



PLANNING AND **DEVELOPMENT SERVICES**

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Planning and Development Services

Planning and Development Services manages the Town's growth, land use, and infrastructure planning and administers the Ontario Building Code. They provide planning advice to Council, departments, the public and committees on land use, engineering, heritage, and Planning Act Applications. In addition, public input is actively solicited on land use matters related to development applications and policy reviews. Planning and Development Services delivers its activities and support to internal and external clients through five divisions: Development Planning, Policy Planning and Heritage, Economic Development, Engineering and Capital Delivery and Building.

Net budget by division

	2025 Budget		2026 Budget	
	Gross	Net	Gross	Net
Budget (\$000's)				
Director's Office	262.9	262.9	270.7	270.7
Development Planning	1,141.0	(1,794.4)	1,216.7	(1,844.3)
Economic Development	443.9	430.9	457.0	444.0
Engineering & Capital Delivery	2,297.4	418.5	2,402.1	493.2
Policy & Heritage Planning	319.4	319.4	334.4	334.4
Building	2,925.5	495.9	3,012.8	475.7
Building Reserve		(495.9)		(475.7)
Net Budget	7,390.1	(362.7)	7,693.8	(301.9)
Budget Change			303.7	60.8
2025 Outlook			7,663.0	(377.7)
Change to Outlook			30.9	75.8
Permanent Full-Time Staffing (FTE):				
Opening Staffing				44.0
New				-
Total Staffing				44.0
2025 Outlook				44.0
Change to Outlook				-

Planning and Development Services Divisions

Planning and Development Services is comprised of five multi-disciplinary divisions each headed by a manager who reports directly to the Director, Planning and Development Services.

Development Planning

Development Planning processes development applications as directed by the Planning Act, including Official Plan and Zoning By-law amendments, subdivisions, site plans and Committee of Adjustment applications. It implements the Town's objectives and development standards

contained in the Town's Official Plan and Zoning By-law. This division engages the community through public consultations and public meetings. In consultation with internal departments and external agencies, Staff is responsible to draft development agreements, manage servicing allocation, environmental impact reviews and calculate cash-in-lieu of parkland. In addition, this division represents the Town in Ontario Land Tribunal related to Planning Act application appeals, implements various level of government planning policies and responds to Council-directed initiatives.

Policy Planning and Heritage

The Policy Planning and Heritage Division guides the Town's short and long-term development through policy-based tools under the Planning Act and Ontario Heritage Act. It promotes responsible growth, oversees heritage conservation and ensures the Town's Official Plan and Zoning By-law align with upper-tier policies and the short and long-term vision of Council and the public. The division manages population forecasting, promotes affordable housing, reviews development applications, and addresses growth management. It also handles heritage designations, permits and programs and leads special projects and studies while engaging the community on policy development and heritage initiatives.

Engineering and Capital Delivery

This division is responsible for the planning and delivery of capital projects, from the study, design and construction and contract administration/inspection phases for the Town's core infrastructure (water, wastewater, stormwater, roads, bridges, sidewalks and streetlights). Other responsibilities include asset management, traffic and transportation management and environment and energy planning.

Building

Building is responsible for the administration of the Ontario Building Code including Aurora's comprehensive zoning bylaw. The division issues building permits and provides inspections for all new or renovated buildings within the Town of Aurora to ensure buildings are constructed to meet the health and safety provisions of the Ontario Building Code, the Building Code Act and other applicable law and standards.

Economic Development

The division is responsible for implementing the Economic Development Strategic Action Plan in the areas of innovation, business support, and downtown revitalization. The division is the key point of contact for business relations including the business community, Aurora Economic Development Corporation, the Aurora Chamber of Commerce, and York Region Economic Development. The division is also responsible for managing the corporate real property interests by working closely with Legal and other departments to execute agreements such as: acquisitions, disposals, easements, licensing and other strategic property-related inquiries including parkland acquisitions.

2025 Accomplishments

- First municipality in York Region to begin the comprehensive development of a Community Planning Permit System
- Heritage Grant Program adopted as a tool to assist owners with the preservation of designated heritage properties
- Housing Needs Assessment was one of the first in the country to be approved by the Federal Housing Secretariat, and was also recognized by Association of Municipalities of Ontario as a benchmark document, with staff leading workshops to assist other municipalities across the province
- Construction of new sidewalk on Goulding Street and Eric T. Smith Way
- Rehabilitation of 5.2 km of road infrastructure
- Rehabilitation of water, sanitary, stormwater and roads infrastructure on McLeod Drive Lacey Court, Gilbank Drive and Marksbury Court
- Completion of road, water, sanitary and stormwater infrastructure reconstruction on Poplar Crescent
- Rehabilitation of Temprance Street culvert
- Completion of phase 1 of the Home Energy Retrofit Study
- Completion of condition assessment of 139 retaining walls
- Eleven kilometres of roads, sewers and watermains assumed
- 1,700 residential units received Planning approval
- Resolved three Development Planning applications at the Ontario Land Tribunal in favour of the Town
- Held 11 Public Planning Meetings to review and discuss development applications with members of the public and Council.
- Economic Development Council of Ontario (EDCO) award winner: Visitor Attraction & Tourism Product Development - Cybersecurity Escape Room
- Machell's Alley Summer Activation: Alley Jam
- AEDC Strategic Work Plan Revision

Town of Aurora leads the way on Housing Needs Assessment Work

The Town of Aurora was one of the first municipalities across the country to have their Housing Needs Assessment (HNA) approved by the Federal Housing Secretariat.

The Town's work was recognized for its comprehensiveness across the industry and by counterparts, so much so that the Association of Municipalities of Ontario (AMO) asked the Town to lead a province wide workshop on the approach to the development of the HNA. This further led to articles in the Novae Res Urbis magazine and with workshops being held at the regional level as well.

The Town of Aurora HNA became the benchmark for other HNAs being prepared across the province and country as a whole.

Planning and Development Services supports the implementation of the Strategic Plan and other key plans

Planning and Development Services provides key services in support of the growing population, business community and transportation network.

Strategic Plan connections

Planning and Development Services supports multiple objectives in the Strategic Plan in the areas of community, economy, and natural environment.

- **Improve transportation, mobility and connectivity** working with York Region, Metrolinx and other partners to improve transit infrastructure and commuter transportation and considering traffic patterns, transportation and capacity when determining the location of new municipal services/amenities and solutions to improve movement and safety
- **Invest in sustainable infrastructure** through technology, waste management, roads, emergency services and accessibility and develop policies to ensure that growth is phased and coordinated with existing and planned infrastructure to enhance the accessibility and safety of new and existing facilities and infrastructure
- **Strengthening the fabric of our community** by collaborating with developers for inclusive housing, meeting intensification targets, protecting heritage and neighbourhood character, managing growth changes and updating the Town's Official plan and promoting Aurora as a business-friendly destination by working with local economic development partners, creating an Economic Development Strategic Plan and leveraging regional, national and local business networks
- **Supporting small business and encouraging a more sustainable business environment** working closely with the Aurora Chamber of Commerce and the business community to better understand and address local business needs and promote business retention/expansion
- **Encouraging the stewardship of Aurora's natural resources** with the Natural Capital Asset Management Plan and improving policies promoting and advancing green initiatives and infrastructure
- **Promoting and advancing green initiatives** with the Climate Change Adaptation Plan and by implementing sustainable initiatives.

Objectives and Key Results (OKRs)

Planning and Development Services is working to establish OKRs for the department. These will evolve over time as the department refines their OKRs to ensure that the right things are being measured to track the goals in the Strategic Plan.

Strategic Objective: Build a safe and healthy community

Downtown Community Planning Permit System (CPPS)	Status: On track
The Downtown CPPS has progressed with detailed rendering development and public engagement. The project is poised to be the first Community Planning Permit System in York Region, which will manage growth in a proactive manner and support a vibrant downtown.	

Strategic Objective: Provide a great citizen experience

Heritage Grant Program	Status: Completed
In response to a Council Motion to establish a Heritage Grant Program, Council adopted the Town’s first Heritage Grant Program to assist property owners with the preservation of their designated heritage properties.	

Strategic Objective: Support a growing economy

Visitor Attraction Plan	Status: On track
To guide the Town staff, local tourism stakeholders and regional partners, in attracting more visitors to Aurora.	
Wayfinding Strategy	Status: On track
A coordinated signage and navigation plan that enhances visitor experiences, supports local businesses, by making it easier to explore and connect within the municipality.	
Downtown Promenade Streetscape Detailed Design	Status: On track
A detailed design project to enhance the public space, integrate the downtown business core with the newly constructed Aurora Town Square, and address required rehabilitation of existing infrastructure.	

Strategic Objective: Practice good governance

Corporate Asset Management Plan	Status: On track
Annual update to Council on the Town’s achievements in implementing the 2024 Corporate Asset Management Plan and Council approved Levels of Service.	

Strategic Objective: Create a connected community

Comprehensive zoning by-law review	Status: On track
The Comprehensive Zoning By-law Review is currently in the process of reviewing existing data and developing detailed background studies for review. As the Zoning By-law continues to progress and be drafted, further public consultation will also occur to ensure the Zoning By-law aligns with the policies of the Town's new Official Plan. A key component will be the promotion of a highly connected and efficient community.	
Town-wide Parking Study	Status: On track
A comprehensive study to create a forward-thinking parking policy framework and implementation strategy for the Town	

Planning & Development Services

HIGHLIGHTS



57

Grand openings
(2024/2025)

1st

Municipality in York
Region to begin the
comprehensive
development of a
Community Planning
Permit System

90%

of large building permit
applications reviewed
within legislation timelines*

1186

new jobs created
(since 2023)

1000

building permits issued*

155

number of traffic
inquiries addressed*

257



designated
Heritage properties

1700

residential units
received land use
permission and
approval



90

applications

55 active development
planning applications

5 inactive applications

30 Committee of
Adjustment applications*

12%



increase in energy
efficiency at Town-owned
facilities compared to 2018
baseline

5.2km

of roads rehabilitated

11.0 km

of roads, sewers, and
watermains assumed

25

subdivisions
number of unassumed
subdivisions being actively
inspected.

*PROJECTED JANUARY TO DECEMBER 2025

Operating Budget

Overview

The operating budget for the Planning and Development Services department includes an increase of \$60,800 on the tax levy in 2026. The main drivers of the increase in 2026 includes salaries and benefits adjustments to reflect the current complement and reduction in draw from building services reserve, these are partially offset by capital recoveries for engineering staff, a net increase in Building Services revenues and an increase to development revenues which are expected to rebound when the market picks up, as interest rates are expected to fall.

Operating financial summary

\$000's	Net Actual Results		2025	2025	2026
	2023	2024	Net Fcst*	Budget	Budget
Expenditures	5,959.9	6,443.8	7,034.5	7,390.1	7,693.8
Non-Tax Revenues	(5,700.6)	(7,143.4)	(6,244.0)	(7,752.8)	(7,995.7)
Net Tax Levy	259.3	(699.6)	790.5	(362.7)	(301.9)
% Tax Funded	4%	(11%)	11%	(5%)	(4%)
Net Budget Change	\$	(958.9)	1,490.1	(1,153.2)	60.8
	%	(369.8%)	(213.0%)	(145.9%)	(16.8%)

*Net forecast as of August 31, 2025

Changes to the multi-year budget

The budget for Planning and Development Services is \$75,800 higher in 2026 than the one presented in the 2025 Budget. The main driver of this change is increase in salaries and benefits and adjustment to engineering capital recovery, to reflect the current staff complement and reduced Committee of Adjustment revenue fees. These pressures are offset by increase in 2026 planning revenues and savings from mobile phone contracts.

Budget change summary

	2026	
	FTE	\$000's
Starting Budget	44	(362.7)
Base		
Salaries & Benefits including COLA, step increases, gapping and other approved staffing actions	-	268.2
Capital recovery for engineering staffing costs	-	(18.7)
Building Services costs net of increased revenues (excluding salaries and benefits included above)	-	(78.2)
Building Services planned reserve draw	-	20.2
Development revenues	-	(125.7)
Engineering revenues	-	(11.3)
Economic development promotional materials	-	5.0
Mobile phone contract savings	-	(6.7)
Other minor adjustments	-	8.0
	-	60.8
Budget Change	-	60.8
Total Budget	44	(301.9)

Budget change to outlook

	2026	
	FTE	\$000's
2025 Budget Outlook	44	(377.7)
Budget Changes to Outlook		
Salaries and benefits adjustments		29.3
Building Services reserve draw		7.0
Engineering capital recovery for salaries adjustment		37.1
Increase to 2026 planning revenue forecast		(27.3)
Committee of Adjustment revenue fees reduction		32.8
Mobile phone contract savings		(6.7)
Other minor adjustments net of revenues		3.5
Budget Change to Outlook	-	75.8
Total Budget	44	(301.9)

Multi-year operating budget priorities

Planning and Development Services priorities for 2026 include:

Building permits

Continue to process building permits and undertake building inspections to ensure the health, safety and well-being of the public in a timely and efficient manner that respects the legislative requirements and timelines of the Ontario Building Code.

Planning applications

To meet the Town's housing pledge of 8,000 new units by 2031, efforts focus on tracking progress, identifying bottlenecks, and accelerating development. A new Planning initiative aimed at creating a centralized planning data system. This platform will provide more transparency, real-time, and automated tracking of development applications, improving access for both the public and applicants.

Collaboration with Regional and Provincial bodies to implement the new changes to the Planning Act. Efficient allocation of servicing and provide long-term infrastructure priorities. Streamlining registration and clarifying the role of regional partners in the Planning process, helping to expedite reviews and improve coordination.

Asset management

The Town will continue delivering its 10-year capital program in line with the Council approved budget, Asset management Plan and policy. The new Program Manager for Asset Management will advance the program to maximize asset value cost-effectively, while meeting service targets. The asset management team in Engineering and Capital Delivery will work with other departments to assess asset condition, analyze data and apply a risk lens to plan and prioritize capital budget needs within Council approved Levels of Service targets and funding envelopes.

Economic development

Through the launch of the Economic Development Strategic Action Plan, there are four main areas of concentration: innovation (including investment attraction), business support (including retention), downtown revitalization, and marketing. The priority actions involve extensive business consultation and collaboration, particularly with the Aurora Economic Development Corporation, Aurora Chamber of Commerce, and York Region Economic Development. Going forward an emphasis will be placed on Downtown Revitalization, Implementation of the Visitor Attraction Plan, and the development of a Wayfinding Signage Strategy.

Policy and heritage

The Policy and Heritage Division continues to advance key strategic land use planning documents and priorities for the Town, including the implementation of the new Official Plan, the Affordable Housing Action Plan, the Heritage Grant Program, Comprehensive Zoning By-law Review, and the Downtown Community Planning Permit System. Emerging legislation and responsibilities, including the implementation of the province's new Provincial Planning Statement and impact of Bills 5 and 17, amongst other legislation, will continue to be tracked and responded to effectively.

Energy and climate change

Manage climate change impacts on Town infrastructure and the community by developing and implementing conservation demand management programs, energy efficient measures and environmental climate change initiatives.

Through such plans as the Corporate Environmental Action Plan, the Energy Conservation and Demand Management Plan and Community Energy Plan the Town continues to work towards meeting Council's commitment to reduce greenhouse gas emissions to net zero by 2050.

Capital Budget

Overview

Planning and Development Services plans to spend \$43.6 million in 2026 on capital projects of the total \$69.9 million in Capital Budget Authority. This includes \$51.9 million for asset management projects, \$13.4 million for growth and new projects and \$4.7 million studies and other.

2026 Capital Budget Authority

(\$000s)	Previously Proposed Budget	2026 Budget		Capital Budget Authority Cash Flow			
		Capital Budget Authority*	Budget Change	Actuals to Dec/24	2025 Forecast	2026	2027+
Asset Management	39,710.9	51,851.4	12,140.5	6,758.0	9,386.6	32,534.3	3,172.5
Growth & New	10,641.2	13,401.2	2,760.0	4,198.3	455.5	8,347.3	400.0
Studies & Other	3,379.6	4,674.6	1,295.0	1,042.5	856.3	2,685.8	90.0
Proposed Budget	53,731.6	69,927.1	16,195.5	11,998.8	10,698.5	43,567.4	3,662.5
Capital Programs							
Roads	29,311.5	34,882.0	5,570.5	6,526.5	8,451.6	18,403.8	1,500.0
Water Wastewater	3,282.2	5,782.2	2,500.0	62.0	500.0	3,547.6	1,672.5
Storm Sewer	7,117.2	11,187.2	4,070.0	169.4	435.0	10,582.8	-

* Includes all active project budgets, adjustments to project budgets and new budget commitments

Capital program

The 2026 Capital Budget includes capital program approval for roads, water, wastewater and storm sewer asset management capital projects. These programs provide the Town with flexibility to move funding between projects while not exceeding the Capital Budget Authority for the capital program and the planned 2026 capital cash flow. The detailed list of projects in the program are included in the 10-Year Capital Plan Reports chapter.

