



General Committee Meeting Agenda

**Tuesday, June 2, 2020
7 p.m.**

Video Conference



Town of Aurora General Committee Meeting Agenda

Tuesday, June 2, 2020
7 p.m., Video Conference

Note: This meeting will be held electronically as per Section 20.1 of the Town's Procedure By-law No. 6228-19, as amended, due to the COVID-19 State of Emergency.

Mayor Mrakas in the Chair

- 1. Approval of the Agenda**
- 2. Declarations of Pecuniary Interest and General Nature Thereof**
- 3. Community Presentations**
- 4. Delegations**

Note: At this time, the Municipal Offices are closed. This meeting will be live streamed at <https://www.youtube.com/user/Townofaurora2012/videos>. Residents who would like to provide comment on an agenda item are encouraged to visit www.aurora.ca/participation.

(a) Philipp Parkhomenko, Resident

**Re: Item R1 – CS20-001 – Fence By-law Exemption Request – 203 St.
John's Sideroad West**

5. Consent Agenda

Items listed under the Consent Agenda are considered routine or no longer require further discussion and are enacted in one motion. The exception to this rule is that

a Member may request that one or more items be pulled for discussion and voted on separately.

Recommended:

That the following Consent Agenda item, C1, be approved:

C1. Memorandum from Councillor Gaertner

Re: Resolution from City of Kitchener, Re: Universal Basic Income

Recommended:

1. That the memorandum regarding Resolution from City of Kitchener regarding Universal Basic Income, be received for information.

6. Advisory Committee Meeting Minutes

7. Consideration of Items Requiring Discussion (Regular Agenda)

R1. CS20-001 – Fence By-law Exemption Request – 203 St. John’s Sideroad West

Recommended:

1. That Report No. CS20-001 be received; and
2. That an exemption to the Town’s Fence By-law No. 4753-05.P to permit a non-compliant fence in the front and side yard at 203 St. John’s Sideroad West, be refused; and
3. That an exemption to the Town’s Fence By-law No. 4753-05.P to permit the non-compliant wrought iron gate with a height exceeding 2.0 metres, be approved, and the amending by-law be brought forward at a future date for enactment.

R2. PDS20-005 – Aurora Heights Public School Student Safety Plan

Recommended:

1. That Report No. PDS20-005 be received; and

2. That the student safety plan for Aurora Heights Public School comprise of the following elements:
 - (a) A layby lane on the east side of Tecumseh Drive along the frontage of the school, subject to the York Region District School Board transferring property and/or easements at no cost to the Town; and
 - (b) Prohibit parking at all times on the south and east sides of Kitimat Crescent from a point nine metres south of the beginning of the curb return to a point nine metres east of the end of the curb return adjacent to 25 Kitimat Crescent; and
3. That the funding request for the design and construction of the layby lane on Tecumseh Drive, in the amount of \$125,000, to be included in the 2021 Capital Budget, subject to recommendation 2(a).

R3. PDS20-034 – Assessment on Various Options to Support Existing Traffic Calming Measures on Centre Street

Recommended:

1. That Report No. PDS20-034 be received; and
2. That Option 'C' be implemented by installing signage on Centre Street at Yonge Street advising that Centre Street is not a through street.

R4. CS20-012 – Transfer of Part III Prosecutions from the Province

Recommended:

1. That Report No. CS20-012 be received; and
2. That the attached resolution be approved to delegate authority to The Regional Municipality of York to enter into agreements with the Province, on behalf of the Town, that will amend the Memorandum of Understanding and the Local Side Agreement and transfer prosecutions of certain Part III offences under the *Provincial Offences Act* to the Region.

R5. PDS20-035 – Approval for Capital Project No. 42810 – Climate Change Adaptation Plan

Recommended:

1. That Report No. PDS20-035 be received; and
2. That this report satisfy Council's conditional budget approval for Capital Project No. 42810 – Climate Change Adaptation Plan, in the amount of \$100,000.

8. Notices of Motion

9. New Business

10. Public Service Announcements

11. Closed Session

12. Adjournment



100 John West Way
Aurora, Ontario
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aurora.ca

Town of Aurora

Electronic Delegation Request
Legislative Services

This Delegation Request form and any written submissions or background information for consideration by either Council or Committees of Council must be submitted to Legislative Services.

Council or Committee Meeting Date: June 2 nd , 2020		
Subject: 203 St John Sdrd West		
Name of Spokesperson and Name of Group or Person(s) being Represented (if applicable): Philipp Parkhomenko speaking on behalf of Konstantin Ulybin		
Brief Summary of Issue or Purpose of Delegation: <ul style="list-style-type: none">Request Approval to keep the fence height as isRequest Approval to keep the front gate height as is		
Have you been in contact with a Town staff or Council member regarding your matter of interest? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
If yes, with whom? Alexander Wray	Date: May 14 th , 2020	
<input checked="" type="checkbox"/> I acknowledge that the Procedure By-law permits five (5) minutes for Delegations.		
I wish to submit my delegation by (select one):		
<input type="checkbox"/> Video/audio*	<input checked="" type="checkbox"/> Phone*	<input type="checkbox"/> Written Correspondence

*must attend electronic meeting. Please click here for more information.



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**Town of Aurora
Councillor's Office**

Memorandum

Date: June 2, 2020
To: Mayor and Members of Council
From: Councillor Wendy Gaertner
Re: **Resolution from City of Kitchener**
Re: Universal Basic Income

Recommendation

- 1. That the memorandum regarding Resolution from City of Kitchener regarding Universal Basic Income, be received for information.**

Attachments

Attachment #1 – Resolution from City of Kitchener, dated May 15, 2020
Re: Universal Basic Income



Attachment #1

JEFF BUNN
Manager, Council & Committee Services & Deputy City Clerk
Finance & Corporate Services Department
Kitchener City Hall, 2nd Floor
200 King Street West, P.O. Box 1118
Kitchener, ON N2G 4G7
Phone: 519.741.2200 x 7278 Fax: 519.741.2705
jeff.bunn@kitchener.ca
TTY: 519-741-2385

May 15, 2020

The Right Honourable Justin Trudeau, Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

Dear Prime Minister Trudeau:

This is to advise that City Council, at a special electronic meeting held on May 11, 2020, passed the following resolution regarding universal basic income:

“WHEREAS The World Health Organization (WHO) on March 11, 2020 declared COVID-19 a pandemic, pointing to the growing number of cases of the coronavirus illness around the world and the sustained risk of further global spread; and,

WHEREAS in response to the COVID-19 pandemic, the Province of Ontario and the City of Kitchener have declared a state of emergency under the Emergency Management and Civil Protection Act; and,

WHEREAS the City of Kitchener has approved the Early Economic Support Plan, which provides financial and economic support measures to help reduce the financial strain on citizens and businesses during the COVID-19 pandemic; and,

WHEREAS Statistics Canada has reported that the unemployment rate has risen to 7.8 per cent, with 1,011,000 jobs lost in March 2020, and that the COVID-19 pandemic has impacted the employment of 3.1 million Canadians; and,

WHEREAS the Federal government has announced \$82 billion in relief funding for the COVID-19 Economic Response Plan, utilizing tax deferrals, subsidies, loans, and credits to support citizens, businesses, and industries; and,

WHEREAS according to a 2018 Parliamentary Budget Office report, a Canada-wide basic income of the type previously piloted in Ontario would have an annual net cost of \$44 billion; and,

WHEREAS a universal basic income would likely have many positive effects, including reducing poverty, reducing strain on health care and social assistance systems, supporting businesses and the economy, reducing crime, as well as reducing administrative complexity and creating efficiencies for those in need of financial and economic support measures;

THEREFORE BE IT RESOLVED that the Council of the City of Kitchener urges the Ontario Provincial government to pursue a partnership with the Federal government for the establishment of a universal basic income;

BE IT FINALLY RESOLVED that this resolution be forwarded to the Right Honourable Prime Minister of Canada; the Honourable Premier of Ontario; the Minister of Children, Community and Social Services; the Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario; the Local Members of Provincial Parliament; the Region of Waterloo; all Municipalities within the Province of Ontario; and, the Federation of Canadian Municipalities.”

