



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

Date: Tuesday, April 14, 2026
Time: 7 p.m.
Location: Council Chambers, Aurora Town Hall

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

	Pages
1. Call to Order	
2. Land Acknowledgement	
3. Approval of the Agenda	
4. Declarations of Pecuniary Interest and General Nature Thereof	
5. Community Presentations	
6. Delegations	
6.1 John Tzanis, Head Coach, Aurora Football Club; Re: Aurora Football Club U15 Girls Win Provincial Title	1
7. Advisory Committee Meeting Minutes	
7.1 Cannabis Retail Review Task Force Meeting Minutes of February 19, 2026	2
1. That the Cannabis Retail Review Task Force Meeting Minutes of February 19, 2026, be received for information.	
8. Consent Agenda	
9. Community Services Committee Agenda	
10. Corporate Services Committee Agenda	
10.1 CS26-009 - Election Sign By-law Update	6

1. That Report No. CS26-009 be received; and
2. That a by-law to amend the election sign provisions in the Sign By-law be brought forward to a Council meeting; and
3. That a by-law to amend the penalty amounts in the Administrative Monetary Penalty System By-law be brought forward to a Council meeting.

11. Finance and Information Technology Committee Agenda

11.1 FIN26-009 - 2026 Year End Surplus-Deficit Management and By-law Report 16

1. That Report No. FIN26-009 be received; and
2. That the by-law to allocate any 2026 operating surplus or deficit, as detailed in this report, be brought forward to a future Council meeting for approval.

11.2 FIN26-012 - 2027 Budget Timeline and Process 23

1. That Report No. FIN26-012 be received; and
2. That the proposed budget timeline as detailed in Table 1 be approved.

12. Administration Committee Agenda

13. Operational Services Committee Agenda

13.1 OPS26-011 - 2025-2026 Windrow Removal Pilot Program End of Season Update 30

1. That Report No. OPS26-011 be received; and
2. That the Windrow Removal Pilot Program be discontinued.

14. Planning and Development Services Committee Agenda

14.1 PDS26-028 - Don Hillock Drive and Goulding Avenue Parking Allowance 42

1. That Report No. PDS26-028 be received; and
2. That Parking Bylaw No. 4574-04.T be amended to allow on-street parking on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way).

14.2	PDS26-029 - Bank of Approved Street Names Update	
	1. That Report No. PDS26-029 be received for information.	
14.3	PDS26-031 - Request for Increased Capital Budget Authority for Capital Project GN0163 – Yonge Street Active Transportation Facilities	58
	1. That Report No. PDS26-031 be received; and	
	2. That the total approved budget authority for Capital Project No. GN0163 be increased to \$7,861,100 representing an increase of \$2,531,900; and	
	3. That the proposed total budget authority of \$7,861,100 be funded by \$4,561,100 from roads and related development charges, \$500,000 from the Growth and New reserve and a \$2,800,000 contribution from York Region.	
15.	Member Motions	
15.1	Mayor Mrakas; Re: Annual Review and Release of Closed Session Materials	63
15.2	Councillor Gallo; Re: Reporting Framework for Members attending Conferences, Seminars and External Events	64
16.	Regional Report	
16.1	York Regional Council Highlights of March 26, 2026	66
	1. That the York Regional Council Highlights of March 26, 2026, be received for information.	
17.	New Business	
18.	Public Service Announcements	
19.	Closed Session	
20.	Adjournment	

Delegation Request

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

Council or Committee (Choose One) *

Council

Council or Committee Meeting Date * ?

2026-4-14



Subject *

U15 Girls Aurora FC Win Provincial Title in Soccer

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

John Tzanis for Aurora FC U15 Girls Soccer Team

Brief Summary of Issue or Purpose of Delegation *

For the first time in recent history, on March 14 2026 the Aurora FC U15 girls won the provincial title in indoor soccer. A very difficult result to achieve, teams compete from all over Ontario to win this title and the U15G played in the hardest division.

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

Yes

No

Full name of the Town staff or Council member with whom you spoke

Anne Kantharajah

Date you spoke with Town staff or a Council member

2026-3-17



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

Agree

I acknowledge that I understand and accept the delegate conduct expectations as outlined in Section 32(b) of the Procedure By-law 6228-19, as amended (link below) *

Agree

[Click to view Procedure By-law 6228-19, as amended.](#)



**Town of Aurora
Cannabis Retail Review Task Force
Meeting Minutes**

Date: Thursday, February 19, 2026
Time: 7 p.m.
Location: Holland Room, Aurora Town Hall

Committee Members: Councillor John Gallo (Chair)
Councillor Ron Weese (Vice Chair)
Nikki Alber
Megan Bamford*
Judy Collins*
Lenard Lind
William Newton, York Regional Police Representative
Laura Schaffer*
Ian Smith

Other Attendees: Marco Ramunno, Director, Planning and Development Services
Andrew Poray, Manager, Economic Development*
Ashmeed Khan, Bylaw Enforcement/Licensing Officer
Patricia De Sario, Deputy Clerk
Linda Bottos, Council/Committee Coordinator

*Attended electronically

1. Call to Order

The Deputy Clerk called the meeting to order at 7 p.m.

The Deputy Clerk passed the chair to Councillor Gallo at 7:02 p.m. following the appointment of the Chair and Vice Chair.

1.1 Appointment of Chair and Vice Chair

Moved by Nikki Alber
Seconded by Lenard Lind

1. That Councillor John Gallo be appointed as Chair of the Cannabis Retail Review Task Force; and
2. That Councillor Ron Weese be appointed as Vice Chair of the Cannabis Retail Review Task Force.

Carried

2. Land Acknowledgement

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

3. Approval of the Agenda

Moved by Nikki Alber
Seconded by Lenard Lind

That the agenda as circulated by Legislative Services be approved.

Carried

4. Declarations of Pecuniary Interest and General Nature Thereof

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

5. Receipt of the Minutes

None.

6. Delegations

- 6.1 Patricia De Sario, Director, Corporate Services/Town Solicitor, Deputy Clerk;
Re: Orientation

Patricia De Sario provided a brief orientation highlighting the role of the Task Force, including its members and staff, and the procedures that govern meetings, including the Terms of Reference for the Task Force and the Town's Procedure By-law.

Moved by Lenard Lind

Seconded by Nikki Alber

That the comments of the delegation be received for information.

Carried

7. Matters for Consideration

7.1 Terms of Reference for the Cannabis Retail Review Task Force

The Task Force and staff had no comments.

Moved by William Newton

Seconded by Nikki Alber

1. That the Terms of Reference for the Cannabis Retail Review Task Force be received for information.

Carried

7.2 Member Motion - Councillor Gallo; Re: Cannabis Retail Review Task Force

Councillor Gallo provided background and proposed priorities for the Task Force toward developing practical recommendations to Council by setting clear expectations, establishing a structured work plan, requesting baseline data from staff and the York Regional Police, assessing local impacts, and identifying opportunities for improvement.

The Task Force inquired about various aspects including access to any letters of opposition to specific locations and responses or feedback; clarification on zoning for cannabis retail stores; the scope of engagement with other communities and their best practices; data to be obtained from the York Regional Police; and the possibility to gain more recent feedback from the community on its perception and experiences of cannabis retail stores.

Moved by Lenard Lind

Seconded by Nikki Alber

1. That the Member Motion - Councillor Gallo; Re: Cannabis Retail Review Task Force be received; and
2. That the Cannabis Retail Review Task Force comments regarding Member Motion - Councillor Gallo; Re: Cannabis Retail Review Task Force be received and referred to staff for consideration and further action as appropriate.

Carried

8. Informational Items

None.

9. New Business

The Task Force further inquired about the information to be collected, and the possibility for members to receive the collected data in advance of the published agenda to allow sufficient review time, including location requirements for opening cannabis retail stores and review of the appropriateness of existing locations; business occupancy trends including closures and reasons; data on the number of rejected applications and cancelled licences; the frequency of compliance inspections; and the possibility to implement a code of conduct.

The Task Force provided clarification on the AGCO (Alcohol and Gaming Commission of Ontario) oversight of the cannabis industry, including evaluations and licence approvals, compliance inspections, and compliance investigations.

Staff and the York Regional Police representative agreed to collect and provide the required information for review at the April 16, 2026 Task Force meeting.

10. Adjournment

Moved by Judy Collins

Seconded by Megan Bamford

That the meeting be adjourned at 7:41 p.m.

Carried



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Town of Aurora
Committee of the Whole Report
No. CS26-009

Subject: Election Sign By-law Update

Prepared by: Alexander Wray, Manager Bylaw Services

Department: Corporate Services

Date: April 14, 2026

Recommendation

1. That Report No. CS26-009 be received; and
2. That a by-law to amend the election sign provisions in the Sign By-law be brought forward to a Council meeting; and
3. That a by-law to amend the penalty amounts in the Administrative Monetary Penalty System By-law be brought forward to a Council meeting.

Executive Summary

Recent updates to the Region's Election Sign By-law, along with the age of certain provisions within the Town's current Sign By-law, prompted staff to undertake a comprehensive review of the Town's election sign regulations. Through this review, staff have identified necessary amendments intended to better align the Town's bylaw with regional standards and current legislative requirements.

- The proposed amendments would update the permitted locations for the placement of election signs across the Town, reflecting areas that have experienced growth as well as the implementation of the ward system.
- Modernizing the Town's election sign regulations to enhance consistency with York Region's updated sign bylaw framework and established municipal best practices.
- Introducing an election sign application process while eliminating sign retrieval fees to improve administrative efficiency and fairness for candidates.

Background

The Town's Sign By-law regulates the placement, size, and location of signage, including provisions governing the installation of election signs during municipal, provincial, and federal election periods. These provisions are intended to balance the ability of candidates and third-party advertisers to communicate with electors while ensuring that signage does not create safety concerns, interfere with municipal infrastructure, or contribute to visual clutter within the community.

In recent years, York Region and several neighbouring municipalities have updated their election sign regulations to improve consistency, address traffic safety considerations, and modernize administrative processes. Through the administration and enforcement of the Town's current bylaw, staff have also identified opportunities to clarify certain provisions and align elements of the Town's framework with regional approaches and municipal best practices.

Analysis

The proposed amendments would update the permitted locations for the placement of election signs across the Town, reflecting areas that have experienced growth as well as the implementation of the ward system.

At present, the Town's Sign By-law does not establish consistent parameters governing the placement of election signs across all wards. This has resulted in varying practices and an uneven distribution of signage throughout the municipality.