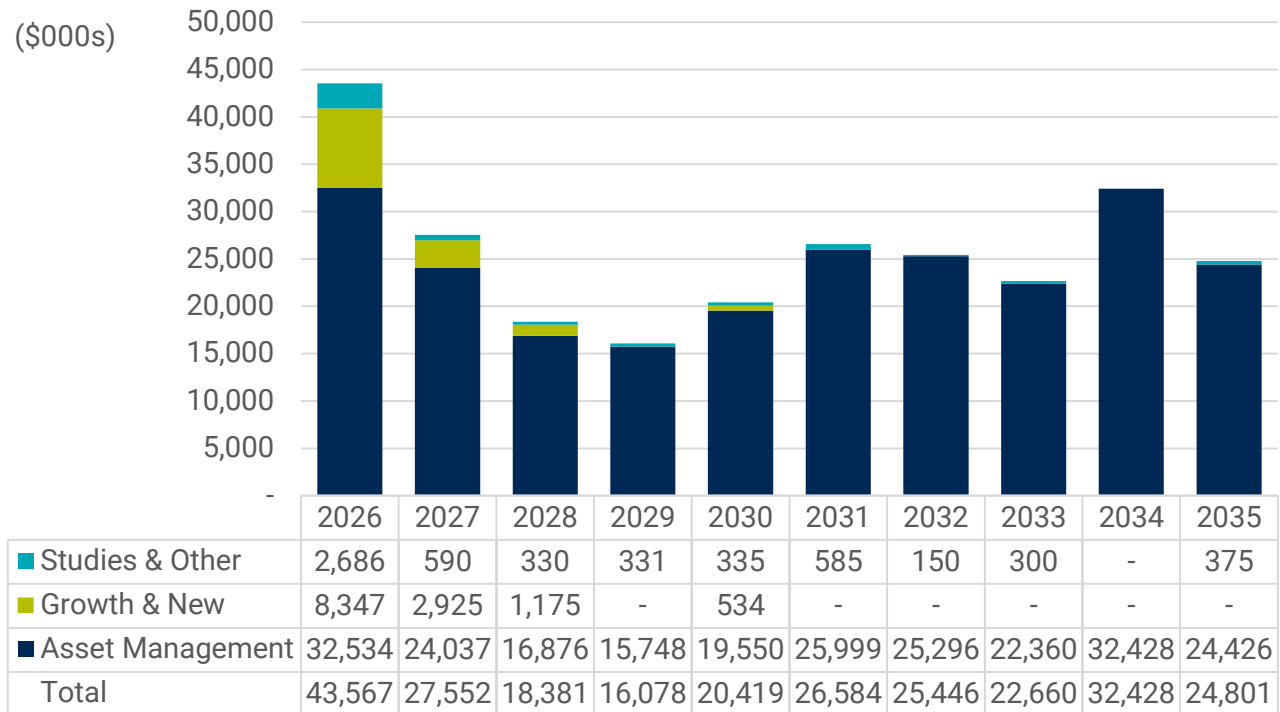
10-year capital plan

The 10-year capital plan includes \$257.9 million in capital projects. The 10-year plan will invest \$239.3 million in asset management. This represents 93 percent of the 10-year plan. Most of the planned spending in 2026 is to support infrastructure asset management including roads and underground water, wastewater and storm sewer assets.

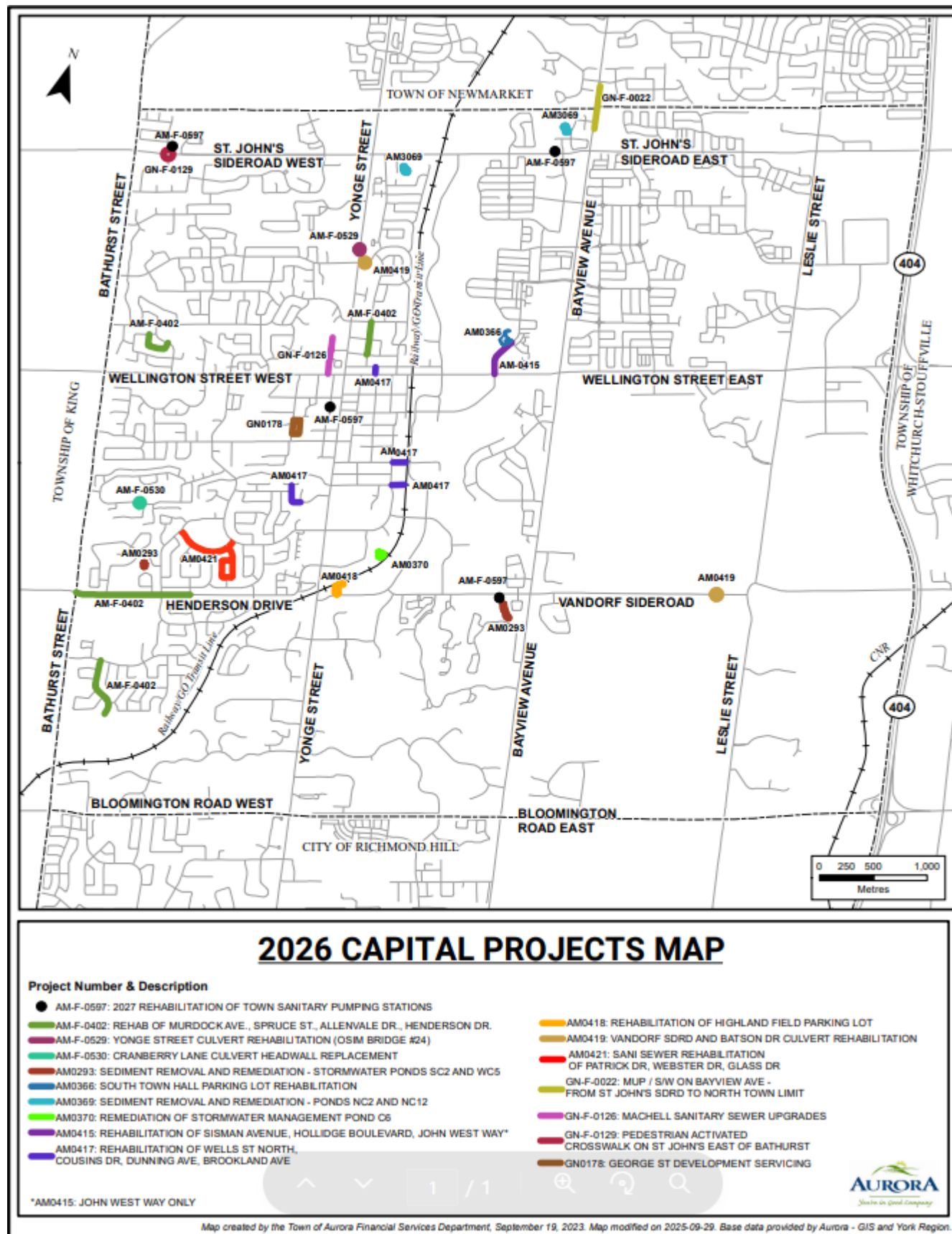
The Asset Management Plan sets the service level for the pavement quality index to 70 with recommended increases to fund asset management over the next 15 years. Since it will take time to meet the funding target, the pavement quality index was reduced to 65 for this budget. This is a short-term strategy until the Asset Management Plan can become fully funded over the long term.

In 2026 10-year capital plan, Planning and Development Services continues to include three Growth and New projects, which are recommended by the Active Transportation Master Plan, in the unfunded category due to the reduced eligibility for development charge funding in the latest study and funding constraints in Growth and New reserve. The Town will proceed with these projects only if grant funding is received.

10-year capital plan



Map of projects with 2026 Capital Budget Authority



Key capital initiatives

The capital plan for Planning and Development Services supports infrastructure, transportation, policy, and economic development through planned strategic capital projects. The 2026 budget includes the following key projects to support these initiatives:

10-year Road Rehabilitation Program

The 10-year road rehabilitation program is based on a comprehensive asset management condition assessment program that ensures the Town's desired road and related asset levels of services are maintained. This program includes rehabilitation projects of varying levels of intervention depending on need in each year of the plan. It also takes into consideration other infrastructure that may be impacted and require rehabilitation that is directly tied to the road to ensure work is done in the most cost effective and efficient manner possible.

Community Energy Strategic Plan

The Community Energy System Strategic Plan will identify energy system technologies available to the Town that benefits the community, typically from low-carbon sources like district energy, solar, energy storage or heat recovery. Community energy systems are locally operated energy systems that produce, manage and distribute energy to meet the needs of a growing community. Adopting community energy systems helps municipalities meet local energy needs while building community resiliency. The plan will identify a preferred community energy option(s) at the neighborhood scale.

Machell Sanitary Sewer Capacity Upgrade

The Machell Avenue sanitary sewer is a 750mm diameter concrete trunk sewer that conveys wastewater flows from the largest sanitary sewer catchment within the west half of Aurora. The sewer outlets these flows to York Region's wastewater conveyance and treatment system. A recent sewer analysis indicates that the sewer is currently operating at capacity. Given the anticipated growth within this sanitary sewer catchment area, particularly through the Aurora Promenade Area and near the GO Station, sewer capacity upgrades are required. The detailed design will commence in 2026 with construction occurring in 2027.

Streetlight Photometric Analysis

The streetlight photometric analysis will provide the Town with updated best practices and industry standards, evaluate how existing lighting systems illuminates a specific area like a roadway or parking lot, will identify existing lighting gaps, and provide upgrade recommendations. The analysis will be used to establish streetlight standards and identify deficiencies within the existing streetlight network.

Wayfinding signage

In 2025, a wayfinding strategy will be undertaken in collaboration with Central Counties Tourism and stakeholders. The strategy will inform the details for the capital project in 2026 to implement the signage, including design and installation of signage as per the plan.

Community planning permit system

The Community Planning Permit System (CPPS) is a land use planning tool that will help support local priorities for growth and development within the Town's downtown core. The CPPS will make the development approval process more streamlined and efficient, while adding certainty and transparency to the planning review and approval process. The CPPS will be informed by public engagement and will serve as a beneficial tool to streamline the development review process while prioritizing community benefits and expectations for the downtown, such as the protection of our unique cultural heritage resources.

Comprehensive zoning by-law review

The Town will continue to implement the policy directions under the new Official Plan and look to further align key planning documents, including the Town's Comprehensive Zoning By-law, which is required to be updated under the Planning Act. The Comprehensive Zoning By-law Review will look to pre-zone corridors, implement an updated additional residential unit framework, reduce/eliminate minimum parking requirements, and encourage more affordable housing opportunities in line with the established visions from the new Official Plan. The Comprehensive Zoning By-law Review will continue to advance the Town as a leader in proactive and responsible land use planning.

Capital Projects

Proposed new capital or increases to Capital Budget Authority

Detailed project sheets follow for projects with new or an increase to Capital Budget Authority

Asset Management Projects

(in 000's)

Detailed Project Sheet Page #	Project	Proposed Capital Budget Authority	Reason for budget change
Roads (Capital Program)			
12-24	AM0366: South Town Hall Parking Lot Rehabilitation	Increase to Capital	Additional funding request in 2026 will cover increase in construction costs.
12-26	AM-F-0027: Pavement Condition Assessment - 2026	New Capital	New capital project
12-28	AM-F-0402: Rehab of Murdock Ave., Spruce St., Allenvale Dr., Henderson Dr.	New Capital	New capital project
12-31	AM-F-0462: Sidewalk Condition Assessment	New Capital	New capital project
12-32	AM0415: Rehabilitation Of Sisman Avenue, Hollidge Boulevard, John West Way	Increase to Capital	Funding request for 2026 is for the structural bridge and road rehab of John West Way, Wellington and Amberhill Way.
12-35	AM0417: Rehabilitation Of Wells St North, Cousins Dr, Dunning Ave, Brookland Ave	Increase to Capital	Funding request for 2026 is for construction of the project.
12-38	AM0418: Rehabilitation Of Highland Field Parking Lot	Increase to Capital	Funding request for 2026 is for construction of the project.
12-40	AM0419: Vandorf Sdrd and Batson Dr Culvert Rehabilitation	Increase to Capital	Funding request for 2026 is for construction of the project.
12-43	AM-F-0517: Engineering Design Standard Update	New Capital	New capital project
12-45	AM-F-0518: Streetlight Condition Assessment	New Capital	New capital project
12-47	AM-F-0519: Streetlight Photometric Analysis	New Capital	New capital project
12-49	AM-F-0520: Parking Lot Condition Assessment	New Capital	New capital project
12-50	AM-F-0385: Bridge and Culvert Condition Assessment - 2026	New Capital	New capital project
Roads Program Total		8,850.1	

Detailed Project Sheet Page #	Project	Proposed Capital Budget Authority	Reason for budget change
Water & Wastewater (Capital Program)			
12-52	AM0421: Sani Sewer Rehabilitation of Patrick Dr, Webster Dr, Glass Dr	Increase to Capital	Funding request for 2026 is for construction of the project.
Water & Wastewater Program Total			
Stormwater (Capital Program)			
12-54	AM0293: Sediment Removal and Remediation - Stormwater Ponds SC2 And WC5	Increase to Capital	Additional funding request in 2026 will cover increase in construction costs.
12-57	AM0369: Sediment Removal and Remediation - Ponds NC2 and NC12	Increase to Capital	Funding request for 2026 is for construction of the project.
12-60	AM0370: Remediation of Stormwater Management Pond C6	Increase to Capital	Funding request for 2026 is for construction of the project.
12-62	AM-F-0404: Various Sewer Rehabilitations - 2027	New Capital	New capital project
12-64	AM0422: Various Sewer Rehabilitations - 2026	Increase to Capital	Funding request for 2026 is for construction of the project.
12-66	AM-F-0529: Yonge Street Culvert Rehabilitation (OSIM Bridge #24)	New Capital	New capital project
12-69	AM-F-0530: Cranberry Lane Culvert Headwall Replacement	New Capital	New capital project
12-72	AM-F-0597: 2027 Rehabilitation of Town Sanitary Pumping Stations	New Capital	New capital project
Stormwater Program Total		6,066.2	
Total Asset Management		17,686.3	

Growth and New Projects

(in 000's)

Detailed Project Sheet Page #	Project	Proposed Capital Budget Authority	Reason for budget change
Development Planning			
12-74	GN-F-0083: Wayfinding Signage	New Capital	New capital project
12-75	GN0178: George St Development Servicing	Increase to Capital	Funding request for 2026 is for construction of the project.
Development Planning Total		1,792.5	

Detailed Project Sheet Page #	Project	Proposed Capital Budget Authority	Reason for budget change
Roads			
12-77	GN-F-0022: Multi-Use Path / Sidewalk on Bayview Ave - From St John's Sdrd to North Town Limit	New Capital	New capital project
12-80	GN0046: Traffic Calming Per DC Study	Increase to Capital	Funding request for 2026 is to implement traffic calming measures within the Town's public rights-of-way as required.
12-81	GN-F-0129: Pedestrian Activated Crosswalk on St John's East of Bathurst	New Capital	New capital project
Roads Total		1,177.6	
Water & Wastewater			
12-83	GN-F-0126: Machell Sanitary Sewer Upgrades	New Capital	New capital project
Total Growth and New		3,320.1	

Studies and Other Projects

(in 000's)

Detailed Project Sheet Page #	Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget change
12-85	SO-F-0026: Community Energy System Strategic Plan	190.0	-	190.0	
12-87	SO-F-0048: Economic Development Strategic Plan (2027)	100.0	-	100.0	
12-89	SO-F-0054: Grade Separation Feasibility Study	500.0	-	500.0	
12-92	SO-F-0055: Facilities Energy Audits	255.0	-	255.0	
12-94	SO-F-0063: Fleet Electrification Study	250.0	-	250.0	
Total Studies and Other		1,295.0	-	1,295.0	

Previously approved capital projects with no change or reduction to budget

This list includes existing capital projects where no increase to the capital budget authority is being requested.

Asset Management Projects

(in 000's)

Project	Proposed Capital Budget Authority	Reason for budget decrease (if applicable)
Roads (Capital Program)		
AM0037: Poplar Crescent Reconstruction	Active Project – No Change	
AM0038: Road, Storm, Sani and Water Rehabilitation - Gurnett, Kennedy, Victoria	Active Project – No Change	
AM0238: Rehabilitation - Mill St and Temperance St	Active Project – No Change	
AM0239: Rehabilitation Of Marksbury, Gilbank, Lacey, McLeod	Active Project – No Change	
AM0240: Goulding Ave & Eric T. Smith Way - Top Asphalt	Active Project – No Change	
AM0296: Parking Lot Rehabilitation – SARC	Active Project – No Change	
AM0362: Full Road Reconstruction - Centre St - Yonge - Spruce St	Active Project – No Change	
AM0416: Vandorf Sideroad Localized Road Rehabilitation	Active Project – No Change	
AM0420: Retaining Wall and Railing Condition Assessment	Active Project – No Change	
Roads Total	26,031.9	
Water & Wastewater (Capital Program)		
AM0294: Watermain Decommissioning - 15408/15390 Yonge St	Active Project – No Change	
AM0332: Yonge St Sani Sewer Rehab & Streetscape Detailed Design	Active Project – No Change	
AM0367: Watermain Rehabilitation - Mary St	Active Project – No Change	
Water & Wastewater Total	3,012.2	
Stormwater (Capital Program)		

Project	Proposed Capital Budget Authority	Reason for budget decrease (if applicable)
AM0247: Delayne Drive Channel Rehabilitation	Active Project – No Change	
AM0292: Sediment Removal and Remediation - Stormwater Ponds C1 and C4	Active Project – No Change	
AM0368: Maintenance Holes in Streams Erosion Protection Works	Active Project – No Change	
Stormwater Total	5,121.0	
Total Asset Management	34,165.1	

Growth and New Projects

(in 000's)

Project	Proposed Capital Budget Authority	Reason for budget decrease (if applicable)
Development Planning		
GN0165: 15217 Yonge Street Land Acquisition	Active Project – No Change	
Roads		
GN0030: Vandorf Sdrd Recon'n	Active Project – No Change	
GN0163: Active Transp Facilities - Yonge - Bloomington - GO Bridge Both Sides	Active Project – No Change	
GN0179: Train Whistle Cessation at St. John's Sdrd Safety Assessment	Active Project – No Change	
GN0124: Sidewalk - Edward/ 100M E of Yonge-Dunning	Active Project – No Change	
GN0045: Pedestrian Crossings Per DC Study	Active Project – No Change	
Roads Total	9,931.0	
Total Growth and New	10,081.0	

Studies and Other Projects

(in 000's)

Project	Proposed Capital Budget Authority	Previously Approved Budget	Proposed Budget Change	Reason for budget decrease (if applicable)
SO0044: Official Plan Review/Conformity to Places to Grow	1,098.4	1,098.4	-	
SO0035: Water Hydraulic Model	100.0	100.0	-	
SO0062: Wastewater Hydraulic Model (2023)	125.0	125.0	-	
SO0065: Energy Retrofit Program Business Case	191.4	191.4	-	
SO0067: Water Hydraulic Model - Upgrade	125.0	125.0	-	
SO0071: Zoning Bylaw Update	300.0	300.0	-	
SO0078: Town-Wide Parking Study	150.0	150.0	-	
SO0079: Water And Wastewater Master Plan	414.8	414.8	-	
SO0083: Stormwater and Stream Master Plan Update	400.0	400.0	-	
SO0084: Town Facility Waste Audit Reduction Plan	75.0	75.0	-	
SO0085: Pedestrian Crossing Study	150.0	150.0	-	
SO0086: Community Planning Permit System	250.0	250.0	-	
Total Studies and Other	3,379.6	3,379.6	-	

Project: AM0366: SOUTH TOWN HALL PARKING LOT REHABILITATION

Estimate Start Date: 2026-04

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is for the rehabilitation of south Town Hall parking lot and walkway surfaces identified as requiring rehabilitation in the Town's Municipal Parking Lot Management Plan. The rehabilitation will also include parking lot lighting improvements for the Seniors Centre (Figure 1).