Yours truly,



J. Bunn
Manager, Council & Committee Services/
Deputy City Clerk

- c. Honourable, Doug Ford, Premier
Honourable Amy Fee, M.P.P.
Honourable Belinda Karahalios, M.P.P.
Honourable Catherine Fife, M.P.P.
Honourable Laura Mae Lindo, M.P.P.
Honourable Mike Harris, M.P.P.
Honourable Todd Smith, Minister of Children, Community & Social Services
Honourable Steve Clark, Minister of Municipal Affairs and Housing
Monika Turner, Association of Municipalities of Ontario
Kris Fletcher, Regional Clerk, Region of Waterloo
Bill Karsten, Federation of Canadian Municipalities
Ashley Sage, Clerk, Township of North Dumfries
Danielle Manton, City Clerk, City of Cambridge
Dawn Mittelholtz, Director of Information and Legislative Services / Municipal Clerk, Township of Wilmot
Grace Kosch, Clerk, Township of Wellesley
Olga Smith, City Clerk, City of Waterloo
Val Hummel, Director of Corporate Services/Clerk, Township of Woolwich
All Ontario Municipalities



**Town of Aurora
General Committee Report**

No. CS20-001

Subject: Fence By-law Exemption Request – 203 St. John’s Sideroad West
Prepared by: Alexander Wray, Manager of Bylaw Services
Department: Corporate Services
Date: June 2, 2020

Recommendation

- 1. That Report No. CS20-001 be received; and**
- 2. That an exemption to the Town’s Fence By-law No. 4753-05.P to permit a non-compliant fence in the front and side yard at 203 St. John’s Sideroad West, be refused; and**
- 3. That an exemption to the Town’s Fence By-law No. 4753-05.P to permit the non-compliant wrought iron gate with a height exceeding 2.0 metres, be approved and the amending by-law be brought forward at a future date for enactment.**

Executive Summary

The purpose of this report is to update Council on the non-compliant fence and wrought iron gate at 203 St. John’s Sideroad West.

- An exemption to the Town’s Fence By-law is likely to set a community precedent for similar requests in the future in terms of location, height and materials of the fence
- Fence By-law complaints received are minimal and makeup less than 1% of Bylaw Services complaint files
- The wrought iron gate for the driveway entrance exceeds the permitted height but is decorative in nature and consistent with the surrounding neighbourhood.
- Bylaw Services proposes to modernize the Fence By-law creating a process for residents to achieve compliance.

Background

The subject property is a Single Family Residential dwelling situated in the Yonge Street and St. John's Sideroad neighbourhood. The current property owner is seeking relief from the by-law regulations to maintain an existing front yard fence with a wrought iron gate and side yard fence. The fence and gate exceed the permitted height of 2.0 meters for a fence on a Rural Residential Property. Additionally, the fence is constructed of wood, which is a prohibited material for a front yard fence. The gate is wrought iron which is a compliant material.

As a result of a complaint from a member of the community, Bylaw Services attended the property and conducted an inspection of the recently constructed fence and gate on or about August 13, 2018. During the inspection, Bylaw Services Officers identified the fence and gate did not comply with the provisions set out in Fence By-law No. 4753-05.P.

The property owner requested staff take forward a report to Council seeking relief from the by-law to allow the fence to remain as constructed. In February of 2019 staff came forward with a report to Council recommending refusal for reason outlined in the report. At the Council meeting of February 26, 2019 the following resolution carried;

That Report No.CS19-011 – Fence By-law Exemption Request – 203 St. John's Sideroad West be referred back to staff.

Staff proceeded to work with the property owner and their agent to reach a resolution and in November a subsequent report came forward. At the Council meeting of November 12, 2019 the following resolution carried;

That Report No. CS19-025 be referred back to staff; and

That staff be authorized to report back on achieving compliance with fences and gates throughout the Town.

Staff have contacted the resident and advised them that this report will be brought before General Committee for consideration.

Analysis

An exemption to the Town's Fence By-law is likely to set a community precedent for similar requests in the future in terms of location, height and materials of the fence.

Fencing is a common solution to address privacy, security, and aesthetics. An exemption to the current Fence By-law would be precedent setting in the community, and may permit other properties to seek relief for similar types of fences. By permitting the exemption both current and future decisions may be viewed as subjective and would strongly diminish the integrity of the Town's Fence By-law 4753.05.P.

Fence By-law complaints received are minimal and makeup less than 1% of Bylaw Services complaint files.

Bylaw Services receives a minimal number of complaints relating to Fence height violations on an annual basis. Since 2009, 60 service requests have been filed for fencing concerns in Town, of which 6 were founded to be in violation of the Fence By-law requirements. Historically, council has only granted one fence exemption request in 2004 to a property on Leslie Street. This fence has been removed and the property is in compliance with the Fence By-law.

The wrought iron gate for the driveway entrance exceeds the permitted height but is decorative in nature and consistent with the surrounding neighbourhood.

The wrought iron gate is a gateway feature for the driveway egress. The gate is constructed of compliant material. The overall height of the gate exceeds the maximum height of 2.0 metres. However, the appearance of the gate is compatible and similar to other features and properties in the neighbourhood. Future amendments to the Town's Fence By-law would recommend provisions to support similar type gates on properties zoned Rural Residential including increasing the height of permitted wrought iron gates to 3.0 metres.

Bylaw Services proposes to modernize the Fence By-law creating a process for residents to achieve compliance.

Bylaw Services recommends modernizing the Town's Fence By-Law to manage existing and future non-compliance issues throughout the Town. Bylaw Services proposes the implementation of a variance process for proposed non-compliant fences

and an appeal system for existing non-compliant fences. Existing non-compliant fences will be dealt with on a complaint basis. The chart below outlines potential changes.

Exemption Prior to Fence Construction (Proposed Fences)	Exemptions after Fence Construction (Existing Fences)
Application Form + Fee	Application Form + Increased Fee
Community Support Letters	Community Support Letters
Delegated Authority to Director	Hearing at Appeals Tribunal
Established Variance Criteria	Appeals Guidelines to be established.

Bylaw Services will review existing legislation in neighbouring municipalities to develop standards for Gates and Entry Features in Rural Residential Zones. Bylaw Services will also work with Legal Services to make appropriate amendments to the existing Aurora Appeals Tribunal By-Law.

Staff will report back to council with more information on the proposed amendments to the Fence By-law and the Aurora Appeals Tribunal By-law to create the proposed mechanisms.

Advisory Committee Review

N/A

Legal Considerations

The Fence By-law does not have an exemption process and in order to grant an exemption from the Fence by-law requirements Council would be required to pass a site-specific by-law amendment. Such a by-law amendment could waive the application of the provisions relating to height and materials for 203 St. John's Sideroad West and establish site-specific requirements to be applicable in this case, as directed by Council.

Financial Implications

The applicant may face financial implications associated with the recommended removal of the fence.

Communications Considerations

N/A

Link to Strategic Plan

N/A

Alternative(s) to the Recommendation

1. Provide further direction.
2. Approve the exemption request for the existing non-compliant fence in the front and side yards.

Conclusions

For reasons outlined in this report, staff are recommending refusal of the existing front and side yard wooden fence, an exemption be approved for the existing wrought iron gate, and modernization of the existing Fence By-law and Aurora Appeals Tribunal By-law be brought forth to a future Council meeting for consideration.

Attachments

N/A

Previous Reports

Report CS19-011 – Fence By-law Exemption Request – 203 St John's Sideroad West, General Committee – February 12, 2019

Report CS19-025 – Fence By-law Exemption Request – 203 St John's Sideroad West, General Committee – November 5, 2019

Pre-submission Review

Agenda Management Team review on May 14, 2020

Departmental Approval



**Techa Van Leeuwen
Director
Corporate Services**

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**



**Town of Aurora
General Committee Report**

No. PDS20-005

Subject: Aurora Heights Public School Student Safety Plan
Prepared by: Michael Bat, Traffic/Transportation Analyst
Department: Planning and Development Services
Date: June 2, 2020

Recommendations

1. That Report No. PDS20-005 be received;
2. That the student safety plan for Aurora Heights Public School comprise the following elements:
 - (a) A layby lane on the east side of Tecumseh Drive along the frontage of the school, subject to the York Region District School Board transferring property and/or easements at no cost to the Town;
 - (b) Prohibit parking at all times on the south and east sides of Kitimat Crescent from a point nine metres south of the beginning of the curb return to a point nine metres east of the end of the curb return adjacent to 25 Kitimat Crescent; and,
3. That the funding request for the design and construction of the layby lane on Tecumseh Drive, in the amount of \$125,000, to be included in the 2021 capital budget, subject to recommendation 2(a).

Executive Summary

As directed by Council on November 12, 2019, a working group was created to address student safety concerns at the Aurora Heights Public School. The working group is comprised of Town staff, representatives from the York Region District School Board (the School Board) and Principal of Aurora Heights Public School.

The report can be summarized as follows:

- The existing road conditions of Kitimat Crescent and Tecumseh Drive are generally consistent with the Town's design standards for a local road;

- Staff created a working group with stakeholders to discuss student safety concerns and possible solutions for the Aurora Heights Public School; and,
- The preferred safety plan for Aurora Heights Public School consists of a sidewalk on Kitimat Crescent and the development of a layby lane along the frontage of the school on Tecumseh Drive.

