiti remediation; federal and provincial grant opportunities and sharing of information with heritage

property owners as applicable; engaging with local hardware providers for discount opportunities; best practices in other municipalities; ineligible and retroactive projects; eligible applicants/owners of multiple properties; and grant funding from the Heritage Reserve Fund.

Moved by Rocco Morsillo

Seconded by David Heard

1. That the memorandum regarding Draft Heritage Grant Program be received; and
2. That the Heritage Advisory Committee comments regarding Draft Heritage Grant Program be received and referred to staff for consideration and further action as appropriate.

Carried

8. Informational Items

None.

9. New Business

The Committee requested an update on artefacts salvaged from 45 Tyler Street. Staff advised that artefacts are handled separately from the Salvage Program and any potentially eligible/significant pieces would be part of the separate Aurora Museum and Archives collection.

The Committee remarked on the delegate's comments about the need for an audit of Salvage Program items. Staff advised that the Heritage Advisory Committee and staff in 2017 determined that no remaining items in the program were deemed valuable for re-use and as such were disposed of, and no items have been collected since that time. With regard to future demolitions, staff further explained that the priority since 2017 has been to encourage re-use onsite, which is noted as a first priority in the Program Guide and a best practice, and that the Town can require a condition of approval to have an owner re-use any significant architectural feature as part of the new build onsite.

The Committee provided an update on the co-op student heritage research pilot project. Members were encouraged to contact Cynthia Bettio and Adam Robb if they are aware of any high school student interested in participating.

The Committee referred to the potential re-screening of the documentary film, Happy Woodland Pet Cemetery: Uncovering History, in the new year and advised that it would hopefully be viewed together with the 2015 pet cemetery documentary created by David Heard.

The Committee provided an update on Victrolia Hall, being an analog research library, and advised that the historical analog music collection, including curated pieces directly connected to Aurora, now has a new home on Vata Court and anyone interested in viewing the collection may reach out to David Heard. It was further advised that related programs will be held at the Aurora Public Library this weekend and in 2025.

The Committee expressed concerns with the current two-year term policy for committee membership and the potential loss of continuity.

The Committee inquired about the possibility of salvaging items from the planned demolition of the Sisman Shoe Company building, and commented on the significance of Sisman's history in Aurora and the need to preserve their story. Staff provided a response noting the OLT decision and potential further opportunity for review and commemoration at the site plan application stage.

The Vice Chair expressed appreciation to the Committee members for their contributions over the past two years and extended best wishes for the season.

10. **Adjournment**

Moved by David Heard

Seconded by Rocco Morsillo

That the meeting be adjourned at 8:50 p.m.

Carried



Town of Aurora
Mayor's Golf Classic Funds Committee
Meeting Minutes

Date: Wednesday, December 11, 2024

Time: 10 a.m.

Location: Video Conference

Members Absent: Angela Covert (Chair)
Michelle Black
Robert Gaby
Shaheen Moledina
Dan Winters

Members Absent: Abe Reiss (Vice-Chair)

Others Present: Jason Gaertner, Manager, Financial
Michael de Rond, Town Clerk

1. Call to Order

The Chair called the meeting to order at 10:00 a.m.

2. Land Acknowledgement

The Committee acknowledged that the meeting took place on Anishinaabe lands, the traditional and treaty territory of the Chippewas of Georgina Island, recognizing the many other Nations whose presence here continues to this day, the special relationship the Chippewas have with the lands and waters of this territory, and that Aurora has shared responsibility for the stewardship of these lands and waters. It was noted that Aurora is part of the treaty lands of the Mississaugas and Chippewas, recognized through Treaty #13 and the Williams Treaties of 1923.

Mayor's Golf Classic Funds Committee Meeting Minutes
December 11, 2024

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3. Approval of the Agenda

Moved by Michelle Black

Seconded by Shaheen Moledina

That the agenda as circulated by Legislative Services be approved.

Carried

4. Declarations of Pecuniary Interest and General Nature Thereof

There were no declarations of pecuniary interest under the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.

5. Receipt of the Minutes

5.1 Mayor's Golf Classic Funds Committee Meeting Minutes of September 5, 2024

Moved by Robert Gaby

Seconded by Dan Winters

1. That the Mayor's Golf Classic Funds Committee Meeting Minutes of September 5, 2024, be received for information.

Carried

6. Delegations

None

7. Matters for Consideration

7.1 Application from Learning Disabilities Association of York Simcoe; Re: Funding Request for Summer Camp

Moved by Michelle Black

Seconded by Robert Gaby

1. That the Application from Learning Disabilities Association of York Simcoe; Re: Funding Request for Summer Camp be deferred to a meeting in the new year.

Mayor's Golf Classic Funds Committee Meeting Minutes
December 11, 2024

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Carried

8. Informational Items

None

9. New Business

None

10. Adjournment

Moved by Michelle Black

Seconded by Dan Winters

That the meeting be adjourned at 10:08 a.m.

Carried



**Town of Aurora
Environmental Advisory Committee
Meeting Minutes**

Date: Monday, December 16, 2024
Time: 7 p.m.
Location: Holland Room, Aurora Town Hall

Committee Members: Councillor Wendy Gaertner (Vice Chair)
 Councillor Rachel Gilliland (Chair)*
 Nicole Arsenault
 Shun Chen*
 Denis Heng
 Kristen Martens
 Ken Turriff

Members Absent: Pippette Eibel
 Alain Godin

Other Attendees: Natalie Kehle, Program Manager, Energy and Environment
 Will Stover, Analyst, Energy and Climate Change
 Linda Bottos, Council/Committee Coordinator

*Attended electronically

1. Call to Order

The Vice Chair called the meeting to order at 7:04 p.m.

2. Land Acknowledgement

The Committee acknowledged that the meeting took place on Anishinaabe lands, the traditional and treaty territory of the Chippewas of Georgina Island, recognizing the many other Nations whose presence here continues to this day, the special relationship the Chippewas have with the lands and waters of this territory, and that Aurora has shared responsibility for the stewardship of these lands and waters. It was noted that Aurora is part of the treaty lands of the

Mississaugas and Chippewas, recognized through Treaty #13 and the Williams Treaties of 1923.

3. Approval of the Agenda

Moved by Ken Turriff

Seconded by Councillor Gilliland

That the agenda as circulated by Legislative Services be approved.

Carried

4. Declarations of Pecuniary Interest and General Nature Thereof

There were no declarations of pecuniary interest under the *Municipal Conflict of Interest Act, R.S.O. 1990, c. M.50*.

5. Receipt of the Minutes

5.1 Environmental Advisory Committee Meeting Minutes of October 21, 2024

Moved by Councillor Gilliland

Seconded by Ken Turriff

1. That the Environmental Advisory Committee Meeting Minutes of October 21, 2024, be received for information.

Carried

6. Delegations

None.

7. Matters for Consideration

7.1 Memorandum from Program Manager Energy and Environment; Re: 2023 Energy and Environment Progress Report

Staff introduced new staff member, Will Stover, Analyst, Energy and Climate Change, who will also be participating in future Committee meetings. Staff presented an overview of the 2023 Energy and Environment Progress Report with a focus on two of the five main themes:

Climate Resiliency; and Energy and Greenhouse Gas Emissions (community and corporate levels); summarizing the actions and progress of the Town's various environmental strategic plans toward mitigating and adapting to climate change.

The Committee and staff discussed various aspects including LEED certification and Town review of best practices/research into a new building standard for new corporate facilities or major reconstruction; consideration of Net-Zero type and Passive House building standards; the Town's annual anti-idling campaign and education-based policy and the potential need for an anti-idling policy and by-law specific to school zones; a proposal to include anti-idling education in the local school curriculum; flood resiliency; the Town's Green Development Standard (GDS) and requirements for new developments; the Green Municipal Fund Community Efficiency Financing grant to support the feasibility study of a home energy retrofit loan program toward mitigating the barriers for Aurora residents; scope 3 emissions tracking; and tracking of embodied carbon emissions.

The Committee expressed appreciation for the staff presentation, data and progress report, as well as the development of a baseline. It was suggested that future reports would have the opportunity to include multi-year data trending in order to determine whether the Town is on track and how to move forward.

Moved by Councillor Gilliland

Seconded by Ken Turriff

1. That the memorandum regarding the 2023 Energy and Environment Progress Report on be received; and
2. That the Environmental Advisory Committee comments regarding the 2023 Energy and Environment Progress Report be received and referred to staff for consideration and further action as appropriate.

Carried

8. Informational Items

None.

9. New Business

Councillor Gaertner, on behalf of Councillor Gilliland, extended happy holiday wishes to all.

The Committee expressed appreciation to the Councillors and staff for their leadership and guidance.

Councillor Gilliland expressed appreciation to all members and staff for their engagement on the Committee.

10. Adjournment

Moved by Councillor Gilliland

Seconded by Ken Turriff

That the meeting be adjourned at 8:29 p.m.

Carried



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora
Memorandum
Councillor's Office

Re: Lake Simcoe Region Conservation Authority Board Meeting Highlights of November 22, 2024

To: Mayor and Members of Council

From: Councillor Michael Thompson

Date: January 14, 2025

Recommendation

- 1. That the memorandum regarding Lake Simcoe Region Conservation Authority Board Meeting Highlights of November 22, 2024, be received for information.**

Attachments

- Lake Simcoe Region Conservation Authority Board Meeting Highlights of November 22, 2024

Board Meeting Highlights

November 22, 2024

Announcements

- a) Chair Riepma welcomed returning Board member Councillor Joe Gough from the Township of Ramara, who has been appointed in place of Councillor Sherri Bell.
- b) Senior Director, Communications and Engagement, Kristen Yemm, was pleased to share that Education Program Specialist, Cassandra Connell, applied to become a mentor in [Take Me Outside](#), a national charitable organization that works to raise awareness and enable action on nature connection and outdoor learning. Not only has Cassandra become a mentor, but she has also been selected as the Ontario Regional Coordinator for their pilot program. Selected from a candidate pool of 128, Cassandra is one of only eight across Canada and three in the northern US. This exciting opportunity for Cassandra and the Conservation Authority will showcase our skills, expertise and leadership in outdoor learning and support for educators in taking kids outside to learn about, and connect with, nature.
- c) Senior Director, Communications and Engagement, Kristen Yemm, was pleased to advise that the Conservation Authority's public engagement platform, <https://yoursay.lsrca.on.ca/>, now includes a link to the Lake Simcoe Conservation Preserve, providing updates on project activities on the Conservation Authority's most recently acquired land.

Presentations:

a) **Third Quarter 2024 Financial Report and Year-End Forecast**

Director, Finance, Katherine Toffan, provided an overview of the Third Quarter 2024 Financial Report and Year-End Forecast, noting an operational surplus of \$1,498K at September 30th. The main drivers of this surplus include salary gapping for open positions in a number of departments, along with fees higher than expected in Planning and Development. She noted Annual Priorities for 2024 are on track and progressing well. Reserve transfers are on track, while reserve draws for year-end are forecast to be under budget. Staff are forecasting a surplus for year-end.

Looking ahead to 2025, staff are progressing well with filling vacancies. In Planning and Development, it is unknown at this time if the fees freeze will continue. Construction on the new Nature Centre at Scanlon Creek will begin in January, with operating impacts expected in 2026.

To view this presentation, please click this link: [Third Quarter 2024 Financial Update and Forecast Presentation](#)



b) A Digital Strategy for the Lake Simcoe Region Conservation Authority

General Manager, Integrated Watershed Management, Don Goodyear, together with Director, Information Services & Technology, Geoff Peat, provided an overview of the Conservation Authority's Digital Transformation project. Digital transformation is a process of using digital technologies to create new or modify existing processes, and customer experiences to meet changing organizational demands. He outlined the steps required including assessment of current digital capabilities, identification of key areas for improvement, development of a roadmap for implementation, and continuous evaluation and adaptations of strategies. An assessment found gaps in terms of technology, skills, business processes and data management, with these areas becoming the key areas for the strategy to focus on. The expected outcomes include improved operational efficiency, enhanced customer experience and community engagement, better data management and analysis, and increased transparency and accountability.

To view this presentation, please click this link: [Digital Strategy Presentation](#)

Staff Reports:

Third Quarter 2024 Financial Report and Year-End Forecast

The Board received Staff Report No. 52-24-BOD regarding the Conservation Authority's Third Quarter 2024 Financial Report and Year-End Forecast.

A Digital Strategy for the Lake Simcoe Region Conservation Authority

The Board received Staff Report No. 53-24-BOD regarding the Conservation Authority's Digital Strategy.

2024 Lake Simcoe Region Conservation Authority Conservation Areas Strategy – Final Draft

The Board received Staff Report No. 54-24-BOD regarding the Conservation Authority's Conservation Areas Strategy and approved the 2024 Lake Simcoe Region Conservation Authority Conservation Areas Strategy for implementation.

Conservation Areas Parking Fees

The Board received Staff Report No. 55-24-BOD regarding the reassessment of the parking fees program and approved staff recommendation that parking at the Lake Simcoe Region Conservation Authority's Conservation Areas continues to be provided without charge until further notice.

For more information or to see the full agenda package, visit [LSRCA's Board of Directors' webpage](#).



TOWN OF AURORA

MCLEOD DRIVE RECONSTRUCTION PROJECT
PUBLIC INFORMATION CENTRE

Aurora Town Hall- 100 John West Way- Leksand Room 1st Floor
October 22nd, 2024 - 5:00pm to 7:00pm



24 DEC 23 3:27PM 545

COMMENT SHEET- PLEASE PRINT

Please print all responses. Use back of page if necessary

Dec 23, 2024

Dear Mr. McArthur and Town Clerk,

The petition attached states our displeasure at being omitted from our neighbourhood road project. Murdoek Avenue is an original road and the ONLY one not slated to be repaired ^{in 2025.} This makes no sense to myself and my neighbours. Common sense suggests this should be done at the same time due to cost, neighbourhood upheaval and state of the road. Coming back in 2027 is not acceptable to us. Please respond to our petition. We await a more acceptable outcome.

Sincerely, from a 34 year
Aurora resident,

Mary Louise Colantonio
Mary Louise Colantonio

Please submit this comment sheet by October 26th 2024 to either

Glen McArthur, P.Eng
Municipal Engineer
Town of Aurora
Email: gmcarthur@aurora.ca
100 John West Way
Aurora, ON
L4G 6J1

Courtney Hough, P.Eng
Capital Projects (Linear) Group Lead
Ainley Group
Email: courtney.hough@ainleygroup.com
550 Welham Road
Barrie, ON
L4N 8Z7

Name:

Mailing Address

Telephone #

Email Address

Pg 1

Policy No. GOV-9 – Petition Policy

**Petition
To the Town of Aurora
From Residents of Murdock Avenue**

To: Aurora Town Council
100 John West Way, Box 1000
Aurora, ON
L4G 6J1

We request that the one remaining road, Murdock Avenue, of the subdivision immediately north of Wellington St. and directly east of Bathurst St., which has not been previously, or will be in the future McLeod Area Project of 2025, rehabilitated, be added to the watermain, stormwater, and road rehabilitation project slated for the summer of 2025. This project will repair the rest of the subdivision and no valid reason has been given for the exclusion of Murdock Avenue.