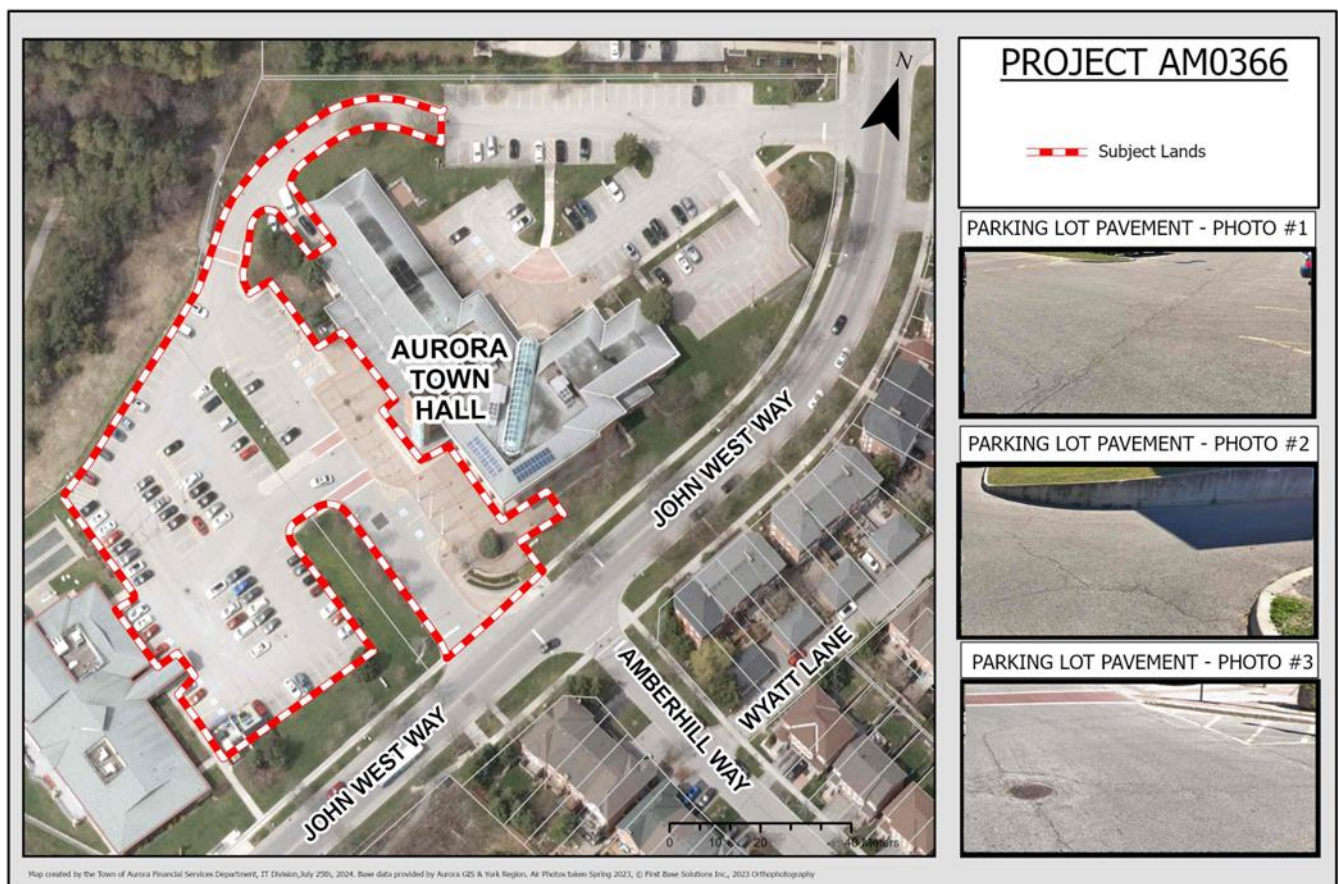


Figure 1: Map Depicting Project Site Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain parking lots in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's parking lot rehabilitation program is developed through the Town's Parking Lot Management Plan. This plan assesses the pavement surface conditions within the Town's parking lots and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the parking lot assets delaying the need for a more costly full replacement. Where required, lighting improvements may improve public safety and reduce energy consumption.

Impact of not approving or delaying the project

If the project is not approved the parking lot will further deteriorate resulting in increased maintenance work and costs. Lighting will not be improved or made more energy efficient.

Impact this project has on climate change

Parking lot rehabilitation projects improve climate-resiliency in the community by improving drainage systems to reduce flood risk and improve stormwater management naturally with green infrastructure measures like vegetated buffers. Heat island effects from parking lots are reduced with increased shading opportunities in and around the parking lot and the use of light-colored pavement materials. All Town-owned parking lot projects include an electric vehicle charging station needs assessment to support community access to public charging infrastructure in accordance with the Town's Electric Vehicle Charging Station Policy. The parking lot lighting will be assessed under this project and energy retrofits will be incorporated.

Project: AM-F-0027: PAVEMENT CONDITION ASSESSMENT - 2026

Estimate Start Date: 2026-05

Estimated End Date: 2026-10

Overview of the project including key goals, objectives, and performance measures

The Pavement Condition Assessment will provide a detailed analysis of all Town paved roads. The assessment will also provide rehabilitation recommendations, prioritization of works, and proposed timelines of intervention based on risk and Council approved Levels of Service. There is approximately 209 km of roads that are operated and maintained by the Town.

A condition assessment of these assets was last undertaken in 2023 and was used to identify multiple deficiencies with existing roads, resulting in the rehabilitation of many priority assets.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's road rehabilitation program will be developed through the Town's Pavement Condition Assessment program. This assessment uses quantitate survey data to monitor and evaluate the condition of roads within the Town. The assessment will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a condition assessment program directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan by improving and maintaining Town roads. The condition assessment will accurately identify existing deficiencies with Town roads and provide short and long-term strategies to address these deficiencies an overall risk evaluation that incorporates condition and criticality for each asset.

Impact of not approving or delaying the project

The condition assessment data will be used to identify asset failures and defects. Without the assessment, the Town will not have updated condition assessments or rehabilitation recommendations of existing road deficiencies townwide. The Town will be unable to accurately update metrics used to inform capital planning initiatives.

Impact this project has on climate change

Pavement condition assessment supports the Town's climate change goals by enabling timely, lower carbon rehabilitation strategies compared to major reconstruction, that extend the asset life, reduce material use over the life of the asset and minimize further greenhouse gas emissions.

Project: AM-F-0402: REHABILITATION OF MURDOCK AVE, SPRUCE ST, ALLENVALE DR, HENDERSON DR

Estimate Start Date: 2026-05

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is for the detailed design of the rehabilitation of the following municipal road infrastructure including curbs, sidewalks, islands and separated bike lanes where required (Figure 1):

- Murdock Avenue (322m section between Gilbank Drive and McLeod Drive)
- Spruce Street (310m section between Mark Street and Catherine Avenue)
- Allenvale Drive (556m section between McClellan Way and the end of Allenvale Drive); and
- Henderson Drive (1,064m section between Bathurst Street and McClellan Way / Baldwin Road)

This project is to be delivered in two phases with design in 2026 and construction in 2027. The design component will also consist of the detailed engineering design for a separated bicycle lane along Henderson Drive. This is in accordance with the recommendations from the Town's Active Transportation Master Plan.

The delivery of construction in 2027 will be for the construction of the bike lane on Henderson Drive and the road rehabilitation of the above noted roadways. The Town is seeking additional funding through a grant application to help offset the construction cost for the bike lane. The Active Transportation Grant is a federal grant which provides funding for projects and initiatives aimed to improve accessibility and promote active transportation.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain roads in a state of good repair and have infrastructure in place to meet current growth needs. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's roads rehabilitation program is developed through the Town's Pavement Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of pavement surface conditions for the Town's road network and determines the

type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

To support continued growth in the community, the Town must prioritize expanding and improving active transportation to serve a larger population. Required growth and new will also consider Council's set Levels of Service and available funding.

The Town is required to have active transportation meet current growth needs. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition and use of assets and the development of a plan to ensure current assets meet Council approved Level of Service.

Programs with coinciding assets, types, or locations can be merged for project optimization. Completing proposed works within a single project scope reduces mobilization costs, reduces overall interruption of services, and provides improved economies of scale.

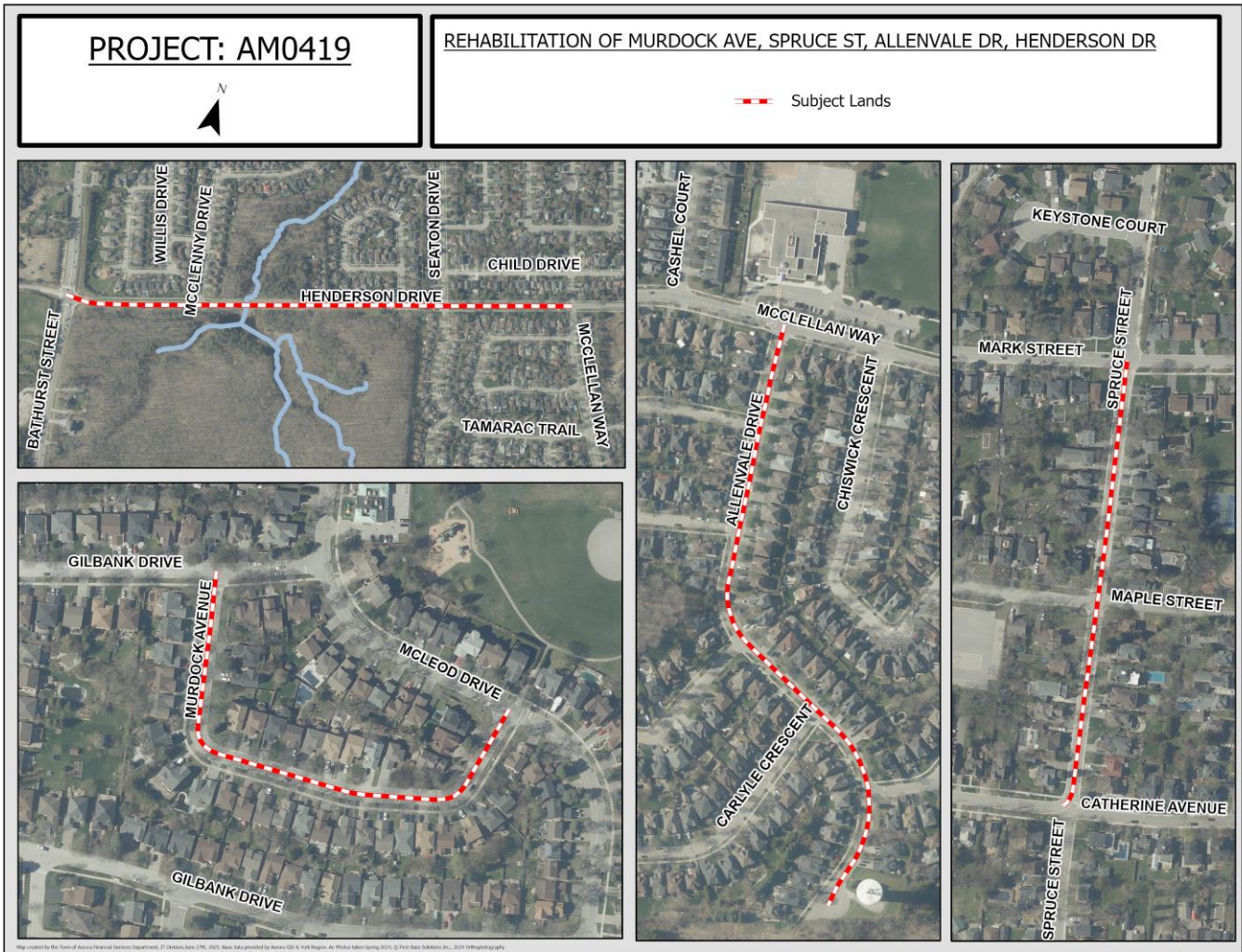


Figure 1: Map Depicting the Project Locations

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively, and extend their life cycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Impact this project has on climate change

The impacts from this project will likely decrease greenhouse gas emissions by reducing fuel consumption from vehicles, tire wear, vehicle repair, and maintenance costs due to smoother drivable surfaces.

Project: AM-F-0462: SIDEWALK CONDITION ASSESSMENT

Estimate Start Date: 2026-04

Estimated End Date: 2026-10

Overview of the project including key goals, objectives, and performance measures

The sidewalk condition assessment will provide a detailed analysis of all Town sidewalks and multi-use paths. The assessment will identify deficiencies and provide rehabilitation recommendations, prioritization of works, and proposed timelines of intervention. There is approximately 247 km of sidewalks and multi-use paths that are operated and maintained by the Town.

A condition assessment of these assets has not been previously undertaken.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's sidewalk rehabilitation program will be developed through the Town's sidewalk condition assessment. This assessment uses quantitative survey data to monitor and evaluate the condition of sidewalks within the Town. The assessment will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a condition assessment program directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan. The condition assessment will accurately identify existing deficiencies with Town sidewalks and provide short and long-term strategies to address these deficiencies.

Impact of not approving or delaying the project

The condition assessment data will be used to identify asset failures and defects. Without the assessment, the Town will not have updated condition assessments or rehabilitation recommendations of existing sidewalk deficiencies townwide. The Town will be unable to accurately update level of service metrics as is required through the Town's Asset Management Plan.

Impact this project has on climate change

Sidewalk condition assessment program supports the Town's climate change goals by enabling timely, lower carbon maintenance strategies compared to major reconstruction, that extend asset life, reduce material use over the life of the asset and minimize further greenhouse gas emissions.

Project: AM0415: REHABILITATION OF SISMAN AVENUE, HOLLIDGE BOULEVARD, JOHN WEST WAY

Estimate Start Date: 2026-05

Estimated End Date: 2026-09

Overview of the project including key goals, objectives, and performance measures

This funding request is for the structural bridge and road rehabilitation of John West Way Wellington Street and Amberhill Way.

The project includes the following scope of work:

- Road rehabilitation of approximately 300m of John West Way from Wellington Street to Amberhill Way
- Repair, removal and replacement of concrete curbs and sidewalk as required
- Rehabilitation of existing bridge and culvert structure on John West Way

Construction of the road and bridge rehabilitation on John West Way will be delivered in 2026. The bridge rehabilitation is currently in the detailed design phase.

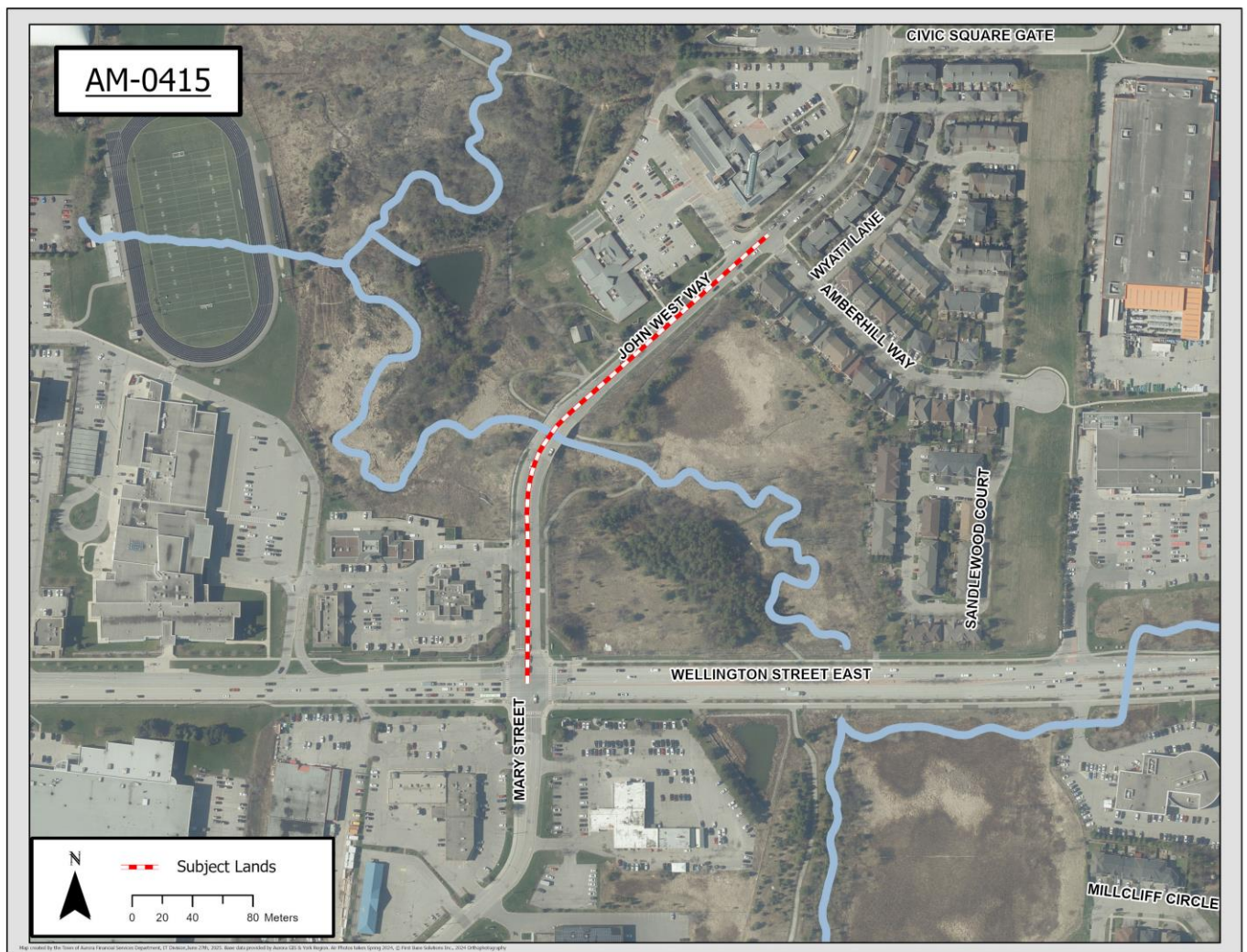


Figure 1: Map Depicting the Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain roads and bridges in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's roads rehabilitation program is developed through the Town's Pavement Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of pavement surface conditions for the Town's road network and determines the

type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

The Town's bridge rehabilitation program is developed through the Town's Bridge Condition Assessment Program. This program is undertaken every other year and uses quantitative survey data to monitor and evaluate the condition of existing bridge structures within the Town's network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Programs with coinciding assets, types, or locations can be merged to optimize project delivery. Completing proposed works within a single project scope reduces mobilization costs and overall interruption of services and provides improved economies of scale.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively, and extend their life cycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Impact this project has on climate change

Bridge rehabilitation projects improve climate-resiliency in the community by strengthening structural components to better withstand extreme weather events like flooding and temperature fluctuations, improving drainage systems on and around bridges to prevent erosion from water accumulation and upgrade materials that are more resistant to corrosion, heat and freeze-thaw cycle. Road and bridge rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan and recommendations from the Town's Active Transportation Master Plan. The impacts from this project will likely decrease greenhouse gas emissions by reducing fuel consumption from vehicles, tire wear, vehicle repair, and maintenance costs due to smoother drivable surfaces.