Background

On November 12, 2019, Council passed the following motion in response to the staff report that reviewed various options designed to enhance pedestrian safety on Kitimat Crescent and pick-up/drop-off activities for Aurora Heights Public School:

1. That Report No. PDS19-097 be referred back to staff; and,
2. That a working group be created to address the safety issues around the school before reporting back.

It should be noted that the sidewalk construction on Kitimat Crescent was approved by Council through a notice of motion resolution on November 26, 2019 and forms part of the overall Aurora Heights Public School Student Safety Plan.

The final design for the sidewalk installation on Kitimat Crescent is complete and construction is scheduled to begin this summer with an estimated completion date of September 2020 (subject to Council approval of a budget increase to the capital project).

The subject area is illustrated in Attachment 1.

Analysis

The existing road conditions of Kitimat Crescent and Tecumseh Drive are generally consistent with the Town's design standards for a local road

Kitimat Crescent: is a two-lane local road (single lane per travel direction) with a 20 metres ROW width. It has an urban cross-section with curbs on both sides of the road but no sidewalks. The existing pavement is measured 8.0 metres wide and the posted speed limit is 40 km/h within the study area.

Tecumseh Drive: is a two-lane local road (single lane per travel direction) with a 20 metres ROW width. It has an urban cross-section with curbs on both sides of the road and sidewalks provided on the south-east side of the road. The existing pavement is measured 8.0 metres wide and the posted speed limit is 40 km/h.

Staff created a working group with stakeholders to discuss pedestrian safety concerns and possible solutions for the Aurora Heights Public School

The working group meetings were held on November 20, 2019 and January 9, 2020. The following options were discussed and are illustrated in Attachment 2:

- Option A: Sidewalk installation on Kitimat Crescent and relocating the existing pedestrian crosswalk to the north side;
- Option B: Construct a layby area on the east side of Tecumseh Drive along the frontage of the School;
- Option C: Rearrange school bus and parent pick-up/drop-off areas;
- Option D: Construct a pedestrian connection between the Aurora Community Centre and the School;
- Option E: Long-term provision by adding an additional driveway within the School to facilitate on-site circulation and future parking expansion; and,
- Option F: Provide temporary parking relief on Tecumseh Drive during school start/dismissal time.

The preferred safety plan for Aurora Heights Public School consists of a sidewalk on Kitimat Crescent and the development of a layby lane along the frontage of the school on Tecumseh Drive

Option A was approved by Council in November 2019 and construction is scheduled for this summer. Option B is supported by the School Board and will be recommended to the Trustees for consideration. Options C to E are not supported by the School Board due to budget constraints and Option F is not supported by Town staff due to insufficient roadway width on Tecumseh Drive.

A conceptual layby lane design is provided in Attachment 3 and the detailed assessment for each option is provided in Attachment 4.

Advisory Committee Review

None.

Legal Considerations

The construction of the layby lane will encroach approximately 0.75 metres onto school property. Should Council decide to proceed with the layby lane, an easement and/or encroachment agreement will be required and a reference plan would be required to delineate the area.

Financial Implications

The total cost estimates for the construction of the layby area is \$125,000 and details are presented in Table 1.

Table 1 – Preliminary Budget for Layby Lane Construction and Design

Components	Phases	Estimated Cost
Detailed Design (including cost of survey)	Phase One	\$50,000
Construction Costs (including 25% contingencies)	Phase Two	\$60,000
Legal Fees	-	\$15,000
Total Cost	-	\$125,000

The on-going winter maintenance of the layby lane is estimated at \$10,000 per year as provided by the Operations Services Department.

In addition, should Council decide to proceed with the option of land expropriation, the associated costs will be determined at the design stage and are not reflected in the total cost of \$125,000 presented in Table 1.

Communications Considerations

A PIC was held on Thursday February 20th, 2020 at the Aurora Height Public School from 5:00 PM to 7:00 PM to display the preliminary design of the proposed layby area. A total of 18 residents attended the PIC and the feedback were generally in support of the proposed layby area on Tecumseh Drive along the school's frontage.

The Town of Aurora will use 'Inform' as the level of engagement for this project. There are five different levels of community engagement to consider, with each level providing the community more involvement in the decision making process. These levels are: Inform, Consult, Involve, Collaborate and Empower. Examples of each can be found in the Community Engagement Policy. These options are based on the International Association of Public Participation (IAP2) Spectrum and assist in establishing guidelines for clearly communicating with our public and managing community engagement. In order to inform the public, this report will be posted to the Town's website. Communications will also inform the community on social media during the construction phase and once the project is completed.

The area residents were notified by mail on May 11, 2020 that this staff report is to be presented to the General Committee meeting of June 2, 2020.

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 to the Recommendation

1. That Council provide direction.

Conclusions

As directed by Council in November 2019, a working group was established to address the safety concerns at the Aurora Heights Public School.

In addition to the sidewalk on Kitimat Crescent, Option B is supported by the School Board and will be recommended to the Trustees for approval. Options C to E are not supported by the School Board due to the physical layout of the school and budget constraints. Option F is not supported by Town staff due to an insufficient roadway width on Tecumseh Drive.

Subject to the School Board approval and transfer of land/easements as required at no cost to the Town, as well as approval as part of the 2021 budget process, a detailed design for the layby lane will be prepared for the east side of Tecumseh Drive (along the

school's frontage). A follow-up report will be presented to a future Council meeting containing the final design and cost estimates for the construction of the layby lane.

Attachments

- Attachment 1: Subject Locations Map
- Attachment 2: Options Discussed at the Working Group Meetings
- Attachment 3: Proposed Layby Area Conceptual Design
- Attachment 4: Options Detailed Assessment

Previous Reports

General Committee Report No. PDS19-001, dated March 19, 2019;
Community Advisory Committee Report No. PDS19-043, dated May 2, 2019; and,
General Committee Report No. PDS19-097, dated November 5, 2019.

Pre-submission Review

Agenda Management Team Meeting review on May 14, 2020

Departmental Approval

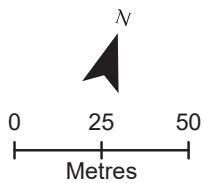
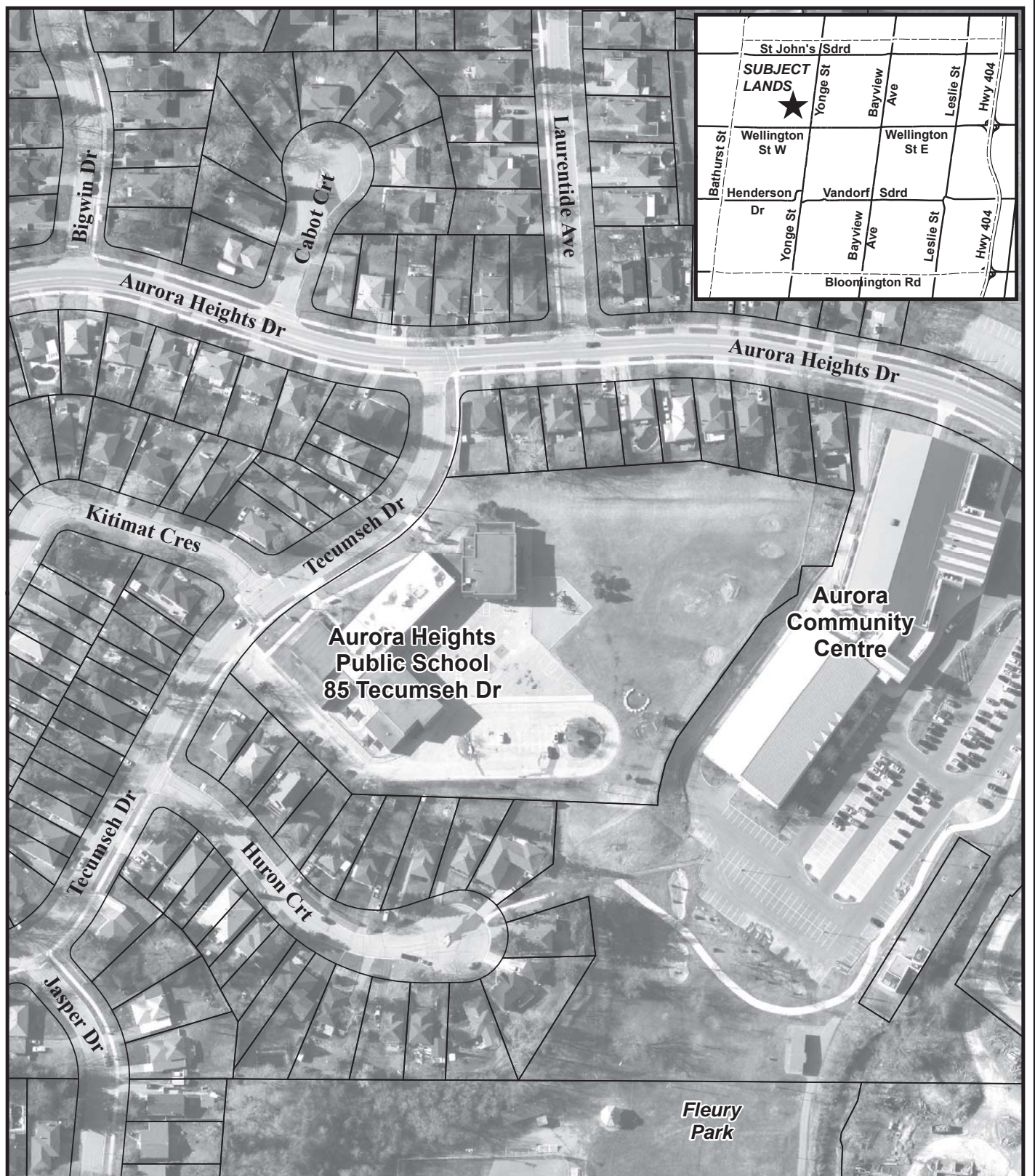