Contact persons: Frank Colantonio or Mary Louise Colantonio, 21 Murdock Ave., Aurora, ON

October 19, 2024

Name	Address	Signature
Mary Louise Colantonio	21 Murdock Ave	Mary Louise Colantonio
FRANK COLANTONIO	21 MURDOCK AVE	[Signature]
JIM ZACHER	11 MURDOCK AVE	[Signature]
Nancy Stevenson	8 Murdock Ave	[Signature]
Geoff Broughton	24 Murdock Ave	[Signature]
Beth Bertenshaw	31 Murdock Ave	[Signature]
DAVID GRASBY	45 MURDOCK AVE	[Signature]
Maria Jacobson		[Signature]
NORM BUSSIERES	49 Murdock Ave	[Signature]
NAVOOD Zolfighani	37 murdock AV	[Signature]
Douglas Reid	26 Murdock Ave	[Signature]
De5 Reid	26 Murdock Ave	[Signature]
Dorel Letz - Dragg	19 Murdock Ave	[Signature]

By signing this petition, I hereby acknowledge that this petition will become a public document at the Town of Aurora and that all information contained in it will be subject to the scrutiny of the Town, and will be publicly available. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Town Clerk, 100 John West Way, Box 1000, Aurora, ON, L4G 6J1

Policy No. GOV-9 – Petition Policy

**Petition
To the Town of Aurora
From Residents of Murdock Avenue**

Pg 2

To: Aurora Town Council
100 John West Way, Box 1000
Aurora, ON
L4G 6J1

We request that the one remaining road, Murdock Avenue, of the subdivision immediately north of Wellington St. and directly east of Bathurst St., which has not been previously, or will be in the future McLeod Area Project of 2025, rehabilitated, be added to the watermain, stormwater, and road rehabilitation project slated for the summer of 2025. This project will repair the rest of the subdivision and no valid reason has been given for the exclusion of Murdock Avenue.

Contact persons: Frank Colantonio or Mary Louise Colantonio, 21 Murdock Ave., Aurora, ON



Name	Address	Signature
STEVE EICHENBAUM	18 MURDOCK AVE.	<i>[Signature]</i>
CAROL EICHENBAUM	18 MURDOCK AVE	<i>[Signature]</i>
Morgan Lindsay	17 Murdock Ave	<i>[Signature]</i>
Amir Cheshmriam	5 Murdock Ave	<i>[Signature]</i>
MIKE CHRISTENSEN	7 MURDOCK AVE	<i>[Signature]</i>
Sasha Yaguy	25 Murdock Ave	<i>[Signature]</i>
Annette Kohler	12 Murdock Ave	<i>[Signature]</i>
Merv Lye	30 MURDOCK AVE	<i>[Signature]</i>
Mike Muller	39 Murdock Ave	<i>[Signature]</i>
DAVE ROBINSON	15 MURDOCK AVE	<i>[Signature]</i>
Caroline Colantonio	21 Murdock AVE.	<i>[Signature]</i>

By signing this petition, I hereby acknowledge that this petition will become a public document at the Town of Aurora and that all information contained in it will be subject to the scrutiny of the Town, and will be publicly available. Questions about the collection and disclosure of personal information contained in this petition should be directed to the Town Clerk, 100 John West Way, Box 1000, Aurora, ON, L4G 6J1



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Town of Aurora
Committee of the Whole Report
No. FIN25-001

Subject: 2025 Final Budget Reconciliation to Full-Accrual Accounting

Prepared by: Jason Gaertner, Manager, Financial Management

Department: Finance

Date: January 14, 2025

Recommendation

1. That Report No. FIN25-001 be received; and
2. That the reconciliation of the 2025 to 2026 operating budgets to the full-accrual basis of accounting, as required under Ontario Regulation 284/09, as summarized in Attachment 1 be endorsed.

Executive Summary

This report seeks Council's endorsement of the Town's reconciliation of the 2024-26 Budget to the full-accrual basis of accounting.

- Ontario Regulation 284/09 requires the budget be reconciled on the full-accrual basis of accounting

Background

The Budget Committee completed the review of the Mayor's budget in November 2024. The amended budget was then adopted on November 28, 2024.

Analysis

Ontario Regulation 284/09 requires the budget be reconciled on the full-accrual basis of accounting

Ontario Regulation 284/09 requires municipalities to report on whether they are budgeting for amortization expenses, post-employment benefit expenses, asset

retirement obligations and post-closure expenses. It also requires that this report normally be prepared prior to adopting the budget for that year.

Attachment 1 includes a reconciliation of the proposed 2025 to 2026 Budget. The Budget was completed based on a modified accrual method of accounting and the Public Sector Accounting Board Standards use the full-accrual method.

Advisory Committee Review

Not applicable.

Legal Considerations

This report, including Attachment 1, satisfies the requirements under Ontario Regulation 284/09 filed under the Municipal Act, 2001.

Financial Implications

There are no direct financial implications as a result of this report.

Communications Considerations

The public has been informed of Council's adoption of the 2025 to 2026 Budget and 10-Year Capital Plan through regular channels, including a press release, social media and external newsletters. Updated budget information will be included on the reverse side of the Final Tax Bill Brochure included with all mailed tax billings to be issued in June. The full budget details have been updated to the Town's Budget and Financial Information page on our website, including the detailed capital sheets of all approved projects. Communications will inform and educate the public about the revised in-year budget process through its various channels.

Climate Change Considerations

This report does not directly impact greenhouse gas emissions or climate change adaptation. Climate change has been considered in the adopted 2025 to 2026 Budget.

Link to Strategic Plan

The previous adoption of the Town's three-year operating, and 10-Year Capital Budget supports all aspects of the Strategic Plan.

Alternative(s) to the Recommendation

1. None.

Conclusions

In accordance with Ontario Regulation 284/09 section 2, the Town of Aurora has provided the reconciliation of the recently adopted 2025 to 2026 Budget and 10-Year Capital Plan to the full-accrual basis of accounting.

Attachments

Attachment 1 – Reconciling the 2025 to 2026 adopted budgets with PSAB standards

Previous Reports

FIN24-057, 2025 to 2026 Budget and 10-Year Capital Plan, November 5, 2024.

Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

Approved by Rachel Wainwright-van Kessel, CPA, CMA, Director, Finance

Approved by Doug Nadorozny, Chief Administrative Officer

Attachment #1

Reconciling the 2025 to 2026 Proposed Budgets with PSAB Standards

(in \$000's)	2025				2026			
	Modified Accrual		Reporting Change	Operating and Capital	Modified Accrual		Reporting Change	Operating and Capital
	Operating	Capital*			Operating	Capital*		
Revenues								
Adopted budget	125,888	65,338	-	191,225	130,130	29,900	-	160,030
Transfers from reserves			-55,602	-55,602			-30,097	-30,097
Total Revenues	125,888	65,338	-55,602	135,624	130,130	29,900	-30,097	129,933
Expenses								
Adopted budget	125,888	65,338	-	191,225	130,130	29,900	-	160,030
Transfers to reserves			-16,746	-16,746			-19,182	-19,182
Acquisition of tangible capital assets			-50,755	-50,755			-22,704	-22,704
Debt principal repayments			-904	-904			-425	-425
Amortization			21,269	21,269			23,676	23,676
WSIB			332	332			449	449
Post employment benefits			2,012	2,012			2,090	2,090
Total Expenses	125,888	65,338	-44,792	146,433	130,130	29,900	-16,095	143,935
Deficit	-	-	-10,809	-10,809	-	-	-14,002	-14,002

*As per ten year capital plan.



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Town of Aurora
Committee of the Whole Report
No. FIN25-002

Subject: Renewal of Rogers Communications Canada Inc. Provincial Vendor of Records Agreement

Prepared by: Michael Mulvenna, Manager Information Technology

Department: Finance

Date: January 14, 2025

Recommendation

1. That Report No. FIN25-002 be received; and
2. That a Non-Standard Procurement be awarded to Rogers in the amount of \$800,000 for the purchase of cell phones and cellular plans.

Executive Summary

The purpose of this report is to seek Council approval to award a Non-Standard Procurement technology contract for the purposes of updating outdated cellular technology while providing substantial cost savings to the Town.

- Provincial agreements, such as Vendor of Records (VOR) and Ontario Education Collaborative Marketplace (OECM) agreements, provide quality technology products competitively procured by the province
- A Non-Standard Procurement with Rogers for cellular phones and plans will create significant savings of approximately \$230,000 over the next 10 years

Background

The Town currently piggybacks on a Provincial Vendor of Record (VOR) agreement for the purchase of mobile phones, iPads, and associated cellular plans through Rogers Communications Canada Inc. The VOR contract expired on July 31, 2024. The province recently released the details of the replacement VOR in October 2024. After the new

agreement was released, staff were able to review the agreement and determine the value that it would provide to the Town.

Analysis

Provincial agreements, such as Vendor of Records (VOR) and Ontario Education Collaborative Marketplace (OECM) agreements, provide quality technology products competitively procured by the province

VOR and OECM agreements provide competitive pricing and discounts, and a variety of options to reduce overall cost to the Town. Many suppliers waive their shipping fees, provide enhanced warranty and customer service levels including convenient, efficient, and expeditious ordering processes.

The province conducted a competitive procurement process to select the vendor. The Town does not have to repeat this process and can piggyback on their agreements. The province has vetted the vendors, ensured their products and services meet the specifications identified, and has followed a competitive process. The vendor is contractually obligated to provide the province with the agreed upon pricing for the duration of the contract and allow municipalities to join the contract.

A Non-Standard Procurement with Rogers for cellular phones and plans will create significant savings of approximately \$230,000 over the next 10 years

The table below shows the estimated savings the new plan will bring to the Town. Estimates are based on current usage.

Table 1
Annual savings resulting from new contract

	Previous Plan	New Contract	Savings
Average Monthly Cost*	\$4,767.05	\$2,825.75	\$1,941.30
Annual Savings*	\$57,204.60	\$33,909.00	\$23,295.60
Estimated over 10 Years* (Contract duration)	\$572,046	\$339,090	\$232,956

* Based on current number of phones and plans.

Advisory Committee Review

None.

Legal Considerations

The Town's Procurement By-law requires that non-standard procurements over \$250,000 be approved by Council for staff to proceed. Applicable agreements will be entered into with the vendor for the services and will be reviewed by Legal Services. To see the pricing or contract details set out in the provincial agreements, the Town is required to enter into non-disclosure agreements for these procurements. As such, detailed pricing or contract details are confidential.

Financial Implications

The new Provincial VOR agreement provides a discount of 50 per cent on hardware (the actual mobile phones and iPads) and provides a significant drop in the monthly plan charges (includes both data and voice).

The cost savings for the new cellular voice and data plans will provide a savings of approximately 23 per cent for the base plan and 68 per cent for the unlimited plan. These plans and costs are dependent on the individual staff members data usage.

As shown in Table 1 in the Analysis Section, the estimated cost savings over the 10-year contract life span will be approximately \$230,000 for the Town. These savings will be reflected in the 2026 budget and will help offset any other pressures that may arise.

Communications Considerations

This report will be posted on the Town's website.

Climate Change Considerations

The recommendations from this report do not directly impact greenhouse gas emissions or climate change adaptation.

Link to Strategic Plan

This report is directly linked to the Community Pillar of the Strategic Plan and more specifically Objective 2: Invest in sustainable infrastructure with a goal to maintain and expand infrastructure to support forecasted population growth through technology.

Alternative(s) to the Recommendation

1. Council provides direction.

Conclusions

For reasons outlined in this report staff is recommending renewing the Provincial VOR agreement with Rogers for the Town. The VOR agreement followed a competitive procurement process led by the province. This agreement will provide quality service, cost savings, and a positive end user experience.

Attachments

None.

Previous Reports

None.

Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

Approved by Rachel Wainwright-van Kessel, CPA, CMA, Director, Finance

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora
Committee of the Whole Report
No. OPS25-001

Subject: Approval of Capital Budget No. AM0342 – Town Parking Lot Maintenance

Prepared by: Luigi Colangelo, Manager of Public Works

Department: Operational Services

Date: January 14, 2025

Recommendation

1. That Report No. OPS25-001 be received; and
2. That the condition on the approval of and budget authority for Capital Project No. AM0342 – Town Parking Lot Maintenance in the amount of \$250,000 be lifted, resulting in total approved budget authority of \$550,000, and the project proceed, be approved.

Executive Summary

The purpose of this report is to provide Council with further information relating to the conditionally approved 2025 Capital Budget project No. AM0342 for Town Parking Lot Maintenance, detailing recommendations, targeted years and associated financial requirements as per the 2021 Municipal Parking Lot Infrastructure Assessment undertaken by the Engineering Division:

- A comprehensive parking lot infrastructure assessment was undertaken in 2021 through the Engineering Division to gauge maintenance and repair requirements.
- Parking Lot infrastructure requires both ongoing maintenance/repair and capital renewal resulting in a shared responsibility between Roads and Engineering Divisions.

- Project will deliver significant benefits to the community, both in terms of enhanced safety, increased accessibility and long-term sustainability.
- Significant maintenance works completed in 2024 construction season, with remaining maintenance of parking lots as per the infrastructure study recommendations planned over next three years, within the 10-year Capital Plan.

Background

A comprehensive parking lot infrastructure assessment was undertaken in 2021 through the Engineering Division to gauge maintenance and repair requirements.

In 2021, Council approved the Municipal Parking Lot Infrastructure Assessment across all 26 Town-owned parking lots. This project provided maintenance and repair recommendations for each parking lot based on a comprehensive condition assessment conducted by a consultant. The findings highlighted significant deficiencies in the condition, accessibility, safety, and environmental performance of these assets. Addressing these issues would ensure the Town's parking lots are safer, more functional, and better aligned with modern accessibility standards, while also extending the lifespan of the infrastructure until full reconstruction can be scheduled. Below are the key findings:

1. Condition Assessment

Each parking lot was evaluated using a modified Pavement Condition Index (PCI) scale ranging from 0-100, which helped assess the severity of pavement and structural issues. Many of the parking lots were found to be in poor condition, with PCI scores indicating that immediate repairs would be needed to address severe pavement deterioration, structural cracks, and unsafe conditions. These issues pose significant risks to both vehicular and pedestrian safety, making it imperative that timely repairs be made to prevent further degradation and reduce repair costs in the future.

2. Accessibility and Safety

Several parking lots were found to have poor-quality pavement markings, deteriorated curbs, and inadequate accessibility features, particularly in lots constructed before the Accessibility for Ontarians with Disabilities Act (AODA). These deficiencies impact the safety and convenience of users, especially those with mobility challenges. The consultant recommended several improvements, including widening accessible parking spaces to meet AODA standards, adding tactile indicators to guide visually impaired

pedestrians, and enhancing pedestrian and vehicular circulation to improve overall safety. These upgrades ensure the parking lots are fully accessible and provide a safer experience for all users.

3. Environmental Standards

Environmental concerns were also identified, particularly in terms of stormwater management. Many parking lots were found to have insufficient stormwater systems, with inadequate grading and sediment controls leading to potential flooding and water pollution. To address these issues, the consultant proposed design improvements, including the installation of oil grit separators, bioswales, and improved stormwater collection systems. These upgrades will help mitigate environmental impacts by improving water quality, reducing runoff, and supporting sustainable management of stormwater.

4. Stakeholder Feedback

Community and stakeholder feedback further highlighted key concerns regarding parking deficits, inefficient traffic flow, and the need for better pedestrian connectivity. Many residents expressed frustration with the lack of accessible and functional parking spaces, and concerns were raised about the challenges of navigating parking lots, particularly during peak times. The proposed repairs and improvements, based on both the consultant's recommendations and stakeholder input, aim to address these concerns by optimizing the use of available space, improving traffic circulation, and enhancing pedestrian access to and within the parking lots.

Parking Lot infrastructure requires both ongoing maintenance/repair and capital renewal resulting in a shared responsibility between Roads and Engineering Divisions.