Project: AM0417: REHABILITATION OF WELLS ST NORTH, COUSINS DR, DUNNING AVE, BROOKLAND AVE

Estimate Start Date: 2026-04

Estimated End Date: 2026-08

Overview of the project including key goals, objectives, and performance measures

This project is for the rehabilitation of the following municipal road infrastructure (Figure 1):

- Road rehabilitation of segments of Wells Street North, Cousins Drive, Dunning Avenue and Brookland Avenue
- Removal and replacement of concrete curbs and sidewalk as required.
- Watermain rehabilitation of Dunning Avenue, Cousins Drive and Brookland Avenue

Funding is being requested for construction. It is anticipated that construction will commence in Spring 2026.



Figure 1: Map Depicting the Project Site Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain roads and watermain in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's roads rehabilitation program is developed through the Town's Pavement Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of pavement surface conditions for the Town's road network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

The Town's watermain rehabilitation program is developed through data collection of existing asset performance, material, age and criticality. The program identifies potential high-risk assets within Town's watermain network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Programs with coinciding assets, types, or locations can be merged to optimize project delivery. Completing proposed works within a single project scope reduces mobilization costs and overall interruption of services and provides improved economies of scale.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The rehabilitation of these assets will maintain them in a state of good repair, manage this asset proactively, and extend their life cycle.

Impact of not approving or delaying the project

The proposed rehabilitation works will lessen maintenance activities and avoid costly emergency asset failures, thus reducing risk and liability associated with deteriorating assets.

Impact this project has on climate change

Road rehabilitation projects improve climate-resiliency with improved drainage systems and regrading reducing flood risk during extreme weather events. Watermain rehabilitation projects improve climate-resiliency in the community by improving system reliability during extreme weather events, enhance system capacity, reduce water loss through system repairs and pipe replacement and protect water quality from contamination in floodwaters. Road and watermain rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan. The impacts from this project will likely decrease greenhouse gas emissions by reducing fuel consumption from vehicles, tire wear, vehicle repair, and maintenance costs due to smoother drivable surfaces.

Project: AM0418: REHABILITATION OF HIGHLAND FIELD PARKING LOT

Estimate Start Date: 2026-03

Estimated End Date: 2026-06

Overview of the project including key goals, objectives, and performance measures

This project is to rehabilitate Highland Field parking lot located at 510 Industrial Parkway South, currently leased to Aurora Soccer Club (Figure 1).

This parking lot has been identified as requiring rehabilitation through a condition assessment undertaken as part of the Town's Municipal Parking Lot Management Plan.

The proposed rehabilitation works includes:

- Parking lot rehabilitation work with base repairs and gravel surface regrading
- Culvert and chain link fence repairs, line painting, signage, and precast curb installation

Funding is being requested for construction. It is anticipated that construction will commence in Spring 2026.

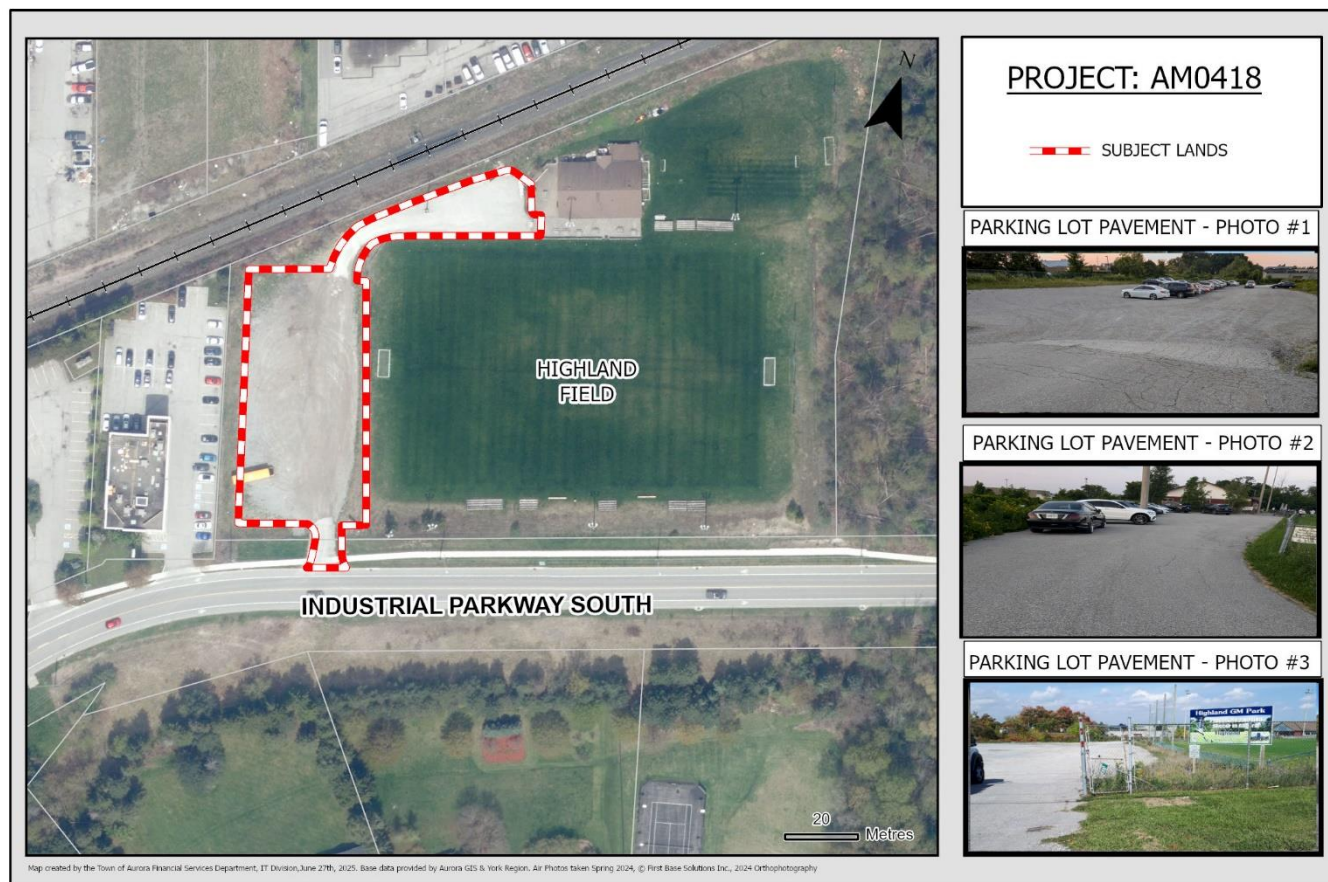


Figure 1: Map Depicting the Project Site Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain parking lots in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's parking lot rehabilitation program is developed through the Town's Parking Lot Management Plan. This plan assesses the condition of pavement surface conditions within the Town's parking lots and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the parking lot assets. This project will also incorporate AODA design guidelines and improvements to stormwater surface drainage to reduce maintenance activities.

Impact of not approving or delaying the project

If the project is not approved the parking lot will further deteriorate resulting in increased maintenance work and costs.

Impact this project has on climate change

Parking lot rehabilitation projects improve climate-resiliency in the community by improving drainage systems to reduce flood risk and improve stormwater management. Parking lot rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan. The impacts from this project will likely increase the Town's ability to adapt to a changing climate by improving the durability of parking lot surface resulting in reduction in fuel consumption of the vehicles and maintenance cost of the parking lot.

Project: AM0419: VANDORF SIDEROAD AND BATSON DRIVE CULVERT REHABILITATION

Estimate Start Date: 2026-06

Estimated End Date: 2026-11

Overview of the project including key goals, objectives, and performance measures

This funding request is for the construction phase of the rehabilitation of three large culverts located on Vandorf Sideroad and Batson Drive. The scope of work includes:

- Rehabilitation a stormwater corrugated steel pipe cross culvert located approximately 300m west of Leslie Street originally built in 1997
- Rehabilitation of two stormwater corrugated steel pipe cross culverts located approximately 60m east of Yonge Street originally built in 1983

These culverts have been identified as requiring rehabilitation based on a condition assessment completed in 2024 in accordance with the requirements of Ontario Regulation 472/10. Under this condition regulation, culverts over 3 metres are considered bridges and must be assessed structurally once every two years.

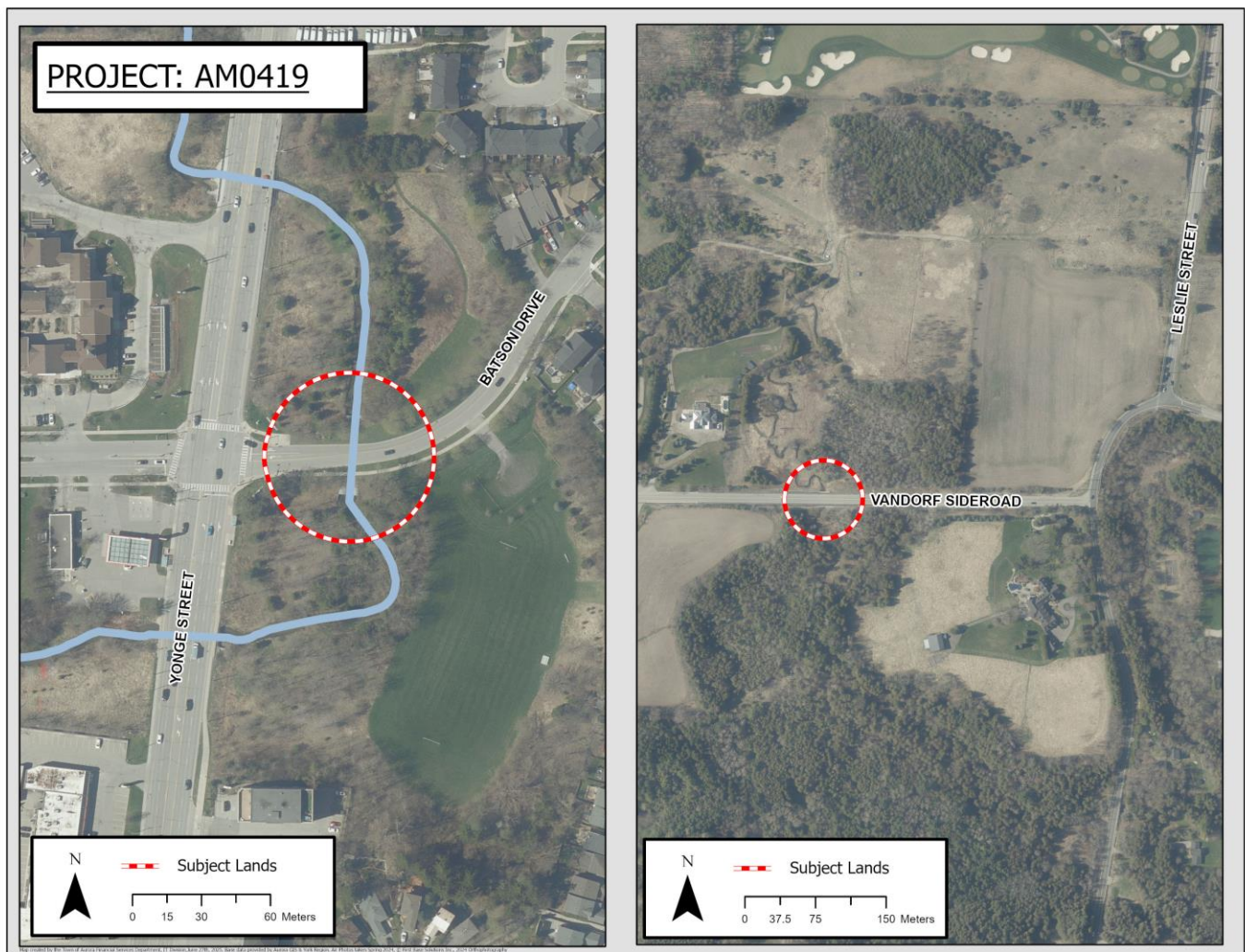


Figure 1: Map Depicting the Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain bridges in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's bridge rehabilitation program is developed through the Town's Bridge Condition Assessment Program. This program undertaken once every two years uses quantitative survey data to monitor and evaluate the condition of existing stormwater structures within the Town's

stormwater network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Rehabilitating the culverts will help protect the roadway and infrastructure above them and ensure conveyance of the stream is maintained in a good state of repair.

Impact of not approving or delaying the project

If the project is delayed failure of the structure(s) may occur.

Impact this project has on climate change

Culvert and watercourse rehabilitation projects improve climate-resiliency in the community by restoring natural flow patterns and connectivity to reduce flood risk and erosion during extreme weather events, stabilize banks and increase vegetation to prevent washout, reduce peak flows with slower release and storage of stormwater and support biodiversity and ecosystem health with improving habitats.

Project: AM-F-0517: ENGINEERING DESIGN CRITERIA STANDARDS UPDATE

Estimate Start Date: 2026-02

Estimated End Date: 2026-06

Overview of the project including key goals, objectives, and performance measures

The objective of this project is to update the Town's Engineering Design Criteria Manual. This document outlines the technical engineering requirements, standards, and specifications which serve as a guideline for new developments and capital projects.

It is standard practice for municipalities to review and update this document every five years to ensure these standards are up to date with the latest regulations, legislative mandates, and industry standards. The last full-document revision of the Engineering Design Criteria Manual was completed in 2019 and published in 2020.

This iteration of the Engineering Design Criteria Standards Update will incorporate recommendations from the Town's Climate Change Adaptation Plan to reduce climate risk to Town infrastructure. In addition, the scope will include an update to the Town's Green Development Standard and the Town's Building Standard to meet Town climate change objectives.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's Engineering Design Criteria Manual will be developed using industry standards and best practices to ensure all asset types are constructed properly and maintained in a state of good repair. The manual update will also take into consideration Council's set Levels of Service and available funding. Changes to the manual will be referenced in future capital rehabilitation projects.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Updating the Engineering Design Criteria Manual has positive impacts by ensuring the latest industry standards are adopted and enforced in construction projects pertaining to new developments within the Town and capital projects for municipal infrastructure. This will benefit the community and Town operations as it ensures construction works are completed in accordance with relevant and updated standards, providing an asset that meets required standards.

Impact of not approving or delaying the project

There will be negative implications with not approving or delaying the project as the Town standards may become outdated and obsolete if the latest changes are not reflected in the document. Consequently, this would lead to the completion of construction projects within the Town which may not be compliant with the most current legislative requirements and industry standards.

Impact this project has on climate change

The revision of the Town's Engineering Design Criteria Manual presents opportunities to review the standards and identify areas which can be updated to include new requirements or standard guidelines that aligns with the Town's climate change objectives that reduce climate risk to infrastructure. Under the update, a new Town Building Standard is included to reduce the Town's corporate greenhouse gas emissions and improve climate resiliency (as per the Town's 2024 Energy Conservation and Demand Management Plan and Climate Change Adaptation Plan). In addition, the Town's Green Development Standard will be reviewed and revised as necessary to best meet the Town's climate change objectives.

Project: AM-F-0518: STREETLIGHT CONDITION ASSESSMENT

Estimate Start Date: 2026-03

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

The streetlight condition assessment will provide a detailed condition assessment of all Town streetlights and their components. The assessment will also provide rehabilitation recommendations, prioritization of works, and proposed timelines of intervention. There are approximately 5,443 streetlights that are operated and maintained by the Town.

A condition assessment of these assets has not been previously undertaken. The assessment will be used to identify deficiencies with existing streetlights, resulting in the rehabilitation of many priority assets based on the Town's risk model.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's streetlight rehabilitation program will be developed through the Town's Streetlight Condition Assessment. This assessment uses quantitate survey data to monitor and evaluate the condition of streetlights within the Town. The assessment will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a condition assessment program directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan. The condition assessment will accurately identify existing deficiencies with Town streetlights and provide short and long-term strategies to address these deficiencies.

Impact of not approving or delaying the project

The condition assessment data will be used to identify asset failures and defects. Without the assessment, the Town will not have updated condition assessments or rehabilitation recommendations of existing streetlight deficiencies townwide. The Town will be unable to accurately update level of service metrics.

Impact this project has on climate change

Streetlight condition assessments support the Town's climate change goals by identifying opportunities to upgrade to energy efficient lighting, reducing electricity consumption, operating costs, and associated greenhouse gas emissions. Investigating retrofit opportunities from streetlighting was identified under the Town's 2024 Energy Conservation and Demand Management Plan.

Project: AM-F-0519: STREETLIGHT PHOTOMETRIC ANALYSIS

Estimate Start Date: 2026-03

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

The streetlight photometric analysis project will provide the Town with updated best practices and industry standards, evaluate how existing lighting systems illuminates a specific area like a roadway or parking lot, will identify existing lighting gaps, and provide upgrade recommendations. The analysis will be used to establish streetlight standards and identify deficiencies within the existing streetlight network, resulting in the prioritization of assets and projects. There are approximately 5,443 streetlights that are operated and maintained by the Town.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's streetlight rehabilitation program will be supported through the Town's Streetlight Photometric Analysis. This analysis uses quantitate survey data and industry best practices to ensure streetlights within the Town are constructed properly and meet safety standards. The assessment will also consider Council's set Levels of Service and available funding. Recommendations will be referenced in future capital rehabilitation projects as other assets tie to areas of need come due for rehabilitation.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a photometric analysis directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan by improving and maintaining streetlight infrastructure. The condition assessment will accurately identify existing needs and deficiencies within the streetlight network and provide short and long-term strategies to address these deficiencies.

Impact of not approving or delaying the project

A photometric analysis will be used to identify streetlight asset needs and deficiencies. Without the analysis, the Town will not have updated project targets or rehabilitation recommendations of existing streetlight deficiencies townwide. The Town will be unable to accurately update level of service metrics.

Impact this project has on climate change

A streetlight photometric analysis supports the Town's climate change goals by identifying opportunities to upgrade to energy efficient lighting, reducing electricity consumption, operating costs, and associated greenhouse gas emissions. Investigating retrofit opportunities from streetlighting was identified under the Town's 2024 Energy Conservation and Demand Management Plan.