**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

Approved for Agenda



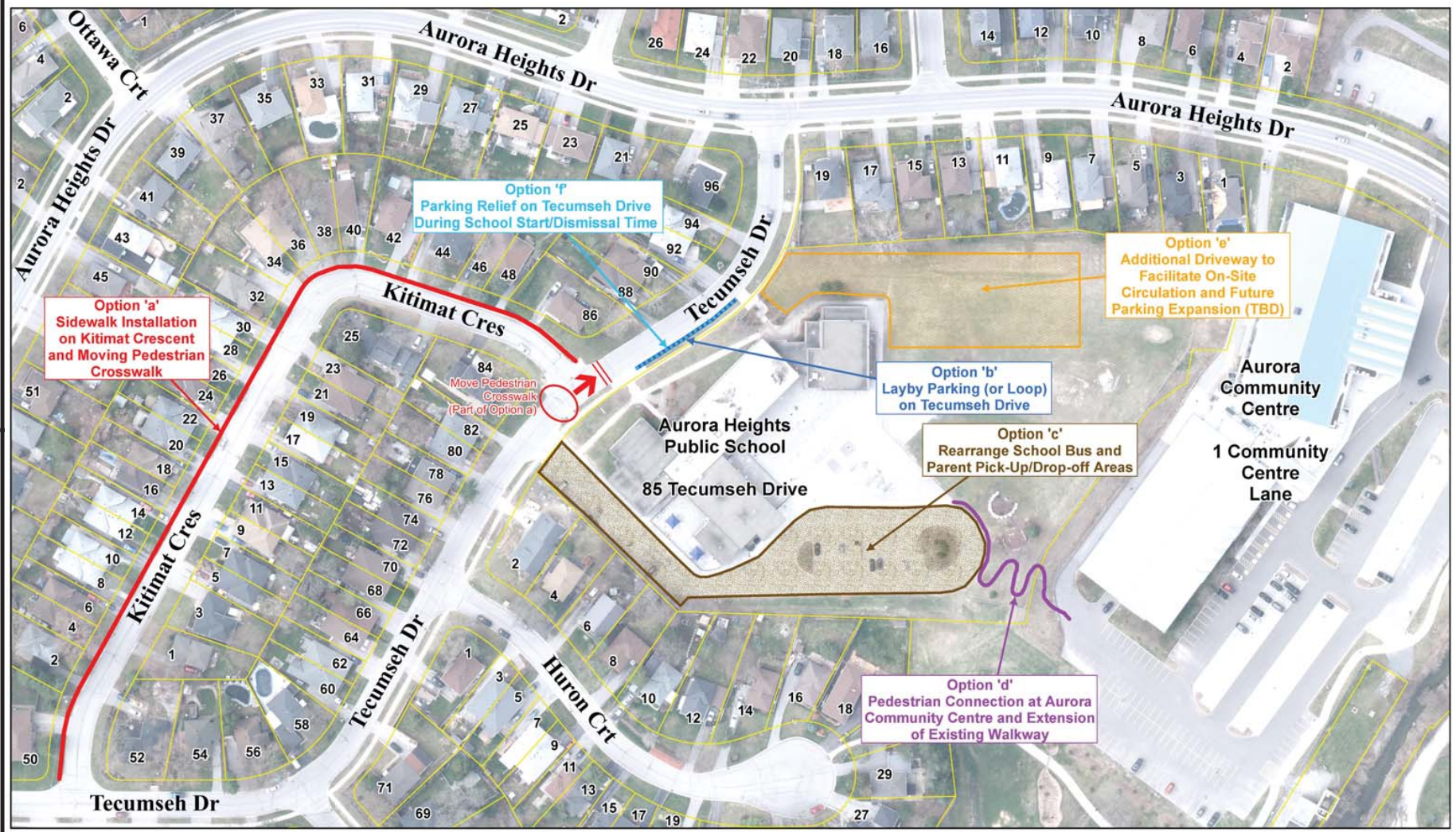
**Doug Nadorozny
Chief Administrative Officer**



ATTACHMENT 1 SUBJECT LOCATIONS MAP



PDS20-005



ATTACHMENT 2 OPTIONS DISCUSSED AT THE WORKING GROUP MEETINGS



PDS20-005

Map created by the Town of Aurora Planning and Development Services Department, Engineering and Capital Delivery Division, October 17th, 2019. Base data provided by York Region and Aurora - GIS.



ATTACHMENT 3 LAYBY AREA CONCEPTUAL DESIGN



PDS20-005

Options	Descriptions
<p>Option A - Sidewalk installation on Kitimat Crescent and relocating the existing pedestrian crosswalk to the north side of the intersection of Kitimat Crescent and Tecumseh Drive</p>	<p>On November 26, 2019, Council approved Capital Project No. 34619: Sidewalk installation on Kitimat Crescent.</p> <p>The current design of the sidewalk is proposed to be located on the northwest side of Kitimat Crescent. The location is strategically selected to minimize parking disruption and avoid the relocation of utilities, fencing and a retaining wall due to existing grades.</p> <p>Option A is supported by the School Board.</p>
<p>Option B - Construct a layby area on the east side of Tecumseh Drive along the frontage of the Aurora Heights Public School</p>	<p>Based on staff observations and information provided by the School, students are currently being picked-up/dropped-off in front of the School on Tecumseh Drive, despite the existing “No Parking” restrictions.</p> <p>The implementation of a layby area on the east side of Tecumseh Drive along the school’s frontage will formalize the existing student pick-up/drop-off activities while improving the overall traffic operation of Tecumseh Drive. The proposed layby area will be approximately 32 metres in length and it can accommodate approximately 4-5 vehicles.</p> <p>Based on a preliminary design, the layby area will require shifting the existing sidewalk. As a result, a portion of the relocated sidewalk and the required retaining wall will be located on the school’s property due to insufficient existing right-of-way. The estimated encroachment is measured approximately 0.75 metres wide but the actual requirement is to be determined by the detailed design.</p>

	<p>If Council decide to proceed, the Town will require executing an encroachment agreement with the School Board.</p> <p>From a cost-sharing perspective, the School Board will contribute based on the property value of the required encroachment area. In addition, this option must receive approval from the School Board Trustees once the detailed design for the layby area is completed.</p> <p>A conceptual layby area design is provided in Attachment 3. It was designed based on the following area specific constraints:</p> <ul style="list-style-type: none"> • The layby area begins just north of the all-way stop control intersection at Tecumseh Drive and Kitimat Crescent to eliminate possible operational conflicts and safety concerns; • The length and location of the layby area was strategically selected to avoid the needs of relocating any privately owned staircases, retaining wall and transformer box; and, • Avoid any impact on the existing utility poles, which will increase the construction costs of the layby area considerably. <p>Option B is supported by the School Board and will be recommended to the Trustees for consideration.</p>
<p>Option C - Rearrange school bus and parent pick-up/drop-off areas</p>	<p>A designated loading/unloading zone is currently provided within the parking area located at the rear of the school. It is only reserved for school buses during the peak pick-up/drop-off periods (e.g. before school start and dismissal times). A desktop analysis was undertaken to review the feasibility of amending the existing configuration with the following changes:</p>

- Relocate the existing school bus loading/unloading activities to the proposed layby area on Tecumseh Drive; and,
- Create a formal “Kiss and Ride” at the existing loading/unloading zone and encourage all pick-up/drop-off activities to be entirely within the School.