The Roads and Engineering Divisions each play a crucial role in ensuring these assets are maintained and are safe for public use.

The Roads Division is tasked with the ongoing, day-to-day maintenance of infrastructure including necessary repairs and regular upkeep to components such as asphalt (including crack sealing and pothole repairs), concrete sidewalks and curb repairs, pavement markings, signage, stormwater management systems, retaining walls, street lighting, and railings. These activities are essential in keeping the parking lots operational and safe on a short-term basis, but they do not address the broader, long-term need for complete infrastructure renewal.

The Engineering Division is responsible for planning and budgeting larger capital projects that address the full reconstruction of the parking lots, involving more extensive work such as repaving, redesigning traffic flow, and replacing aging infrastructure that is beyond repair. Engineering has identified the complete reconstruction of parking lots within their 10-year capital plan, reflecting the long-term strategic need to address these assets holistically. This planning ensures that the Town is prepared to tackle major upgrades when funding becomes available, balancing the need for urgent maintenance with the longer-term vision for comprehensive renewal.

On September 24, 2024, Council approved an updated Asset Management Plan for the Town which was compliant with the final phase requirements of the provincial municipal asset management regulation. This updated Asset Management Plan included the documentation of defined levels of service for all of its capital asset categories, including its parking lot infrastructure, upon which all future asset management decisions are to be based.

Analysis

Project will deliver significant benefits to the community, both in terms of enhanced safety, increased accessibility and long-term sustainability.

One of the key benefits is ensuring that the Town's parking lots are fully compliant with the Accessibility for Ontarians with Disabilities Act (AODA). By upgrading the infrastructure to meet AODA standards (wider parking spaces/curb cuts/tactile plates), these spaces will become more accessible to individuals with disabilities, ensuring equal access for all residents and visitors. This is an essential step in creating a more inclusive and equitable community.

Additionally, investing in the timely repair and maintenance of Town parking lots will reduce the potential for future liability claims. Well-maintained parking lots with properly marked spaces, repaired curbs, and safe pedestrian pathways significantly lower the risk of accidents, slip-and-fall injuries, or vehicle damage. When the parking lots are in a good state of repair, the Town will not only avoid costly legal claims but also build public trust, as residents will have confidence in the safety and functionality of these public spaces. Ultimately, the project objectives will contribute to a safer, more accessible, and resilient community for years to come.

If a parking lot requires overlaying of asphalt staff will look at overall parking lots space allotment and opportunity for improvements in the layout. There may be potential to add

additional regular parking bays and/or additional accessible bays, maximizing lot capacity to its fullest.

The proposed capital project represents a necessary step in addressing the current deficiencies in the Town's parking lots, which have been in a poor state for a lengthy period. By approving this project, Council would be taking a proactive approach to municipal asset management. Improving both the safety and functionality of these essential public spaces, supports Operations in their critical role of maintaining and ensuring the continued use of the lots until the full reconstruction work is implemented.

Significant maintenance works completed in 2024 construction season, with remaining maintenance of parking lots as per the infrastructure study recommendations planned over next three years, within the 10-year Capital Plan.

The following charts illustrate the parking lot maintenance works completed in 2024 and the planned works for 2025 and 2026 which focus on both high-priority repairs and preventive maintenance to extend the lifecycle of parking lots across the Town.

2024 (Works Completed)

LOCATION	SCOPE OF WORK
Temperance Street Parking Lot	<ul style="list-style-type: none"> • Mill and overlay of 756m² of asphalt area • Two Catch basin adjustments. • Remove and replace 25.5m of curbs. • New pavement markings.
John Graves Simcoe Armoury (Former Hydro Building)	<ul style="list-style-type: none"> • Remove and replace 70.2m² of concrete sidewalk. • Remove and replace 98.6m of barrier curb. • Remove and Replace 6.81m² of concrete ramp for AODA compliance. • Remove and replace 23.5m² of interlock. • Mill and Overlay 1,492m² of asphalt. • Install two tactile plates for AODA compliance. • Adjust one catch basin.
Joint Operations Centre (JOC)	<ul style="list-style-type: none"> • Remove and Replace 40m² of Concrete Sidewalk. • Remove and Replace 7m of curb. • Adjustment of 12m of interlock pavers. • Adjustment of four catch basins. • Mill and overlay of 531m² of asphalt.
John West Way (Town Hall)	<ul style="list-style-type: none"> • Remove and Replace 35m² of concrete sidewalk.

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Report No. OPS25-001

	<ul style="list-style-type: none"> Remove and Replace 17m of barrier curb and gutter.
1400 Wellington Street East (SARC)	<ul style="list-style-type: none"> Adjustment of one catch basin. Repair of one sinkhole in Northeast end of parking lot.

2025

LOCATION	SCOPE OF WORK
Factory Theatre Parking Lot	<ul style="list-style-type: none"> Perform a mill and overlay to restore surface functionality. Localized patching of the entranceway, approximately 42m². Complete crack sealing with localized patching of approximately 175m. Adjust the sanitary maintenance hole, which is currently raised. Re-align 50 precast concrete curbs to improve the lot's overall safety and usability. <p>Objective: Address significant pavement deterioration and accessibility challenges while extending the service life of the parking lot.</p>
Summit Park Parking Lot	<ul style="list-style-type: none"> Crack sealing and drainage corrections to prevent water infiltration and ensure proper runoff. Mill and overlay approximately 400m² of asphalt, with localized patching to address ponding issues around catch basins and ensure positive drainage. Restriping parking lot lines for improved visibility and usability. <p>Objective: Ensure effective drainage and improve safety for users while addressing surface wear.</p>
Ada Johnson Park Parking Lot	<ul style="list-style-type: none"> Crack sealing and sealcoating to address surface wear and extend the life of the pavement. Perform a mill and overlay for approximately 1,250m², including localized patching. Adjust one sanitary maintenance hole for better integration with the pavement.

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2025

LOCATION	SCOPE OF WORK
	<ul style="list-style-type: none"> • Paint two stop bars and install "No Entry/One Way" signage for improved traffic flow. • Install a "No Parking Snow Storage" sign to facilitate winter operations. <p>Objective: Improve the structural and functional performance of the parking lot while addressing traffic management concerns</p>

2026

LOCATION	SCOPE OF WORK
McMahon Park Parking Lot	<ul style="list-style-type: none"> • Routine maintenance, including 108m of crack sealing with localized patching to prevent further deterioration. • Remove and replace eight precast concrete curbs to restore edge stability. • Install "Yield" signage at Fleury Street south of the parking lot for improved traffic control. • Adjust one catch basin to ensure effective stormwater capture. <p>Objective: Perform preventive maintenance to extend the life of the parking lot and improve safety features.</p>
Aurora Community Centre Parking Lot	<ul style="list-style-type: none"> • Preventive maintenance, including surface sealing and minor repairs to protect the pavement from weathering. • Re-grade 335m² of permeable paving in the parking lot to address uneven surfaces. • Remove and replace 53m of concrete curb for enhanced durability and aesthetics.

2026

LOCATION	SCOPE OF WORK
	<ul style="list-style-type: none"> • Install "One Way" signage along the rear laneway to improve traffic flow. <p>Objective: Ensure the long-term usability of the parking lot while addressing minor wear and traffic concerns.</p>
Confederation Park Parking Lot	<ul style="list-style-type: none"> • Routine preventive maintenance, including 34m of crack sealing with localized patching. • Remove and replace 29 precast concrete curbs and 40m of concrete curbs. • Remove and replace 28m² of existing asphalt with base repair at the parking lot entrance. • Overlay 62m² of asphalt with localized patching. • Remove an existing 64m chain-link fence in poor condition and replace it with a new chain-link fence of the same length. • Remove and replace 13m² of concrete sidewalks for improved accessibility. <p>Objective: Maintain the lot's structural integrity and improve safety features while addressing minor deficiencies.</p>

Advisory Committee Review

Not Applicable.

Legal Considerations

The Town is responsible for ensuring proper maintenance and safety of its parking lots. If the parking lots fall into a condition of disrepair or poor maintenance, it will lead to a

higher risk of injury, accidents and damages, which may result in an increase in claims. An increase in claims would likely negatively impact the Town's insurance costs.

Financial Implications

Prior to the 2025 -2026 Budget process, a total of \$300,000 in budget authority has been approved for Project No. AM0342 – Town Parking Lot Maintenance, with all funding coming from the Facility Asset Management reserve.

The adopted 2025 capital budget includes a further \$250,000 in budget authority for this project resulting in a total revised budget authority of \$550,000. This additional amount is funded fully from the Facility Asset Management reserve as well.

Staff recommend that Council lift the condition on Project No. AM0342 – Town Parking Lot Maintenance and allow this project to proceed.

Communications Considerations

The Town will inform residents in particular those expected to be impacted, in advance of the maintenance works planned via signage, social media, and advertisements.

Climate Change Considerations

The recommendations have a minor impact on greenhouse gas emissions but play an important roll mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Link to Strategic Plan

This project supports the Strategic Plan Goal of Supporting an Exceptional Quality of Life for all by improving transportation, mobility, and connectivity. This project maintains a well-managed and fiscally responsible Municipality.

Alternative(s) to the Recommendation

1. Council could defer Capital Project No. AM0342 funding request. The current back log of deficiencies identified will remain in poor condition and continue to deteriorate which would increase future costs.

Conclusions

Lifting the conditional approval and fully approving this capital project will allow Operational Services to proceed with essential maintenance across the 26 Town-owned parking lots, as assessed in 2021. The consultant's findings clearly demonstrate that immediate action is required to address critical issues, including pavement deterioration, accessibility barriers, safety hazards, and environmental concerns. By approving this project, Council will not only ensure that these parking lots are maintained to a safe and functional standard, but will also extend their lifespan, reducing the likelihood of more expensive repairs in the future. Furthermore, addressing the identified concerns will significantly improve the parking experience for residents and visitors, enhance compliance with AODA, mitigate liability risks, and support the Town's environmental sustainability goals.

The timely approval of this project is a proactive, cost-effective step that will benefit the community in the short-and long-term. It is an investment in safety, accessibility, and the continued efficient operation of the Town's public infrastructure.

Attachments

None.

Previous Reports

None.

Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

Approved by Sara Tienkamp, Director, Operational Services

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora
Committee of the Whole Report
No. PDS25-001

Subject: Community Planning Permit System (CPPS) Project Information Report

Prepared by: Dania Asahi Ogie, Policy Planner

Department: Planning and Development Services

Date: January 14, 2025

Recommendation

1. That Report No. PDS25-001 be received for information.

Executive Summary

This report provides information for Council regarding the Community Planning Permit System project.

- The Community Planning Permit System (CPPS) is a planning tool that consolidates three applications to streamline the review and approval process.
- The Community Planning Permit System Project will be informed by public consultation and developed over the course of 2025.

Background

The Community Planning Permit System (CPPS) is a planning tool that consolidates three applications to streamline the review and approval process.

A Community Planning Permit System (CPPS) is a tool under the *Planning Act* that consolidates Zoning, Site Plan, and Minor Variance application processes into one application that allows municipalities to issue development permits with just one application review and approval process. Combined with a shorter approval timeline of 45 days, this system streamlines and provides more timely approvals for applications.

The CPPS comes into effect through a Community Planning Permit By-law. The bylaw would contain development standards and permitted uses, much like a zoning bylaw. By

initiating the CPPS, the Town is positioning itself proactively by setting the required development standards and obligations that must be met in order for an applicant to receive a development permit approval.

Analysis

The Community Planning Permit System Project will be informed by public consultation and developed over the course of 2025.

The CPPS will be developed in cohesion with the ongoing Streetscape Urban Design Study. Priorities of the CPPS project will be to:

- Define the specific geographic area that the CPPS will be applied to (generally being the historic downtown core of Yonge Street, with Wellington Street to the north, Church Street to the south, Victoria Street to the east and Temperance Street to the west).
- Develop regulations related to land use, height, setbacks, step backs, and other urban design aspects.
- Develop conditions that are required to be met in any new development, such as affordable housing opportunities or public art.

The development of the CPPS is expected to be informed by extensive public consultation and development over 2025. A general overview of the anticipated project timeline is provided below:

Date	Milestones
Q1 2025	Project commencement
Q1 2025	Background research for CPPS
Q2 2025	Public engagement (open house)
Q2 2025	Public engagement (public meeting)
Q3 2025	Feedback incorporation
Q4 2025 / Q1 2026	Project conclusion with the passing of a Community Planning Permit System By-law

Advisory Committee Review

None.

Legal Considerations

Implementation of a Community Planning Permit system at the Town will entail adoption of an official plan amendment and implementation of a community planning permit by-law. As part of the project, staff will develop and bring forward any necessary legislative tools for Council consideration and adoption.

Financial Implications

The Town's adopted 2025 Capital budget includes \$250,000 of budget authority in support of this initiative in the form of Project No. SO0086 – Community Planning Permit System.

Communications Considerations

Town planning staff will work with the Communications Division to set up an Engage Aurora webpage where residents are able to ask questions, submit comments, and also stay up to date with the project timeline and public engagement events. As the project progresses, staff will create social media marketing materials along with print advertisements for all public engagement opportunities.

Climate Change Considerations

The CPPS will promote sustainable developments that are part of a walkable complete community. The CPPS can also look to address maintaining or increasing street trees and other environmental initiatives which are known to improve air quality and reduce the urban heat island effect.

Link to Strategic Plan

The CPPS supports the Strategic Plan goal of Strengthening the Fabric of our community by promoting sustainable development and working with residents and stakeholders to manage growth effectively.

Alternative(s) to the Recommendation

None.

Conclusions

This report provides an overview of the Community Planning Permit System project. The CPPS allows the Town to plan proactively for future growth, and will be informed by extensive public consultation and development over 2025.

Attachments

Attachment 1 – Community Planning Permit System Diagram

Attachment 2 – Community Planning Permit System Boundary Map

Previous Reports

None.