Project: AM-F-0520: PARKING LOT CONDITION ASSESSMENT

Estimate Start Date: 2026-03

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

The parking lot condition assessment will provide a detailed condition assessment of all Town parking lots and their affiliated components. The assessment will also provide rehabilitation recommendations, prioritization of works, and proposed timelines of intervention. There are 27 parking lots that are operated and maintained by the Town.

A condition assessment of these assets was last undertaken in 2021 and was used to identify multiple deficiencies within the parking lots, resulting in the rehabilitation of many priority assets.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's parking lot rehabilitation program will be developed through the Town's Parking Lot Condition Assessment. This assessment uses quantitative survey data to monitor and evaluate the condition of parking lots within the Town. The assessment will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a condition assessment program directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan. The condition assessment will accurately identify existing deficiencies with Town parking lots and provide short and long-term strategies to address these deficiencies.

Impact of not approving or delaying the project

The condition assessment data will be used to identify asset failures and defects. Without the assessment, the Town will not have updated data or rehabilitation recommendations of existing parking lot deficiencies to adequately plan future capital improvements.

Impact this project has on climate change

Parking lot condition assessments support the Town's climate change goals by enabling timely, lower carbon maintenance strategies compared to major reconstruction, that extend the asset life, reduce material use over the life of the asset and minimize further greenhouse gas emission.

Project: AM-F-0385: BRIDGE AND CULVERT CONDITION ASSESSMENT – 2026

Estimate Start Date: 2026-03

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

The bridge and culvert condition assessment will provide a detailed analysis of all Town bridges and culverts with spans 3 meters or greater. The assessment will also provide rehabilitation recommendations, prioritization of works, and proposed timelines of intervention. There are 34 OSIM bridge and culvert locations that are operated and maintained by the Town.

A condition assessment of these assets was last undertaken in 2024 and was used to identify multiple deficiencies for existing bridges and culverts, resulting in the rehabilitation of many priority assets. This assessment is a regulatory requirement under Regulation 472/10, Standards for Bridges, that is required to be undertaken every two years.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's bridge and culvert rehabilitation program will be developed through the Town's Bridge and Culvert Condition Assessment. This assessment uses quantitative survey data to monitor and evaluate the condition of bridges and culverts within the Town. The assessment will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Undertaking a condition assessment program directly supports the requirements set out in Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan. The condition assessment will accurately identify existing deficiencies with Town bridges and culverts and provide short and long-term strategies to address these deficiencies.

Impact of not approving or delaying the project

The condition assessment data will be used to identify asset failures and defects. Without the assessment, the Town will not have updated condition assessments or rehabilitation recommendations of existing bridge and culvert deficiencies townwide. The Town will be unable to accurately update level of service metrics. This assessment is also a provincial regulatory requirement that needs to be completed every two years.

Impact this project has on climate change

Bridge and culvert inspections play an important role in building climate resilience into the Town's infrastructure. With the increasing frequency of extreme weather events and higher water flows due to climate change, these inspections help identify vulnerabilities that could be exacerbated by flooding, erosion, or freeze-thaw cycles. Early detection allows for climate-adaptive design modifications during repairs or replacements. Furthermore, preserving existing infrastructure in good condition reduces the need for carbon-intensive reconstruction projects, supporting the Town's broader environmental and sustainability goals.

Project: AM0421: SANITARY SEWER REHABILITATION ON PATRICK DR, WEBSTER DR, GLASS DR

Estimate Start Date: 2026-06

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is for the construction phase of the rehabilitation of sanitary sewer segments and services on Patrick Drive, Webster Drive and Glass Drive (Figure 1).

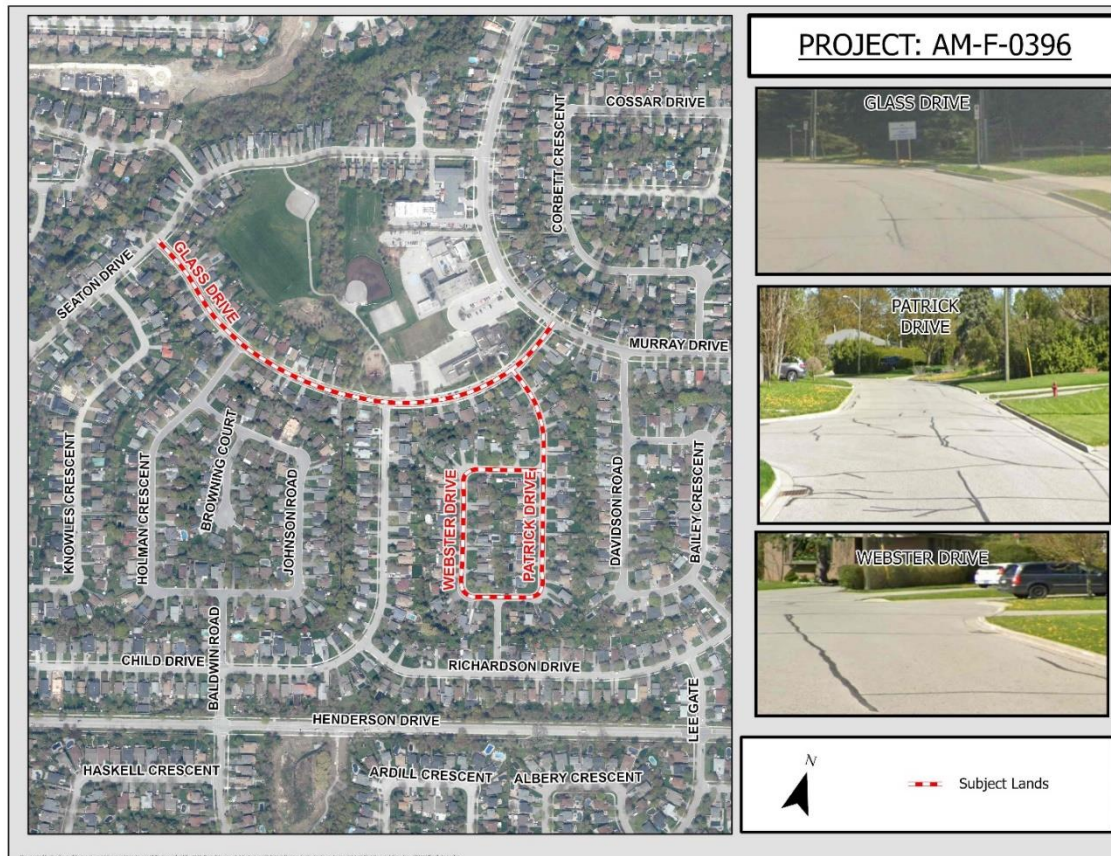


Figure 1: Map Depicting the Project Location

Numerous sanitary sewer and service defects were identified along the identified streets during a recent condition assessment. The existing sanitary sewers were constructed in the 1950s and 1960s. The mainline sanitary sewers are concrete, and the services are a combination of asbestos cement and tarpaper pipes. Rehabilitation of these sanitary sewers are needed due to their age and condition.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain sanitary sewers in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's sanitary sewer rehabilitation program is developed through the Town's Sewer Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing sanitary sewer pipes and maintenance holes for the Town's sanitary sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the sewers and services on Patrick Drive, Webster Drive and Glass Drive, preventing future sewer backups and associated emergency repair costs. This project will also assist with inflow and infiltration (I&I) reduction, in accordance with the Town's and Region's I&I reduction strategies, which will improve the reliability and efficiency of the Town's sanitary system and help reduce the amount of stormwater and groundwater that is unnecessarily treated by the sewage treatment plant.

Impact of not approving or delaying the project

If this project is not approved, the sanitary sewers on these streets will continue to deteriorate and future sewer backups and emergency sewer and service repairs will be expected.

Impact this project has on climate change

Sanitary sewer rehabilitation projects improve climate-resiliency in the community by improving system performance, reducing risk of backups during extreme weather events and prevention of infiltration and inflow of stormwater during heavy rain.

Project: AM0293: SEDIMENT REMOVAL AND REMEDIATION - STORMWATER PONDS SC2 AND WC5

Estimate Start Date: 2026-07

Estimated End Date: 2026-11

Overview of the project including key goals, objectives, and performance measures

This funding request is for the construction phase of the rehabilitation of two stormwater management (SWM) ponds (Figure 1):

- SWM pond SC2 located in open space lands west of Monkman Court
- SWM pond WC5 located in open space lands south of McClenny and Willis Drive

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority (LSRCA).

The proposed rehabilitation works include:

- Removal of sediment accumulation
- Unclogging of stormwater management facility outlet structures
- Improvements to facility hydraulics
- Vegetation management including removal of invasive species such as phragmites
- Reducing pond algae and odours
- Pond erosion repairs
- Pond signage improvements

This project is currently in design phase.

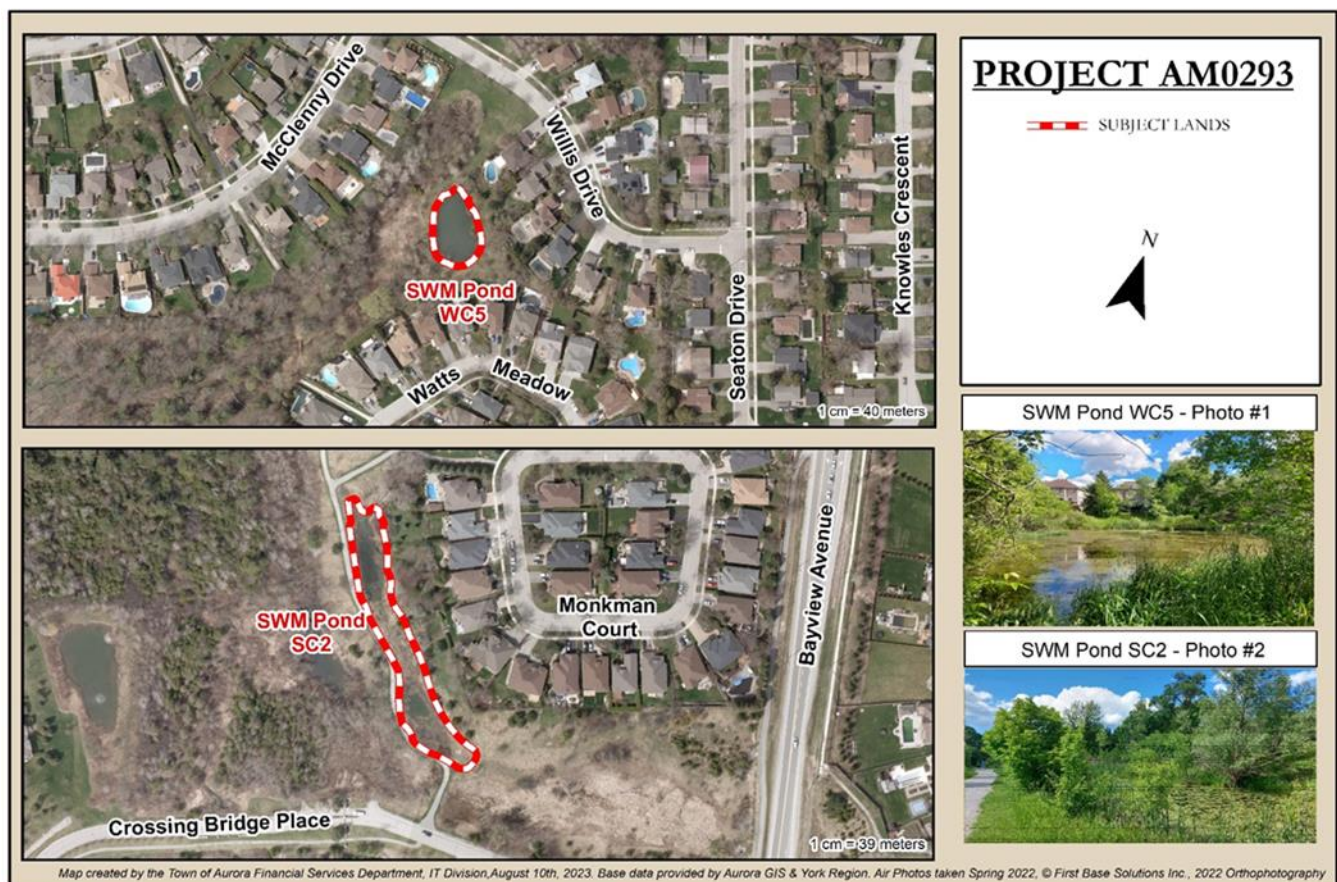


Figure 1: Map Depicting Project Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain stormwater sewers and ponds in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's stormwater sewer and pond rehabilitation program is developed through the Town's Stormwater Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing stormwater pipes and ponds for the Town's stormwater sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of stormwater management facilities SC2 and WC5, the facility quality, quantity and erosion control functions will be restored which will benefit the environment and help protect Town infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM ponds SC2 and WC5 will be at risk of not functioning in compliance with the Town's Environmental Compliance Approval issued by the Ministry of Environment, Conservation and Parks (MECP). Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of damage to infrastructure.

Impact this project has on climate change

Stormwater sewer and pond rehabilitation projects improve climate-resiliency in the community by increasing capacity to manage more intense and frequent rainfall events, reducing flood risk and minimizing water pollution during heavy rain events. Stormwater sewer and pond rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan, including planting trees and other drought resistant vegetation around stormwater management ponds to provide shading and reduce evaporation in elevated temperatures, heatwaves, and/or periods of drought. This may also contribute to increased urban biodiversity.

Project: AM0369: SEDIMENT REMOVAL AND REMEDIATION - PONDS NC2 AND NC12

Estimate Start Date: 2026-07

Estimated End Date: 2026-11

Overview of the project including key goals, objectives, and performance measures

This project is for construction phase to rehabilitate two stormwater management (SWM) ponds (Figure 1):

- SWM pond NC2 west of Twelve Oaks Drive
- SWM pond NC12 west of Ballymore Drive

These SWM ponds have been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority.

The proposed rehabilitation works includes:

- Removal of sediment accumulation
- Unclogging of stormwater management facility outlet structures
- Improvements to facility hydraulics
- Vegetation management including removal of invasive species such as phragmites
- Reducing pond algae and odours
- Pond erosion repairs
- Pond signage improvements

This project is currently in design phase.

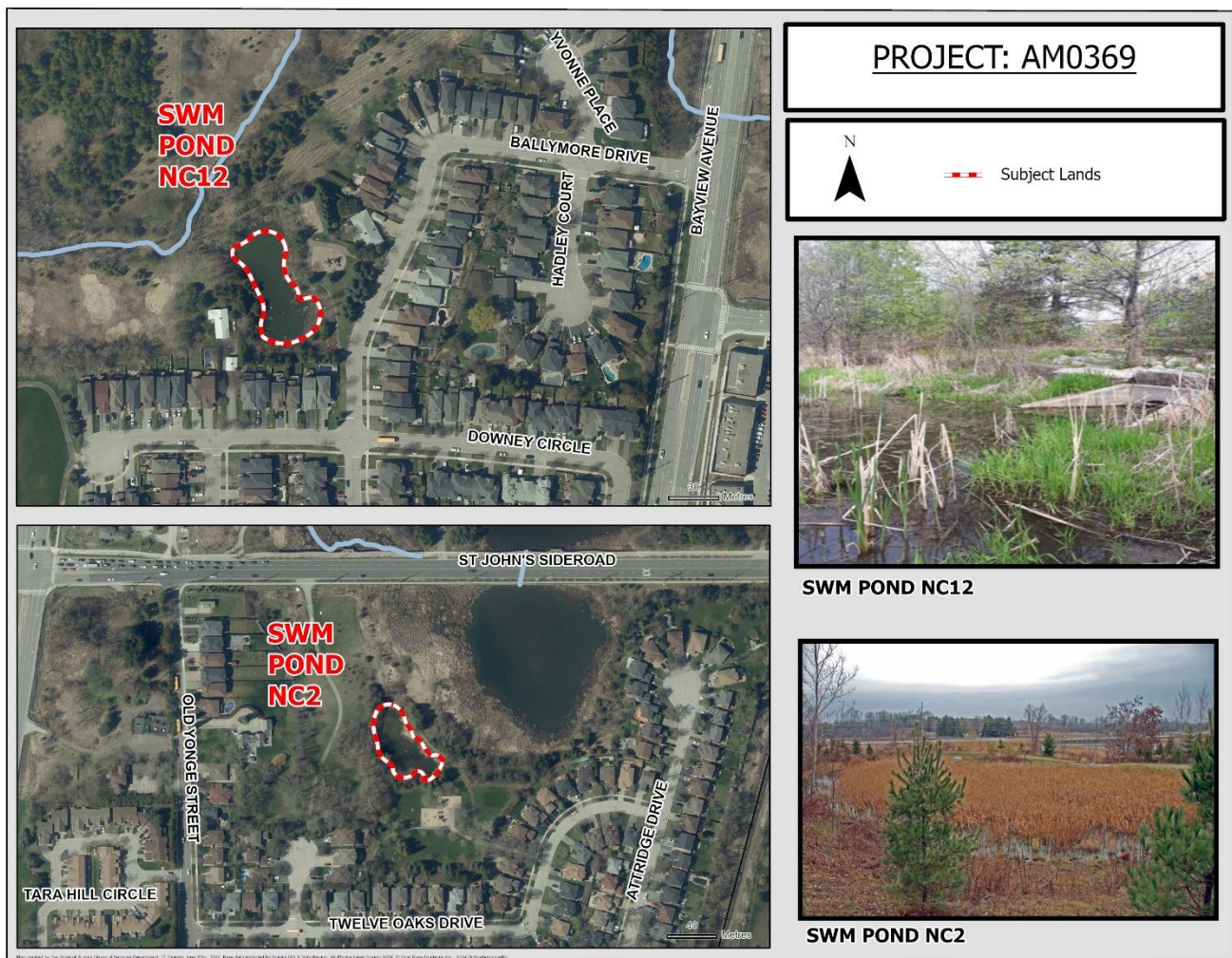


Figure 1: Map Depicting Project Site Locations

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain stormwater sewers and ponds in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's stormwater sewer and pond rehabilitation program is developed through the Town's Stormwater Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing storm sewer pipes and ponds for the Town's stormwater sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of these stormwater management facilities, the quality, quantity and erosion control functions of the facilities will be restored which will benefit the environment and help protect Town infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM ponds SC2 and WC5 will be at risk of not functioning in compliance with the Environmental Compliance Approval issued by the Ministry of Environment, Conservation and Parks (MECP). Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of damage to infrastructure.