To improve clarity, fairness, and consistency in election sign placement, the proposed amendment maintains the existing framework permitting up to two election signs at each approved municipal intersection identified within the Town. The amendment clarifies and standardizes how these locations are applied, establishing a uniform set of expectations for all candidates and ensuring equitable opportunities for sign placement across all wards while helping to manage potential impacts on traffic safety and visual clutter.

While this approach differs slightly from the model adopted by York Region, it reflects local considerations and operational realities within the Town. Similar to York Region's framework, the proposed amendment relies on designated intersections as appropriate locations for election signage to minimize potential impacts on sightlines, transit operations, and municipal utilities.

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The proposed designated intersections are identified in Table 1 of this report.

Table 1: Approved Election Sign Intersections by Ward

Ward	Intersection
1	Yonge Street and Dunning Avenue
1	Yonge Street and Catherine Avenue
1	Yonge Street and Orchard Heights Boulevard / Batson Drive
1	Edward Street and Engelhard Drive
2	Yonge Street and Aurora Heights Drive
2	Yonge Street and Orchard Heights Boulevard
2	Yonge Street and Irwin Avenue
2	Murray Drive and Kennedy Street West
3	Yonge Street and Golf Links Drive
3	Yonge Street and Brookland Avenue
3	Yonge Street and Henderson Drive
3	Murray Drive and Kennedy Street West
4	Goulding Avenue and Don Hillock Drive
4	Vandorf Sideroad and Engelhard Drive
4	Industrial Parkway South and Engelhard Drive
4	Industrial Parkway South and Industry Street
5	Earl Stewart Drive and Pedersen Drive
5	Earl Stewart Drive and McMaster Avenue
5	Industrial Parkway North and Centre Street

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5	John West Way and Hollandview Trail
6	First Commerce Drive and Desjardins Way
6	William Graham Drive and Hartwell Way
6	Hartwell Way and Joseph Hartman Crescent
6	Alex Brodie Drive and Degraaf Crescent

Further, an amendment is proposed to prohibit candidates from placing election signs outside of the ward where the candidate is running. This would not apply to candidates running for an office to be elected at large (for example, the Mayor or School Board Trustees). Signage outside of a ward may confuse residents about which candidates are running in their ward. In addition, this amendment would minimize visual clutter within the intersections.

Modernizing the Town’s election sign regulations to enhance consistency with York Region’s updated sign bylaw framework and established municipal best practices.

As part of the review of the Town’s Sign By-law, several updates are proposed to improve clarity, ensure consistency with York Region’s updated framework, and incorporate municipal best practices observed across neighbouring jurisdictions. Many of these updates are administrative in nature and are intended to clarify existing requirements, modernize provisions where necessary, and address emerging safety and operational considerations associated with election signage.

The proposed changes are summarized in Table 2 below.

Table 2: Proposed Sign By-law Amendments – Election Signs

Area of Update	Current Approach	Proposed Clarification/Amendment	Purpose/Rationale
Definitions	Some election-related definitions are limited or may be interpreted inconsistently.	Definitions would be refined and standardized to better align with York Region’s updated framework and terminology.	Improves clarity and consistency for candidates, election officials, and enforcement staff.

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Area of Update	Current Approach	Proposed Clarification/Amendment	Purpose/Rationale
Timing – Municipal Elections	Timing provisions exist but would benefit from clearer articulation	Election signs permitted 28 days prior to Voting Day.	Provides clear expectations while balancing campaign visibility and community aesthetics.
Timing – Provincial and Federal	Not clearly distinguished within the current by-law	Election signs permitted upon the issuance of the writ for provincial and federal elections.	Aligns with established election timelines.
Removal of Election Signs	Signs must be removed within 72 hours after election day.	No change. Requirement remains 72 hours following the closing of the polls.	Maintains the current standard while reinforcing expectations for timely removal.
Digital or Illuminated Signs	Not explicitly addressed.	Election signs cannot be digital or illuminated.	Ensures election signs remain temporary in nature and reduces potential for driver distractions.
Vehicles as Signs	Not clearly addressed.	Vehicles displaying campaign messaging (e.g. vehicle wraps or decals) will be considered election signs.	Clarifies treatment of common practices and case law decisions.
Maximum Height	Height requirements clarified	Election signs shall not exceed four feet in height from the ground when installed.	Addresses potential sightline and road safety concerns, particularly near intersections.

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Report No. CS26-009

Area of Update	Current Approach	Proposed Clarification/Amendment	Purpose/Rationale
Sign Size	Maximum sign size currently regulated	No change. Sign size remains consistent with existing standards and York Region's new framework.	Maintains consistency with current and Regional standards.
Sign Installation Materials	Various installation methods currently used, including metal step frames.	Election signs must be installed using wooden stakes or posts only at Designated Intersections. Metal, rebar, rods, or wire step-frame signs would not be permitted.	Improves environmental outcomes through easier recycling and addresses safety concerns related to wire frames becoming entangled in lawn equipment and creating potential projectiles during mowing operations.

Collectively, these updates are intended to modernize the Town's election sign regulations while maintaining consistency with regional approaches and municipal best practices. The amendments focus primarily on improving clarity, addressing safety considerations related to sign placement and installation, and ensuring that candidates are operating under a clear and consistent set of expectations.

Many of the proposed changes are administrative in nature and do not significantly alter the existing regulatory framework but rather provide greater certainty for candidates and staff responsible for administering and enforcing the by-law.

Introducing an election sign application process while eliminating sign retrieval fees to improve administrative efficiency and fairness for candidates.

To support improved administration and oversight of election signage within the municipality, the proposed amendment introduces a requirement for Candidates and Third-Party Advertisers to register their election signage with the Town prior to placing Election Signs for a fee. This process will require the submission of an application form in a manner determined by the Director and will include key information such as the name and contact information of the registrant, any authorized campaign agent,

confirmation that the Election Sign may be placed pursuant to applicable election legislation, and a description of the sign or signs proposed to be installed. The Director may also require additional information where appropriate to support administration and enforcement of the by-law.

The introduction of a registration process will assist the Town in maintaining accurate records of election signage during campaign periods and provide enforcement staff with a clear point of contact should issues arise related to sign placement, compliance, or removal. The registration framework also supports improved communication with candidates and campaign teams regarding the Town's election sign requirements and expectations.

A registration fee of \$310.00 is proposed as part of the application process. This fee is intended to support the administrative costs associated with processing applications, providing guidance to candidates, and undertaking enforcement activities related to election signage throughout the campaign period. This approach is consistent with the framework used by York Region, where a registration-based system is utilized in place of individual sign retrieval fees. This fee is not considered a deposit and is non-refundable.

Currently, the Town's Sign By-law includes a sign retrieval fee of \$20.00 per sign for Election Signs removed by the Town when they are placed in contravention of the by-law. Under the existing framework, candidates are not permitted to retrieve removed signs until the conclusion of the election period, which can result in administrative challenges and additional costs for candidates where multiple signs have been removed.

The proposed amendment would eliminate the existing \$20.00 per sign retrieval fee and instead rely on the registration fee as a more efficient and predictable administrative model. This approach reduces the need to track and invoice individual sign retrievals while ensuring that the Town can recover costs associated with administering and enforcing the election sign regulations.

Where the Town removes an Election Sign that has been placed in contravention of the by-law, the Town will continue to retain the sign for a Redemption Period of 30 days following the date of the election. During this period, the person registered in association with the Election Sign may retrieve the sign at no cost, once the election period has concluded.

Lastly, the Administrative Monetary Penalty System By-law will require amendments so that any offences and resulting penalties may be resolved through the AMPs process.

Collectively, these changes are intended to streamline the administration of election signage, improve communication with candidates and campaign teams, and provide a more consistent and transparent framework for managing election signage during campaign periods.

Advisory Committee Review

Not applicable

Legal Considerations

Placement and display of election signs in Aurora is subject to the Town's Sign By-law. Under the Sign By-law, election signs are subject to exemptions that allow them to be placed on public and private properties in Aurora during the election period, as defined in the Sign By-law. Election signs are permitted to be placed and displayed if they abide with the requirements set out in the Sign By-law. The amendments proposed pursuant to this report provide for some adjustments to the provisions governing election signage and would provide for a registration and permitting requirement that would apply to election signs.

Financial Implications

The registration fee for election signs is considered a campaign expense and would be paid for using campaign funds. The necessary supporting amendments to the Administrative Penalty Bylaws will be brought to a future Council meeting for review and approval.

Communications Considerations

This report will be posted to the Town's website. In addition, Communications will work with Legislative Services to ensure candidates are provided with this updated bylaw and information on the topic will be posted on the Town's election website.

Climate Change Considerations

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

Link to Strategic Plan

The Election Sign By-law Updates report supports the Strategic Plan goal of promoting service accountability, excellence, and innovation by working with community partners to define, redefine, and meet community expectations.

Alternative(s) to the Recommendation

1. That Council maintain the existing provisions of the Town's Sign By-law respecting election signage for the 2026 Municipal Election; and

That no amendments be brought forward at this time to the Sign By-law, or the Administrative Monetary Penalty By-law in relation to election signage.

Conclusions

The proposed amendments to the Town's Sign By-law represent a balanced and necessary update to the regulation of election signage within the municipality. The changes improve clarity, establish greater consistency across wards, and enhance alignment with York Region's framework and municipal best practices. In addition, the amendments address key considerations related to traffic safety, visibility, and environmental impacts, while introducing a more efficient and transparent administrative model through the implementation of an election sign registration process and the elimination of sign retrieval fees.

Collectively, these updates provide a clear, consistent, and enforceable framework that supports candidates in communicating with electors while ensuring the orderly and safe management of election signage throughout the Town.

Attachments

None.

Previous Reports

Not Applicable

Pre-submission Review

Agenda Management Team review on March 26, 2026

Approvals

Approved by Patricia De Sario, Director, Corporate Services/Town Solicitor

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora
Committee of the Whole Report
No. FIN26-009

Subject: 2026 Year End Surplus - Deficit Management and Bylaw Report

Prepared by: Sandy Dhillon, Senior Financial Advisor
Jason Gaertner, Manager, Financial Management

Department: Finance

Date: April 14, 2026

Recommendation

1. That Report No. FIN26-009 be received; and
2. That the bylaw to allocate any 2026 operating surplus or deficit, as detailed in this report, be brought forward to a future Council meeting for approval

Executive Summary

This report proposes that the bylaw to allocate any operating surplus, or deficit, for the 2026 fiscal year end will be managed by making allocations to, or from, reserve funds for the Town of Aurora and the Aurora Public Library.