The School Board stated that relocating the school bus activities to the proposed layby area on Tecumseh Drive is not a viable option given the following constraints:

- The existing kindergarten classrooms are generally located near the kindergarten playgrounds which is adjacent to the existing loading/unloading zone. These classrooms cannot be relocated due to specific set-ups, features and accommodations;
- Kindergarteners arriving by school bus require school staff supervisions during the loading/unloading process and walking them to/from the classrooms;
- The existing location of the loading/unloading zone for school buses provides a safe and convenience route to accommodate kindergarteners; and,
- Changes to the location of school bus loading/unloading zone will require additional school staff for supervision purposes however this cannot be accommodated due to limited school staff availability. In addition, as noted above, the existing kindergarten classrooms cannot be relocated.

The School has previously explored the option of permitting pick-up/drop-off activities within the school bus loading/unloading zone, however it creates

	<p>operational concerns including excessive queueing on-site and conflicts between passenger vehicles and school buses.</p> <p>Option C is not supported by the School Board and will not be recommended to the Trustees for consideration.</p>
<p>Option D - Construct a pedestrian connection between the Aurora Community Centre and the School</p>	<p>The parking lot for the Aurora Community Centre (the ACC) is currently being used as a non-formal alternative location to pick-up/drop-off students. One of the options that was discussed at the Working Group is to formalize the pick-up/drop-off activities at this location by providing a pedestrian connection between the ACC and the School. This will potentially alleviate the existing parking demand on Tecumseh Drive and Kitimat Crescent.</p> <p>The following challenges were identified:</p> <ul style="list-style-type: none">• The current slope (at the best point) between the ACC and the School is approximately 13% and the Accessibility for Ontarians with Disabilities Act (AODA) requires no greater than 5%;• The maximum slope of 5% as per AODA can possibly be achieved via switchback design, but it will increase the walking distance from approximately 40 metres (direct path) to approximately 110 metres (with switchback design);• Part of the pedestrian connection will be located within the School's property and the School Board indicated that it cannot provide winter maintenance (e.g. snow clearing) due to budget constraints;• The unofficial pick-up/drop-off area at the ACC can only be suggested as an alternative option and it cannot be enforced; and,

	<ul style="list-style-type: none">• School Board expressed concern of directing students to the high traffic area with frequent maneuvering of school buses and vehicles. <p>This option was presented to Council in the November 5, 2019 General Committee meeting and it was not being supported by staff due to similar concerns listed above.</p> <p>In addition, due to budget constraints, the School Board will not contribute to the construction and/or ongoing maintenance costs related to Option D. This option is not supported by the School Board and will not be recommended to the Trustees for consideration.</p>
<p>Option E - Long-term provision by adding an additional driveway within the School to facilitate on-site circulation and future parking expansion</p>	<p>Many school sites within York Region have two or more driveways to separate traffic between school buses and pick-up/drop-off activities. A single driveway is currently provided at the School and it is reserved for school buses only during the peak periods (e.g. before school start and dismissal times).</p> <p>This option explore the opportunity for long-term improvements by constructing a new secondary driveway at the northern limit of the School’s property and build a new “Kiss and Ride” area at the existing green spaces.</p> <p>The following concerns were raised by the School Board:</p> <ul style="list-style-type: none">• The existing open space areas are reserved for future portables (e.g. minimum of six portables are acceptable as per the Ministry guideline); and,• Secondary driveway is not an option due to the existing slope and high construction cost.

	<p>Given the above, this option is not being supported by the School Board and will not be recommended to the Trustees for consideration.</p>
<p>Option F - Provide temporary parking relief on Tecumseh Drive during school start/dismissal time</p>	<p>Parking is currently prohibited on the east side of Tecumseh Drive along the School's frontage and the Town has routinely issue parking tickets to those who violates the parking by-law.</p> <p>The School requested Town staff to review the possibility of providing temporary parking relief during the peak pick-up/drop-off periods. However, this is not recommended by Town staff due to the insufficient roadway width on the subject section of Tecumseh Drive to accommodate on-street parking and accessibility of emergency vehicles.</p>



**Town of Aurora
General Committee Report**

No. PDS20-034

Subject: Assessment on Various Options to Support Existing Traffic Calming Measures on Centre Street

Prepared by: Michael Bat, Traffic/Transportation Analyst

Department: Planning and Development Services

Date: June 2, 2020

Recommendations

1. That Report No. PDS20-034 be received; and,
2. That Option 'C' be implemented by installing signage on Centre Street at Yonge Street advising that Centre Street is not a through street.

Executive Summary

As directed by Council at its meeting on February 25, 2020, this report is intended to provide an assessment of the supplementary signage and pavement markings to support the existing traffic calming measures on Centre Street.

The report can be summarized as follows:

- The existing road conditions of Centre Street is generally consistent with the Town's design standards for a local road; and,
- Three options were presented at the February 25, 2020 Council Meeting for further review and with staff recommending Option 'C' (installation of warning signage) be implemented to support the existing traffic calming measures on Centre Street.

Background

On February 25, 2020, Council amended the main motion by adding the following clauses for staff to take under consideration and report back to a future Council meeting:

“That a hazard sign be installed on Centre Street in the area of Spruce Street;

That parking lines be painted along south side of Centre Street between Spruce Street and Wells Street; and,

That a sign noting that one way begins east of Spruce Street be installed on Yonge Street”.

In addition, Council passed the following motion:

“That Report No. PDS20-004 be referred back to staff for further review”.

The subject area is illustrated on Figure 1.

Analysis

The existing road conditions of Centre Street is generally consistent with the Town’s design standards for a local road

Centre Street: is a two-lane local road with single lane per travel direction. It has an urban cross-section with curbs and sidewalks on the north side of the road. The existing pavement is measured 7.5 metres wide with a 14.0 metres ROW width. In accordance to the Town Zoning By-law No. 4574-04.T the posted speed limit is 40 km/h.

Three options were discussed at the February 25, 2020 Council Meeting for further review with staff recommending Option ‘C’ (installation of warning signage) be implemented to support the existing traffic calming measures on Centre Street

As directed by Council at the February 25, 2020 Council Meeting, staff took into consideration three options proposed by Council to address the issues raised by the residents specifically related to traffic infiltration and non-compliance of the one-way street.

Staff have completed a comprehensive evaluation of the proposed traffic calming options that is summarized below.

a) Option ‘A’ – Install “Object Marker” (one-direction, right version) (Wa-33R) sign on the south side of Centre Street (facing eastbound traffic) at Spruce Street:

In accordance to OTM Book 6, the purpose of the “Object Marker” sign is generally to warn road users that they are approaching objects (i.e. bridge piers and abutments, narrow structures, raised median islands, guide rail approach ends, trees, rocks, poles,

etc.) that can encroaches onto the roadway and constitute a hazard to passing traffic. Therefore, the purpose of this sign is to avoid encroaching objects.

As per the above, the sign recommends to “proceeds with caution”, which contradicts with the “Do Not Enter” sign currently installed. Therefore, Option ‘A’ is not recommended.

b) Option ‘B’ – Install pavement markings to delineate on-street parking and the adjacent travel lane within the one-way section on Centre Street:

The existing one-way segment on Centre Street is approximately 75 metres in length. Given the relatively short distance (e.g. the estimated travel time is less than 7 seconds assuming a travel speed of 40 km/h), it is unlikely for vehicles travelling the wrong way to divert from their travel path onto the parking area. In addition, the presence of parked vehicles will also deter vehicles from travelling into the parking area.

Given the above, pavement markings to delineate the parking area and the adjacent travel lane is considered an ineffective solution. Therefore, Option ‘B’ is not recommended.

c) Option ‘C’ – Install signage to inform motorists that Centre Street is not a through street:

Currently, there is no signage on Centre Street (near Yonge Street) to advise motorists that Centre Street is not a through street. Implementation of warning signage (e.g. “NOT A Through Street”) can be installed to increase awareness. Therefore, Option ‘C’ is recommended.

The recommended “Not A Through Street” sign is illustrated on Figure 2.

Advisory Committee Review

None.

Legal Considerations

None.

Financial Implications

The estimated cost is \$400 for the installation of one “NOT A Through Street” sign and the necessary funds are available from the Town’s Operations Department Operating Budget.

Communications Considerations

The Town of Aurora will use ‘Inform’ as the level of engagement for this project. There are five different levels of community engagement to consider, with each level providing the community more involvement in the decision making process. These levels are: Inform, Consult, Involve, Collaborate and Empower. Examples of each can be found in the Community Engagement Policy. These options are based on the International Association of Public Participation (IAP2) Spectrum and assist in establishing guidelines for clearly communicating with our public and managing community engagement. In order to inform the public, this report will be posted to the Town’s website.