Impact this project has on climate change

Stormwater sewer and pond rehabilitation projects improve climate-resiliency in the community by increasing capacity to manage more intense and frequent rainfall events, reducing flood risk and minimizing water pollution during heavy rain events. Stormwater sewer and pond rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan, including planting trees and other drought resistant vegetation around stormwater management ponds to provide shading and reduce evaporation in elevated temperatures, heatwaves, and/or periods of drought. This may also contribute to increased urban biodiversity.

Project: AM0370: REMEDIATION OF STORMWATER MANAGEMENT POND C6

Estimate Start Date: 2026-03

Estimated End Date: 2026-08

Overview of the project including key goals, objectives, and performance measures

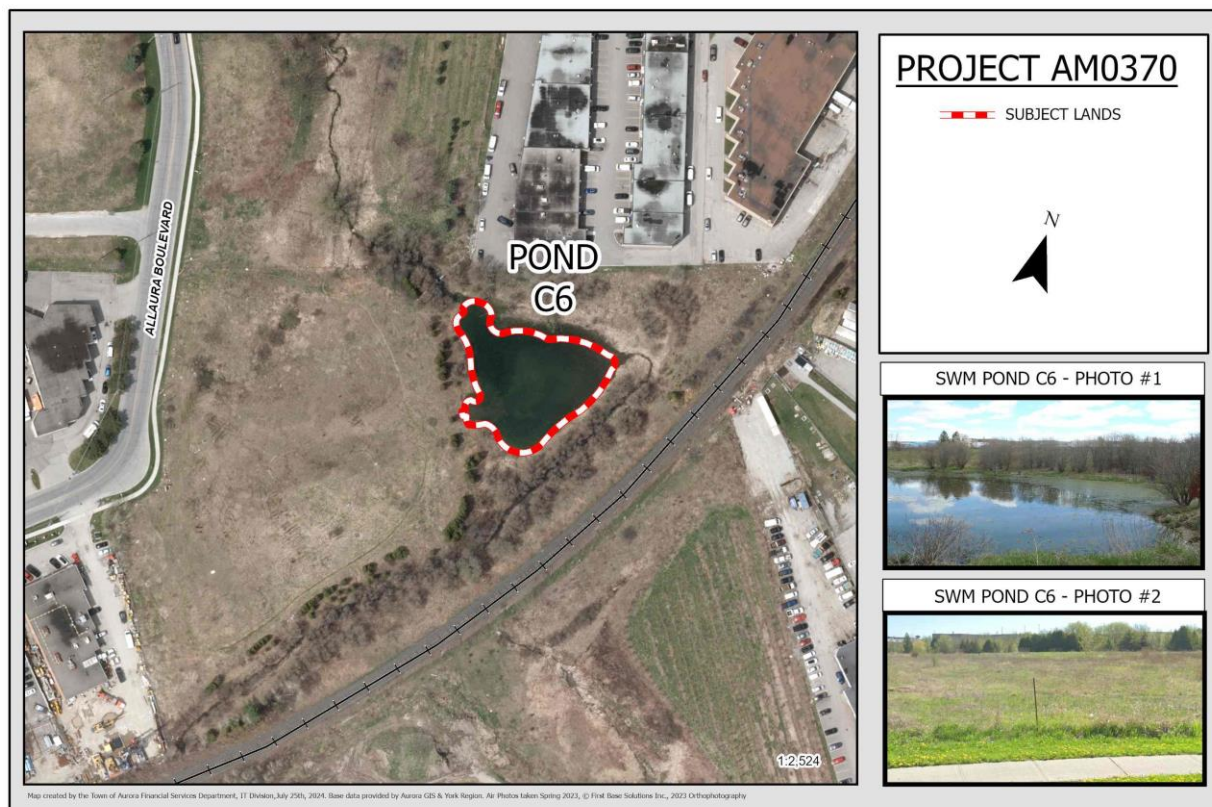
This project is for the construction phase of the rehabilitation of stormwater management (SWM) pond C6. This SWM pond is located immediately to the east of 27 Allaura Boulevard (Figure 1).

SWM pond C6 has been identified as requiring rehabilitation through a condition assessment undertaken by the Lake Simcoe Region Conservation Authority (LSRCA).

The proposed rehabilitation works include:

- Removal of sediment
- Regrading of side slope areas and reestablishment of the by-pass channel and other pond features
- Erosion repairs
- Vegetation management including removal of invasive species
- Repairs to inlet and outlet

This project is currently in design phase.



Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain stormwater sewers and ponds in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's stormwater sewer and pond rehabilitation program is developed through the Town's Stormwater Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing stormwater sewer pipes and ponds for the Town's stormwater sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

By addressing the rehabilitation needs of SWM pond C6, the facility quality, quantity and erosion control functions will be restored which will benefit the environment and help protect infrastructure and keep it in a state of good repair.

Impact of not approving or delaying the project

If the project is not approved, SWM pond C6 will not be functioning as intended. Reduced SWM facility capacity and poor hydraulics can result in odours, algae blooms, reduced water quality downstream and increased risk of flooding and damage to infrastructure.

Impact this project has on climate change

Stormwater sewer and pond rehabilitation projects improve climate-resiliency in the community by increasing capacity to manage more intense and frequent rainfall events, reducing flood risk and minimizing water pollution during heavy rain events. Stormwater sewer and pond rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan, including planting trees and other drought resistant vegetation around stormwater management ponds to provide shading and reduce evaporation in elevated temperatures, heatwaves, and/or periods of drought. This may also contribute to increased urban biodiversity.

Project: AM-F-0404: VARIOUS SEWER REHABILITATIONS – 2027

Estimate Start Date: 2026-01

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

The Town has a sanitary and stormwater sewer condition assessment program that assesses 10% of the Town's gravity sewer inventory annually. Data collected through this analysis is evaluated based on structural condition of the sewer and its criticality to the overall Town sewer system.

This funding request is for the design of the rehabilitation of the highest areas of risk identified through this analysis in the Town's system.

The project is planned to be delivered in two phases: Phase 1 design commencing in 2026 and Phase 2 construction in 2027.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain sanitary and stormwater sewers in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's sanitary and stormwater sewer rehabilitation program is developed through the Town's Sewer Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing sanitary and stormwater sewer pipes and maintenance holes for the Town's sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the sewers preventing future sewer backups and associated emergency repair costs. This project will also assist with inflow and infiltration (I&I) reduction, in accordance with the Town's and Region's I&I reduction strategies, which will improve the reliability and efficiency of the Town's sanitary system and help reduce the amount of stormwater and groundwater that is unnecessarily treated at sewage treatment facilities.

Impact of not approving or delaying the project

If this project is not approved, the sewers will continue to deteriorate, and future sewer backups and emergency sewer and service repairs will be expected.

Impact this project has on climate change

Sanitary sewer rehabilitation projects improve climate-resiliency in the community by improving system performance, reducing risk of backups during extreme weather events and prevention of infiltration and inflow of stormwater during heavy rain. Stormwater sewer rehabilitation projects also improve climate-resiliency by increasing capacity to manage more intense and frequent rainfall events, reducing flood risk and minimizing water pollution during heavy rain. Sewer rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Project: AM0422: VARIOUS SEWER REHABILITATIONS - 2026

Estimate Start Date: 2026-04

Estimated End Date: 2026-09

Overview of the project including key goals, objectives, and performance measures

The Town has a sanitary and stormwater sewer condition assessment program that assesses 10 percent of the Town's gravity sewer inventory annually. Data collected through this analysis is evaluated based on structural condition of the sewer and its criticality to the overall Town sewer system.

This funding request is for the rehabilitation of the highest areas of risk identified through this analysis in the Town's system.

Construction is planned to be delivered in 2026.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 2: invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain sanitary and stormwater sewers in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's sewer rehabilitation program is developed through the Town's Sewer Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing sewer pipes and maintenance holes for the Town's sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will extend the service life of the sewers preventing future sewer backups and associated emergency repair costs. This project will also assist with inflow and infiltration (I&I) reduction, in accordance with the Town's and Region's I&I reduction strategies, which will improve the reliability and efficiency of the Town's sanitary system and help reduce the amount of stormwater and groundwater that is unnecessarily treated.

Impact of not approving or delaying the project

If this project is not approved, the sewers will continue to deteriorate, and future sewer backups and emergency sewer and service repairs shall be expected.

Impact this project has on climate change

Sanitary sewer rehabilitation projects improve climate-resiliency in the community by improving system performance, reducing risk of backups during extreme weather events and prevention of infiltration and inflow of stormwater during heavy rain. Stormwater sewer rehabilitation projects also improve climate-resiliency by increasing capacity to manage more intense and frequent rainfall events, reducing flood risk and minimizing water pollution during heavy rain. Sewer rehabilitation projects will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Project: AM-F-0529: YONGE STREET CULVERT REHABILITATION (OSIM BRIDGE #24)

Estimate Start Date: 2026-01

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is for the detailed engineering design for the rehabilitation of the Yonge Street cross-culverts located 120m north of Orchard Heights Boulevard. The scope of work includes:

These culverts have been identified as requiring rehabilitation based on a condition assessment completed in 2024 in accordance with the requirements of the Ontario Structural Inspection Manual (OSIM) and the Ontario Regulation 472/10.

The construction phase of this project is estimated to be delivered in 2027.

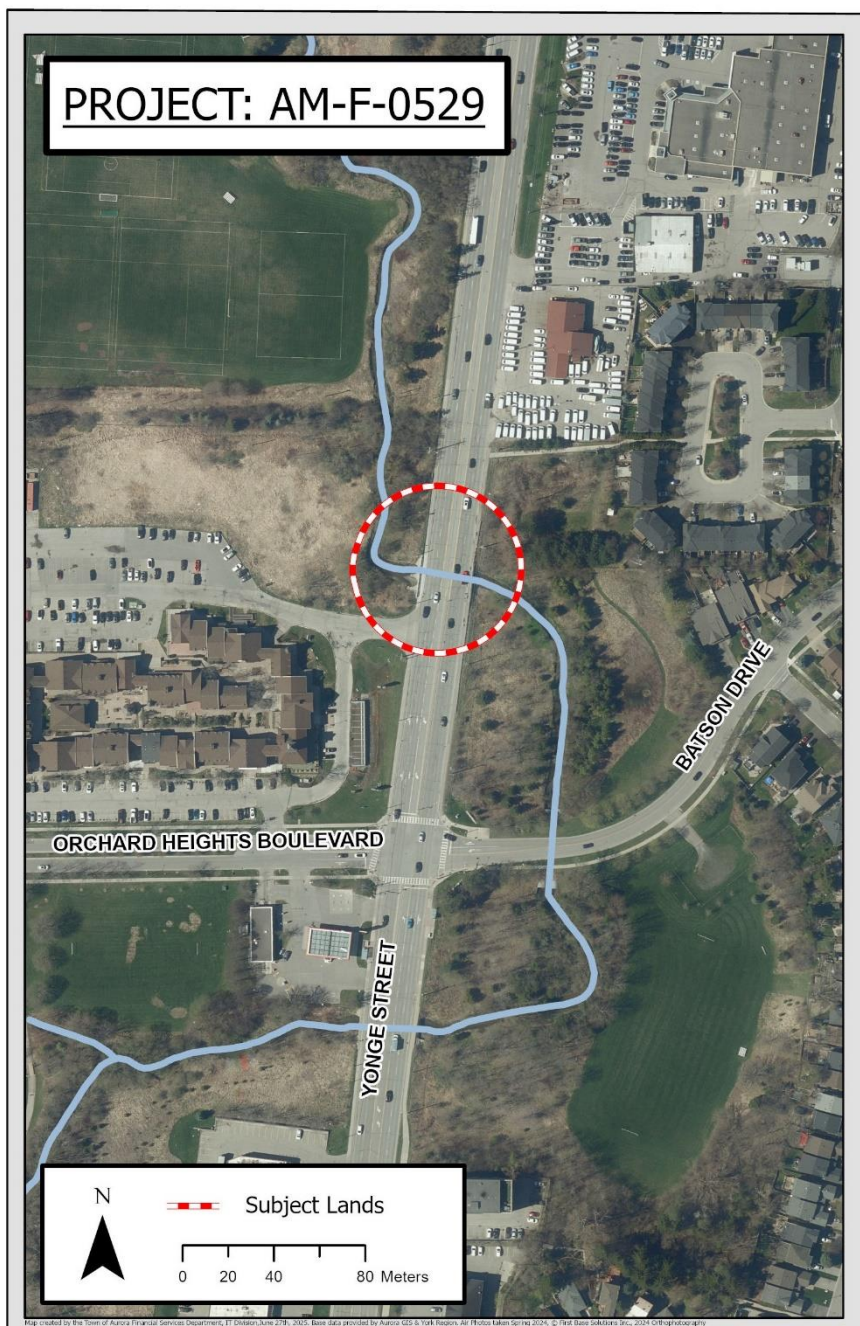


Figure 1: Map Depicting the Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain bridges and large culverts in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires

an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's bridges and large culverts rehabilitation program is developed through the Town's Bridge and Large Culvert Condition Assessment Program. This program is undertaken every other year and uses quantitative survey data to monitor and evaluate the condition of existing stormwater structures within the Town's stormwater network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Rehabilitating the culverts will help protect the roadway and infrastructure above them and ensure conveyance of the stream is maintained in a good state of repair.

Impact of not approving or delaying the project

If the project is delayed sinkholes may form above the culvert and local collapse of the structure may occur suddenly.

Impact this project has on climate change

Culvert rehabilitation projects improve climate-resiliency in the community by strengthening structural components to better withstand extreme weather events like flooding and temperature fluctuations, improving drainage systems on and around culverts to prevent erosion from water accumulation and upgrade materials that are more resistant to corrosion, heat and freeze-thaw cycle.

Project: AM-F-0530: CRANBERRY LANE CULVERT HEADWALL REPLACEMENT

Estimate Start Date: 2026-02

Estimated End Date: 2026-10

Overview of the project including key goals, objectives, and performance measures

This funding request is for the detailed engineering design to address the failing gabion headwall of the culvert located at Cranberry Lane (Figure 1). The scope of work includes:

- Rehabilitation of the gabion headwalls of the culvert
- Reinstatement of storm sewer outlet
- Stabilization of creek banks and slopes
- Restoration of road boulevard adjacent to the headwalls

Deficiencies in the gabion headwall of the above noted culvert were identified during condition assessment of the culvert completed in 2024 in accordance with the requirements of the Ontario Structural Inspection Manual (OSIM) and the Ontario Regulation 472/10.

The construction phase of this project is anticipated to be delivered in 2027.



Figure 1: Map Depicting the Project Site Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain bridges and large culverts in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's bridges and large culverts (over 3m) rehabilitation program is developed through the Town's Bridge Condition Assessment Program. This program is undertaken every other year and uses quantitative survey data to monitor and evaluate the condition of existing stormwater structures within the Town's stormwater network and determines the type and

timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

This project will address the deficiencies in the culvert's headwall and maintain it in a state of good repair, extending its life cycle.

Impact of not approving or delaying the project

Delaying the project will cause structural failure of the headwalls causing damage to the adjacent road boulevard, stormwater sewer outlet and creek banks.

Impact this project has on climate change

Culvert rehabilitation projects improve climate-resiliency in the community by strengthening structural components to better withstand extreme weather events like flooding and temperature fluctuations, improving drainage systems on and around culverts to prevent erosion from water accumulation and upgrade materials that are more resistant to corrosion, heat and freeze-thaw cycle.

Project: AM-F-0597: 2027 REHABILITATION OF TOWN SANITARY PUMPING STATIONS

Estimate Start Date: 2026-02

Estimated End Date: 2027-10

Overview of the project including key goals, objectives, and performance measures

In 2023, the Town carried out detailed condition assessments on all its sanitary pumping stations. The conditions assessments identified short-term rehabilitation needs for the following pumping stations:

- Ballymore Sanitary Pumping Station
- Brentwood Sanitary Pumping Station
- Temperance Sanitary Pumping Station
- Vandorf Sanitary Pumping Station

The recommended short-term repairs include various process mechanical, building, and electrical equipment repairs and upgrades, as well as repairs and upgrades to various structural components.

This project is for the detailed design of works at these identified pump stations.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town is required to maintain its assets in a state of good repair. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition of assets and the development of a plan to maintain their asset inventory at a Council approved Level of Service.

The Town's sanitary pumping station rehabilitation program is developed through the Town's Sanitary Pumping Stations Condition Assessment Program. This program uses quantitative survey data to monitor and evaluate the condition of existing sanitary pumping stations for the Town's sanitary sewer network and determines the type and timeline of rehabilitation intervention required based on Council set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project will ensure that the Town's sanitary pumping stations are maintained in a good state of repair. The project will prevent future failures at these pumping stations and the sewer backups and associated remediation costs that can result from such failures.

Impact of not approving or delaying the project

If the project is not approved, these pumping stations will not be maintained in a state of good repair. And they risk being subject to possible mechanical, electrical or structural failures and the associated sewer backups and remediation costs that result from such failures.

Impact this project has on climate change

Sanitary pumping station rehabilitation projects improve climate-resiliency in the community by enhancing system reliability and reducing the risk of backups and emergency repairs during extreme weather events. Ensuring pumps and generators within these stations are operating efficiently and as designed will assist in energy savings.

Project: GN-F-0083: WAYFINDING SIGNAGE

Estimate Start Date: 2026-04

Estimated End Date: 2027-09

Overview of the project including key goals, objectives, and performance measures

Delivers a unified vehicle, pedestrian, and cycling wayfinding system across The Town, key employment areas, gateways, and commercial areas. The goal is to make it easier for customers, visitors, workers, and investors to find businesses, parking, trails, and civic assets. Objectives include a consistent sign family. Success will be tracked by footfall counts, business satisfaction/BRE feedback, commercial vacancy rate, and complaints related to navigation

Reasons the project should be approved and the impact it will have on service levels

Clear, attractive wayfinding is basic economic-development infrastructure: it reduces friction for shoppers and visiting firms, strengthens downtown positioning, and improves first impressions during investor/site-selector tours.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

For the community and businesses, wayfinding increases retail visibility, encourages exploration beyond one block, and supports events leading to higher spend, reduced vacancies, and a stronger Town brand. For Town operations, a single standard, cuts ad-hoc sign requests, reduces staff time for one-offs, improves accessibility compliance, and aligns capital works with economic outcomes. Signage can also enable sponsorship/grant leverage.