- Allocations to and from reserve funds are used to manage the impact of surpluses or deficits at year end
- A tax-funded surplus or deficit allocation to reserves follows specific steps and criteria to determine which reserves are impacted
- A surplus or deficit for building services, water, wastewater and stormwater operating budgets are managed through their own reserves
- Aurora Public Library surpluses are managed by the Surplus/Deficit Management By-law

Background

On an annual basis Council approves a bylaw to manage the surplus or deficit in the tax and user rate funded operating budgets. This bylaw has directed the surpluses to

specific reserves or managed the deficits through reserve draws. This action avoids the requirement under subsection 290(4) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended to carryover the surpluses or deficits to the following year's budget.

Analysis

Allocations to and from reserve funds are used to manage the impact of surpluses or deficits at year end

The bylaw identifies the reserves to be used to offset an overall surplus or deficit for tax and user rate funded operations. This avoids the need to carryover these variances to future years' operating budgets. The bylaw uses a formula approach to allocate a surplus and identifies the reserves to be used to fund any deficits. The results are reported back to Council as part of the year end budget variance report.

A tax-funded surplus or deficit allocation to reserves follows specific steps and criteria to determine which reserves are impacted

The Surplus/Deficit Management Bylaw outlines the steps to allocate a tax-funded operating surplus and manage a deficit using reserves. It is recommended at year end that a tax-funded surplus be managed as follows in this order:

1. Excess 2026 supplementary tax revenue growth be allocated to the Growth and New reserve.
2. Any net operating budget surplus in winter operations be allocated to the Winter Control reserve. This contribution is not to exceed the Town's total tax-funded surplus.
3. Any net operating budget surplus in insurance accounts be allocated to the insurance reserve. This contribution is not to exceed the Town's total tax-funded surplus.
4. If the funds in tax rate stabilization reserve is at, or above, 10 percent of annual levy target balance, then any remaining 2026 net operating surplus be allocated to tax-funded asset management reserves based on the future asset management plan requirements. Otherwise, 50 percent of the annual surplus will be used to replenish the Tax Rate Stabilization reserve balance to the target level and the remaining 50 percent be allocated to the tax-funded asset management reserves.

Alternatively, should a net operating deficit occur in 2026, it would be funded from the tax rate stabilization reserve.

The tax rate stabilization reserve helps protect the annual tax rates from significant one-time or temporary pressures. Such pressures could include the impacts from significant new service or facility costs, market conditions affecting revenues, adverse weather or climate events, or other factors. A standard practice is to keep the tax rate stabilization reserve at a target balance of about 10 percent of annual tax revenue.

A surplus or deficit for building services, water, wastewater and stormwater operating budgets are managed through their own reserves

The operating budgets for building services, water, wastewater and stormwater are fully funded through their user rates and do not impact the tax levy. Any year end variance within these operations will be managed through a transfer to/from their appropriate reserve funds.

Aurora Public Library surpluses are managed by the Surplus/Deficit Management By-law

Any 2026 surplus recognized by the library will be directed to the facilities asset management reserve to support asset management of the Town-owned facilities used by the Aurora Public Library. Should the Library experience a year end operating deficit, it will continue to manage this variance through a draw from its general capital reserve.

Advisory Committee Review

Not applicable

Legal Considerations

Paragraph 3 of subsection 11(2) of the Municipal Act, 2001 allows the municipality to pass by-laws respecting the financial management of the municipality and its local boards.

Financial Implications

This report outlines how the year end surplus or deficit in the tax and rate funded operations will be managed. The Municipal Act requires that any surplus or deficit be carried forward into the following year's budget, unless controlled through reserves as proposed in this report. The bylaw will balance the budget and eliminate any surplus or deficit, avoiding the need for any budget complicating carry forwards.

Communications Considerations

The Town will inform the public of the information contained in this report by making it available on the Town's website.

Climate Change Considerations

The information contained within this report does not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

Outlining a strategic approach to managing yearend surpluses and/or deficits, and thereby avoiding the need to complicate the following year's budget with such matters, contributes to achieving the Strategic Plan guiding principle of "Leadership in Corporate Management" and improves transparency and accountability to the community.

Alternative(s) to the Recommendation

1. Council may choose not to approve the By-law to allocate any 2026 Operating Fund surplus and any 2026 Water, Wastewater, and Stormwater Operating Fund surplus or deficit Surplus/Deficit Control By-law and instead address any year end results by way of budget amendment following budget approval

Conclusions

Staff are recommending that a bylaw be adopted which will authorize the Director of Finance to administer the year end variance funding adjustments as outlined in the bylaw and this report. This will balance the tax levy and rate funded operating budgets. As part of the yearend procedure, staff will report back to Council as to the actual yearend results and the final surplus allocations made for 2026.

Attachments

[Attachment 1 – 2026 Year End Surplus-Deficit Management Bylaw](#)

Previous Reports

None

Pre-submission Review

Agenda Management Team review on March 26, 2026

Approvals

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

Approved by Doug Nadorozny, Chief Administrative Officer

The Corporation of the Town of Aurora

By-law Number XXXX-26

Being a By-law to allocate any 2026 Operating Fund surplus and any 2026 Water, Wastewater, and Stormwater Operating Fund surplus or deficit.

Whereas paragraph 290(4)(b) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (the "Act"), provides that in preparing the budget for a year, the local municipality shall treat as estimated revenues any surplus of any previous year;

And whereas paragraph 290(4)(c) of the Act provides that in preparing the budget for a year, the local municipality shall provide for any deficit of any previous year;

And whereas paragraph 290(4)(g) of the Act provides that in preparing the budget for a year, the local municipality may provide for such reserve funds as the municipality considers necessary;

And whereas paragraph 11(2)(3) of the Act provides that municipalities may pass by-laws respecting the financial management of the municipality and its local boards;

And whereas the Council of The Corporation of the Town of Aurora (the "Town") deems it necessary and expedient to control the 2026 Operating Fund surplus or deficit as it may arise;

And whereas the Council of the Town deems it necessary and expedient to control the 2026 Operating Fund surplus for the Aurora Public Library as it may arise;

And whereas the Council of the Town deems it necessary and expedient to control the 2026 Water, Wastewater, and Stormwater Operating Fund surplus or deficit as it may arise;

And whereas the Council of the Town adopted the recommendations and controls contained in Report No. FIN25-016 with respect to the 2026 Operating Fund surplus and the 2026 Water, Wastewater, and Stormwater Operating Fund surplus or deficit at the Council meeting of March 4, 2026;

Now therefore the Council of The Corporation of the Town of Aurora hereby enacts as follows:

1. The Treasurer is hereby authorized to make the adjustments and allocations in accordance with the approved resolutions arising from Report No. FIN26-009 by re-allocating an amount or amounts from any 2026 Operating Fund surplus to one or more of the reserve funds of the Town.
2. The Treasurer is hereby authorized to allocate any 2026 Operating Fund deficit from the appropriate stabilization reserve funds of the Town.
3. The Treasurer is hereby authorized to allocate any 2026 Water, Wastewater, and Stormwater Operating Fund surplus, net of any approved budget carry forwards, to the Water and Sewer capital reserve funds in accordance with Report No. FIN26-009.
4. The Treasurer is hereby authorized to fund any 2026 Water, Wastewater, and Stormwater Operating Fund deficit from the Water, Wastewater, and Stormwater

capital reserve funds in accordance with Report No. FIN26-009.

5. The Treasurer shall report to Council on all amounts allocated as authorized by this By-law, either before or at the time when the 2026 annual statements are presented to Council or a Committee of Council.

Enacted by Town of Aurora Council this XXth day of May, 2026.

Tom Mrakas, Mayor

Anne Kantharajah, Town Clerk

DRAFT



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Town of Aurora
Committee of the Whole Report
No. FIN26-012

Subject: 2027 Budget Timeline and Process

Prepared by: Jason Gaertner, Manager, Financial Management

Department: Finance

Date: April 14, 2026

Recommendation

1. That Report No. FIN26-012 be received; and
2. That the proposed budget timeline as detailed in Table 1 be approved.

Executive Summary

This report outlines the budget process for the 2027 budget:

- The Town will review and adopt the first year (2027) of the Mayor's multi-year budget, including all related tax and user rate impacts
- The 2027 capital budget and an updated 10-year capital plan will be provided for Council's review
- The Town's long term capital asset management funding gap will need to be addressed as part of this multi-year budget
- A budget engagement strategy has been developed in support of this budget
- The 2027 Budget is planned to be released on January 6, 2027 with adoption by March 2, 2027 at the latest

Background

The Town of Aurora has adopted a multi-year budgeting framework. Under this framework, the Town adopts the first year's budget of its term and receives an accompanying forecast of the next three budgets. In the second year of the Council

term, the Town adopts a three-year operating budget, including all related tax and user rate impacts. Using multi-year budgets and forecasts improves fiscal health and service delivery through:

- better coordination of budgeting and strategic priorities
- greater certainty for departments in managing expenditures and service levels
- improved fiscal discipline of the organization
- streamlined budget reviews that focus on key changes in assumptions and the reasons driving the change
- allowing staff to develop budgets with fixed targets in place, allowing for an early response to manage circumstances and budget constraints
- reducing uncertainty about future year tax levy or user rate increases
- providing longer term outlook to outside organizations that rely upon the Town for a share of their funding, which enables them to plan and deliver their programs more effectively

As per the *Municipal Act, 2001* a municipality's multi-year operating budget must be readopted on an annual basis. The Town's readoption process will focus on any changes to the previously adopted multi-year budget.

Analysis

The Town will review and adopt the first year (2027) of the Mayor's multi-year budget, including all related tax and user rate impacts

The 2027 budget represents the first year of a new multi-year operating budget cycle. The Mayor's 2028-30 multi-year budget will be presented to Council for review and adoption by December 2027.

The 2027 budget, which reflects the Town's identified funding and staff needed to deliver core services, manage growth and implement any identified new initiatives, will be presented to Council for review in early January 2027. As part of the budget review process Council may propose amendments to the budget.

The 2027 capital budget and an updated 10-year capital plan will be provided for Council's review

Council will be presented with a similar capital package to what was reviewed as part of the 2026 budget process. The package will include three primary components being:

1. Any proposed 2027 capital project authority increases. The budget will clearly indicate which capital budget authority was approved in prior years and what authority Council is being asked to review for 2027. The budget package will include all individual asset management and growth & new capital project financial details.
2. A 2027 10-Year Capital Budget continues to include both the total required project budget commitment along with the expected cash outflows for all capital projects. The Town will adopt the capital budget authority for each project as part of the 2027 capital budget. This full budget will reflect the total budget that is being committed to each project for 2027. For projects that take multiple years to complete, the budget will also show how much is expected to be spent/completed in each year. This will reflect the actual planned cash outflows for the project and will be captured in the Town's 10-year capital plan and funded from reserves as they are expected to occur. Similarly, individual asset management and growth & new capital project financial details will be shared only with Council members for their review.
3. A summary of all previously approved capital projects that have recently concluded and been closed by staff.