Pre-submission Review

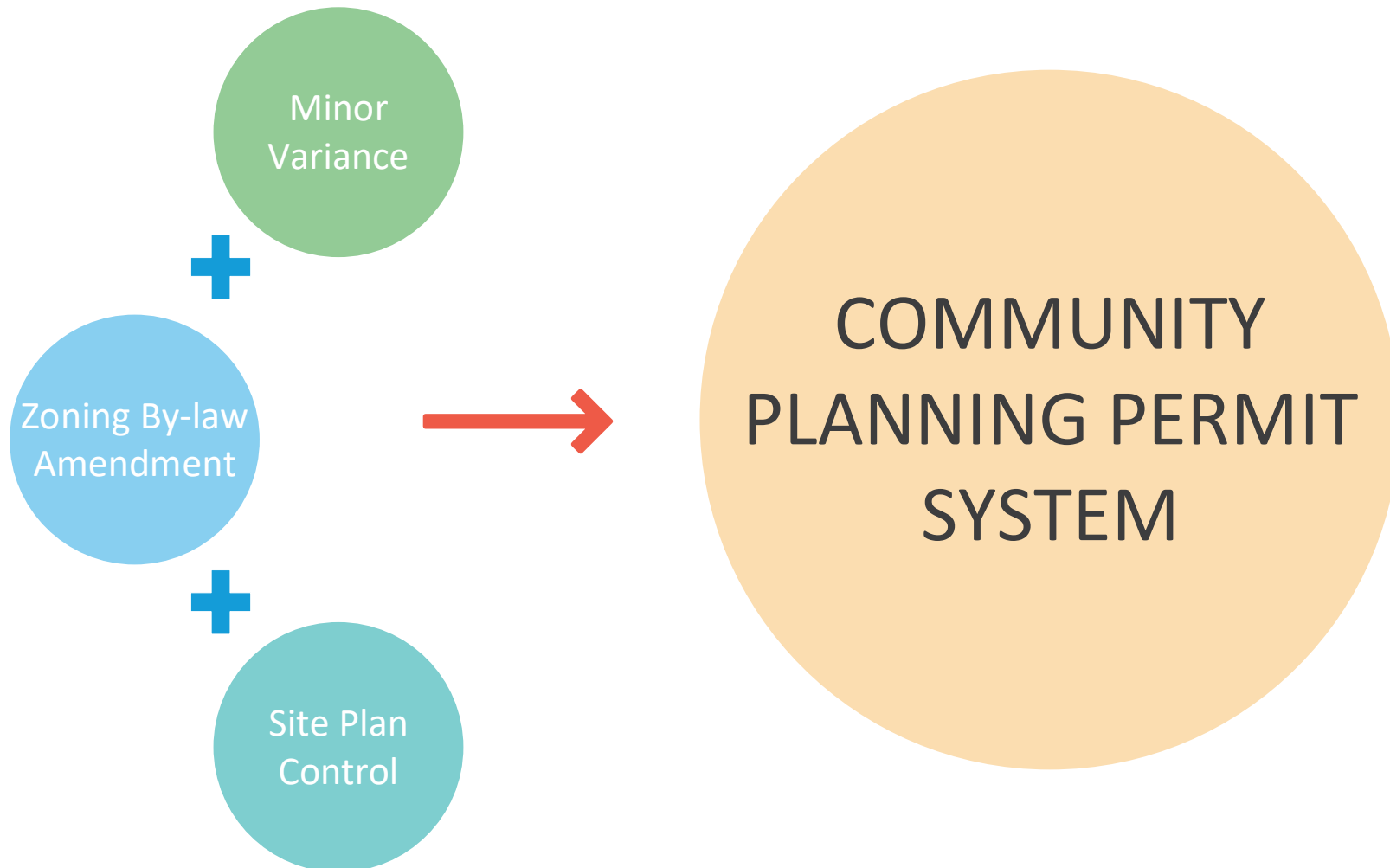
Agenda Management Team review on December 12, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

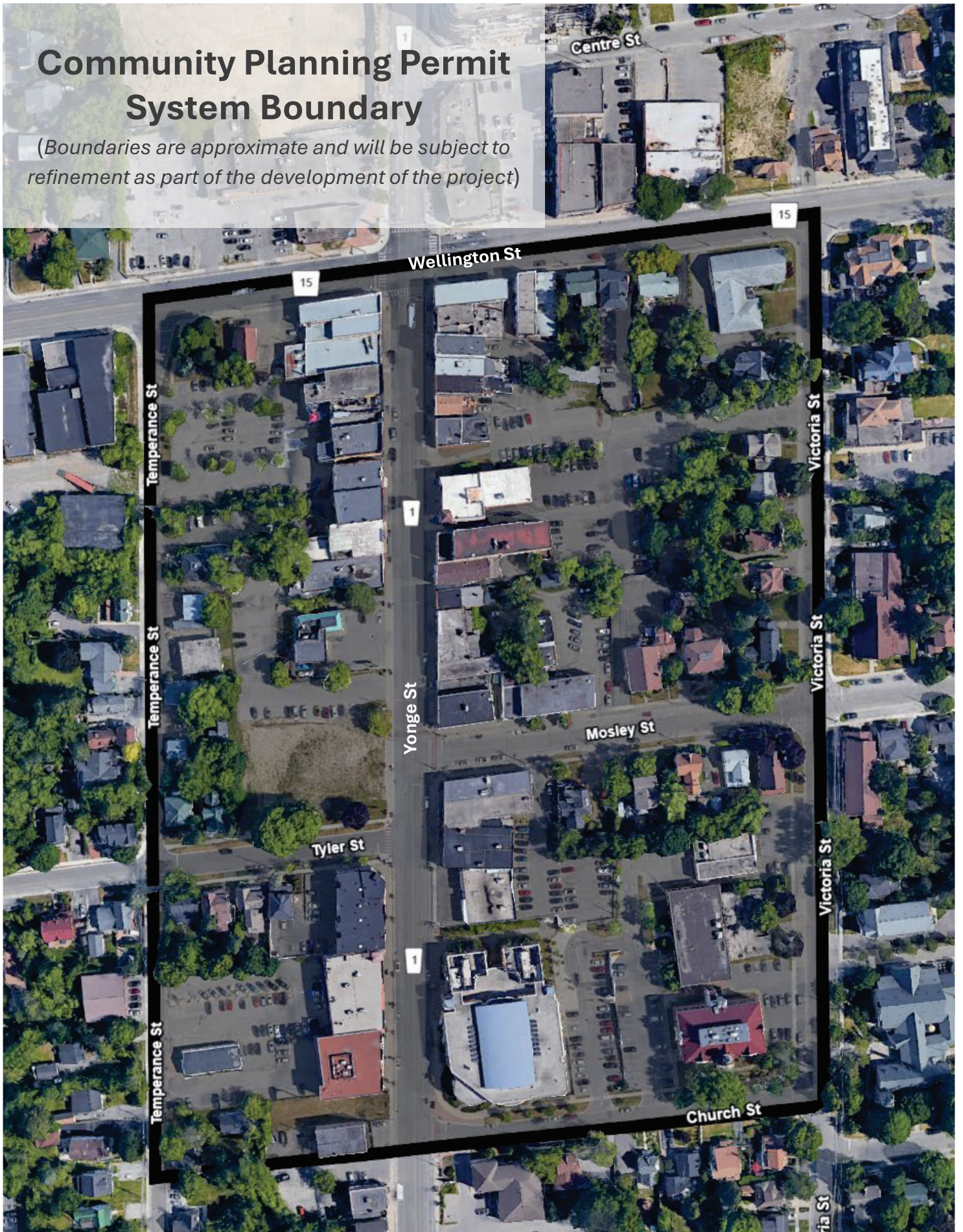
Approved by Doug Nadorozny, Chief Administrative Officer

Community Planning Permit System Diagram



Community Planning Permit System Boundary

(Boundaries are approximate and will be subject to refinement as part of the development of the project)





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Town of Aurora
Committee of the Whole Report
No. PDS25-002

Subject: Traffic Calming Request on Timberline Trail

Prepared by: Michael Ha, Transportation and Traffic Analyst

Department: Planning and Development Services

Date: January 14, 2025

Recommendation

1. That Report No. PDS25-002 be received for information.

Executive Summary

This report presents the results of traffic calming assessments completed on Timberline Trail between Highland Gate and Trillium Drive.

- Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Timberline Trail.

Background

In response to requests received from area residents, staff have undertaken a traffic calming assessment on Timberline Trail between Highland Gate and Trillium Drive (Attachment 1).

Town staff completed traffic calming warrant analyses following the procedures and methodologies outlined in the Town's Traffic Calming Policy at the following locations:

- Timberline Trail east of Klees Crescent (west leg)
- Timberline Trail west of Greenlefe Court

Analysis

Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Timberline Trail.

Timberline Trail is a two-lane local road with single lane per travel direction. It has an urban cross-section with curbs on both sides of the road. A sidewalk is provided on the north side of the road and the existing pavement width is 7.0 metres. The posted speed limit is 40 km/h.

As set out in the Town's Traffic Calming Policy, there are three requirements (warrants) that must be met for traffic calming measures to be considered:

- | | |
|--|---|
| Warrant No. 1
(Petition): | To ensure that residents in the immediate area are in support of traffic calming measures. The minimum threshold is 70% of households on the street. |
| Warrant No. 2
(Safety Requirements): | To ensure traffic calming measures are installed to improve traffic safety. A continuous sidewalk must be on at least one side of the street and the road grade be less than 5%. |
| Warrant No. 3
(Technical Requirements): | To ensure that traffic calming measures are implemented on streets that have a proven need for such measures. The 85 th percentile speed over a seven-day period must be a minimum of 15 km/h over the posted speed limit, and the minimum traffic volume is 1,500 vehicles per day. |

The subject locations have satisfied warrant no. 1 and warrant no. 2. Traffic data was collected at the subject locations over a seven-day period to complete the analysis on warrant no. 3 (Table 1).

Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Timberline Trail.

Table 1: Traffic Calming Warrant Analysis Summary (Warrant no. 3)

Locations	Requirements		Yes / No
	Minimum Speed (85 th Percentile Minimum 15 km/h Over Posted Speed Limit)	Minimum Volumes (Between 1,500 and 8,000 Vehicles Per Day)	
Timberline Trail east of Klees Crescent (west leg)	1 km/h Over Posted Speed Limit	320 Vehicles Per Day	No
Timberline Trail west of Greenlefe Court	3 km/h Over Posted Speed Limit	286 Vehicles Per Day	No

Advisory Committee Review

At its meeting on November 27, 2024, members of the Active Transportation and Traffic Safety Advisory Committee (ATTSAC) are generally in support of the recommendation of not proceeding with traffic calming implementation.

Legal Considerations

The Town has a responsibility to maintain road safety for the traveling public. Thoroughly investigating concerns raised by the public is essential to minimizing the risk of increased claims liability. By thoroughly investigating concerns raised by the public and adopting any recommendations resulting from the investigation, the Town can defend itself against legal claims and ensure a safer environment for the travelling public. Where the investigation has been thorough and reveals that no modification or mitigation is necessary, the Town would likely not have increased liability.

Financial Implications

None.

Communications Considerations

None.

Climate Change Considerations

The recommendations from this report does not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

This report presents to Council the results of traffic calming assessment on Timberline Trail between Highland Gate and Trillium Drive (Attachment 1).

Based on the requirements outlined in the Traffic Calming Policy, traffic calming measures are not warranted at the subject locations on Timberline Trail.

Attachments

Attachment 1 - Traffic Calming Assessment Locations on Timberline Trail

Previous Reports

None.

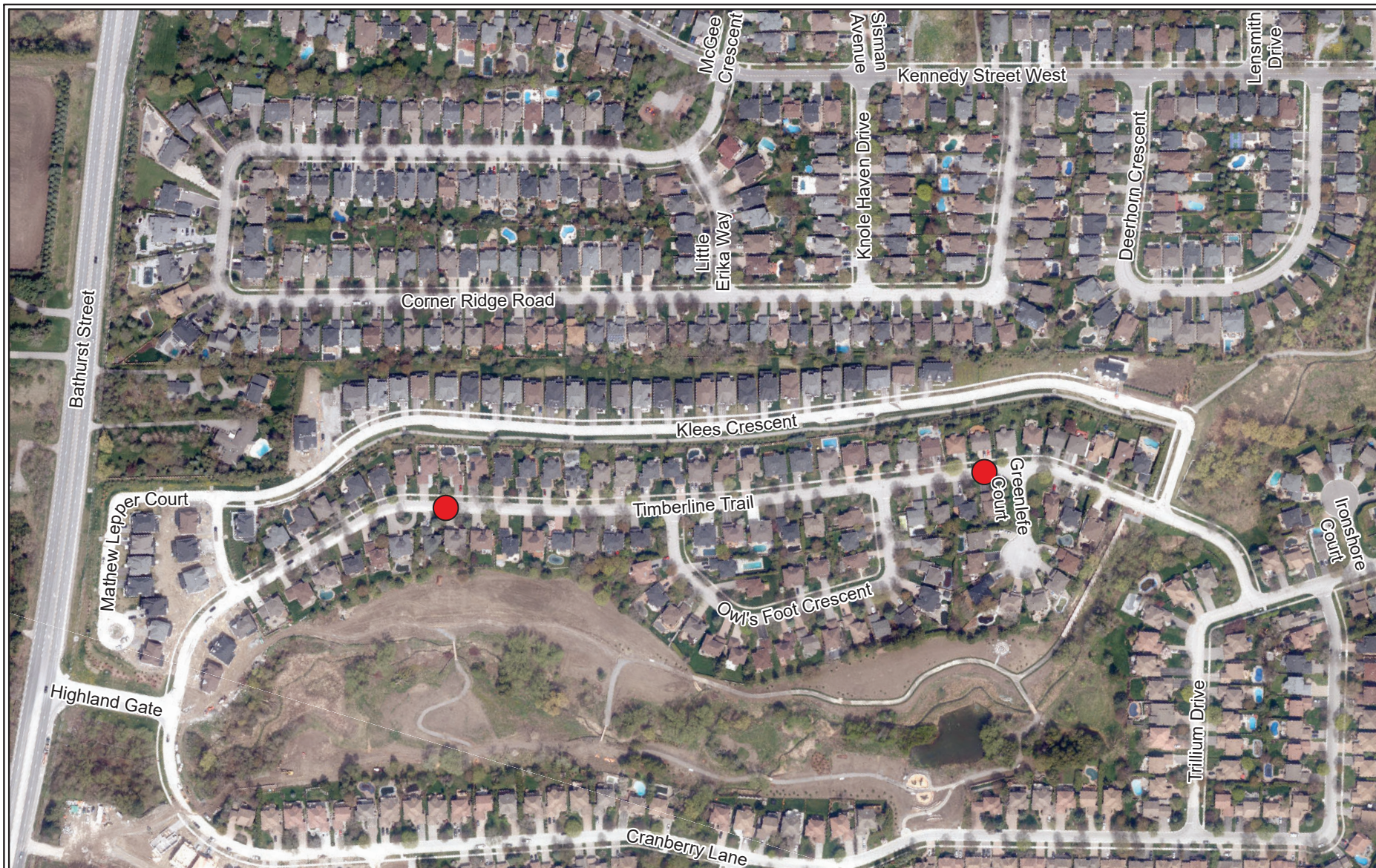
Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

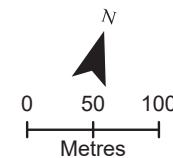
Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer



TRAFFIC CALMING ASSESSMENT LOCATIONS ON TIMBERLINE TRAIL

 TRAFFIC CALMING ASSESSMENT LOCATION



ATTACHMENT 1

Map created for the Town of Aurora Planning & Development Services Department, 2024-10-29. Base data provided by the Town of Aurora and the Regional Municipality of York. Air photos taken Spring 2023, © First Base Solutions Inc., 2023 Orthophotography.

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Town of Aurora
Committee of the Whole Report
No. PDS25-003

Subject: Speed Limit Assessment on Stone Road

Prepared by: Michael Ha, Transportation and Traffic Analyst

Department: Planning and Development Services

Date: January 14, 2025

Recommendation

1. That Report No. PDS25-003 be received; and
2. That the existing posted speed limit of 50 km/h on Stone Road (north leg) from Bayview Avenue to Clift Road be maintained.

Executive Summary

This report presents to Council the results of speed limit assessment on Stone Road (north leg) from Bayview Avenue to Clift Road (Attachment 1).

- Based on evaluation methodologies outlined by the Transportation Association of Canada, a posted speed limit of 50km/h is recommended on Stone Road between Clift Road and Bayview Avenue.

Background

In response to requests received from area residents to consider a speed limit reduction on Stone Road from Clift Road to Bayview Avenue, staff have undertaken a speed limit assessment based on the procedures and methodologies outlined in the Transportation Association of Canada (TAC)'s Automated Speed Limit Guidelines

Stone Road is a 12 metre wide collector roadway with an urban cross-section (curbs and gutters), sidewalk on both sides and a 50 km/h speed limit except near the two elementary schools where it is reduced to 40 km/h. On-street parking is permitted on both sides of Stone Road which provides additional parking for area residents and visitors.