Impact of not approving or delaying the project

Without modern wayfinding, customers and visitors miss destinations, shorten trips, and spend less; investors get a poor first impression; and businesses lose visibility. A strategy help the Town avoid piecemeal sign requests and temporary signs that can clutter streetscapes, while competitor municipalities with cohesive systems capture more visits, spending, and leases.

Impact this project has on climate change

Good wayfinding supports low-carbon, “park-once” behavior, shifting short trips from driving to walking and cycling, lowering congestion and emissions in the core.

Project: GN0178: 115 GEORGE ST DEVELOPMENT SERVICING

Estimate Start Date: 2026-06

Estimated End Date: 2026-11

Overview of the project including key goals, objectives, and performance measures

This funding request is for the construction of the water, wastewater and stormwater site servicing of residential lots to be developed along the frontage of 115 George Street, the former George Street Public School lands (Figure 1).

The Town recently purchased the 115 George Street property with the intention of subdividing the west portion of the lands into residential lots which will be sold to help offset the overall property purchase cost. Servicing of these residential lots will be required prior to their sale and development.

This funding request is for the construction of the services.

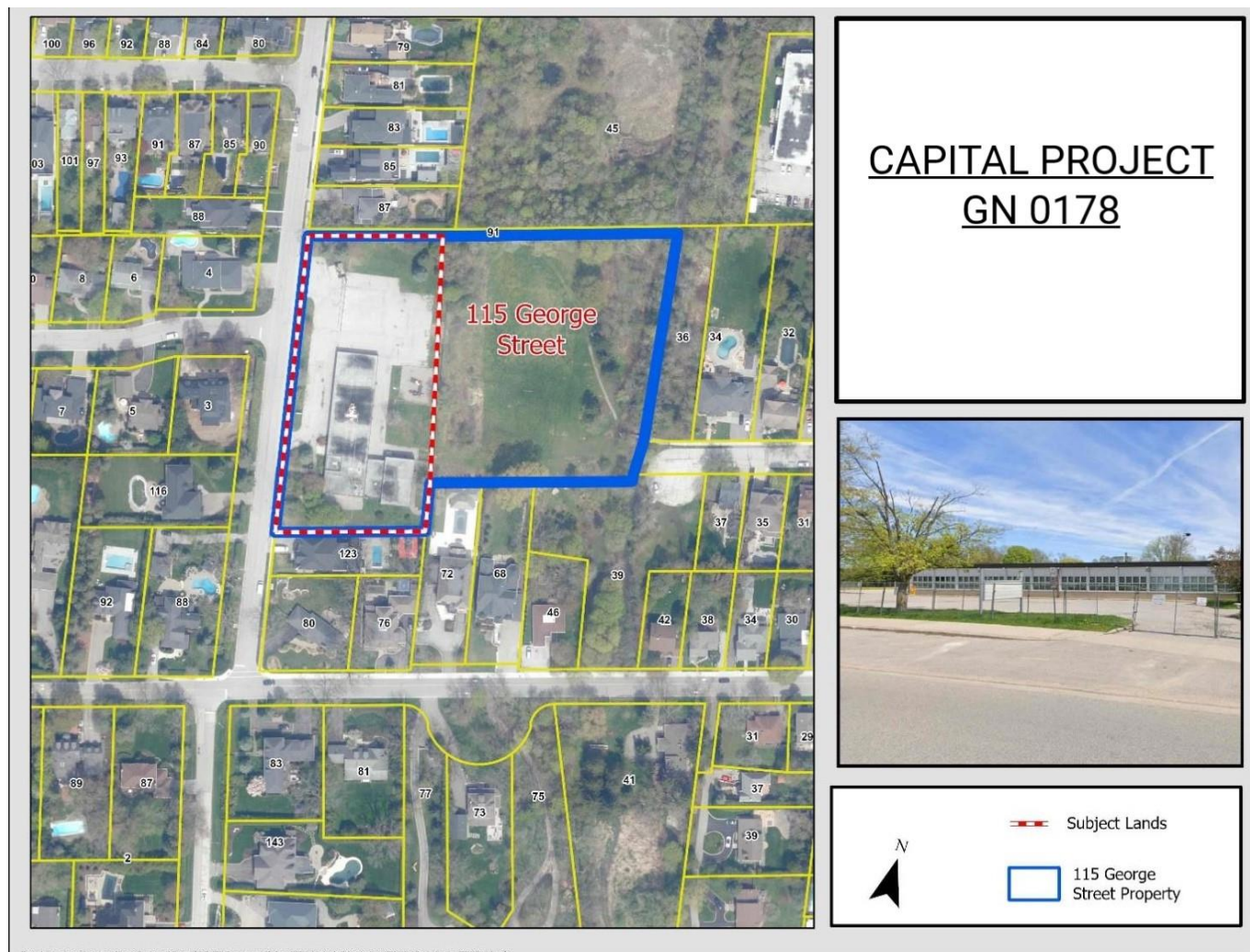


Figure 1: Map Depicting the Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 5: Strengthening the fabric of our community.

The Town is required to have roads, watermains, stormwater and sanitary sewer infrastructure to meet its growth needs. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition and use of assets and the development of a plan to ensure current assets meet Council approved Level of Service.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project supports the Town's growth objectives and provides additional residential housing that fits within the fabric of the existing community.

Impact of not approving or delaying the project

If this project is not approved, the Town will not be able to subdivide and sell residential properties for development along the west portion of the 115 George Street property and help offset the cost of purchasing the lands.

Impact this project has on climate change

The impacts from this project will likely increase the Town's ability to adapt to a changing climate by converting a poorly maintained, impervious area into a more sustainable and adaptable residential area. The removal of impervious surfaces will reduce runoff and improve stormwater management, thereby enhancing the Town's resilience to flooding and extreme weather events.

Project: GN-F-0022: MULTI-USE PATH / SIDEWALK ON BAYVIEW AVENUE – FROM ST. JOHN'S SIDEROAD TO NORTH TOWN LIMIT

Estimate Start Date: 2026-05

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is for the construction of active transportation facilities (a multi-use pathway and/or sidewalk) on the east side of Bayview Avenue from St. John's Sideroad to the existing sidewalk at Brooker Ridge beyond the North limit of the Town (Figure 1).

Currently, there is no existing sidewalk or pedestrian facility available on the east side of Bayview Avenue at the subject location. Cyclists are sharing the road with motorists without dedicated and separated facilities and pedestrians are walking on the boulevard of the road to access services and amenities on this side of the road.

The addition of active transportation facilities along the subject section of Bayview Avenue is essential infrastructure to enhance road safety, provide accessibility and connect residents to Town services. It will also encourage non-auto modes of travelling and discourage automobile dependency. This is consistent with the recommendations from the 2024 Active Transportation Master Plan.

This project will be completed in collaboration with the Town of Newmarket and York Region. The Town of Aurora will deliver the design and construction of the multi-use path/sidewalk on behalf of the Town of Newmarket for the section within their jurisdiction (beyond the Town of Aurora's North boundary up to Brooker Ridge). Both Towns are currently in discussion with the Region to discuss project funding opportunities.

This funding request is for the design of the active transportation facilities which will be carried out in 2026. The construction phase of this project is scheduled to commence in 2027. The Town of Newmarket will reimburse the Town of Aurora for the design and construction costs related to their portion of the project within the Newmarket right-of-way.



Figure 1: Map Depicting the Project Location

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all, Objective 1: Improve transportation, mobility and connectivity.

To support continued growth in the community, the Town must prioritize expanding and improving active transportation to serve a larger population. Required growth and new will also take into consideration Council's set Levels of Service and available funding.

The Town is required to have active transportation meet current growth needs. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition and use of assets and the development of a plan to ensure current assets meet Council approved Levels of Service.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project represents an investment in sustainable infrastructure and an improvement in safety and accessibility for all members of the community.

Impact of not approving or delaying the project

If the project is not approved, it will result in a negative impact on safety, mobility, accessibility and connectivity.

Impact this project has on climate change

This project supports active transportation in the community and reduces carbon emissions by constructing a multi-use path/sidewalk and promoting pedestrian and cyclist friendly facilities, safe crossings, and measures that make walking and cycling safer. This project also improves climate-resiliency with improved drainage systems and regrading reducing flood risk during extreme weather events.

Project: GN0046: TRAFFIC CALMING PER DC STUDY

Estimate Start Date: 2026-01

Estimated End Date: 2026-12

Overview of the project including key goals, objectives, and performance measures

This funding request is to secure financial resources to implement traffic calming measures within the Town's public rights-of-way as required. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Funding will be used to implement traffic calming measures such as traffic bollards and speed cushions for areas that meet the warrant criteria outlined in the Town's Traffic Calming Policy No. 62 and that have been approved by Council.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 1: Improve transportation, mobility and connectivity.

Traffic calming measures aim to increase safety for all road users (pedestrians, cyclists, and motorists) through reduced traffic speeds. The end goal is to create a livable and sustainable community.

To support continued growth in the community, the Town must prioritize expanding and improving roads and traffic calming to serve a larger population. Required growth and new will also consider Council's set Levels of Service and available funding.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The implementation of traffic calming measures will improve the quality of life for residents by lowering the speeds for motor vehicles and provide enhanced safety for all road users.

Impact of not approving or delaying the project

If the project is not approved, future requests on traffic calming measures and general road safety may be impacted for all road users.

Impact this project has on climate change

The implementation of traffic calming measures may result in elevated pollutant emissions created from the constant acceleration, deceleration, and speed adjustments necessary to navigate and drive over the installed traffic calming devices. This project does not impact the Town's ability to adapt to a changing climate.

Project: GN-F-0129: PEDESTRIAN ACTIVATED CROSSWALK ON ST JOHN'S EAST OF BATHURST

Estimate Start Date: Q1-2026

Estimated End Date: Q4-2026

Overview of the project including key goals, objectives, and performance measures

This funding request is for the design and construction of an Intersection Pedestrian Signal (IPS) at the intersection of St. John's Sideroad and McKinley Gate/Woodland Hills Boulevard (Figure 1).

Currently, there are no controlled crossings on St. John's Sideroad between Bathurst Street and Willow Farm Lane, approximately 1.7 kilometres in length. The construction of an IPS will allow pedestrians to safely access the Town's trail system on the south side of St. John's Sideroad.

St. John's Sideroad is a regional road owned, operated and maintained by the Region. In response to a request from Town Council, York Region completed a signal warrant assessment at the subject intersection following the criteria established in the Ontario Traffic Manual, Book 12 – Traffic Signals. The results of the traffic signal review determined that the installation of an IPS is not recommended at this time. However, should the Town decide to proceed with the IPS installation, the Town would be responsible for all the costs, including design, construction, and a one-time traffic signal operating and maintenance fee.

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 1: Improve transportation, mobility and connectivity.

Walkability is an important element of active transportation, and improving pedestrian crossings has a critical role to play in supporting and creating a safe, accessible, and enjoyable experience for pedestrians of all ages.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project represents an investment in sustainable infrastructure and an improvement in safety and accessibility for all members of the community.

Impact of not approving or delaying the project

If the project is not approved the Town will not benefit from a connected network of pedestrian facilities, that can provide its residents with active and healthy lifestyle options.

Impact this project has on climate change

Energy audits improve climate-resiliency in the community by improving energy system reliability during extreme weather events or electrical grid instability, enhancing system capacity, and energy costs volatility. The Town's 2024 Energy Conservation and Demand Management Plan identified facility energy audits every five years as an important utility cost and carbon reduction strategy for the Town. Any outcomes from the energy audits will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Project: GN-F-0126: MACHELL SANITARY SEWER UPGRADES

Estimate Start Date: 2026-01

Estimated End Date: 2027-12

Overview of the project including key goals, objectives, and performance measures

The Machell Avenue sanitary sewer is a 750mm diameter concrete trunk sewer that conveys wastewater flows from the largest sanitary sewer catchment within the west half of Aurora. The sewer outlets these flows to York Region's wastewater conveyance and treatment system (Figure 1).



Figure 1: Map Depicting Machell Sanitary Sewer

Recent sewer analysis indicates that the sewer is currently operating at capacity. Given the anticipated growth within this sanitary sewer catchment area, particularly through the Aurora Promenade Area (Yonge Street corridor) and near the GO Station, sewer capacity upgrades are required.

Funding is being requested for the detailed design of sanitary sewer system upgrades required to increase the available capacity of the Machell trunk sanitary sewer.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

To support continued growth in the community, the Town must prioritize expanding and improving sanitary sewers to serve a larger population. Required growth and new will also take into consideration Council's set Levels of Service and available funding.

The Town is required to have sanitary sewers meet current growth needs. Ontario Asset Management Regulation 588/17 and the Town's 2024 Asset Management Plan requires an ongoing assessment of the condition and use of assets and the development of a plan to ensure current assets meet Council approved Level of Service.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The project will ensure that the Machell Avenue sanitary sewer system will have available capacity to service the Town's future populations. The project will also prevent future surcharging of the system and the sewer backups and the associated remediation costs that can result from surcharging.

Impact of not approving or delaying the project

If the project is not approved, the Machell Avenue truck sewer will experience capacity constraints. The capacity constraints will become more severe with future population growth, resulting in sewer surcharging, sewer backups and associated remediation costs.

Impact this project has on climate change

Sanitary sewer rehabilitation projects improve climate-resiliency in the community by improving system performance, reducing risk of backups during extreme weather events and preventing infiltration and inflow of stormwater during heavy rain. Sanitary sewer projects will consider resiliency measures identified in the Town's Climate Change Adaptation Plan.

Studies and Other detailed capital project sheets

Project: SO-F-0026: COMMUNITY ENERGY SYSTEM STRATEGIC PLAN

Estimated start date: 2026-Q3 End date: 2027-Q2

(in \$000s)	Capital Budget			Capital Budget Authority (CBA) Cash Flow				
	Approved Restated	Proposed CBA	Budget Change	Actuals to Dec 2024	2025 Forecast	Budget 2026	Budget 2027	Budget 2028+
Project Expenditures:								
Consulting	-	190.0	190.0	-	-	190.0	-	-
Total	-	190.0	190.0	-	-	190.0	-	-
Project Funding:								
Studies & Other	-	190.0	190.0	-	-	190.0	-	-
Total	-	190.0	190.0	-	-	190.0	-	-

Overview of the project including key goals, objectives, and performance measures

The Community Energy System Strategic Plan (Plan) aims to identify energy system technologies available to the Town that benefits the community, typically from low-carbon sources like district energy, solar, energy storage or heat recovery. Community energy systems are locally operated energy systems that produce, manage and distribute energy to meet the needs of a growing community. Adopting community energy systems helps municipalities meet local energy needs while building community resiliency. The Plan will identify a preferred community energy option(s) at the neighborhood scale, and:

- Determine the viability of an energy system for the Town
- Examine the legal and regulatory context for enabling community systems implementation in Aurora
- Assess the potential environmental, social, and economic impacts and benefits
- Quantify expected costs, return on investment and potential revenue streams
- Identify partnership opportunities
- Define proposed business model, including recommendations for project ownership, operations, and financing; and
- Identify risks and mitigation options

Town staff are currently seeking financial support from the Federation of Canadian Municipalities (FCM) through their Community Energy Systems grant (up to 50 percent of eligible costs, maximum \$100,000) for this Plan.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's Community Energy System Strategic Plan will be developed using industry standards and best practices to ensure all community energy system assets are constructed properly and maintained in a state of good repair. The Plan will also take into consideration Council's set Levels of Service and available funding.

The Plan will incorporate record information and field investigations to ensure the plan's recommendations, identified projects, timing and prioritization of projects are optimized. This study will ensure the level of service provided by the Town's community energy system assets is maintained and is cost effective.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Community-level energy systems replace higher-carbon emission systems with reliable, affordable and sustainable alternatives that benefit everyone in the community. By integrating renewable and low-carbon energy sources, the Town can boost energy efficiency, strengthen local economies, create jobs and protect residents from rising energy costs and utility disruptions.

Community energy systems:

- Reduce operating costs to the consumers
- Improve community resilience to energy price shocks and service interruptions
- Create local jobs and grow local economies
- Reuse energy that is otherwise wasted when waste heat is utilized

Impact of not approving or delaying the project

Delaying or not approving the development of a community energy system strategic plan is a missed opportunity for carbon emissions reductions and opportunities to reduce climate-risks to the Town's operations and community due to increased service disruptions due to climate change.

Impact this project has on climate change

Community energy systems improve climate-resiliency in the community by improving energy system reliability during extreme weather events or electrical grid instability, enhancing system capacity, and energy costs volatility. The Town's Community Energy Plan identified community energy systems as an important carbon reduction strategy for the community, with potential greenhouse gas emissions reductions to be 15,900 tonnes of carbon dioxide equivalent (tCO₂e) avoided per year by 2050, or five percent of total community emissions. Any outcomes from the Community Energy System Strategic Plan will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Project: SO-F-0048: ECONOMIC DEVELOPMENT STRATEGIC PLAN (2027)

Estimated start date: 2026-Q3 End date: 2027-Q2

(in \$000s)	Capital Budget			Capital Budget Authority (CBA) Cash Flow				
	Approved Restated	Proposed CBA	Budget Change	Actuals to Dec 2024	2025 Forecast	Budget 2026	Budget 2027	Budget 2028+
Project Expenditures:								
Consulting	-	100.0	100.0	-	-	10.0	90.0	-
Total	-	100.0	100.0	-	-	10.0	90.0	-
Project Funding:								
Studies & Other	-	50.0	50.0	-	-	5.0	45.0	-
General Government DC	-	50.0	50.0	-	-	5.0	45.0	-
Total	-	100.0	100.0	-	-	10.0	90.0	-

Overview of the project including key goals, objectives, and performance measures

Aurora’s 2027 Strategic Plan will reset our economic development direction to grow the non-residential tax base, create quality jobs, and strengthen downtown and employment areas. It will align Council priorities with concrete actions across investment attraction, business retention/expansion (BRE), site-selector readiness, and expedited permitting for job-creating projects. Success factors that to be tracked are new jobs and square footage added, non-residential assessment growth, investment value, job-creation, downtown vacancies/foot traffic, and business satisfaction.

Reasons the project should be approved and the impact it will have on service levels

The 2019 plan is outdated, and the 2023 Action Plan was created as a bridge to the next strategy. A full 2027 refresh is needed to stay competitive for investment and to coordinate servicing, land use, and permitting that enable job growth. Approving the project will set clear service standards for the EDO, AEDC and partner departments. This ensures businesses get predictable, faster decisions and better aftercare.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

An effective Economic Development Strategy will diversify tax revenues, reduce pressure on residential taxes, revitalize the downtown, and support local entrepreneurs and scale-ups. For Town operations, it links budgets and capital works to economic outcomes (e.g., servicing employment lands where demand is strongest), clarifies roles across departments, improves grant readiness, Staff benefit from clearer priorities, and standardized processes.