The Town's long term capital asset management funding gap will need to be addressed as part of this multi-year budget

On September 24, 2024, Council approved a short-term funding strategy in support of the Town's short term asset management funding gap challenges. Next steps include the continued refinement of the Town's capital plan to align with the approved asset management plan's defined levels of service. Staff will provide an informational report to Council at an upcoming meeting outlining the Town's anticipated long term asset management funding gap including recommended funding strategy(ies) which will be presented to Council for review as part of the 2027 Budget.

A budget engagement strategy has been developed in support of this budget

The Town has developed a 2027 Budget engagement strategy which is built upon prior years successful campaigns. This strategy is built upon two primary themes being budget education and providing multiple ways for the public to offer input toward the budget process.

The Town's budget education strategy will use both staff engagement and online tools to increase budget literacy with the acknowledgement that an educated public is more apt to get involved and share their thoughts and ideas for the budget.

The 2027 budget engagement strategy continues to offer multiple ways for the public to provide input in support of the Mayor's budget development including through an online budget survey, or the provision of feedback through multiple channels which will include the 2027 budget web page, ourtownbudget@aurora.ca, or directly to the Mayor's Office. Further, the public may delegate to any of the Town's scheduled budget committee meetings to provide budget input.

The 2027 Budget is planned to be released on January 6, 2027 with adoption by March 2, 2027 at the latest

The budget release is planned for January 6, 2027. This timing considers the pending municipal election and transition to a new Council, while striving to enable staff to proceed with any necessary contract activities for the 2027 fiscal year. By releasing the budget on January 6, 2027, the budget would be deemed adopted by March 2, 2027, at the latest, under the legislated timelines. Table 1 presents the legislated maximum timeline for budget adoption.

**Table 1
Legislated Budget Timeline**

Meeting / Milestone	Date
Mayor provides budget to members of Council	January 6, 2027
Legislated end of Council amendment period	February 5, 2027
Legislated end of Mayoral veto period	February 15, 2027
Latest date that the budget could be adopted	March 2, 2027

Table 2 presents staff's proposed timelines for the 2027 budget adoption based on the planned meeting schedule. This could result in an earlier adoption budget date of February 26 if the full amendment period is not used.

Table 2
Budget Dates and Milestones

Meeting / Milestone	Date
Mayor provides budget to members of Council	January 6, 2027
Budget overview to Council	January 12, 2027
Departmental operating budget presentations, as well as proposed capital plan review	January 18, 2027
Community Partner presentations as well as any remaining business from January 18	January 25, 2027
Amendments to the Mayor's proposed budget are requested to the Clerk by end of day	January 28, 2027
Special Council meeting to discuss/decide on proposed budget amendments (if required)	February 1, 2027
Last day for the Mayor to veto any amendments adopted during February 1 st meeting – no planned meeting	February 11, 2027
Override / budget adoption	February 26, 2027 (latest)

The Council amendment meeting occurs 27 days after the budget is released, meeting the 30-day amendment period. Council may choose to shorten the amendment period. If not, then an additional special meeting would need to be held before the end of the day on Friday, February 5 to meet the legislated timelines.

Further, time in the process may also be reduced if the Mayor does not require the full 10 days provided to veto amendments (does not require a Council meeting), meaning the override meeting, should it be necessary, may occur in advance of February 26.

While these are the planned timelines, the release of the budget could change at the discretion of the Mayor. Should a new Mayor be elected, they could defer this timeline, however if the budget is released after February 1, 2027, it will no longer be the Mayor's budget and Strong Mayor Powers relating to the budget will no longer apply.

Advisory Committee Review

None

Legal Considerations

The Town has been designated with strong mayor powers. As such, the Mayor is assigned the powers and duties of the municipality with respect to proposing and adopting a budget, including a multi-year budget. The head of council is required to propose the budget for the municipality each year by February 1.

Once the Mayor provides Council with the proposed budget, Council has 30 days to make any amendments. Council may shorten the 30-day period by resolution. The Mayor may veto any proposed amendments within 10 days after the expiry of the 30-day period. A meeting is not required for the Mayor to veto any amendments. The Mayor may also shorten the veto time period. Within 15 days of any vetoes, Council may override the veto, by resolution, on a 2/3 vote of the members of Council.

If Council approves the staff recommendation in this report, then it is approving the timelines for budget approval, including the shortened time period for making amendments.

Financial Implications

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

Communications Considerations

Staff will inform the public about the budget process by posting information to the Town's website. The calendar of budget-related meetings will also be shared on the website, in advertisements and on social media. A communications plan is currently being developed to encourage public engagement in the budget process, built upon prior years successful campaigns.

Climate Change Considerations

The recommendations from this report do not directly impact greenhouse gas emissions or impact climate change adaptation. Climate change will be considered in the budget development and documents to be presented to Council in January 2027.

Link to Strategic Plan

Developing the annual budget supports all aspects of the Strategic Plan. Specifically, this report supports the Plan principles of Leadership in Corporate Management, Leveraging Partnerships, and Progressive Corporate Excellence and Continuous Improvement.

Alternative(s) to the Recommendation

Council may provide alternative direction.

Conclusions

The 2027 budget represents the first year of the Town's new four-year budget cycle. The presented 2027 budget, to be distributed to Council on January 6, 2027, strives to address multiple material pressures faced by Town which will include potential inflationary pressures, as well as capital asset management pressures, amongst others. It is anticipated that should the proposed staff timelines be approved, the reviewed 2027 operating budget and capital plan will be adopted by February 26, 2027, at the latest.

Attachments

None

Previous Reports

None

Pre-submission Review

Agenda Management Team review on March 26, 2026

Approvals

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

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora
Committee of the Whole Report
No. OPS26-011

Subject: 2025-2026 Windrow Removal Pilot Program End of Season Update

Prepared by: Matthew Volpintesta, Manager of Parks & Fleet

Department: Operational Services

Date: April 14, 2026

Recommendation

1. That Report No. OPS26-011 be received; and
2. That the Windrow Removal Pilot Program be discontinued.

Executive Summary

The 2025–2026 winter season marked the third year of Aurora’s Windrow Removal Pilot Program (the Pilot Program). This report presents an evaluation of program delivery, costs, weather conditions, operational challenges, and participant feedback from the most recent season. Despite implementing service optimizations to improve response times, the program continued to experience significant limitations related to equipment capability, snow storage capacity, and service consistency, particularly during periods of heavy snowfall. Staff recommend that the Pilot Program be discontinued. Staff further recommend that Council consider alternative service delivery models, such as targeted reimbursement or a grant program, to better support eligible residents while reducing operational risk and long-term cost exposure.

- Between December 1, 2025 and March 31, 2026, the windrow removal program was deployed twelve times with a total of 196.5 cm of snowfall accumulation.
- A total of 276 participants enrolled in the 2025-2026 winter season of which 100 of the 276 received financial assistance resulting in a total of \$35,200 in program fees being collected.

- A program satisfaction questionnaire was distributed; 174 responses were received, of which over 71 per cent answered either “not satisfied at all” or “somewhat satisfied” with the program service level in 2025-2026.
- Staff introduced an optimized service response in 2025-2026 which achieved near instant deployment of windrow removal after full road plowing completion and represented the best-case scenario of program delivery response time.
- Similar staff challenges were faced as the previous winter season, including snow storage limitations, equipment limitations, and low customer satisfaction despite maximum delivery optimization.
- Aurora should reevaluate the future direction of its Windrow Removal Pilot Program.

Background

As directed by Council at its September 2025 meeting (Report OPS25-017), the Pilot Program was continued for the 2025-2026 season with a goal of providing a cost-neutral service, and an increased user fee of \$200. The program also included a financial assistance criterion, for eligible residents, which covered 100 per cent of the \$200 program fee.

Table 1: Windrow Removal Pilot Program Years 1-3

Year	Enrolment	Snow Removal Events	Total Snow Accum. (cm)	Total Incremental Salary Cost	Notes
2023-24	1,048	5	89 cm	\$131,680	Characterized as a mild winter with low precipitation.
2024-25	468	8	183 cm	\$91,155	Freeze thaw events and total precipitation represent a typical winter weather pattern.
2025-26	276	12	196.5 cm	\$37,882	Freeze thaw events coupled with high precipitation amounts early in the

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Year	Enrolment	Snow Removal Events	Total Snow Accum. (cm)	Total Incremental Salary Cost	Notes
				(\$29,484 Seasonal salary + \$8,338 permanent staff utilized)	season, including significant precipitation in January, followed by below average in February and March.

Analysis

Between December 1, 2025 and March 31, 2026, the windrow removal program was deployed twelve times with a total 196.5 cm of snowfall accumulation.

The 2025-2026 winter program saw a total of 196.5 cm of snowfall accumulation between December 1, 2025 and March 31, 2026. As a result, the program was deployed to remove windrows during twelve events. Table 2 below details monthly snow events and the time to complete the service for all program participants.

Table 2: Windrow Plowing Events (December 1, 2025 to March 31, 2026)

Event date	Monthly Total Snow Accum. (cm)	Hours to Complete
December 2025: 3 events	42.5	18
January 2026: 7 events	94	30.5
February 2026: 1 event	43	5.5
March 2026: 1 event	17	8
Totals	196.5	54

The past snow removal season saw more than double the snow than in the initial pilot year, and an increase from 2024-2025 which was considered the high-end of the snow accumulation. Snow removal preparedness is not dissimilar to flood mitigation in terms of preparing for the “worst case scenario” and not the “most likely”. It is integral to assume that future winter seasons could result in similar or greater snowfall

accumulation; therefore, removal equipment and snow storage considerations should be assumed accordingly.

A total of 276 participants enrolled in the 2025-2026 winter season of which 100 of the 276 received financial assistance resulting in a total of \$35,200 in program fees being collected.

One seasonal hire was recruited and utilized for the 2025-2026 based on the total number of applications approved to participate in the program. This resulted in a net cost of \$29,484. Additional considerations around staff administration costs, including ongoing customer service, GIS integration, program advertisement, equipment maintenance or fuel, are not included into the total program costs because staff and resources used are cross-utilized amongst multiple Town services. For example, operational vehicles used for windrow removal, are also used for Town facility snow removal; therefore, due to the integrated nature of staff resources and other program costs used in the delivery of other Town services a line-by-line breakdown of costs specific to windrow removal cannot easily be accounted for.