Analysis

Staff have undertaken a speed limit assessment based on the procedures and methodologies outlined in the Transportation Association of Canada (TAC) Automated Speed Limit Guidelines to determine whether it would be appropriate to reduce the posted maximum speed limit from 50 km/hr to 40 km/hr on Stone Road from Clift Road to Bayview Avenue (Attachment 1). Two warrants (evaluation tool and speed study) were undertaken as per the TAC guidelines.

Based on evaluation methodologies outlined by the Transportation Association of Canada, a posted speed limit of 50km/h is recommended on Stone Road (north leg) between Clift Road and Bayview Avenue

Warrant 1 – Evaluation Tool

TAC provides an evaluation tool to assess posted speed limits based on engineering factors to determine their effectiveness and if they are appropriate. These engineering factors include:

- Road classification (operating speeds are considered based on whether the roadway is classified as local, collector, or arterial)
- Physical characteristics (horizontal/vertical geometry, lane width, pedestrian/cyclist exposure, pavement surface condition, number of intersections, driveways, and other on-road features)

Based on the above considerations, TAC's evaluation tool recommends a posted speed limit of 50km/h on Stone Road (north leg) between Clift Road and Bayview Avenue.

Warrant 2 – Speed Study

TAC notes that the evaluation tool recommendation must be weighed against how drivers are using the road, as road safety may be enhanced by providing credible posted speed limits that match the expectation of drivers for a given roadway and its surrounding area. Reduction of posted speed limits without changing the characteristics of the roadway to encourage reduced speeds may have minimal impact on vehicle operating speeds. If the 85th percentile speed based on a speed study of the subject roadway is within plus or minus 10 km/h of posted speed limit for urban roads, TAC recommends not changing the speed limit.

Based on speed studies conducted at the various locations on Stone Road (Attachment 1) for 7 days, existing 85th percentile speeds (Table 1) were within the range of plus or

minus 10 km/h of the posted speed limit and therefore consistent with the above recommendation.

Based on the above technical assessment, the current posted speed limit of 50 km/h is appropriate and no change to the posted speed is recommended.

Table 1: Speed Study Summary

Location	Posted Speed Limit	85 th Percentile Speed	Recorded Speed vs. Posted Speed Limit	85 th Percentile within +/- 10 km/h of posted speed limit
Stone Road north of October Lane	50 km/h	53 km/h	3 km/h Over Posted Speed Limit	Yes
Stone Road south of Milloy Place		51 km/h	1 km/h Over Posted Speed Limit	Yes

Advisory Committee Review

At its meeting on November 27, 2024, members of the Active Transportation and Traffic Safety Advisory Committee (ATTSAAC) recommended that the speed limits on the subject segment of Stone Road be reduced to 40 km/h to match the existing speed limits west of Clift Road to provide continuity of reduced speeds along Stone Road.

Legal Considerations

If Council would like to change the speed limit, a by-law will be required to amend Parking By-law No. 4574-04.T.

Financial Implications

There are no direct financial implications as a result of this report. However, should Council decide to proceed with a reduction of the posted maximum speed limit from 50 km/hr to 40 km/hr on Stone Road (north leg) from Clift Road to Bayview Avenue, the estimated cost for the replacement of the speed limit signs is approximately \$3,000 to be funded from the Operational Services Department's 2025 operating budget.

Communications Considerations

The Town will inform the public about the information contained in this report by posting this report to the Town's website. The Communications team will also inform the public about any potential traffic disruptions during the installation of the speed limit signs through the Town's regular communications channels.

Climate Change Considerations

The recommendations from this report does not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by examining traffic patterns and identify potential solutions to improve movement and safety at key intersections in the community.

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

Staff have undertaken a speed limit assessment based on the procedures and methodologies outlined in the TAC Automated Speed Limit Guidelines to determine whether it would be appropriate to reduce the posted maximum speed limit from 50 km/hr to 40 km/hr on Stone Road (north leg) from Clift Road to Bayview Avenue (Attachment 1).

Based on evaluation methodologies outlined by TAC, a posted speed limit of 50km/h is recommended on Stone Road (north leg) between Clift Road and Bayview Avenue.

Should Council decide to proceed with the reduction of the posted maximum speed limit from 50 km/hr to 40 km/hr on Stone Road (north leg) from Clift Road to Bayview Avenue, funds can be sourced from the Town's Operations Department operating budget.

Attachments

Attachment 1 - Stone Road Speed Limit Assessment Area Map

Previous Reports

None.

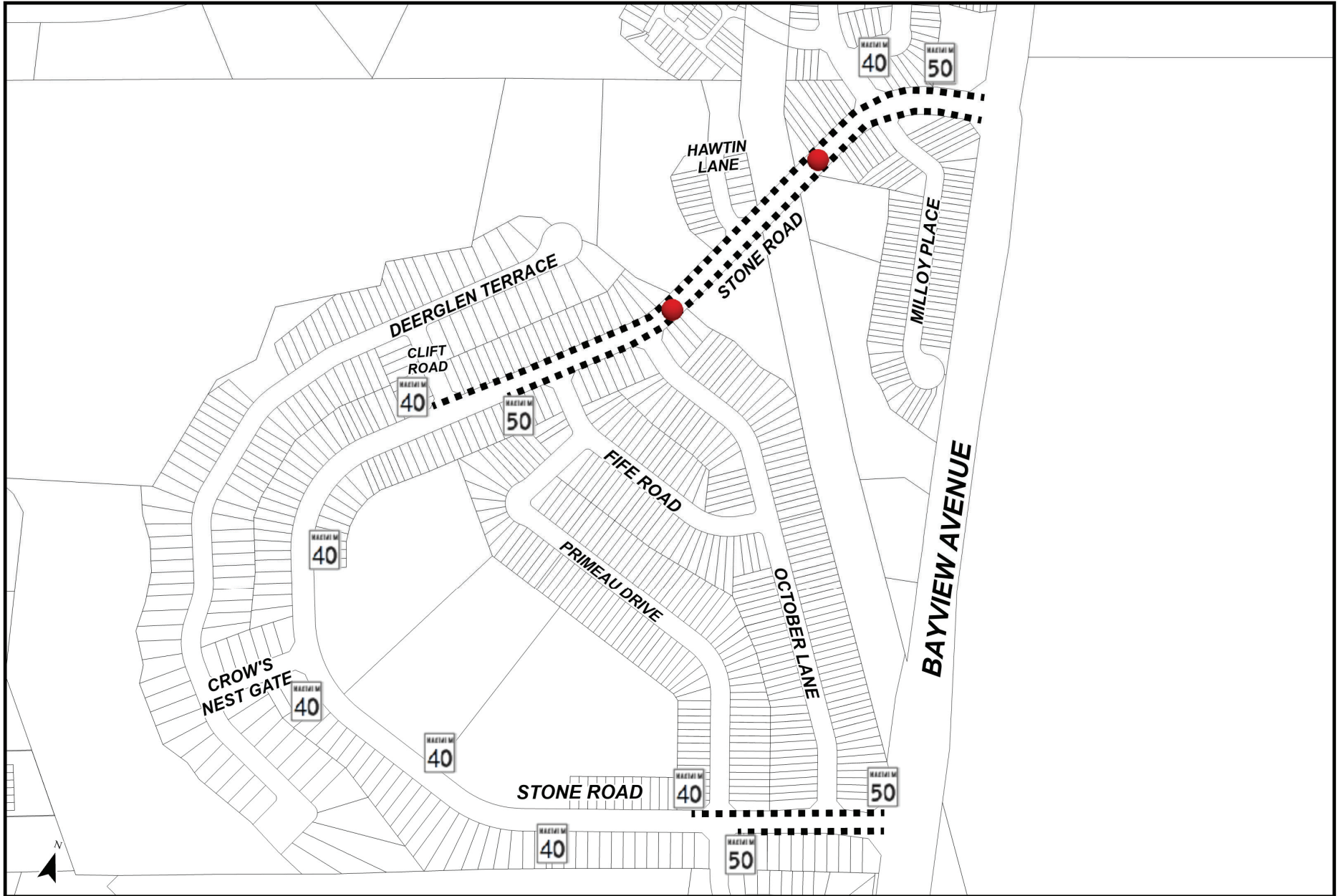
Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer



STONE ROAD SPEED LIMIT ASSESSMENT	LEGEND					 AURORA <i>You're in Good Company</i>  0 70 140 Metres
		SPEED STUDY LOCATIONS	APPROXIMATE LOCATION 40KM/H SPEED SIGN	APPROXIMATE LOCATION 50KM/H SPEED SIGN	ROAD SEGMENT WITH MAXIMUM POSTED SPEED OF 50KM/H	



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Town of Aurora
Committee of the Whole Report
No. PDS25-006

Subject: Train Whistle Cessation Program Assessment at Town Crossings

Prepared by: Michael Bat, Traffic and Transportation Analyst

Department: Planning and Development Services

Date: January 14, 2025

Recommendation

1. That Report No. PDS25-006 be received; and
2. That Council approve total budget authority of \$200,000 for the Train Whistle Cessation Safety Assessment capital project, representing a total increase of \$105,000 to be funded with \$52,500 from Roads & Related development charges and \$52,500 from the Growth & New Reserve.

Executive Summary

As requested by Council at its meeting on September 24, 2024, this report provides an assessment on the implementation of train whistle cessation for all level crossings within the Town.

- There are currently four level train crossings in the Town, two of which are on Regional roads. All four crossings require some level of additional capital funding to implement a train whistle cessation program.
- Train whistling is an important safety feature at level crossings, and it is strictly regulated and enforced by Transport Canada.
- A number of other municipalities including Town of Whitchurch-Stouffville, City of Markham and Township of King have implemented or are in the process of implementing train whistle cessation.

- An evaluation was conducted by a third-party engineering consultant on behalf of the Town of Halton Hills in 2019 and concluded that the implementation of train whistle cessation will negatively impact safety for all road users.

Background

In May 2022, Council approved the implementation of train whistle cessation at the St. John's Sideroad level crossing. A resolution was provided to York Region in June 2022 requesting 24-hour whistle cessation be implemented at the subject level crossing as St. John's Sideroad is a Regional road. The Region agreed to undertake the construction and cost associated with this work to update the crossing but indicated the municipality must undertake the mandatory safety assessment prior to implementing whistle cessation at this crossing.

As part of upgrades being made by Metrolinx on the Barrie corridor line, Metrolinx recently completed pedestrian safety enhancements on the St. John's Sideroad crossing. Town staff will be undertaking the safety assessment to determine if these enhancements meet the requirements for whistle cessation. Funding has been requested as part of the 2025 capital budget to undertake this work.

On September 24, 2024, Council requested staff report back to Council on the steps required to eliminate train whistling at all level crossings in the Town.

Analysis

There are currently four level train crossings in the Town, two of which are on Regional roads. All four crossings require some level of additional capital funding to implement a train whistle cessation program

There are currently four level crossings in the Town, they are located at Engelhard Drive, Wellington Street East, Centre Street and St. John's Sideroad (Attachment 1). Of these four crossings, two are located on Regional roads. The status of the level crossings in the Town are provided below in Table 1.

Table 1 – Level Crossing Train Whistle Cessation Status and Requirements

Responsible Authority	Level Crossing Location	Design and Construction of Safety Enhancement Requirements	Safety Assessment	Estimated Design and Construction Cost
Town of Aurora	Engelhard Drive	Completed by Metrolinx	Additional funding required	Additional funding may be required depending on the results of the safety assessment
	Centre Street	Required to be completed by the Town	Additional funding required	Approximately \$250,000
York Region	St. John's Sideroad	Completed by Metrolinx	\$95,000 included in the 2025 capital budget process request	Additional funding may be required depending on the results of the safety assessment
	Wellington Street	TBD ¹	Additional funding required	TBD ¹

- Wellington Street East level crossing may be completed as part of the proposed Aurora GO Station improvements. However, there is no timeline provided by Metrolinx on the safety enhancements at the Wellington Street level crossing. Should Metrolinx decided not to proceed with the safety enhancements, the construction cost may be assumed by the Region and will require confirmation should the Town wish to proceed with whistle cessation at this crossing.

The safety assessment is a mandatory study to be completed by the requesting municipality to ensure the proposed level crossings meet the requirements for implementation of train whistle cessation under the Transport Canada's guidelines. The implementation of a whistle cessation program is a multi-year process. Typically, a safety assessment is undertaken as a first step to determine the safety upgrades that may be required. In the case of St. John's Sideroad and Engelhard Drive crossings, Metrolinx constructed pedestrian safety enhancements at these crossings as part of their larger corridor improvement work so the safety assessment would be undertaken now to determine if any additional safety features are required to implement a whistle cessation program.

Safety features that may be required include:

- Pedestrian maze barriers and gates
- Improved sidewalk connections
- AODA compliant tactile walking plates

Additional signage and pavement markings

To complete the safety assessments as the next step in the process to implement train whistle cessation at all four level crossings, an additional budget of \$105,000 will be required, for a total of \$200,000. Once complete, the results of the assessment will better inform the design and construction costs to implement the infrastructure still required at each crossing.

Train whistling is an important safety feature at level crossings, and it is strictly regulated and enforced by Transport Canada

Train whistle requirements are regulated by the Canadian Rail Operating Rules as outlined under the Railway Safety Act, where Section 14 states that train whistling must be sounded at public level crossings. Train whistling is a safety device that provides advance warning to all road users (including motorists, cyclists, and pedestrians) to the presence of an approaching train.

To eliminate train whistling, a municipality is required to follow Transport Canada's Procedure for Train Whistling at Public Grade Crossings in order to meet the requirements of the Federal Railway Safety Act and Regulation. In general, these steps include municipalities:

- Initiating a formal request for whistle cessation to Metrolinx
- Undertaking a safety assessment to determine safety upgrades required to meet Transport Canada requirements
- Coordinating an implementation approach with Metrolinx, the Region and stakeholders for design and construction of improvements
- Providing public notice of changes
- Passing a by-law at the local municipal or Regional level depending on location of crossing (Regional or local road)
- Monitoring and maintaining the crossings to ensure continued compliance

A number of other municipalities including Town of Whitchurch-Stouffville, City of Markham and Township of King have implemented or are in the process of implementing train whistle cessation

A jurisdictional scan was conducted to determine what municipalities have implemented or are in the process of implementing train whistle cessation. The status

of the train whistle cessation program for local municipalities within York Region and elsewhere are summarized in Table 2.

Table 2 – Train Whistle Cessation Program Status at Various Municipalities

Municipalities	Current Train Whistle Cessation Program				
	Implemented or Grandfathered		In Progress		No Timeline for the Program
	Regional Roads	Local Roads	Regional Roads	Local Roads	
York Region Local Municipalities					
Town of East Gwillimbury					x
Town of Georgina ¹	✓				x
Township of King	✓	✓			
City of Markham	✓	✓			
Town of Newmarket ²	✓	✓			x
City of Richmond Hill					x
City of Vaughan					x
Town of Whitchurch-Stouffville				✓	
Other Municipalities					
Town of Innisfil			✓		
Town of Halton Hills					x
Town of New Tecumseth			✓		

1. There is currently one location in Pefferlaw in the Town of Georgina that involves two low volumes Regional roads where whistle cessation is in effect. Whistle cessation was implemented in 2001.
2. The Town of Newmarket passed a by-law to prohibit the sounding of train whistles in 1943 at various Regional and Local roads between 11:00 PM and 6:00 AM.