The area residents were notified by mail on May 11, 2020 that this staff report is to be presented to the General Committee meeting of June 2, 2020.

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 to the Recommendation

1. That Council provide direction.

Conclusions

Based on a detailed review by staff of the three options as discussed herein, it is recommended that only Option ‘C’ be implemented by installing a “NOT A Through Street” sign on Centre Street at Yonge Street to increase awareness that Centre Street is not a through street.

Attachments

Figure 1: Subject Location Map
Figure 2: "NOT a Through Street" Sign

Previous Reports

General Committee Report No. PDS20-004, dated February 4, 2020.

Pre-submission Review

Agenda Management Team Meeting review on May 14, 2020

Departmental Approval



**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**

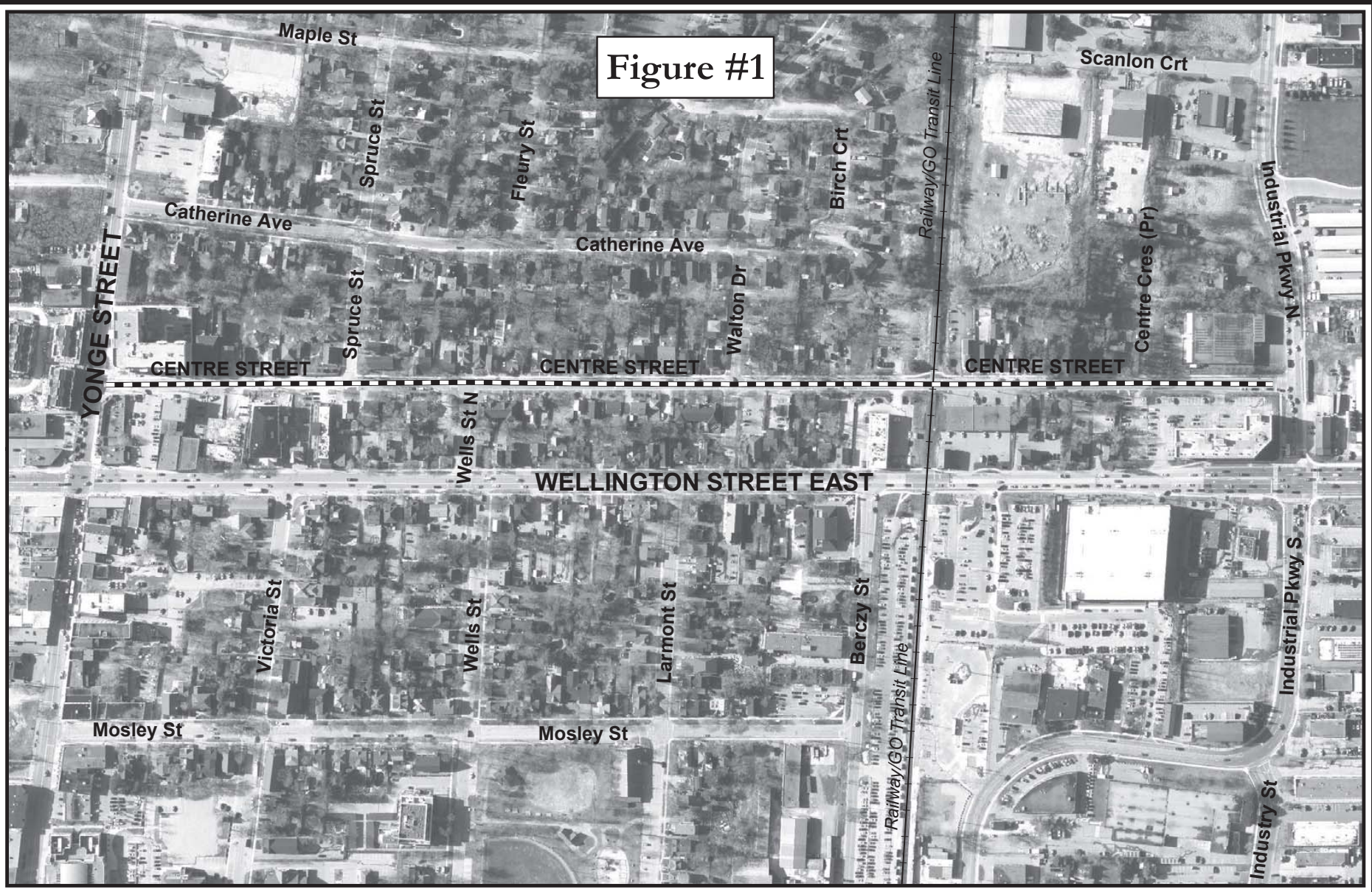
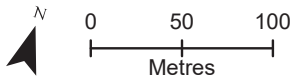


Figure #1



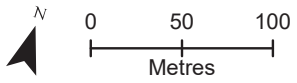
SUBJECT LOCATION MAP
ASSESSMENT ON VARIOUS OPTIONS TO SUPPORT THE EXISTING CENTRE
STREET TRAFFIC CALMING MEASURES



PDS20-034

Map created by the Town of Aurora Planning and Development Services Department, December 20th, 2019.
Air photos taken Spring 2018 © First Base Solutions Inc., 2018 Orthophotography. Base data provided by York Region and Aurora - GIS. This is not a legal survey.

Figure #2



**'NOT A THROUGH STREET' SIGN
ASSESSMENT ON VARIOUS OPTIONS TO SUPPORT THE EXISTING CENTRE
STREET TRAFFIC CALMING MEASURES**



PDS20-034

Map created by the Town of Aurora Planning and Development Services Department, December 20th, 2019.
Air photos taken Spring 2018 © First Base Solutions Inc., 2018 Orthophotography. Base data provided by York Region and Aurora - GIS. This is not a legal survey.



**Town of Aurora
General Committee Report**

No. CS20-012

Subject: Transfer of Part III Prosecutions from the Province
Prepared by: Patricia De Sario, Town Solicitor
Department: Corporate Services
Date: June 2, 2020

Recommendation

- 1. That Report No. CS20-012 be received; and**
- 2. That the attached resolution be approved to delegate authority to The Regional Municipality of York to enter into agreements with the Province, on behalf of the Town, that will amend the Memorandum of Understanding and the Local Side Agreement and transfer prosecutions of certain Part III offences under the *Provincial Offences Act* to the Region.**

Executive Summary

In 1999, the Province transferred offences under Part I and Part II of the *Provincial Offences Act* (the “Act”) to municipalities. The Town, the Region and the other local municipalities entered into a Memorandum of Understanding and a Local Side Agreement with the Province to effect the transfer (the “Agreements”). The Province is now seeking to transfer certain offences under Part III of the Act.

- The Town’s prosecutions are currently handled by the Region
- For the transfer to occur and as an original party to the Agreements, the Town is required to enter into amending agreements with the Province, the Region and the other local municipalities
- Regional Council has requested a resolution be passed by Council to delegate authority to the Region to enter into the amending agreements on behalf of the Town

Background

In 1999, the Town, the Region and the other local municipalities entered into a Memorandum of Understanding and a Local Side Agreement with the Province whereby the Province transferred the operation of the Provincial Offences Court and the

June 2, 2020

Page 2 of 4

Report No. CS20-012

prosecution of offences under Parts I and II of the *Provincial Offences Act* (the “Act”) (“Part I Offences” and “Part II Offences”, respectively) to municipalities (the “Agreement”). At the time, the Province retained the prosecution of most of the offences under Part III of the Act (“Part III Offences”).

Part I Offences are offences where tickets may be issued and are less serious offences, such as dog off leash or the fouling of roads. Part II Offences are exclusively parking related offences that are created by municipal by-laws. Part III Offences are more serious in nature, such as stunt driving, and cannot be resolved through set fines but rather through higher penalties, including substantial fines and potential jail time.

In 2017, the *Stronger, Fairer Ontario Act (Budget Measures) 2017* received Royal Assent. It amended the Act to allow the Province to enter into agreements with municipalities to prosecute certain other Part III Offences. Offences that will not be transferred include those where a criminal charge is also laid, and charges involving young persons.

Earlier this year, a working group was established that consisted of the Province and the various municipalities. Town staff were copied on all correspondence amongst the group, including circulation of the draft amending agreements. On April 30, 2020, Regional Council passed a resolution seeking resolutions from the local municipalities to delegate authority to the Region to enter into the amending agreements on their behalf. Staff recommend that Council pass such a resolution.