With 176 paying residents, a total of \$35,200 was collected in program fees. A net cost of \$29,484 for one seasonal employee, calculating revenue versus accessory expenses, exceed the difference of \$5,716.

Permanent staff were utilized for windrow removals to create efficiency in service delivery; the cost is estimated at \$8,338. Additional costs, such as fuel, program advertisement, equipment maintenance, and staff administrative costs would also push the cost-neutrality beyond the \$35,200 revenue generated.

A total of 100 residents qualified for the financial assistance criteria, representing approximately 36 per cent of the program's participants, resulting in approximately \$20,000 in foregone revenues absorbed by the Town; however, this was generally aligned with our expectation of 30 per cent at the outset of the criteria establishment.

A program satisfaction questionnaire was distributed; 174 responses were received, of which over 71 per cent answered either "not satisfied at all" or "somewhat satisfied" with the program service level in 2025-2026.

The satisfaction survey distributed to all participants focused on evaluating the performance of the service, along with considerations around the fees associated with it, and future iterations of the program.

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Of the 276 participants, 174 responses were received. The survey asked four questions and included a general comment section. Table 3 below illustrates survey questions and responses:

Table 3: Satisfaction Survey Results:

1. How satisfied were you with the level of service and timing of the windrow removal after a snow event.			
Very Satisfied	Somewhat Satisfied		Not Satisfied At All
28 per cent	43 per cent		29 per cent
2. Did you find the program fee of \$200, to be:			
Too Costly	Fair	Great Value	Not Applicable
44 per cent	26 per cent	3 per cent	27 per cent
3. If the program was continued, would you participate next winter with the same enrolment \$200 cost and timing of service level?			
Yes		No	
43 per cent		57 per cent	
4. If the program was continued, and the service cost was reduced but the same timing of windrow removal continued as it was this year, would you participate next winter?			
Yes		No	
77 per cent		23 per cent	

This data shares a mixed response. The most telling is the question of participant satisfaction specific to the \$200 user fee which was implemented to deliver a relatively cost neutral program for the Town.

General survey comments indicate significant dissatisfaction, driven primarily by slow response times, incomplete clearing, and perceived poor value for cost. While the program is recognized as essential for seniors and residents with mobility limitations, program logistics resulted in the participants feeling the service did not meet their needs adequately.

Overall themes of general comments:

- Lengthy delays (12–24+ hours)
- Inconsistency or incomplete clearing due to inadequate equipment
- High-cost relative to performance
- Sidewalk plow interference (not part of windrow program service level)

It was also noted by respondents that the servicing time should have been optimized to less than four hours for a more on-demand service, which is not achievable under the current equipment set-up.

Staff introduced an optimized service response in 2025-2026 which achieved near instant deployment of windrow removal after full road plowing completion and represented the best-case scenario of program delivery response time.

Staff made service level adjustments in 2026, which aimed to deploy equipment removals only after all roads and subsequent clean-ups were finalized. The rationale was to mitigate the duplication of windrows after plows conducted second or third passes to achieve bare pavement. It was determined that awaiting full clean-up of roads was successful implementation. To achieve near immediate response for windrows, route optimization was applied to mimic road plow routes. This improved response time allowed for clearing to happen often within 4 or 5 hours of road plow route completion instead of the documented 12-hour estimate. It is important to note road plow route completion averaged 12.5 hours, in which windrow removal was then deployed.

Similar staff challenges were faced as the previous winter season, including snow storage limitations, equipment limitations, and low customer satisfaction despite maximum delivery optimization.

Similar equipment challenges were noted this past season as documented in Report No. OPS25-014 but were compounded by over 20 cm additional snow accumulation. Heavy snow piled on moderately sized boulevards which resulted in pick-up truck plow blades not being able to achieve the height required to pile snow high enough. Shared driveways with only one program participant also posed a challenge, as it meant one of the two property owners might see snow from the windrow removal of the adjoining property, and partially blocking their portion of the driveway.

It is important to note, with such accumulation, dedicated windrow snow removal tractors or loaders faced limitations with snow storage in 2025-2026. There is often not enough room for snow storage with this level of accumulation. While the Town

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conducts snow removal (blowing snow into a 6-ton truck and removal from site) in places like the downtown core, this is not possible on residential driveways and boulevards due to resource capacity and risk. Various photographs below (Figures 1-2) demonstrate some of the challenges faced:

Figure 1: Windrow left after road plow, with limited snow storage for windrow removal plow, and inability to pile.



Figure 1 above, shows a driveway snowbank over 9 feet high. This photo was taken before windrow removal trucks could attempt to complete the service. The only resolution would be to push the snow as close to the extent of the driveway as possible, and with such volume of snow, it would be barely achievable to allow even one car width available. It should be noted, that while pick-up trucks which are currently utilized are limited in their ability to mitigate this windrow. Larger tractors with specialty attachments could face a similar challenge, as experienced by neighbouring municipalities (Vaughan/Richmond Hill) who have specialized windrow equipment.

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Figure 2: Shared driveway windrow removal reverse truck.

Figure 2 shows a common scenario. Recognizing the limitations of snow storage, when a participant is in a semi or town house residential dwelling, with a shared driveway where snow storage is limited, the resident opposite the participating driveway is often left with snow from the opposite side, leaving them with an additional pile of snow, on top of what was already deposited from the road plow. This poses an even greater risk when infrastructure like utility boxes and light posts are nearby. In this situation, a Town truck is pictured having to come in from the side of the street opposite the flow of traffic, a dangerous and time-consuming method of removal.

Aurora should re-evaluate the future direction of its Windrow Removal Pilot Program.

Reiterating many of the challenges referenced below in previous years, and compounded by the results of the survey, the top complaint from participants is the timing of service, and ability to clean-up snow with existing equipment. As described, staff note that both concerns cannot be resolved without a significant capital infrastructure commitment, which is also not recommended.

Route optimization has been substantially improved to its maximum efficiency, and the only way to improve the “cleanliness” of snow clearing, and timing of service to support customer satisfaction (on demand service) would be to procure one tractor for each road plow route. This would be approximately eleven pieces of equipment, resulting in a capital investment of over \$3.3 million, not including routine equipment maintenance,

and cost of additional staff to operate equipment, and additional technicians to maintain this equipment.

It is therefore recommended to discontinue the Pilot Program until such time as direction is provided on the permanent status of the program.

While one additional windrow specialized attachment was included in the 2026 Capital Budget, staff have not yet initiated the procurement as it was determined that one machine would not significantly improve service levels. It is projected that in order to improve timing of delivery, a minimum of three or four machines would require procurement; however, since there is no operational need for this equipment during the summer months this is not recommended.

An alternative recommendation being considered, is the option of a grant or reimbursement program for applicable (seniors, disabled persons and low-income households). In this case property owners could then procure their own private hire snow removal contractor, to manage their respective windrow. This would result in a more on-demand type service for residents, who would manage their own service level. The threshold of reimbursement would require Council consideration.

Advisory Committee Review

None.

Legal Considerations

Windrow cleaning operations conducted with the Town's current equipment under normal winter conditions presents inherent risks to the Town. Continuation of the program in future years using the same methods may expose the Town to further potential liability and claims resulting from the Town's windrow clearing operations.

Financial Implications

Overall, the 2025-2026 Windrow Pilot Program concluded the season in a cost neutral position, resulting in a balancing transfer from the tax rate stabilization reserve not being necessary.

Communications Considerations

The Windrow Removal Pilot Program continued for the 2025–2026 winter season. To promote the program, Communications used a multi-channel approach that included social media, the Town website, pylon screens, newsletters, the Notice Board, and online articles.

Social media generated strong engagement and active discussion among residents. Between October 2, 2025 and March 5, 2026, promotion of the program resulted in:

- 28 social media posts
- 113,583 impressions (times content was viewed)
- 4,772 engagements (likes, comments, shares)
- 4.2 per cent average engagement rate (industry average: 2 per cent)
- 835 link clicks to the Town website

Public feedback on the program was mixed. Many residents raised concerns about the cost, particularly the fee increase had doubled for a service intended to support seniors and residents with disabilities. Others noted that some seniors may not qualify for financial assistance but still face financial constraints.

Additional comments suggested the service should be offered town-wide, while some residents reported delays or partial clearing of windrows. Residents also compared Aurora's program with those in other municipalities and suggested alternatives, such as plows with windrow-clearing attachments or deploying a second vehicle to clear windrows immediately after the main plow.

Despite these concerns, several residents acknowledged that the Town had clearly communicated the program's scope, including the one-car-width clearing limit, deployment criteria, and available financial assistance.

Climate Change Considerations

The recommendations have a minor impact on greenhouse gas emissions; however, when staff review future windrow clearings, green procurement will be considered as it plays an important roll mitigating the impacts of a changing climate, from air quality, stormwater management to counteracting the effects of the heat island.

Link to Strategic Plan

The Windrow Pilot Program supports the Strategic Plan goal of Strengthening the Fabric of our Community through its accomplishment in developing a plan to review and realign service levels to reflect current and future demographic trends.

Alternative(s) to the Recommendation

1. Continue with the 2025-2026 model with the same \$200 fee and program parameters as a pilot for the 2026-2027 season.
2. Staff investigate a grant program which will provide monetary funding for residents who qualify (seniors, disabled persons and low-income households) and the contracted service would be solely resident directed.

Conclusions

Based on the 2025–2026 operational results, financial analysis, and participant feedback, staff conclude that the Pilot Program is not sustainable under the current service model. Despite achieving maximum operational optimization, persistent equipment limitations, snow storage constraints, and low customer satisfaction remain unresolved. Meaningful service improvements would require substantial capital investment that is not recommended. Accordingly, staff recommend discontinuing the Pilot Program and exploring alternative approaches that better align service outcomes, fiscal responsibility, and resident needs.

Attachments

None.

Previous Reports

OPS25-017, 2025-2026 Windrow Pilot Program Models, September 9, 2025

OPS25-014, 2024-2025 Windrow Program Pilot Year-End Report, June 10, 2025

OPS24-020, Windrow Program Eligibility Criteria, September 3, 2024

OPS24-016, Windrows Pilot Program Extension – Service Delivery Options, July 2, 2024

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OPS24-007, Windrow Pilot Project – Additional Information, April 23, 2024

OPS24-004, Windrow Pilot Project – Update, April 2, 2024

OPS23-020, Potential Snow Windrow Removal Assistance Pilot Project, September 19, 2023

Pre-submission Review

Agenda Management Team review on March 26, 2026

Approvals

Approved by Sara Tienkamp, Director, Operational Services

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora

Committee of the Whole Report

No. PDS26-028

Subject: Don Hillock Drive and Goulding Avenue Parking Allowance

Prepared by: Michael Bat, Transportation and Traffic Analyst

Department: Planning and Development Services

Date: April 14, 2026

Recommendation

1. That Report No. PDS26-028 be received; and
2. That Parking Bylaw No. 4574-04.T be amended to allow on-street parking on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way).