An evaluation was conducted by a third-party engineering consultant on behalf of the Town of Halton Hills in 2019 and concluded that the implementation of train whistle cessation will negatively impact safety for all road users

Documentation on road safety impacts with the implementation of train whistle cessation are limited. In 2019, the Town of Halton Hills retained a third-party engineering consultant to evaluate the safety impacts associated with the implementation of train whistle cessation. The following considerations were identified:

- Approximately 50 percent of vehicle-train collisions that occurred at level crossings are equipped with active warning devices (e.g. barrier gates, flashers, bells), which indicate the need for additional measures to reduce collision rates (e.g. train whistling)

- In the absence of train whistling, road users (including motorists, cyclists, and pedestrians) may be unaware of the proximity of trains, or the direction of the train's travel
- Common collisions at level crossings involve vehicles going around or through grade crossing gates or failing to clear the crossing before the train's arrival

In consideration of roadway safety, the Town of Halton Hills has decided not to proceed with the implementation of train whistle cessation program at this time.

Advisory Committee Review

N/A

Legal Considerations

As set out in previous reports, the Town's insurer at the time of those reports has advised that there would not be an additional premium charged if an anti-whistling by-law was enacted by Council. The Town's insurer, at the time of those reports, has advised that there would not be an additional premium charged if an anti-whistling by-law was enacted by Council at this time. However, there is no guarantee that the premium would not be impacted in the future at the time of renewal of the insurance policy.

If the Town was to suffer a catastrophic loss and it was shown, in whole or in part, that the cause of the loss was a direct result from a train not sounding its whistle because an anti-whistling by-law was in effect, the Town's insurance program would be negatively impacted. In addition, as more municipalities are considering enacting anti-whistling by-laws, municipal insurers may increase premiums for all municipalities due to higher exposure of risk since eliminating train whistles may increase both the frequency and severity of accidents.

It is difficult to determine how many incidents have arisen as a result of the elimination of train whistles as most cases are settled quickly, without going to court.

As part of implementation, the following agreements must be entered into prior to implementing the Train Whistle Cessation Project:

1. Cost Sharing Agreement: required to be signed by Metrolinx, the Region (where applicable) and the Town;
2. At-Grade Crossing Modification Agreement: required to be signed by Metrolinx and the Town; and,

3. Metrolinx Indemnity Agreement: required to be signed by Metrolinx, the Region (where applicable) and the Town.

The indemnity agreement would require Metrolinx to be indemnified from liability for claims and losses resulting from the elimination of the train whistles and for other obligations related to the modifications, such as related to maintenance. The indemnity may extend beyond the current coverage provided within the Town's insurance policy. If this is the case, the Town's insurer may not cover the indemnity, and the Town may be exposed to an uninsured risk.

Financial Implications

To implement train whistle cessation at all four level crossings, the Town would be responsible for the cost to undertake the safety assessment, and any additional work identified as a result. The total cost estimation for the required safety assessment to implement train whistle cessation at all four level crossings is \$200,000. This estimate has been extrapolated based upon a similar exercise undertaken by the Town of Whitchurch-Stouffville.

Of the estimated \$200,000 required to undertake the safety assessment at all for crossings, \$95,000 has been included in the 2025 capital budget for the St. John's Sideroad crossing. Therefore, should Council want to move forward with the safety assessment as the next step in the implementation of train whistle cessation at the remaining three crossings, the approval of a further \$105,000 in capital budget authority would be needed. This increase would be funded similarly to existing budget authority, being \$52,500 in Roads and Related development charges and \$52,500 from the Growth & New reserve. Should the safety assessments identify further infrastructure requirements, additional capital budget authority would be necessary.

In addition to the initial investment requirement each upgraded crossing will result in incremental ongoing operating costs for the Town such as those relating to required annual monitoring, inspection and repair of all associated infrastructure, plus any potential insurance premium increases. Further, the Town will need to contribute further funding to asset management reserves in support of the new crossing infrastructure's future replacement. These incremental costs cannot be estimated at this time; however, they will be included in the appropriate operating budget for Council's adoption.

Communications Considerations

Communications will assist in informing the community about any future plans for the train whistle cessation program. Any construction-related impacts would also be communicated by Planning and Development Services to residents and affected businesses via mail, email and personal visits (where appropriate).

Climate Change Considerations

The recommendations from this report does not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

None.

Alternative to the Recommendation

1. That Council provide direction.

Conclusions

To support the GO Expansion Project on the Barrie Corridor, Metrolinx has recently completed pedestrian safety enhancements at the St. John's Sideroad and Engelhard Drive level crossings, including the installation of tactile plates, line painting and pedestrian gates. However, Centre Street level crossing is currently not part of the safety enhancement program. It is anticipated that Metrolinx will complete the Wellington Street East level crossing safety enhancements as part of the proposed Aurora GO Station improvements but should they not then discussion will need to be had with the Region on who will undertake this work should the Town wish to proceed with whistle cessation at this crossing.

As noted by Transport Canada, train whistling is an important way to keep drivers, cyclists and pedestrians safe. The Canadian Rail Operating Rules require all trains to whistle whenever they approach a public grade crossing. While staff have respect for and recognition of the quality-of-life issues that residents face when living near a railway, public safety is paramount and must be protected.

With the elimination of train whistling, the Town will assume additional responsibility (for the crossings under the Town's jurisdiction) and will be required to execute legal agreements with the relevant parties including Metrolinx.

Attachments

Attachment 1: Level Crossing Location Map

Previous Reports

PDS22-020, Train Whistle Cessation Program Update, April 19, 2022; and,

PDS22-066, Train Whistle Cessation Program Assessment Update, May 3, 2022.

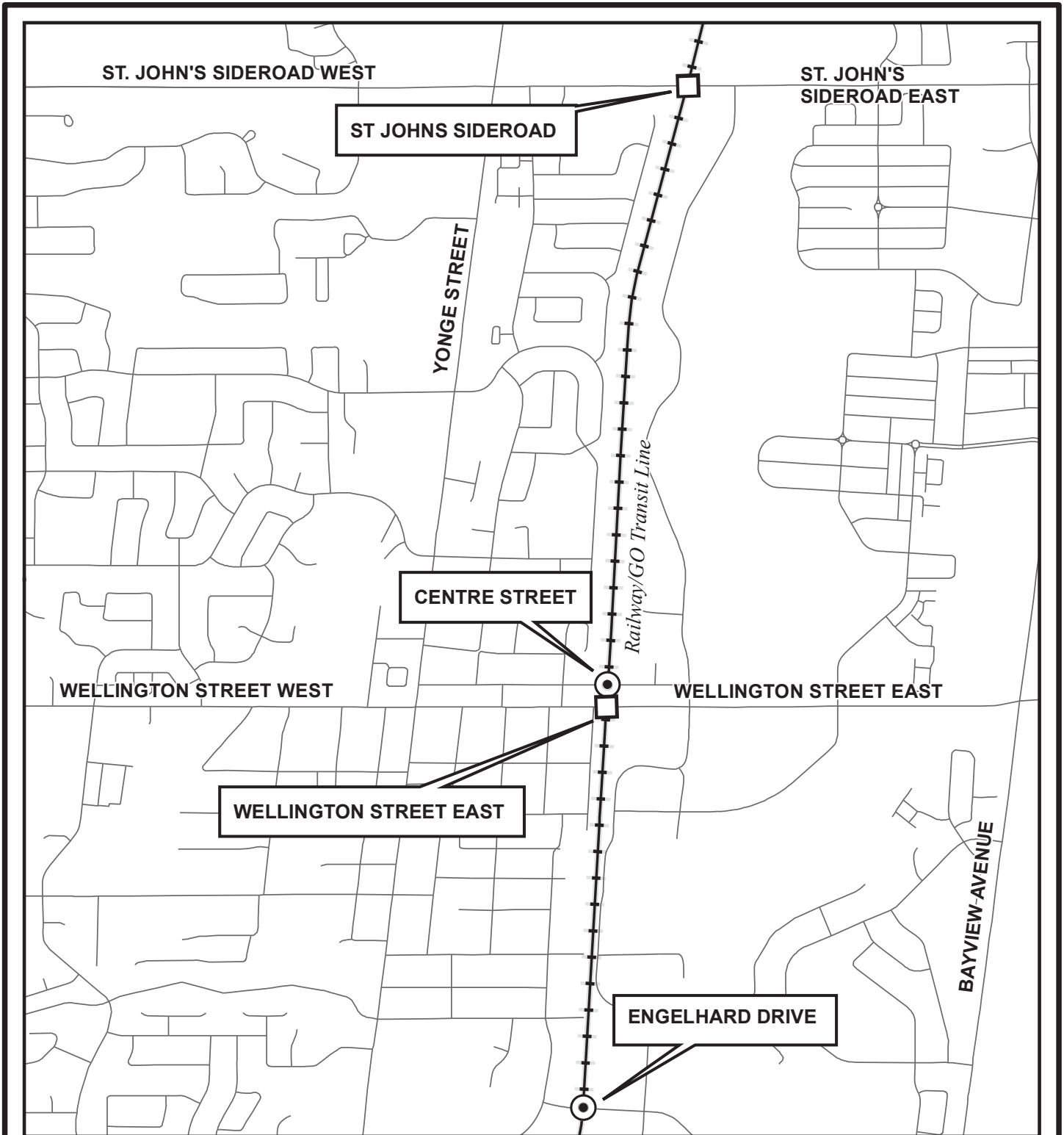
Pre-submission Review

Agenda Management Team review on December 12, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services



Approved by Doug Nadorozny, Chief Administrative Officer

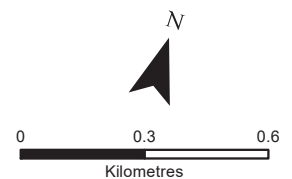


TRAIN WHISTLE CESSATION PROGRAM ASSESSMENT AT ALL LEVEL CROSSINGS



PDS25-006

- 
**LOCAL ROAD -
LEVEL CROSSING LOCATION**
- 
**REGIONAL ROAD -
LEVEL CROSSING LOCATION**





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Town of Aurora
Committee of the Whole Report
No. PDS25-010

Subject: Application for Draft Plan of Common Elements Condominium Skale (15370 Leslie) Inc.
15370 Leslie Street
Block 1, Plan 65M-4743
File Number: CDM-2024-03
Related File Numbers: ZBA-2017-02, SP-2017-02, SUB-2019-02 and PLC-2024-03

Prepared by: Peter Fan, Planning Technician

Department: Planning and Development Services

Date: January 14, 2025

Recommendation

1. That Report No. PDS25-010 be received; and
2. That the Draft Plan of Common Elements Condominium Application File No. CDM-2024-03 to establish a common elements condominium road for 32 townhouses be approved, subject to the conditions attached hereto as Schedule "A" of this report.

Executive Summary

This report seeks Council's approval of a proposed Draft Plan of Common Elements Condominium application located at 15370 Leslie Street (the 'subject lands').

- The proposed application is to establish a freehold standard condominium corporation to manage the future common amenities, services and infrastructure for 32 freehold townhouses to be described in the Draft Common Elements Condominium Declaration.
- The proposed application is consistent with the related Provincial, Regional and local municipal policies.

- All circulated agencies are satisfied with the revisions and have no further comments.
- The proposed application was circulated to all internal and external agencies for review and comments. All circulated agencies are satisfied with the revisions and have no objections, subject to conditions of approval included as Schedule "A".

Background

Application History

The application for Draft Plan of Common Elements Condominium was submitted to the Town on October 17, 2024, and deemed complete on October 21, 2024.

The associated Plan of Subdivision application (SUB-2019-02) was approved on December 23, 2020 and the plan of subdivision to create one development block was subsequently registered. The Site Plan Agreement was entered into on June 16, 2022 to facilitate the development of 32 common elements condominium townhouses on a private condominium road and the Part Lot Control Exemption Application to create the 32 townhouse lots is currently under staff's review.

Location / Land Use

The subject lands are municipally known as 15370 Leslie Street and located on the west side of Leslie Street, north of the intersection of Wellington Street East and Leslie Street (see Figure 1). The subject lands have a lot frontage of approximately 58.3 m (191 ft) and lot area of approximately 1.12 hectares (2.8 acres).

Surrounding Land Uses

The surrounding land uses are as follows:

North: Low-medium density residential.

South: Salvation Army Northridge Community Church

East: Leslie Street, Stormwater Management Pond and the Smart Centres Regional Commercial Centre; and

West: Stewart Burnett Park

Policy Context

Provincial Policies

All *Planning Act* development applications are subject to provincial policies. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest. These policies support the development of strong communities through the promotion of efficient land use and development patterns. The Growth Plan for the Greater Golden Horseshoe is a guiding document for growth management within the Greater Golden Horseshoe (GGH) Area to 2041. The Growth Plan provides a framework which guide decisions on how land will be planned, designated, zoned and designed. The Lake Simcoe Protection Plan (LSPP) is a provincial document that provides policies which addresses aquatic life, water quality, water quantity, shorelines and natural heritage, other threats and activities (including invasive species, climate change and recreational activities) and implementation.

Town's Official Plan / Aurora 2C Secondary Plan ('OPA 73')

The subject lands are located on Regional Road 12 (Leslie Street). The Town's planning vision for this area is to strategically focus growth while conserving resources; and to create sustainable, lively communities. The subject lands are located within the 10-25 Year Wellhead Protection Area (WHPA-D) Zone. The subject lands are also located within 120 metres of a Regional Greenland System, and a wetland is identified at the northern boundary of the subject lands. The subject lands are not located within the Oak Ridges Moraine Conservation Plan (ORMCP) area.

The subject lands are designated "Urban Residential 2" by the Aurora 2C Secondary Plan (OPA 73). This designation permits townhouses and low-rise apartments with a maximum height of 6 storeys or 20 metres (whichever is less). This designation also permits density levels ranging from 35 and 50 units per net residential hectare. No amendments to OPA 73 are proposed.

Zoning By-law 6000-17, as amended

On June 25, 2019, Council adopted By-law Number 6189-19, which rezoned the subject lands from "Institutional (I) Zone" and "Rural RU (29) Exception Zone" to "Townhouse Dwelling Residential R8(511) Exception Zone", "Environmental Protection (EP) Zone" and "Private Open Space (O2) Zone" (See Figure 3). No further amendments to the Zoning By-law are proposed.

Reports and Studies

The Owner submitted the following documents as part of a complete application to the proposed Draft Plan of Common Elements Condominium application:

Report Name	Report Author
Draft Plan of Condo	Schaeffer Dzaldov Purcell Ltd
Approved Site Plan	Kohn Partnership Architects Inc

Proposed Application

The applicant has submitted a Draft Plan of Common Elements Condominium application to establish a condominium road for the development of 32 townhouses.

As shown in Figure 5, the applicant has submitted a Draft Plan of Common Elements Condominium to establish a condominium road for the development on the subject lands, comprised of a total of thirty-two (32) townhouses, and a total of seventy-four (74) parking spaces. Figures 4 is the approved site plan.

Analysis

Planning Considerations

The proposed application is consistent with the PPS and conforms with the Growth Plan and the Lake Simcoe Protection Plan.

The subject lands are located within a Settlement Area, which is intended to be the area of focus for growth and development within the Province. The proposed development achieves the objectives of intensification within settlement areas, capitalizes on existing infrastructure, contributes to a range of housing stock within the Town, and avoids development patterns that result in environmental concerns. Staff is satisfied that the proposed application is consistent with the PPS.

The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the proposed application and has no objection to its approval as the detailed design for the subject development was reviewed and approved under the Site Plan application.

As such, staff are satisfied that the proposed Draft Plan of Common Elements Condominium Application is consistent with the PPS and conforms with the Growth Plan and the Lake Simcoe Protection Plan.

Department / Agency Comments

The proposed application was circulated to Town staff and external agencies and all are satisfied, subject to Conditions of Approval, attached hereto in Schedule "A".