Analysis

The Town’s prosecutions are currently handled by the Region.

In 2010, the Town, the Region and the other local municipalities entered into an inter-municipal agreement whereby the Region agreed to provide court administration, court support and prosecution of offences under the Act on behalf of the local municipalities.

The Region currently prosecutes certain Part III Offences for charges laid by the municipalities under their respective by-laws and certain provincial legislation, such as charges laid under the *Ontario Heritage Act*.

For the transfer to occur and as an original party to the Agreements, the Town is required to enter into the amending agreements with the Province, the Region and the other local municipalities

Staff have reviewed the amending agreements. From the Town's perspective, the amendments are minor in nature and deal with the transfer, including the transferring of files to the Region and the requirement to make workspaces available to the Province at the courts for those matters that have been retained by the Province. The amendments do not have any impact on the Town.

Regional Council has requested a resolution be passed by Council to delegate authority to the Region to enter into the Agreements on behalf of the Town

Regional Council has requested that the Town pass the attached resolution so that the Region may enter into the amending agreements on behalf of the Town. Staff recommend that Council pass such a resolution.

Advisory Committee Review

None.

Legal Considerations

None.

Financial Implications

The Region, at its sole expense, currently operates prosecutions. Therefore, there are no financial impacts to the Town.

Communications Considerations

The Town of Aurora will use 'Inform' as the level of engagement for this project. There are five different levels of community engagement to consider, with each level providing the community more involvement in the decision making process. These levels are: Inform, Consult, Involve, Collaborate and Empower. Examples of each can be found in the Community Engagement Policy. These options are based on the International Association of Public Participation (IAP2) Spectrum and assist in establishing guidelines for clearly communicating with our public and managing community engagement. In order to inform the public, the report will be posted on the Town's website and the Legislative Services will forward a copy of the resolution to York Region.

Link to Strategic Plan

None.

Alternative(s) to the Recommendation

1. That the Town enter into the amending agreements on its own behalf.

Conclusions

The Province is seeking to transfer the prosecution of certain Part III Offences to the municipalities. To do so, the Town is required to enter into amending agreements. Since the Region prosecutes matters on behalf of the Town, the Region is requesting delegated authority to enter into the amending agreements on the Town's behalf.

Attachments

Attachment 1 – Proposed Resolution of Council

Previous Reports

None.

Pre-submission Review

Agenda Management Team review on May 20, 2020

Departmental Approval



**Techa van Leeuwen
Director
Corporate Services**

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**

ATTACHMENT 1

Resolution of Council

Whereas the Province entered into a Memorandum of Understanding and a Local Side Agreement with The Regional Municipality of York and the nine local municipalities with an effective date of June 30, 1999, for the operation of the Provincial Offences Court, the prosecution of charges laid using the process under Parts I and II of the *Provincial Offences Act*, and the transfer of records, files, assets, revenue and financial arrangements,

And whereas the Province intends to transfer the prosecution of charges laid using the Part III process under the *Provincial Offences Act*, along with all records, files and assets, through amending agreements to the Memorandum of Understanding and the Local Side Agreement,

Council of the (insert name of local municipality) hereby delegates authority to The Regional Municipality of York to execute amending agreements with the Province to amend the Memorandum of Understanding and the Local Side Agreement on behalf of (insert name of local municipality).



**Town of Aurora
General Committee Report**

No. PDS20-035

Subject: Approval for Capital Project No. 42810 – Climate Change Adaptation Plan

Prepared by: Natalie Kehle, Energy and Climate Change Analyst

Department: Planning and Development Services

Date: June 2, 2020

Recommendations

- 1. That Report No. PDS20-035 be received; and,**
- 2. That this report satisfy Council’s conditional budget approval for Capital Project No. 42810 – Climate Change Adaptation Plan, in the amount of \$100,000.**

Executive Summary

Council conditionally approved Capital Project No. 42810 – Climate Change Adaptation Plan as part of the Town’s 2020 capital budget on October 22, 2019.

Climate change actions fall into two categories: mitigation and adaptation. The Town is already addressing climate change mitigation measures, mainly through the Community Energy Plan, which aims to reduce the causes of climate change. Adaptation measures are currently not being addressed by the Town. An Adaptation Plan aims to reduce the risks of damage and harm to people, infrastructure and the environment from more extreme weather events by making adjustments to design and operational practices. Determining these adaptive measures is a mandatory planning requirement by the Province of Ontario.

The Council was concerned with the duplication of scope from the Town’s Climate Change Adaptation Plan, and the York Region’s Climate Action Plan. The Region recently released their draft Climate Change Action Plan, which includes an adaptation plan for Region-owned assets, like water and wastewater infrastructure. Since the Region’s study covers their own assets, local municipalities that own public infrastructure, like Aurora, are required to develop their own adaptation plans. Since each municipality has their own geography and infrastructure, it would not be possible to collaborate with other municipalities on a wider assessment, or to pull

recommendations from other studies.

The Town is looking to retain a consultant to develop a Climate Change Adaption Plan that will:

- assess the risks and vulnerabilities of Town-owned infrastructure from a changing climate to comply with regulatory requirements.
- be completed, approximately, within a one and a half year timeframe after the project is awarded.

Background

Capital Project No. 42810 was conditionally approved with total budget of \$200,000, by Council as part of the Town's 2020 capital budget in October 2019. The project's capital budget summary as presented to the Budget Committed is found in Attachment 1. However, while a number of municipalities have recently spent in excess of \$200,000 on preparing Climate Change Adaption Plans, staff are optimistic that the cost for developing Aurora's plan can be completed for \$100,000 as more plans are prepared across the Province.

Climate change mitigation and adaptation measures

Climate change actions fall into two categories, both essential. Mitigation measures reduce the emissions of harmful greenhouse gases that cause climate change (example: upgrading an old gas furnace with a high efficient heat pump). On the other hand, Adaptation measures prepare societies for a changing climate to avoid damages or harm (example: increasing the size of storm water culverts to reducing the risk of flooding due to more frequent and extreme rainfall events).

Climate impact, risks and vulnerability assessments are used to identify the nature and magnitude of a changing climate and identify measures needed to protect infrastructure (example: water/ waste systems, roads, storm water infrastructure and buildings). These measures are the central recommendations from an adaptation plan.

Public Infrastructure and a Changing Climate

A changing climate and more extreme weather events are exposing Canada's public infrastructure to impacts it was not originally designed to withstand.

Infrastructure design has traditionally relied on historical climate data to design long-lasting, safe and reliable infrastructure, but now must be adjusted and/or involve new design and operation practices to accommodate increased uncertainties of future climate events.

Investment in Town-owned infrastructure is significant, with an estimated \$123 million worth of cumulative capital cost in the next 10-year period (2018-2028), according to the 2018 Asset Management Plan. The Town has the responsibility to protect public investment from extreme weather events, minimize service disruptions and reduce public health risks by designing, building and maintaining infrastructure that adapts to the impacts of a changing climate.

Policy Context

An adaptation plan is the assessment of the risks and vulnerabilities of municipal infrastructure from a changing climate; a regulatory requirement under several provincial policies, including:

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) is the Ontario government's long-term planning document. The Plan states, "Municipalities will assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning."

Provincial Policy Statement (PPS, 2020) provides direction on land use for municipalities. The PPS states "infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs". Public infrastructure required to prepare for a changing climate includes sewage, water and storm water infrastructure.

O. Reg. 588/17 Asset Management Planning for Municipal Infrastructure guides municipalities in the development of its asset management plan and sets out how the municipality will improve planning practices. The regulation states that every municipality shall prepare a strategic asset management policy that includes actions that may be required to address the vulnerabilities that may be caused by climate change to the municipality's infrastructure assets, anticipated costs that could arise from those vulnerabilities and adaptation opportunities.

Analysis

Gaps exist in The Regional Municipality of York's Climate Change Action Plan for local municipalities.

York Region released its Draft Climate Change Action Plan on March 12 2020. The Region's Action Plan include a climate change adaptation plan for Region-owned water and wastewater assets. Though the Town will be able to summarize and compile some of this work towards the Town's water/ wastewater infrastructure, it does not cover the Town's other assets like roads, storm water, buildings and parks.

Though the Region's plan is a comprehensive approach from the Region's perspective, it does not fulfil the regulatory requirements (such as the Growth Plan, PPS 2020 and O. Reg. 588.17) for local municipalities that own and operate public infrastructure, like Aurora. Examples of Town-owned and operated infrastructure in Aurora includes local storm water, municipal buildings, roads, parks and natural heritage systems. To meet regulatory requirements, the Town is required to develop an adaptation plan for those Town-owned assets.