Impact of not approving or delaying the project

Without a 2027 plan, Aurora risks losing projects to competing municipalities with clearer value propositions and faster processes. Lead follow-up and BRE work could become reactive, marketing will be inconsistent, servicing priorities may not match market demand, and the Town could miss time-limited funding opportunities—resulting in fewer jobs, slower downtown recovery, and higher long-term costs.

Impact this project has on climate change

The strategy will explore low-carbon growth into economic development by prioritizing intensification along transit, supporting clean-tech and green building investments

Project: SO-F-0054: GRADE SEPERATION FEASIBILITY STUDY

Estimated start date: 2026-Q3 End date: 2027-Q4

(in \$000s)	Capital Budget			Capital Budget Authority (CBA) Cash Flow				
	Approved Restated	Proposed CBA	Budget Change	Actuals to Dec 2024	2025 Forecast	Budget 2026	Budget 2027	Budget 2028+
Project Expenditures:								
Consulting	-	500.0	500.0	-	-	500.0	-	-
Total	-	500.0	500.0	-	-	500.0	-	-
Project Funding:								
Studies & Other	-	250.0	250.0	-	-	250.0	-	-
General Government DC	-	250.0	250.0	-	-	250.0	-	-
Total	-	500.0	500.0	-	-	500.0	-	-

Overview of the project including key goals, objectives, and performance measures

This funding request is to undertake a Grade Separation Feasibility Study as recommended in the 2024 Active Transportation Master Plan.

Grade separated crossings in the form of a pedestrian overpass (bridge) or underpass (tunnel), provides physical separation between vehicles and pedestrians, thereby removing any interaction and conflicts between different types of road users. It also provides important community linkages and eliminates major barriers (e.g. railway lines) to further support active transportation.

The objective of the study is to evaluate the feasibility of the proposed grade separated crossings as identified in the 2024 Active Transportation Master Plan (Figure 1):

- St. John’s Sideroad at the existing railway track
- Wilson Park at the existing railway track
- Centre Street at the existing railway track
- Wellington Street at the existing railway track
- Cousins Drive at the existing railway track
- Engelhard Drive at the existing railway track
- BG Properties (Cattlecrawl) at the existing railway track
- Smith Property at the existing railway track
- Stronach Aurora Recreation Complex at Wellington Street
- Strawbridge open space at Bayview Avenue

The following key components will be reviewed as part of the feasibility study:

- Transportation impact
- Engineering feasibility
- Natural environmental impact
- Heritage impact
- Land-use and social-economic impacts
- Economics feasibility

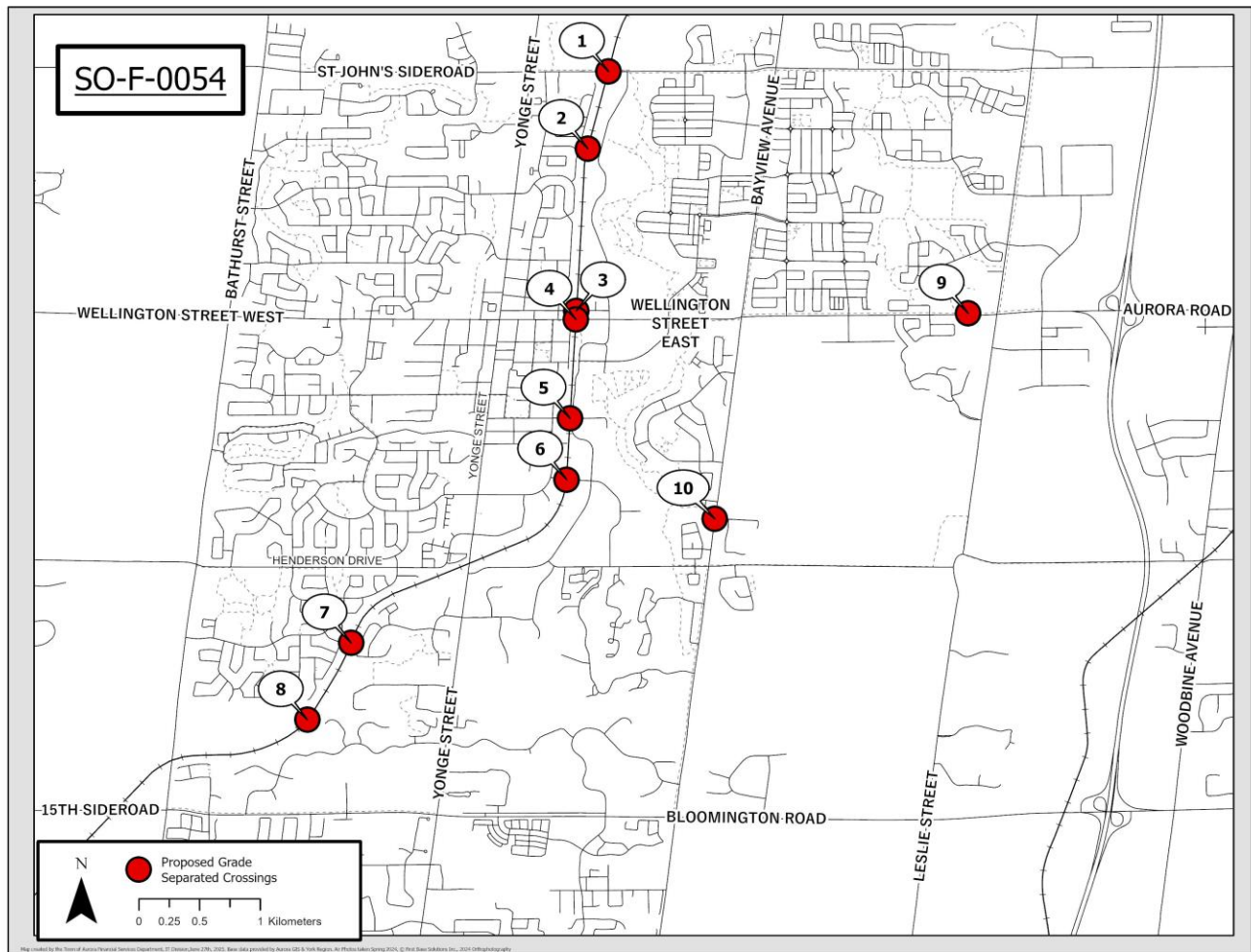


Figure 1: Map Depicting the Proposed Grade Separated Crossings

Reasons the project should be approved and the impact it will have on service levels

Link to Strategic Plan: Supporting an exceptional quality of life for all, Objective 1: Improve transportation, mobility and connectivity.

The study will assess the feasibility of constructing at grade crossings at the identified sites in Figure 1 that would ultimately improve community linkages and eliminate major barriers (e.g. railway lines) to further support active transportation.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

The development of a Grade Separation Feasibility Study will provide strategies to accommodate future growth and promote walkability within the Town while supporting the objectives identified in the 2024 Active Transportation Master Plan.

Impact of not approving or delaying the project

If a feasibility study is not completed, it will be difficult to properly evaluate the long-term practicality and cost-effectiveness of each potential crossing. This lack of information can hinder future planning and construction decisions.

Impact this project has on climate change

The project supports the goals under the Town's Climate Action Plan, the Energy Conservation and Demand Management Plan and the Community Energy Plan by promoting safe and sustainable modes of transport, reducing emissions, and enhancing climate resilience.

Project: SO-F-0055: FACILITIES ENERGY AUDITS

Estimated start date: 2026-Q2 End date: 2026-Q4

(in \$000s)	Capital Budget			Capital Budget Authority (CBA) Cash Flow				
	Approved Restated	Proposed CBA	Budget Change	Actuals to Dec 2024	2025 Forecast	Budget 2026	Budget 2027	Budget 2028+
Project Expenditures:								
Consulting	-	255.0	255.0	-	-	255.0	-	-
Total	-	255.0	255.0	-	-	255.0	-	-
Project Funding:								
Facilities AM	-	255.0	255.0	-	-	255.0	-	-
Total	-	255.0	255.0	-	-	255.0	-	-

Overview of the project including key goals, objectives, and performance measures

The Town’s Facilities Energy Audits will be performed alongside the Town’s Building Condition Assessments and will be used to inform capital planning decisions that will optimize building performance, extend asset life and reduce operational costs at Town facilities.

The energy audits are required to meet the Town’s short and long-term carbon emission targets and are outlined as an important strategy from the Town’s 2024 Energy Conservation and Demand Management Plan.

Reasons the project should be approved and the impact it will have on service levels

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's Facilities Energy Audit will be developed using industry standards and best practices to ensure all facility assets are constructed properly and maintained in a state of good repair. The audit will also take into consideration Council’s set Levels of Service and available funding as per the Town’s Asset Management Plan.

Benefits of the project including impact on the community and Town operations (finances, internal performance, learning and development, etc.)

Building energy audits should be performed every five years in alignment with the Town’s Building Condition Assessments and have the following benefits:

- Reduce operational costs for reactive maintenance due to lower equipment run times and reduced utility costs
- Support asset management planning by assessing lifecycle costs and optimal investment scheduling
- Identify low-carbon projects enables the Town to access external capital funding
- Improve community resilience to energy price shocks and service interruptions

Impact of not approving or delaying the project

Delaying or not approving the development of the Facilities Energy Audits is missed opportunity for utility cost savings, optimal investment planning for energy efficiency and carbon emissions reductions.

Impact this project has on climate change

Energy audits improve climate-resiliency in the community by improving energy system reliability during extreme weather events or electrical grid instability, enhancing system capacity, and energy costs volatility. The Town's 2024 Energy Conservation and Demand Management Plan identified facility energy audits every five years as an important utility cost and carbon reduction strategy for the Town. Any outcomes from the energy audits will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Project: SO-F-0063: FLEET ELECTRIFICATION STUDY

Estimated start date: 2026-Q1 End date: 2026-Q3

(in \$000s)	Capital Budget			Capital Budget Authority (CBA) Cash Flow				
	Approved Restated	Proposed CBA	Budget Change	Actuals to Dec 2024	2025 Forecast	Budget 2026	Budget 2027	Budget 2028+
Project Expenditures:								
Consulting	-	250.0	250.0	-	-	250.0	-	-
Total	-	250.0	250.0	-	-	250.0	-	-
Project Funding:								
Equipment/Fleet AM	-	250.0	250.0	-	-	250.0	-	-
Total	-	250.0	250.0	-	-	250.0	-	-

Overview of the project including key goals, objectives, and performance measures

The purpose of the Fleet Electrification Study is to assess the feasibility of transitioning the Town’s fleet to zero-emission vehicles to significantly reduce carbon emissions while reducing fuel and maintenance costs. Zero-emission vehicles include battery-electric, plug-in hybrid electric and hydrogen fuel cell vehicles. The final output of the study will be a transition and implementation plan that will inform the Town’s 10-year capital budget process. The study assesses the potential economic, social and other environmental impacts of the transition to zero-emission vehicles, including:

- Baseline analysis of existing fleet and fuel usage, behaviours, operating costs and carbon emissions
- Town staff capacity and needs assessment
- Technology market analysis and municipal best practices
- Vehicle right-sizing and replacement analysis based on lowest lifecycle costs
- Infrastructure and training requirements, including facility upgrades
- Transition plan scenarios for cost optimization, including timelines and cost implications
- Development of a lifecycle costing framework for asset planning

Town staff are seeking financial support from the Federation of Canadian Municipalities (FCM) Municipal Fleet Electrification Study grant (up to 50 percent of eligible costs).

LINK TO STRATEGIC PLAN: Supporting an exceptional quality of life for all. Objective 2: Invest in sustainable infrastructure - maintain and expand infrastructure.

The Town's Fleet Electrification Study will be developed using industry standards and best practices to ensure fleet and facility assets are constructed properly and maintained in a state of good repair. The study will also take into consideration Council’s set Levels of Service and available funding.

The study will incorporate record information and field investigations to ensure the study’s recommendations, identified projects, timing and prioritization of projects are optimized.

Impact of not approving or delaying the project

Delaying or not approving the development of the Fleet Electrification Study will result in missed opportunity for utility cost savings, optimal investment planning for energy efficiency and carbon emissions reductions. Zero-emission vehicles and equipment require significant planning to cost efficiently procure resulting in further delays and cost increases for implementation if the project is delayed.

Impact this project has on climate change

The Town's 2024 Energy Conservation and Demand Management Plan estimated that fleet carbon emissions contribute to approximately 18 percent of the Town's corporate carbon emissions. The plan recommended that the fleet electrification study be developed to right-size the fleet, identify cost saving opportunities in electrification of the vehicles and develop a 25-year investment planning horizon. Any outcomes from the fleet study will consider resiliency measures identified under the Town's Climate Change Adaptation Plan.

Progress on departmental objectives

These objectives were established through the annual budget process. The following provides a status update on the progress of completing the objectives and identifies new initiatives.

New objectives

Fleet electrification study

The Fleet Electrification Study will assess the feasibility of transitioning the Town's fleet to zero-emission vehicles to significantly reduce carbon emissions while reducing fuel and maintenance costs. Zero-emission vehicles include battery-electric, plug-in hybrid electric and hydrogen fuel cell vehicles. The final output of the study will be a transition and implementation plan that will inform the Town's 10-year capital budget process.

Condition assessment program

As part of the implementation of the Town's Asset Management Plan, a condition assessment strategy and program have been developed for each type of asset in the Town's infrastructure inventory. For the 2026 budget cycle, pavement, sidewalk, bridges, streetlights and parking lots will be assessed for condition. The information gathered will inform future rehabilitation recommendations, prioritization of works, and proposed timelines of intervention based on risk that meet Council approved Levels of Service.

As part of the Town's inventory for these asset categories, approximately 209 km of roads, 247 km of sidewalk, 34 bridges and 5,400 streetlights and 27 parking lots will be assessed.

Planning data hub

The Planning Data Hub is being advanced as a key initiative to modernize and streamline the development review process. Designed to provide transparent, real-time, and automated tracking of planning applications, the hub will improve coordination with regional partners and enhance public access to information. Implementation is targeted for completion before the end of 2026.

Completed objectives

Housing target met

In 2025, the Development planning division achieved its objective of supporting growth by recommending approval for over 1,000 new residential units, helping to meet housing demand and advance the Town's long-term planning goals.

Objectives in progress

Town facility waste audit reduction plan

The Solid Waste Audit Reduction Plan, a recommendation resulting from the Energy Conservation Demand Management Plan, will align with the Town's target of net-zero carbon emissions by 2050. This study will include performing waste audits at selected Town-owned facilities and public spaces and reviewing waste generation from corporate electronic items, construction practices and corporate events. The result of the analysis will be the development of a short, medium, and long-term carbon emissions reduction strategy for solid waste for the Town taking into consideration financial implications.

Stormwater and stream master plan update

The Stormwater and Stream Master Plan (SSMP) Update will review, update and amalgamate the Town's 2014 Stormwater Management Master Plan and 2019 Stream Management Master Plan. The project will ensure that the SSMP is in line with the Lake Simcoe Protection Plan requirements to protect and conserve the environment and Town's objectives to protect public health, property, infrastructure, and the environment.

By reviewing and updating the master plans the Town will ensure that its strategy for maintaining its stormwater system is current, and that recommendations and projects implemented from the updated master plan continue to be cost effective, protect public health, property, infrastructure, and the environment.

Water and wastewater master plan

The Water and Wastewater Master Plan will provide a long-term strategy for water and wastewater servicing for the Town's current and future populations. The study will identify specific areas that need rehabilitation and/or expansion and identify existing capacity constraints to ensure optimal performance of the Town's water and wastewater systems.

Promenade streetscape detailed design

A Streetscape Needs Assessment was undertaken by staff to develop a conceptual implementation plan that focused on improvements in the Promenade area on Yonge Street between Wellington Street and Church Street. This assessment was approved by Council in 2021. The detailed design of this improvement plan includes streetlight, sidewalk and crosswalk upgrades, landscaping and improved signage. The detailed design process will also include the rehabilitation of a 1932 clay sewer underneath Yonge Street.

Town-wide Parking Study

The Town-wide Parking study seeks to review and develop a comprehensive parking policy framework and implementation strategy related to all aspects of parking management in the Town. The goal is to create a coordinated and strategic approach that can result in more efficient use of existing parking resources, enhance economic development, enhance

operational efficiency and productivity, reduce auto-dependence, and achieve environmental and sustainability goals.

Community Planning Permit System

The Community Planning Permit System will streamline the development application review process and allow the Town to be proactive in its planning for growth in the downtown area. The Community Planning Permit System will define development standards and expectations while ensuring built heritage is protected.

Comprehensive Zoning By-law Review

In accordance with the Planning Act, the Town is required to update its Zoning By-law in line with the newly approved Updated Official Plan. The Comprehensive Zoning By-law Review will manage growth responsibly, while providing key updates in regards to Additional Residential Units, intensification along corridors, the MTSA, and parking standards.

Zero-Parking Strategy

An upcoming zoning strategy is the implementation of a zero-parking standard in areas of the Promenade and Major Transit Station Area. By eliminating the traditional requirement for a minimum number of parking spaces in new developments, the new proposed developments are encouraged to use alternative transportation methods and reduces traffic and increase the neighbourhood vibrancy. This innovative approach not only promotes sustainability but also fosters a more pedestrian-friendly environment, enhancing the overall quality of life for residents and visitors alike. It reflects a forward-thinking vision for urban development that prioritizes accessibility, community interaction, and reduced dependence on personal vehicles.

Economic development mandate

In 2023, the AEDC initiated the process to update its Economic Development Strategic Plan. This effort culminated in the launch of a new Action Plan in early 2024, which outlined key priorities in innovation, business support, and downtown revitalization.

Implementation of the identified actions is currently underway. Looking ahead to 2026, strategic emphasis will be placed on enhancing the downtown core, attracting business investment, and boosting visitor engagement.

Building

Implement succession planning and training, new technologies drive changes to the Ontario Building Code which requires the Town to continue providing proper training to Building staff.

Building Inspectors continue to upgrade their Building Code qualifications to large and complex buildings. Courses have been taken through the Ontario Building Officials Association. As part of the division's succession plan, the Zoning Plan Examiner is reviewing building permit applications for small projects and will be upgrading their qualifications under the large buildings category.

Abandoned objectives

None