Executive Summary

A request was received from the York Regional Police Association (YRP) to lift the existing on-street parking prohibitions on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way) to facilitate the ongoing parking challenges experienced at the YRP Headquarters.

- The Town's Parking Bylaw No. 4574-04.T prohibits on-street parking on both sides of the street within the subject area.
- Temporary parking allowances have been put in place on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way) as requested by the YRP.
- Should Council approve the subject parking bylaw amendment, it is estimated that an additional 47 on-street parking spaces can be made available.

Background

The Town's Parking Bylaw No. 4574-04.T prohibits on-street parking on both sides of the street within the subject area

On-street parking is generally restricted on non-residential roads to accommodate expected high-volume traffic movement and heavy vehicles.

The existing road conditions of Don Hillock Drive (collector road) and Goulding Avenue (local road) are generally consistent with the Town's Engineering Design Standards for the respective road classification.

Don Hillock Drive: Is a two-lane collector road with single lane per travel direction. It has an urban cross-section with curbs on both sides of the road and sidewalk on the south side. The existing pavement is 11.5 m wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 50 km/h.

Goulding Avenue: Is a two-lane local road with single lane per travel direction. It has an urban cross-section with curbs on both sides of the road. The existing pavement is 11.5 m wide and in accordance with the Town Zoning By-law No. 4574-04.T the posted speed limit is 50 km/h.

Analysis

Temporary parking allowances have been put in place on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way) as requested by the York Regional Police Association.

A request to evaluate the existing on-street parking allowance within the subject area was received from the York Regional Police (YRP). The YRP indicated that parking at the YRP headquarters located on Don Hillock Way is at capacity due to increased volume.

Operations has placed bags over the no parking signs temporarily while staff assess the request and Bylaw has been made aware of the temporary parking changes.

Should Council approve the subject parking bylaw amendment, it is estimated that an additional 47 on-street parking spaces can be made available.

Staff have completed a preliminary parking assessment and have determined that by allowing parking on one side of the road the following spaces can be provided (Attachment 1):

- Don Hillock Drive (south side between Leslie Street and Goulding Avenue): an estimated 29 parking spaces can be provided.
- Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way): an estimated 18 spaces can be provided.

If parking on one side of the street is made permanent, the YRP has been made aware that overnight parking will still not be permitted during the winter months to allow for snow clearing from November 15 to April 15 between 2am and 6am.

The Town-wide Parking Study is currently underway with the anticipated completion date of Q4 2026. Given the ongoing parking challenges experienced by the YRP and in consideration of the minimal impact resulting from the subject on-street parking allowance, it is generally supportable to proceed with the parking bylaw amendment in advance of the Town-wide Parking Study.

Advisory Committee Review

None.

Legal Considerations

The Town has a duty to take reasonable steps to maintain road safety for all users. Responding to and appropriately investigating concerns raised by the public is an important part of reducing the risk of potential claims. By investigating concerns and adopting reasonable recommendations resulting from the investigation, the Town can show that it acted prudently, thereby helping it defend itself against legal claims while promoting a safer environment for the travelling public. Where the investigation is comprehensive and concludes that no modification or mitigation is necessary, the Town's liability exposure would generally not be increased, as it can demonstrate that it exercised reasonable judgment based on the information available at the time.

Financial Implications

Should Council approve the subject parking bylaw amendment as requested by the York Regional Police Association, the estimated cost is approximately \$5,000 for the one-time update (labour and material) of all required signage. This cost would be funded from the Town's existing approved operating budget.

Communications Considerations

None.

Climate Change Considerations

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

Link to Strategic Plan

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

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

This report presents to Council a potential lifting of the existing on-street parking prohibitions on Don Hillock Drive (south side between Leslie Street and Goulding Avenue) and Goulding Avenue (west side between Don Hillock Drive and Eric T Smith Way) to facilitate the ongoing parking challenges experienced at the York Regional Police Headquarters.

Under existing conditions, on-street parking within the subject area is prohibited on both sides of the street.

Should Council approve the subject parking bylaw amendment as requested by the York Regional Police Association, it is estimated that approximately 47 on-street parking

spaces can be provided at a one-time cost (labour and material) of approximately \$5,000 (Attachment 1).

Attachments

Attachment 1 - Proposed Parking Allowance Locations on Don Hillock Drive and Goulding Avenue

Previous Reports

None.

Pre-submission Review

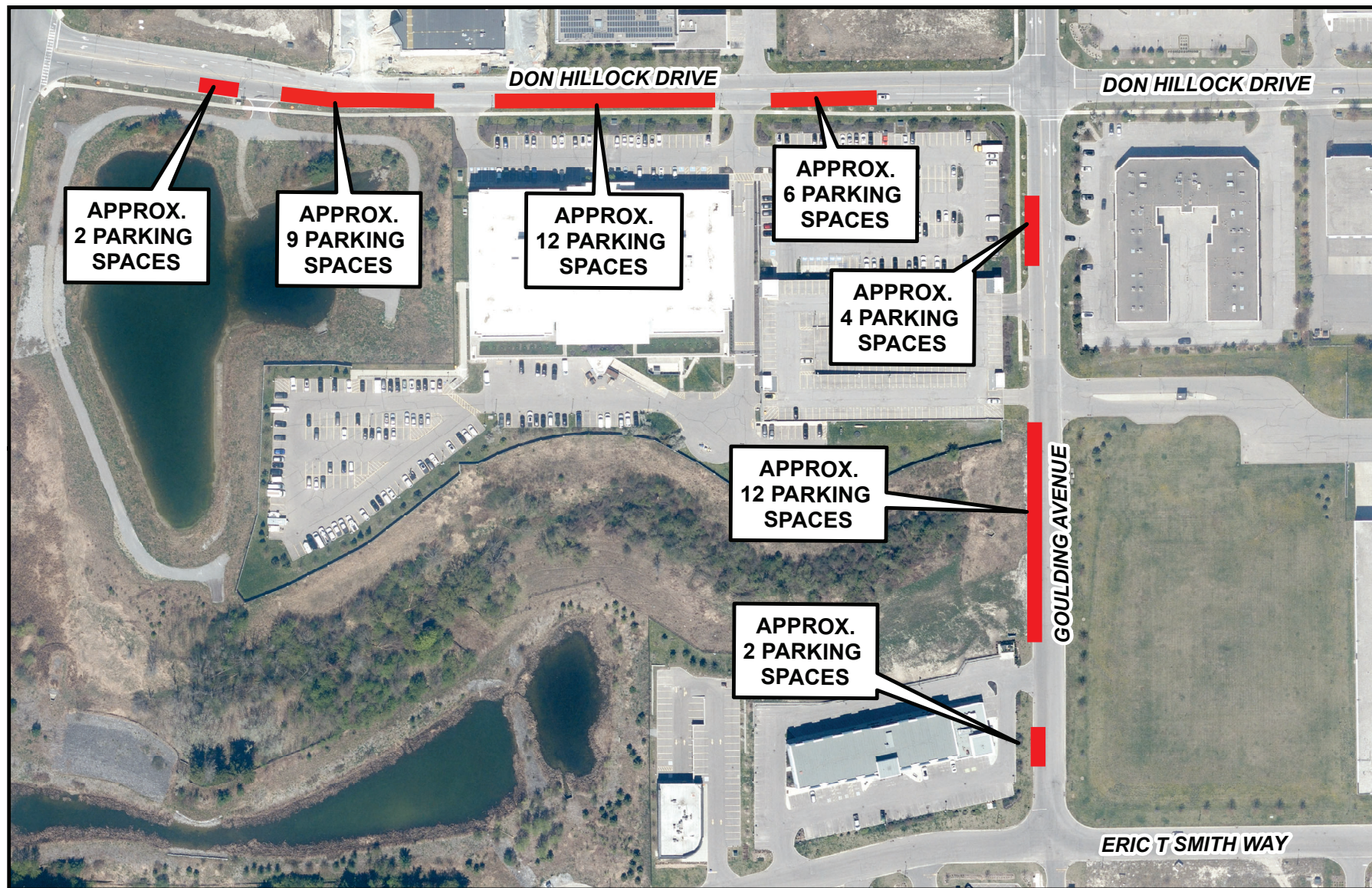
Agenda Management Team review on March 26, 2026

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services


Approved by Doug Nadorozny, Chief Administrative Officer


PDS26-028 - Attachment 1-Proposed Parking Allowance Locations on Don Hillock Drive and Goulding Avenue





ATTACHMENT 1
PROPOSED PARKING ALLOWANCE
LOCATIONS ON DON HILLOCK DRIVE
AND GOULDING AVENUE

LEGEND

 **PROPOSED PARKING AREAS**
 APPROX 47 TOTAL SPACES

0 20 40

 Metres

 N


AURORA
You're in Good Company

Map created by the Town of Aurora Corporate Services Department March 11, 2026. Base data provided by York Region and Aurora - GIS. This is not a legal survey.
 Document Path: J:_Departments_spa\c\Works\IES Maps - Engineering\For Michael Ha\3443- Don Hillock and Goulding Parking Areas\MAPS\Goulding Don Hillock.mxd



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Town of Aurora
Information Report
No. PDS26-029

Subject: Bank of Approved Street Names Update

Prepared by: Peter Fan, Planner

Department: Planning and Development Services

Date: April 14, 2026

Recommendation

1. That Report No. PDS26-029 be received for information.

Executive Summary

This report provides a summary and update to the Town's Banked Street Names. This review was undertaken as per the Town's Street Naming Policy's requirement for Staff to maintain a current and suitable list for use as development continues and street networks expand within the Town.

As a result of the review, a number of streets were deemed to be no longer suitable to be included on the banked list and have been removed. This report is provided for Council's information.

- Out of 134 approved street names, 58 names were deemed to be no longer suitable to be on the list of banked names, leaving 76 names on the list.

Background

The Town maintains a bank of Council approved street names readily available for selection and assignment. The banked names serve as a pool of Council approved names; deemed desirable to promote the outstanding and/or exemplary contributions of persons in the community both past and present

While street names included in the bank have received Council approval, they remain subject to further review and input by Emergency Services (Central York Fire Services,

York Region – Police, EMS, Bell 911) to confirm suitability for municipal addressing and emergency responses.