The proposed application was circulated to all internal and external agencies for review and comments. The recommended conditions of approval are in place to ensure that the works related to the Draft Plan of Common Elements Condominium application are in accordance with the approved Site Plan. The Draft Plan of Common Elements Condominium will be registered once the conditions of approval have been fulfilled.

Public Comments

Planning Staff have not received comments from the public on the proposed planning application.

Advisory Committee Review

No Communication Required.

Legal Considerations

Section 9(2) of the Condominium Act, 1998 states that the requirements of the Planning Act that apply to a plan of subdivision apply to a plan of condominium with necessary modifications. Under the Planning Act, Council has 120 days to make a decision on subdivision applications before the Owner can appeal. Staff deemed the application complete on October 21, 2024; therefore, the applicant may appeal after the date of February 18, 2025.

Financial Implications

All applicable development fees and charges in this regard have been and will continue to be collected by the Town as required.

Communications Considerations

Applications for Common Element Condominiums do not require Notice of a Statutory Public Planning Meeting. The Town will inform the public about the information contained in this report by posting it to the Town's website.

Climate Change Considerations

In accordance with the *Planning Act*, applications for Common Element Condominiums do not require a statutory public planning meeting. The Town will inform the public of the information in this report by posting it to the Town's website.

Link to Strategic Plan

The proposed application supports the Strategic Plan goal of supporting an exceptional quality of life for all, by strengthening the fabric of our community. Through the addition of 32 townhouse units, housing is provided in accordance with the objective to collaborate with the development community to ensure future growth includes housing opportunities for everyone.

Alternative(s) to the Recommendation

1. Refusal of the application with an explanation for the refusal.

Conclusions

Planning and Development Services reviewed the proposed Draft Plan of Common Elements Condominium application in accordance with the provisions of the Provincial Planning policies and the Town's Official Plan, Zoning By-law and municipal development standards respecting the subject lands. The proposed Draft Plan of Common Elements Condominium is considered to be in keeping with the development standards of the Town. Therefore, staff recommend approval of the Draft Plan of Common Elements Condominium application, subject to the fulfillment of the related conditions of approval.

Attachments

Schedule "A" – Conditions of Approval

Figure 1 – Location Map

Figure 2 – Existing Official Plan Designation

Figure 3 – Existing Zoning By-Law

Figure 4 – Approved Site Plan

Figure 5 – Proposed Draft Plan of Condominium

Previous Reports

Public Planning Report No. PDS20-007, dated January 21, 2020;
General Committee Report No. PDS19-047, dated May 21, 2020;
General Committee Report No. PDS18-097, dated September 11, 2018; and,
Public Planning Report No. PDS17-048, dated June 28, 2017.

Pre-submission Review

Agenda Management Team review on December 19, 2024

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer

Schedule “A”**CONDITIONS OF APPROVAL**

**Draft Plan of Common Elements Condominium
Skale (15370 Leslie) Inc.
15370 Leslie Street**

**legally described as Part Block 1, Plan 65M-4742, Part 34 on Plan 65R-40976 (the “Lands”)
CDM-2024-03**

THE CONDITIONS OF AURORA COUNCIL THAT SHALL BE SATISFIED BY THE OWNER OF THE LANDS (THE “OWNER”) PRIOR TO THE RELEASE FOR REGISTRATION OF ANY CONDOMINIUM PLAN OF THE LANDS (THE “PLAN”), ARE AS FOLLOWS:

Planning Division Conditions

1. The final draft plan prepared by Schaeffer Dzaldov Purcell Ltd submitted October 17, 2024 with respect to the creation of thirty-two (32) residential units fronting on a condominium road on the Lands (the “Draft Plan”) and these associated conditions of Draft Plan approval may be amended by the Town if revisions are required to implement or integrate any recommendations resulting from studies required to be submitted as a condition of Draft Plan approval. Further, minor redline revisions to the Draft Plan may also be required to ensure property alignment with existing or proposed lots, blocks, units, streets, and/or facilities on lands adjacent to the Draft Plan.
2. Prior to the Town’s release for registration of the Plan, a part lot control exemption by-law to create thirty-two (32) parcels of tied land as shown on the Plan, shall be enacted by the Town and registered on title.

Legal Services Division Conditions

3. Prior to the Town’s release for registration of the Plan, the Owner shall submit to the Town for approval the related draft Condominium Declaration and Description containing all the required provisions in accordance with the *Condominium Act, 1998*, S.O. 1998, c.19, as amended, and any other provisions as may be required by the Town, including but not limited to any right(s)-of-way and easements (the “Declaration”). Together with the final version of the Declaration and Plan as preapproved by the Land Registry Office, the Owner shall provide a solicitor’s undertaking indicating that:
 - a) the Declaration and Plan provided to the Town are the final versions to be submitted for registration on title to the Lands;
 - b) the Town will be notified of any changes to the Declaration and Plan prior to registration on title to the Lands and certification of same by the Land Registrar; and
 - c) a copy of the registered Declaration and Plan will be provided to the Town within ten (10) business days after registration.

Engineering Division Conditions

4. Prior to the Town’s release for registration of the Plan, the Owner shall submit to the satisfaction of the Town, a certificate from the Owner’s Engineer stating that all Servicing Works as defined in the Development Agreement dated June 16, 2022 between the Owner and the Town registered on title to the Lands as Instrument No. YR3440757 on June 17, 2022 have been substantially completed.

Finance Department Conditions

5. The Owner shall pay to the Town any and all arrears of taxes, water rates, lawful rates and levies of the Town or charges owing to the Town in connection with the Lands.

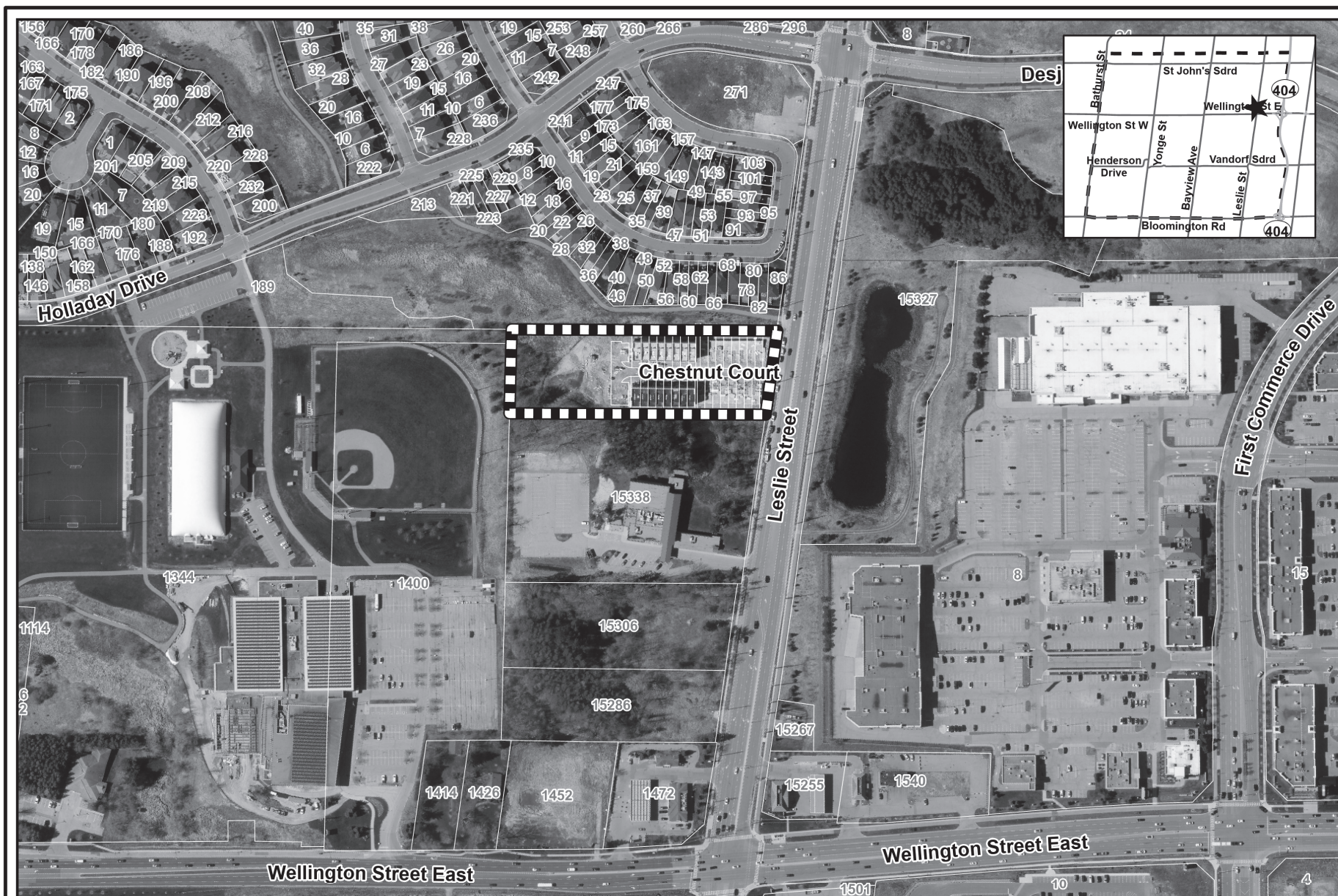
Clearances

The Town's Planning Division shall advise that Conditions 1 and 2 have been satisfied, stating briefly how each Condition has been met.

The Town's Legal Services Division shall advise that Condition 3 has been satisfied, stating briefly how this Condition has been met.

The Town's Engineering Division shall advise that Condition 4 has been satisfied, stating briefly how this Condition has been met.

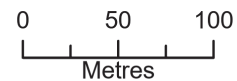
The Town's Finance Department shall advise that Condition 5 has been satisfied, stating briefly how this Condition has been met.



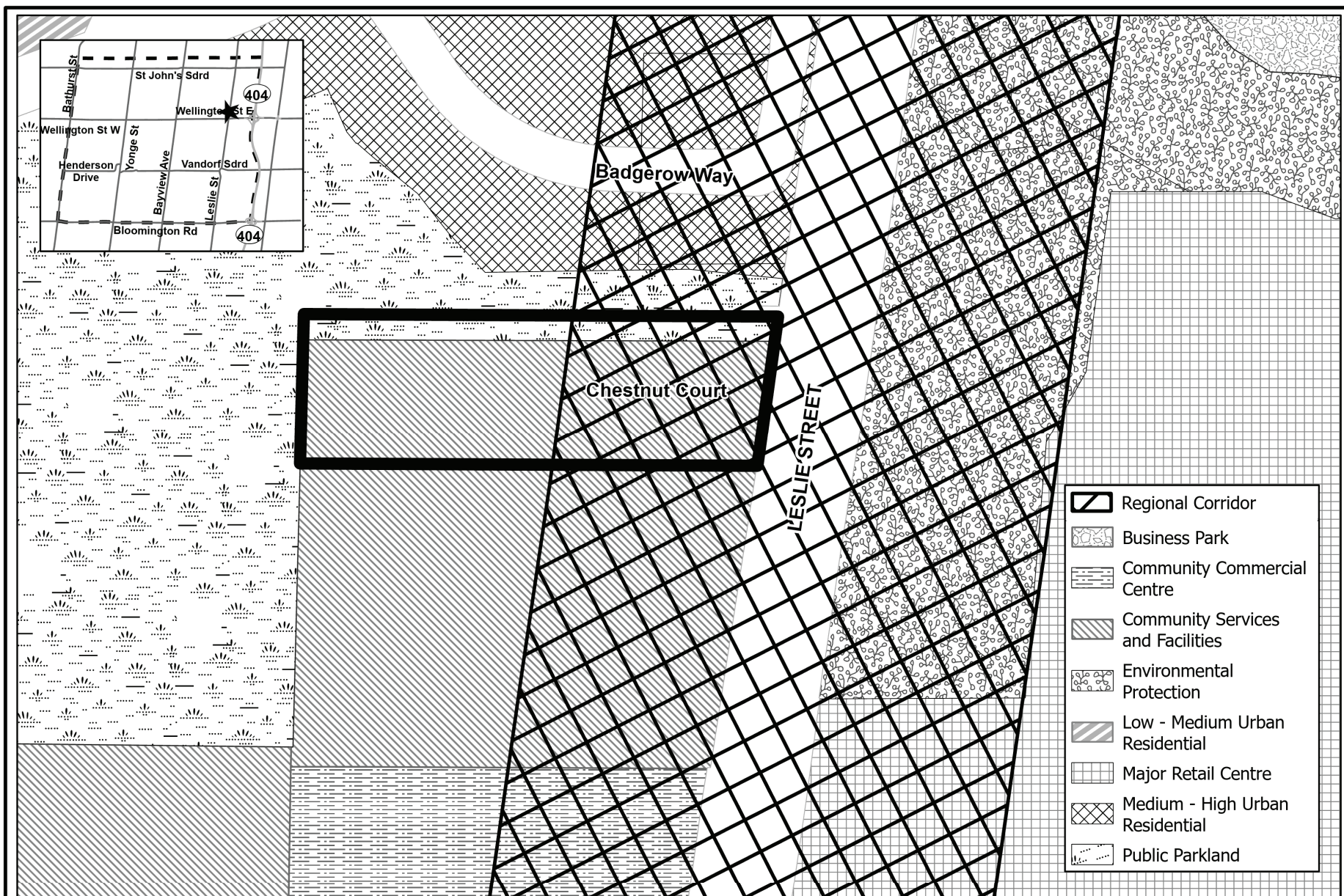
LOCATION MAP

APPLICANT: SKALE (15370 LESLIE) INC.
 FILES: CDM-2024-03
 FIGURE 1

 SUBJECT LANDS



Map created for the Town of Aurora Planning and Development Services Department, 2024-12-09. Base data provided by York Region & the Town of Aurora. Air Photos taken Spring 2024, © First Base Solutions Inc., 2024 Orthophotography.



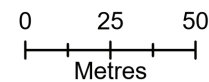
EXISTING OFFICIAL PLAN DESIGNATION

APPLICANT: SKALE (15370 LESLIE) INC.