An adaptation plan for Town-owned assets will complement York Region's assessment, and will not duplicate or overlap but compliment the Region's plan.

The York Region's Climate Change Action Plan will be finalized in the fall 2020, following a public consultation process.

A Climate Change Adaptation Plan will assess the risks and vulnerabilities of Town-owned infrastructure from a changing climate.

To comply with the Growth Plan 2019, Provincial Policy Statement 2020, O. Reg. 588/17, and Aurora's Strategic Asset Management Policy, the Consultant retained will develop an adaptation plan for Town-owned infrastructure that will:

- Review local climate data and climate projections to understand the nature, severity and probability of future climate changes in Aurora;
- Outline the Town's vulnerability to extreme weather events and impacts to public infrastructure;
- Identify risks and opportunities to public infrastructure and estimate the anticipated costs that could arise from damages or service disruptions;

- Prioritize risks and opportunities and determine the adaptation measures required to increase resiliency, and;
- Integrate a climate lens into Town decision-making that will inform Town staff.

Town-owned infrastructure includes storm water, wastewater and water assets, Town facilities and parks.

In addition, the Consultant will develop a centralized Town-wide strategic plan that prioritizes climate change measures based on urgency, return on investment and risk. The plan will summarize and prioritize climate change measures identified from past projects and projects underway. The table in Attachment 2 describes these projects in more detail. It will also integrate necessary Town actions that address climate change identified by Town partners, such as from the Lake Simcoe Region Conservation Authority.

The Climate Change Adaptation Plan will be completed, within a one and a half year timeframe after the project is awarded.

Once the conditional approval for Capital Project No. 42810 is lifted, staff will proceed to begin the RFP process. The study is expected to take approximately 18 months to complete once the project is awarded.

Study's conclusions and recommendations will be presented to Council in a future report.

Advisory Committee Review

The Draft plan will be sent to the Community Advisory Committee for feedback and endorsement before is presented to Council.

Legal Considerations

Legal considerations are throughout the report.

Financial Implications

Capital Project No. 42810 - The Climate Change Adaptation Plan was conditionally approved by Council in October 2019 for \$200,000, but now revised to \$100,000. This project will be fully funded from the Town's Studies and Other Reserve. There are

sufficient funds in this reserve to accommodate this funding action.

Communications Considerations

The Town of Aurora will use 'Inform' as the level of engagement for this project. There are five different levels of community engagement to consider, with each level providing the community more involvement in the decision making process. These levels are: Inform Consult, Involve, Collaborate and Empower. Examples of each can be found in the Community Engagement Policy. These options are based on the International Association of Public Participation (IAP2) Spectrum and assist in establishing guidelines for clearly communicating with our public and managing community engagement.

In order to inform the public, PDS-Engineering, the Consultant and Corporate Communications staff will devise a communications plan to solicit feedback from the public. The public will be consulted through an open house as part of the study process and the plan that will be advertised through the Town's communication channels.

Link to Strategic Plan

This project supports the Strategic Plan goal of supporting environmental stewardship and sustainability, Objective 2: promoting and advancing green initiatives – develop a climate change adaptation plan for the Town of Aurora.

Alternative to the Recommendation

1. THAT Council provides direction.

Conclusions

Based on the information presented herein, staff are recommending that Council lift its conditional approval for Capital Project No. 42810 – Climate Change Adaptation Plan for the amount of \$100,000. A consultant will be selected to prepare a Climate Change Adaption Plan that will comply with legislative requirements for local municipalities that own and operate public infrastructure, like Aurora and recommended adaptation measures that aim to reduce the risk of damage and harm to the Town's assets due to a changing climate.

June 2, 2020

Page 7 of 7

Report No. PDS20-035

A gap exists in the recently released draft York Region Climate Change Action Plan; it does not cover any assessments of infrastructure owned by local municipalities. The Aurora Climate Change Adaptation Plan addresses this gap and complies with Provincial regulations for each municipality to prepare a plan. Due to differences in geography, local environments, public infrastructure and operations, it would not be satisfactory to use other municipalities' adaptation plans in Aurora.

Attachments

Attachment 1 - Capital Project #42810 – Budget Sheet

Attachment 2 - List of Mandatory Planning Areas that will make up the centralized Aurora Climate Change Action Plan

Previous Reports

None.

Pre-submission Review

Agenda Management Team Meeting review on May 14, 2020.

Departmental Approval

Approved for Agenda



**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

**Doug Nadorozny
Chief Administrative Officer**

**Town of Aurora
Capital Projects**

Project	42810 Climate Change Adaptation Plan		
Department	Planning & Development Services		
Version	Final Approved Budget	Year	2020

Description
TARGET START DATE AND END DATE: Use format Q4 2017 - Q1 2018
Q1 2020 - Q4 2021 - Conditionally approved as per Budget Committee on October 5, 2019
PROJECT DESCRIPTION:
Provide a brief overview of the project and include the key goals, objectives and performance measures.
To provide funding for a Climate Change Adaptation Plan, engineering services will be developing a comprehensive climate change risk management plan and strategy in 2020. The scope of work will include: - better understand climate change impacts (extreme weather events) and the Town's vulnerability to them. - identify risks and opportunities to public infrastructure and facilities through a vulnerability assessment. - analyze and prioritize risks and determine the actions and adaptation measures that increase resiliency. Infrastructure to be analyzed include: stormwater, water/wastewater assets, community facilities, parks.
PROJECT JUSTIFICATION/CAPITAL SERVICE LEVEL IMPACT:
Provide the reasons the project should be approved and what will be the impact of the project to service levels.
Most Canadians recognize that climate change is underway, fueled largely by human activities. The changes that have occurred are measurable and the impacts are growing. More and more local governments have begun to commit to climate change adaptation - taking action to reduce the impacts of climate change and, where possible taking advantage of opportunities. Examples: During time of extreme heat and power outage, identify key Town's facilities to support the natural disaster and evaluate their ability to cope (backup generators, water supply). During times of flooding, identify vulnerable Town's assets and increase their resiliency through flood proofing measures and update emergency plans .
PROJECT BENEFITS:
Explain the benefits of the project which could include Citizen/Client, compliance, financial, internal, learning & growth or utility benefits
A Climate Change Adaptation Plan for Aurora will describe how climate is changing in the Region, the impacts that can be expected in the near future, protective activities that are underway in the Region and gaps that need to be addressed in order to develop and implement adaptation strategies. Develop both short and long-term adaptation action plans and strategies for taking advantage of opportunities that can be integrated into on-going planning, risk management and development processes.
IMPACT TO THE ORGANIZATION IF THE PROJECT WAS NOT APPROVED:
Please provide an explanation of what the outcomes would be if the project was not approved.
Aurora will not have an adaptation plan for climate change and will not develop and implement adaptation strategies.

Budget								
	Total	2020	2021	2022	2023	2024	2025	Future
Expenditures								
Estimated Expenditures								
CONSULTING	200,000	200,000						
	200,000	200,000						
Expenditures Total	200,000	200,000						
Funding								
Other Funding Sources								
STUDIES & OTHER RES CONT'N	200,000	200,000						
	200,000	200,000						
Funding Total	200,000	200,000						
Total Over (Under) Funded								

Attachment 2

List of Mandatory Planning Areas that will make up the centralized Aurora Climate Change Action Plan

Climate Change Planning Area	Description	Regulatory Requirement*	Town Project	Status
1. Corporate Climate Change Mitigation Plan	Reducing Energy and Greenhouse gas emissions from Town operations	Mandatory under: O.Reg.507/18 and O.Reg.588/17	Town of Aurora Energy Conservation and Demand Management Plan Update 2019-2023	Completed (July 2019 Council Approved)
2. Corporate Climate Change Adaptation Plan	Identifying and minimizing impacts of a changing climate on Town-own infrastructure	Mandatory under: PPS 2020, O. Reg. 588/17 and The Growth Plan 2019	Town of Aurora Climate Change Adaptation Plan 2020	Seeking lift of conditional budget approval (June 2020)
3. Community Climate Change Mitigation Plan	Reducing Energy and Greenhouse gas emissions from the community	Mandatory under: Provincial Policy Statement, 2020	Town of Aurora Community Energy Plan	Under-development (February 2021 completion date)
4. Community Climate Change Adaptation Plan	Identifying and minimizing impacts of a changing climate on the community	Mandatory under: PPS 2020 and the Growth Plan 2019	<ul style="list-style-type: none"> • Collaborative work through the York Region Joint Municipal Climate Change Working Group • Town Official Plan review • Collaboration with the LRSOA 	Under-development in Collaboration with York Region (timeframe unknown) and part of Official Plan Review. Initial stage of collaboration with LRSOA on Natural Heritage impacts in the conservation area.