Over time, development within the Town and surrounding Municipalities can affect the availability of the approved street names. Street names that were once approved may become unavailable or assigned to neighbouring municipalities. As a result, periodic review of the list of banked names is required to maintain a current and suitable list.

Analysis

Out of 134 approved street names, 58 names were deemed to be no longer suitable to be on the list of banked names, leaving 76 names on the list.

The Town initiated a review of the existing Bank of Approved Street Names with the Region to confirm whether any names that were listed had been used in either The Town of Aurora, or in neighbouring municipalities. The primary focus of this review was to identify which names were no longer suited for the Town to use. These names were subsequently removed from the banked names to minimize the potential confusion in Municipal addressing and emergency responses.

As part of this review:

- 58 names were identified to be removed from the list of approved names (Appendix A)
 - Two (2) names were identified to be used by City of Vaughan;
 - One (1) name was identified to be used by the Region;
 - Nine (9) names were identified to be used by the City of Richmond Hill;
 - Two (2) names were identified to be used by the Township of King;
 - Nine (9) names were identified to be used by the City of Markham;
 - Three (3) names were identified to be used by the Town of Newmarket;
 - Three (3) names were identified to be used by more than one Municipality; and
 - Twenty-nine (29) names were identified to be similar, or already used in the Town of Aurora.
- 76 names remain in the approved Bank of Approved Street names (Appendix B)

The updated bank of street names will continue to be used with veteran names being the first priority when assigning municipal addresses. As with all proposed street names

assignments, names chosen from the bank will continue to be circulated to Emergency Services to confirm their suitability.

Additionally, the Bank of Approved Street Names will continue to be updated and reviewed periodically to ensure that it remains current for future developments.

Advisory Committee Review

Not Applicable.

Legal Considerations

There are no legal considerations.

Financial Implications

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

Communications Considerations

The Town will provide notice of the affected streets explaining why the name has been removed on the Town's Planning and Development web page.

Climate Change Considerations

The information contained within this report does not impact greenhouse gas emissions or impact climate change adaptation.

Link to Strategic Plan

The update to the Bank of Approved Street names supports the Town's strategic goal of "maintaining and expanding infrastructure to support forecasted population growth" by ensuring that emergency services, mapping, servicing infrastructures, and new municipal addressing are swiftly implemented.

Alternative(s) to the Recommendation

Not applicable.

Conclusions

This report provides Council with an update of street names that are deemed to no longer be suitable or appropriate for the Town. Planning Saff will continue its' ongoing efforts to ensure that the Town maintains an updated list of approved street names to facilitate the orderly growth the Town.

Attachments

Appendix A – Banked Street Names to be Removed

Appendix B – Names to Remain in Bank of Street Names

Previous Reports

None.

Pre-submission Review

Agenda Management Team review on March 26, 2026

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer

APPENDIX 'A'

Banked Street Names to be Removed

Number	Name Reserved	Historical Reference	Reason for Removal
1	ALLAN	Aurora Sports Hall of Fame	Already in use in Newmarket
2	AMOS	War Memorial Cenotaph	Already in use in Markham
3	ASH	Altar of Sacrifice	Already in use in Newmarket
4	BENJAMIN	Altar of Sacrifice	Already in use in Vaughan
5	BLICK	Citizen of the Year – 1970	Similar name/ name already in use in Aurora
6	BRADBURY	Altar of Sacrifice	Similar name/ name already in use in Aurora
7	BUNN	Past Councillor – 1933-37	Similar name/ name already in use in Aurora
8	BURGON	Altar of Sacrifice	Similar name/ name already in use in Aurora
9	CAMPBELL	War Memorial Cenotaph	Similar name/ name already in use in Aurora
10	CHADWICK	Altar of Sacrifice	Already in use in Richmond Hill
11	CHAMBERLAIN	War Memorial Cenotaph	Already in use in King
12	CHAS SMITH	War Memorial Cenotaph (WWI 1914-19)	Similar name/ name already in use in Aurora
13	CONSTABLE	Past Councillor	Similar name/ name already in use in Aurora
14	COX	Altar of Sacrifice	Already in use in Markham
15	CRAIGIE, LEWIS	War Memorial Cenotaph	Already in use in Richmond Hill
16	CLARK	Aurora Sports Hall of Fame	Already in use in Markham
17	CROSSLEY	Altar of Sacrifice	Similar name/ name already in use in Aurora
18	CUTLER	Altar of Sacrifice	Already in use in King
19	DAWSON, ANGUS	Altar of Sacrifice	Similar name/ name already in use in Aurora
20	DAWSON, CHARLES	Altar of Sacrifice	Similar name/ name already in use in Aurora
21	DEAN	Aurora Sports Hall of Fame	Already in use in Vaughan
22	DOUGLASS, ED	War Memorial Cenotaph	Similar name/ name already in use in Aurora
23	ELDER	Aurora Sports Hall of Fame	Already in use in Richmond Hill

24	ELWOOD	War Memorial Cenotaph	Similar name/ name already in use in Aurora
25	FISH	Past Councillor – 1944	Similar name/ name already in use in Aurora
26	FORESTER	War Memorial Cenotaph	Already in use in Markham
27	GALBRAITH	Aurora Sports Hall of Fame	Already in use in Markham
28	GRAHAM	Aurora Sports Hall of Fame	Similar name/ name already in use in Aurora
29	GRAY	War Memorial Cenotaph	Already in use in Richmond Hill
30	GRIFFITH	Early Landowner of the 1880's (48 Mosley St.)	Similar name/ name already in use in Aurora
31	GUNTON	Past Councillor – 1940-43	Similar name/ name already in use in Aurora
32	HARRIS	War Memorial Cenotaph	Already in use in Markham
33	HARTMAN	War Memorial Cenotaph	Similar name/ name already in use in Aurora
34	HAYES	Altar of Sacrifice	Similar name/ name already in use in Aurora
35	HEATH	Altar of Sacrifice	Similar name/ name already in use in Aurora
36	HIGGS	War Memorial Cenotaph	Similar name/ name already in use in Aurora
37	MARSHALL	War Memorial Cenotaph	Already in use in Richmond Hill
38	MCKENZIE	Altar of Sacrifice	Already in use in East Gwillimbury and Vaughan
39	MERCHANT	War Memorial Cenotaph	Similar name/ name already in use in Aurora
40	MORLAND IV	Aurora Sports Hall of Fame	Similar name/ name already in use in Aurora
41	MORNING	Altar of Sacrifice	Similar name/ name already in use in Aurora
42	MURPHY	Aurora Sports Hall of Fame	Already in use in Richmond Hill
43	PROCTOR	War Memorial Cenotaph	Already in use in Markham and King
44	ROSE	War Memorial Cenotaph	Similar name/ name already in use in Aurora
45	ROUTLEDGE	War Memorial Cenotaph	Already in use in Richmond Hill
46	RUTHERFORD	Altar of Sacrifice	Already in use by the Region
47	STAFFORD	Aurora Sports Hall of Fame	Already in use in Newmarket
48	STAPLES	Past Councillor – 1911	Already in use in Richmond Hill
49	STEPHENSON	Altar of Sacrifice	Already in use in Richmond Hill
50	STEWART	War Memorial Cenotaph	Similar name/ name already in use in Aurora
51	STYLES	Altar of Sacrifice	Similar name/ name already in use in Aurora
52	THOMSON	Aurora Sports Hall of Fame	Already in use in Markham
53	THOMPSON	Altar of Sacrifice	Similar name/ name already in use in Aurora

54	VICKERS	Aurora Sports Hall of Fame	Already in use in Markham
55	WALL	Aurora Sports Hall of Fame	Already in use in Markham
56	WATSON	War Memorial Cenotaph	Already in use in Newmarket and Stouffville
57	WILKINSON	War Memorial Cenotaph	Similar name/ name already in use in Aurora
58	YULE	Past Reeve, 1880, 1884-88, 1892-95	Similar name/ name already in use in Aurora

APPENDIX 'B'

Names to Remain in Bank of Street Names

Number	Name Reserved	Historical Reference
1	BROWN, WILLIAM	Altar of Sacrifice
2	DAVIS, GEORGE	Altar of Sacrifice
3	EDWARDS	Altar of Sacrifice
4	GITTINS	Altar of Sacrifice
5	KING, PERRY	Altar of Sacrifice
6	KING, WILLIAM D.	Altar of Sacrifice
7	PAGAN	Altar of Sacrifice
8	SNIVELY, DOUGLAS	Altar of Sacrifice
9	TURP	Altar of Sacrifice
10	WALKER, GORDON V.	Altar of Sacrifice
11	WILLIAM TRANMER	Altar of Sacrifice
12	HARRY KAY	Altar of Sacrifice
13	REGINALD WADE	Altar of Sacrifice
14	ALEXANDER, G.	War Memorial Cenotaph
15	ALLEN, HENRY H.	War Memorial Cenotaph
16	ALLEN, JAMES	War Memorial Cenotaph
17	BROWN, HAROLD	War Memorial Cenotaph
18	BROWN, HERMAN	War Memorial Cenotaph
19	BROWN, SHERMAN	War Memorial Cenotaph
20	BROWN, STANLEY G.	War Memorial Cenotaph
21	CRAIGIE, WM.	War Memorial Cenotaph
22	CROSSKILL	War Memorial Cenotaph
23	DAVIS, A. ERNEST	War Memorial Cenotaph
24	DOYLE, MAX	War Memorial Cenotaph

25	DOYLE, WILFRED	War Memorial Cenotaph
26	EXLEY	War Memorial Cenotaph
27	FERGUSON, JOHN	War Memorial Cenotaph
28	FERGUSON, LEONARD	War Memorial Cenotaph
29	HARMAN, R. CHAS	War Memorial Cenotaph
30	HARMAN, WM. J.	War Memorial Cenotaph
31	HOWARD, THOS. GEO.	War Memorial Cenotaph
32	JONES, C.W	War Memorial Cenotaph
33	LITTLE	War Memorial Cenotaph
34	MULLOY	War Memorial Cenotaph
35	WALKER, WM.	War Memorial Cenotaph
36	ROBERT RUMBLE	War Memorial Cenotaph (WWII 1939-45)
37	ANSELL	Aurora Sports Hall of Fame
38	BAIN	Aurora Sports Hall of Fame
39	BEDARD	Aurora Sports Hall of Fame
40	BOUCHARD	Aurora Sports Hall of Fame
41	BUCKLAND	Aurora Sports Hall of Fame
42	CHAPPELL	Aurora Sports Hall of Fame
43	DIGIROLAMO	Aurora Sports Hall of Fame
44	GARDNER, DAVE	Aurora Sports Hall of Fame
45	GARDNER, RYAN	Aurora Sports Hall of Fame
46	GIROUX	Aurora Sports Hall of Fame
47	HEESE	Aurora Sports Hall of Fame
48	HOTHAM	Aurora Sports Hall of Fame
49	KITCHEN	Aurora Sports Hall of Fame
50	LEEMING	Aurora Sports Hall of Fame
51	MACKEN	Aurora Sports Hall of Fame
52	PALMATEER	Aurora Sports Hall of Fame
53	ROMAGNOLI	Aurora Sports Hall of Fame
54	STEENHORST	Aurora Sports Hall of Fame
55	STUNDEN	Aurora Sports Hall of Fame