FILES: CDM-2024-03

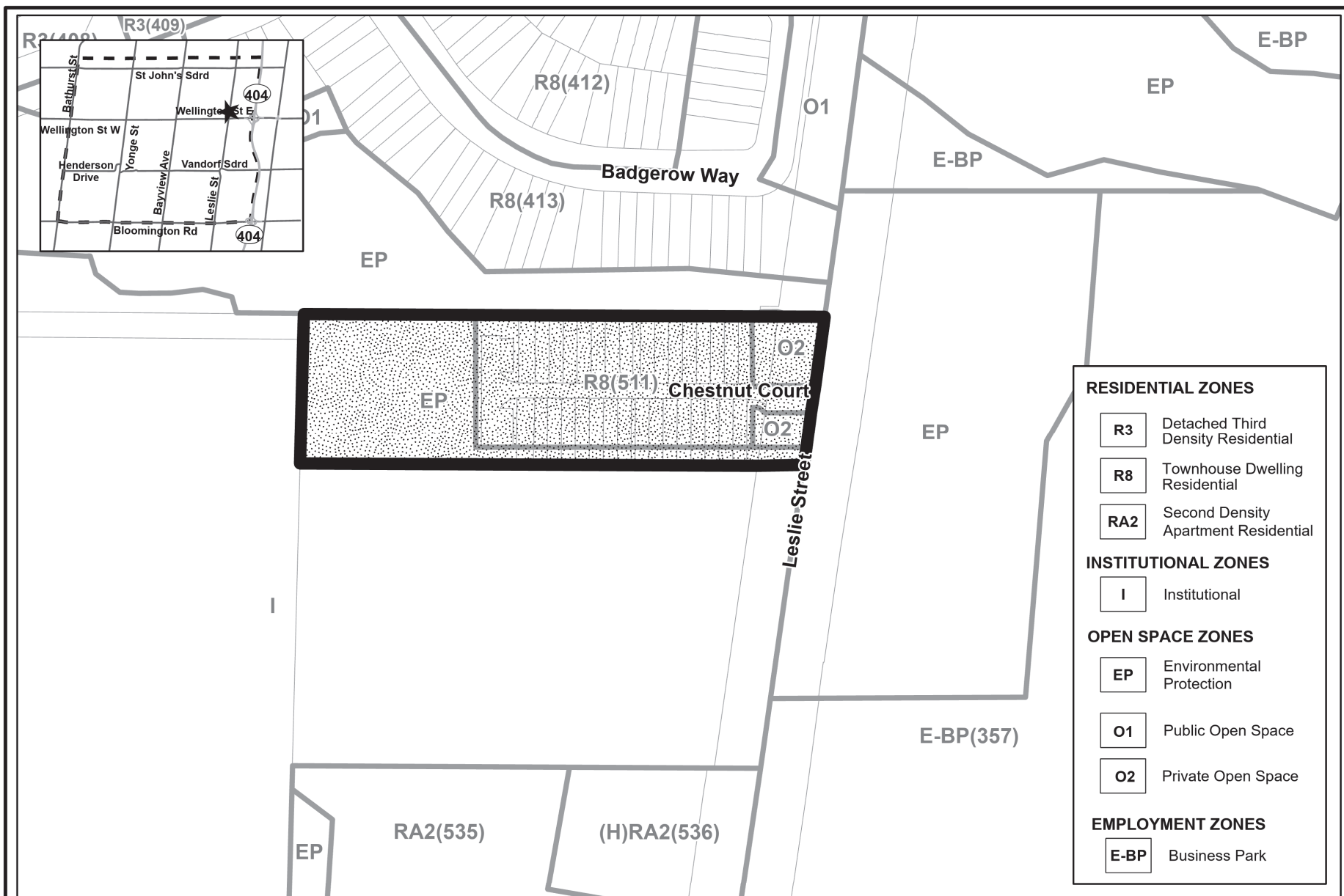
FIGURE 2

 Subject Lands



Map created for the Town of Aurora Planning and Development Services Department, 2024-12-09. Base data provided by York Region & the Town of Aurora.

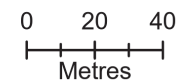
Document Path: J:\data\data\Planning Maps\15370 Leslie St (Skale) (CDM-2024-03)\CDM-2024-03_15370_Leslie_St\CDM-2024-03_15370_Leslie_St.aprx



EXISTING ZONING BY-LAW

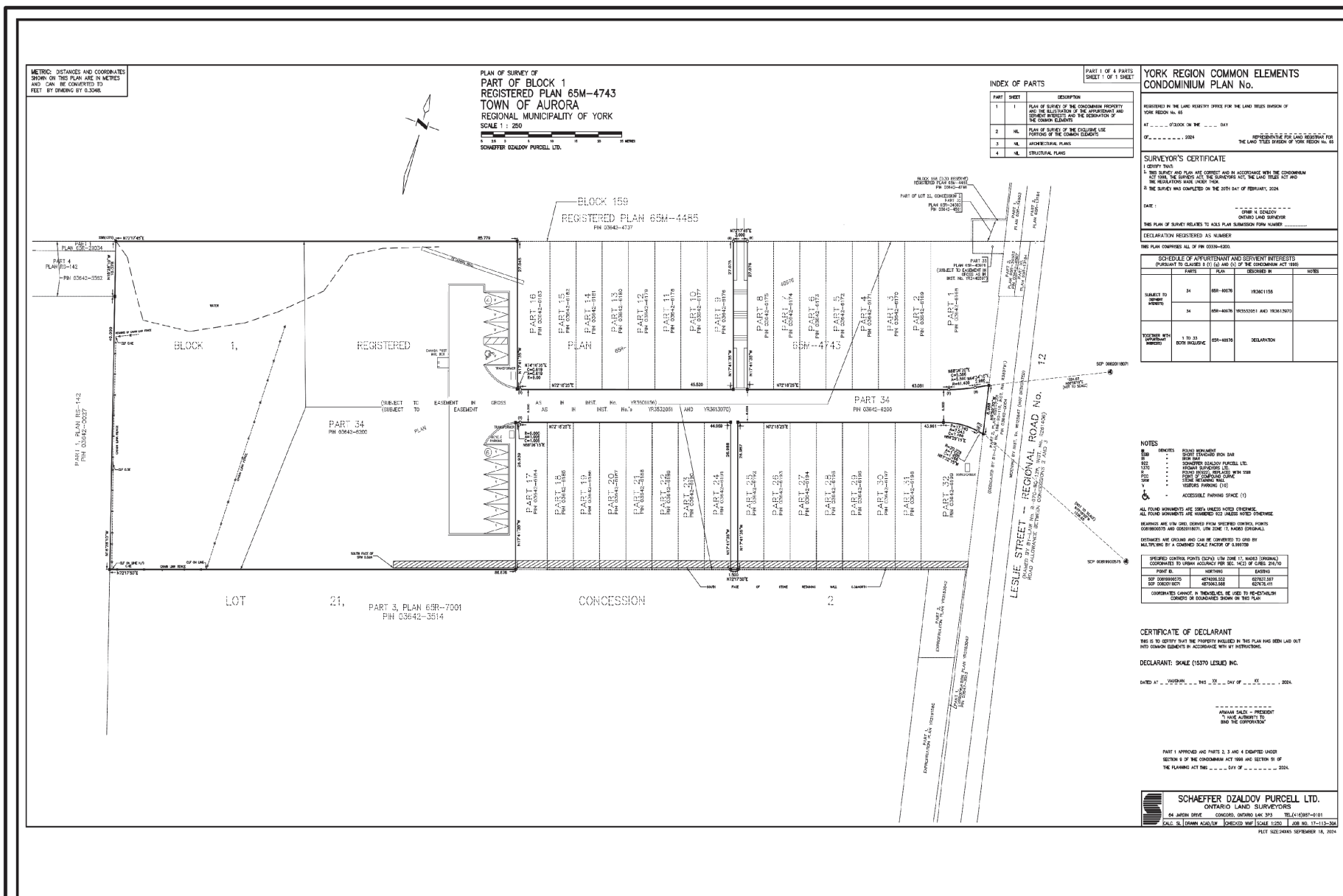
APPLICANT: SKALE (15370 LESLIE) INC.
 FILE: CDM-2024-03

FIGURE 3



Map created for the Town of Aurora Planning and Development Services Department, 2024-12-09. Base data provided by York Region & the Town of Aurora.

Document Path: J:\data\data\Planning Maps\15370 Leslie St (Skale) (CDM-2024-03)\CDM-2024-03_15370_Leslie_St\CDM-2024-03_15370_Leslie_St.aprx



PROPOSED DRAFT PLAN OF CONDOMINIUM

APPLICANT: SKALE (15370 LESLIE) INC.
FILE: CDM-2024-03
FIGURE 5



Map created for the Town of Aurora Planning and Development Services Department, 2024-12-09. Base data provided by Schaeffer Dzaldov Purcell Ltd.



100 John West Way
Aurora, Ontario
L4G 6J1
(905) 727-3123
aurora.ca

Town of Aurora
Memorandum
Mayor's Office

Re: York Regional Council Highlights of December 5, 2024
To: Members of Council
From: Mayor Mrakas
Date: January 14, 2025

Recommendation

- 1. That the York Regional Council Highlights of December 5, 2024, be received for information.**

COUNCIL HIGHLIGHTS

FOR IMMEDIATE RELEASE



Tuesday, December 17, 2024

York Regional Council – Thursday, December 5, 2024

Livestreaming of the public session of Council and Committee of the Whole meetings is available on the day of the meeting from 9 a.m. until the close of the meeting. Past sessions are available at [York.ca/councilandcommittee](https://york.ca/councilandcommittee)

Seat of Regional Chair declared vacant

At its meeting on December 5, 2024, York Regional Council officially [declared the seat of Regional Chair vacant](#). This declaration follows the retirement of former Chairman and CEO Wayne Emmerson on November 29, 2024.

In accordance with York Region's [procedural bylaw](#), Town of Newmarket Mayor John Taylor presided over the meeting as Acting Regional Chair.

Council also [received a communication](#) from the Province of Ontario regarding the intent to appoint Eric Jolliffe as the new Chair and CEO of York Regional Council.

Regional Council approves \$5 million grant for Mental Health Community Care Hub

Regional Council [approved](#) a one-time \$5 million capital contribution funding grant to the [Canadian Mental Health Association, York Region-South Simcoe](#) for development of a Mental Health Community Care Hub. When complete, the Hub will provide residents with more access to dedicated mental health and addiction supports and help address a critical gap in the mental health system.

Located at 17255 Yonge Street in The Town of Newmarket, the Hub will be situated near Southlake Health and along a major Regional traffic corridor for access to transit and emergency services.

The Regional financial contribution will be funded through reserves and as part of the Region's annual budget process. The Hub will be operated by Canadian Mental Health Association York Region-South Simcoe and is expected to begin service delivery in 2026.

More information will be shared as the project progresses.

Community Investment Fund supported more than 70,000 residents in 2023

Regional Council [received an update](#) on the York Region Community Investment Fund activities for 2023.

In 2023, approximately \$8.5 million was allocated across 194 projects delivered by 98 community agencies. Areas of support and focus included:

- **Pandemic Response and Recovery:** \$3.1 million for pandemic related supports and services and \$1.2 million for projects to help residents with mental health concerns made worse by the pandemic experience
- **Housing Stability:** \$526,895 for projects to help residents find and keep stable housing
- **Mental Well-Being:** \$764,360 for mental health projects
- **Food Security:** \$418,776 for improving access to food and strengthening the local food security system
- **Organizational Development:** \$1.1 million for capacity building in community agencies

An additional \$1.3 million was allocated to support other critical community needs, including support for crime victims and human trafficking survivors.

The [Community Investment Fund](#) is an important part of York Region's human services system, addressing gaps in community needs. More information on the Community Investment Fund, including additional details on 2023 activity results and 2024 funded projects and initiatives, are available on york.ca/CommunityInvestment

Significant progress made in the implementation of the Community Safety and Well-Being Plan

Regional Council [received an update](#) on progress and outcomes of the [Community Safety and Well-Being Plan for York Region 2022 to 2026](#).

Strategic objectives outlined in the plan are being achieved through proactive, locally driven actions. Year two highlights include:

- **Community Action Tables:** Established in 2021, these tables focus on four geographic areas across York Region (northern Georgina, central Newmarket, south-central Richmond Hill and south-central Markham). Of the 122 identified local actions across the four focus areas, 95% are projected for completion by the end of 2024
- **Targeted Projects:** There are six social development and prevention initiatives to enhance Community Action Table work. This includes work with children, youth and families and resolving situations with risk of crime, harm and victimization. York Region is also piloting a Traumatic Incident Response Protocol, which collaborates with local municipalities and other partners to quickly provide support to communities impacted by violent events (shootings, stabbings and hate-motivated crimes)
- **Community Engagement:** More than 47,000 residents have been engaged through various initiatives, fostering a strong sense of community involvement

First approved by Regional Council in 2022, the plan focuses on social development, prevention and targeted community-driven actions to achieve York Region's [Vision](#). The Community Safety and Well-Being Plan is developed in consultation with residents, community organizations, local municipalities, York Regional Police and other stakeholders.

Sustained financial support from other levels of government is needed to continue this important and provincially mandated work beyond 2026.

More information on the Community Safety and Well-Being Plan for York Region 2022 to 2026 is available on York.ca/CommunityAction

Canada-Wide Early Learning Child Care Program Update

Regional Council received an [update on the Canada-Wide Early Learning Child Care Program \(CWELCC\)](#) and impacts on the child care sector and family.

The CWELCC system is a federal program, administered by the province and delivered by Service System Managers, such as York Region. York Region does not directly operate any child care centres. The number of CWELCC-funded child care spaces across the province is determined by the Ministry of Education.

Updates to the CWELCC program, effective January 1, 2025, include:

- A new cost-based funding model to better reflect the cost of delivering child care, including a 34% increase to York Region's funding allocation
- Capping child care fees at \$22 per day for children under six, reducing user costs to an average of \$10/day by 2026
- Child care operators not participating in CWELCC will no longer have access to provincial child care funding for children under six. They will still have access to York Region's professional learning and development sessions and Early Intervention Services to support inclusion of children with special needs

The Province requires each Service System Manager develop a Directed Growth Plan to allocate new CWELCC funded spaces to underserved priority neighbourhoods with the following target groups: children living in low-income families, children from diverse communities, children with special needs, Francophone children and Indigenous children.

Using a data driven and equity-focused approach, the Region determined five priority neighbourhoods aligning with the province's requirements. These are East Markham, Central Vaughan, Central East Gwillimbury, West Georgina and North Georgina. Priority neighbourhoods are reviewed annually to ensure they continue to reflect community need.

More information about the CWELCC program in York Region is available at york.ca/CanadaWideChildcare

Development Charges Deferrals for Affordable Rental Buildings Policy continues in York Region

Regional Council continues support for the [Development Charges Deferral Policy for Affordable Rental Buildings](#). Expiry dates and unit caps have been removed to encourage building of affordable rental units across York Region.

The original Development Charges Deferral for Affordable Rental Buildings Policy was approved in [October 2019](#) with an update in [June 2021](#). This policy intends to facilitate development of rental buildings for affordable to moderate income levels, which a [recent Housing Needs Analysis](#) identified as a severe need in York Region.

Actions to increase community and affordable housing will be considered through the development of the upcoming [10-year Housing and Homelessness Plan](#).

For more information on development charges in York Region, visit york.ca/LandDevelopment

York Region supports Gravenhurst following unprecedented snowfall

Regional Council expressed gratitude to Public Works staff, particularly the Roads and Operations team, for their [outstanding support to the Town of Gravenhurst](#) during its recent state of emergency.

In response to an unprecedented snowfall, York Region swiftly deployed three tractors and snowblowers, along with skilled operators, to assist with clearing roads and vital pathways. Staff worked tirelessly to ensure safe passage for residents and even helped some who were stranded.

This effort highlighted the power of inter-municipal collaboration, with York Region joining other municipalities, including the City of Vaughan, to provide critical support. Council commended the team's professionalism and compassion, noting their actions as a proud example of York Region's commitment to helping communities in need.

December Observances

Regional Council recognized the following observances in December 2024:

- [International Day of Persons with Disabilities](#) – Tuesday, December 2, 2024
 - [International Volunteer Day](#) – Thursday, December 5, 2024
 - [International Human Rights Day](#) – Tuesday, December 10, 2024
-

Next meeting of York Regional Council

York Regional Council will meet on Thursday, January 30, 2025, at 9 a.m. in the York Region Administrative Centre Council Chambers, located at 17250 Yonge Street in the Town of Newmarket. The meeting will be streamed on york.ca/live

The Regional Municipality of York consists of nine local cities and towns and provides a variety of programs and services to over 1.25 million residents and 57,000 businesses with more than 629,000 employees. More information about York Region's key service areas is available at york.ca/RegionalServices

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Media Contact: Kylie-Anne Doerner, Corporate Communications, The Regional Municipality of York
Cell: 905-806-7138 kylie-anne.doerner@york.ca