56	PARANINFO	Citizen of the Year – 1982
57	MOBBS	Citizen of the Year – 1998
58	KERR, KIMBERLEY	Community Advocate and Volunteer
59	FATHERS	Early Landowner from 1800's (Conc.1, Lot 79)
60	DE HOEN	Early Landowner from 1800's (Conc.2, Lot 17)
61	WAUGH	Early Landowner of the 1800's (Conc.1, Lot 71)
62	PARGETER	Early Landowner of the 1800's (Conc.1, Lot 85)
63	BUGG	Early Landowner West of Yonge St: Con 1 lot 86
64	KROCHTER	Former Aurora Police Officer James Krochter
65	GREGOIRE, FRANK	Local Educator
66	PUGH	Local Volunteer
67	OUGH	Past Reeve, Hardware Merchant – 1890-91
68	HINDER	Past Councillor
69	QUERRIE	Past Councillor – 1884-86
70	BLAY	Past Councillor – 1933
71	LARGE	Past Councillor – 1934
72	SWINDLE	Past Councillor – 1944, 1947-48
73	PAIVIO	Past Councillor – 1983-88
74	NORM STEWART	Past Councillor
75	HULSE	Past Councillor – 1913 -15
76	FLO MURRAY	Volunteer and Advocate of Aurora's Senior Population



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Town of Aurora
Committee of the Whole Report
No. PDS26-031

Subject: Request for Increased Capital Budget Authority for Capital Project GN0163 – Yonge Street Active Transportation Facilities

Prepared by: Glen McArthur, Municipal Engineer

Department: Planning and Development Services

Date: April 14, 2026

Recommendation

1. That Report No. PDS26-031 be received; and
2. That the total approved budget authority for Capital Project No. GN0163 be increased to \$7,861,100 representing an increase of \$2,531,900; and
3. That the proposed total budget authority of \$7,861,100 be funded by \$4,561,100 from roads and related development charges, \$500,000 from the Growth and New reserve and a \$2,800,000 contribution from York Region.

Executive Summary

The intent of this report is to seek Council approval of an increase to the total approved capital budget authority for Capital Project GN0163, Yonge Street Active Transportation Facilities.

- Active transportation facilities are currently not provided along Yonge Street between Bloomington Road and Industrial Parkway South.
- It was determined that a multi-use path on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities.
- York Region has agreed to fund 50 per cent (up to \$2.8M) of the construction cost of the multi-use path.

- **The full contract value results in this project's capital budget authority being exceeded.**

Background

Active transportation facilities are currently not provided along Yonge Street between Bloomington Road and Industrial Parkway South.

Active transportation facilities are not currently provided along Yonge Street between Bloomington Road and Industrial Parkway South. Pedestrians and cyclists are sharing the road with motorists without dedicated and separated facilities to access services and amenities north of this area. The construction of these active transportation facilities will increase the safety for all road users and is consistent with the recommendations from the 2024 Active Transportation Master Plan.

Analysis

It was determined that a multi-use path on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities.

Staff hired a consultant to undertake a detailed design of active transportation facilities along Yonge Street from Bloomington Road to Industrial Parkway South in consultation with Interested Parties including York Region. It was determined that a multi-use path (MUP) on the west side of Yonge and a sidewalk on the east side of Yonge would be the preferred alignment for active transportation facilities in this corridor.

York Region has agreed to fund 50 per cent (up to \$2.8M) of the construction cost of the multi-use path.

The Region has agreed to fund part of the eligible construction cost of the MUP under their Pedestrian and Cycling Program. This program funds certain eligible costs towards local municipality initiated MUP facilities. A written agreement has been put in place with the Region which includes funding of 50 per cent (up to \$2.8M) of the construction cost of the MUP.

The full contract value results in this project's capital budget authority being exceeded.

A Request for Tender was issued on February 23, 2026, for the construction of active transportation facilities. The first compliant bid as determined through the Town's procurement process has resulted in this project's total requirements exceeding its present capital budget authority (Table 1).

As per the Town's usual best practice, when it is responsible for the delivery of a capital project which includes a cost recovery from a third party, the project's capital budget authority should include the full contract cost. Any third-party cost recovery revenue forms part of the project's capital budget authority funding sources.

When the full contract value including unrecoverable HST is considered, this project's total requirements exceed its current capital budget authority by \$2,531,900.

Table 1. Updated Estimated Cost Requirements for Capital Project GN0163

Description	Amount
Approved Capital Budget Authority	\$5,329,200
Less Previous Commitments (incl. 1.76% HST) <ul style="list-style-type: none"> • Detailed Design • Subsurface Investigation 	\$ 457,400
Estimated Utility Relocation Allowance	\$1,100,000
Remaining Capital Budget Available	\$3,771,800
Proposed Construction Contract Award (incl. 1.76% HST)	\$6,303,700
Funding from York Region (50% of MUP) ¹	Up To \$2.8M
Additional Funding Required	\$2,531,900

¹ The Region will fund 50% of the MUP on the west side of Yonge, to an upset limit of \$2.8M.

Advisory Committee Review

N/A

Legal Considerations

The procurement process with respect to this project yielded bids that were all above the approved budget. Consequently, Council approval is required to increase the project budget for staff to be able to award the project to a compliant bidder.

Financial Implications

As part of the 2025 adopted budget the capital budget authority for Project No. GN0163 – Active Transportation Facilities – Yonge – Bloomington – Go Bridge was increased from \$200,000 to \$5,329,200 in support of the construction phase of this project. With the inclusion of its full construction contract costs, this project's total requirements are \$7,861,100, which are \$2,531,900 above this project's current budget authority. To enable this project to proceed, staff recommend that this project's total budget authority be increased to a total of \$7,861,100. Further, staff recommend that this total budget authority be funded with \$4,561,100 from roads and related development charges, \$500,000 from the Growth and New reserve and a \$2,800,000 contribution from York Region. Should the Town's cost recovery from York Region differ from what is anticipated, its other funding sources will be adjusted accordingly.

Communications Considerations

Consultation was undertaken with Interested Parties during the design of this project through Public Information Centres and workshops. Signage, notices, and a project website will be maintained on the Town's Engage Aurora platform for the duration of construction to keep the community informed.

Climate Change Considerations

The project supports the goals under the Town's Energy Conservation and Demand Management Plan and Community Energy Plan by promoting low-carbon transportation, reducing emissions, and using climate resilient infrastructure.

Link to Strategic Plan

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

Alternative(s) to the Recommendation

1. That Council provide direction.

Conclusions

Active transportation facilities are not currently provided along Yonge Street between Bloomington Road and Industrial Parkway South. The construction of these active transportation facilities will increase the safety for all road users and is consistent with the recommendations from the 2024 Active Transportation Master Plan.

The Region has agreed to fund part of the eligible construction cost of the MUP under their Pedestrian and Cycling Program up to 50 per cent of the multi-use path. When the Town is responsible for the delivery of a capital project which includes a cost recovery from a third party, the project's capital budget authority should include the full contract cost. With the inclusion of its full construction contract costs, this project's total requirements are \$7,861,100, which are \$2,531,900 above this project's current budget authority.

Attachments

N/A

Previous Reports

N/A

Pre-submission Review

Agenda Management Team review on Select review date

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer



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Town of Aurora

Member Motion

Mayor's Office

Re: Annual Review and Release of Closed Session Materials

To: Members of Council

From: Mayor Tom Mrakas

Date: April 14, 2026

Whereas the Town of Aurora is committed to transparency, accountability, and maintaining public trust in municipal governance; and

Whereas Section 239 of the *Municipal Act, 2001* permits closed sessions only in limited circumstances and does not require confidentiality to be maintained indefinitely; and

Whereas information considered in closed session may, over time, no longer meet the criteria for continued confidentiality;

1. Now Therefore Be It Hereby Resolved That Council directs staff to conduct an annual review of all closed session reports, minutes, and related materials; and
2. Be It Further Resolved That staff, in consultation with the Town Solicitor, assess which closed session materials no longer require confidentiality under Section 239 of the *Municipal Act, 2001* or any other applicable legislation; and
3. Be It Further Resolved That closed session materials deemed eligible for public release be released in full or in redacted form, as required, to protect personal, financial, security, legal, or other confidential information; and
4. Be It Further Resolved That staff provide an annual public report to Council, summarizing:
 - a. the number and general nature of closed session items reviewed;
 - b. materials released;
 - c. materials recommended to remain confidential;
 - d. the rationale for continued confidentiality where applicable; and
 - e. That this annual review and reporting process be incorporated as a standard governance practice of the Town.



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Town of Aurora

Member Motion

Councillor Gallo

Re: Reporting Framework for Members attending Conferences, Seminars and External Events

To: Mayor and Members of Council

From: Councillor John Gallo

Date: April 14, 2026

Whereas Members of Council attend conferences, seminars, and external events at the expense of the Town of Aurora, either through direct funding, conference budgets, or reimbursements in accordance with the Compensation and Support for Members of Council Policy; and

Whereas these events are intended to provide professional development, enhance municipal knowledge, and bring forward best practices that can benefit the Town and its residents; and

Whereas there is currently no formal, standardized requirement for Members of Council to report back publicly on the value, insights, or outcomes of their attendance; and

Whereas transparency and accountability in the use of public funds are essential to maintaining public trust; and

Whereas sharing knowledge gained from conferences can support informed decision-making and provide value to the broader Council and community; and

Whereas ensuring transparency, accountability, and value for taxpayer-funded conference attendance, while strengthening knowledge-sharing among Members of Council, is in the public interest;

Now Therefore Be It Hereby Resolved That:

1. Staff be directed to develop a written reporting framework requiring Members of Council who attend a conference, convention, seminar, or external events at the expense of the Town; and
2. The written report framework include, at minimum:

Reporting Framework for Members attending Conferences, Seminars and External Events

April 14, 2026

Page 2 of 2

- The name, date, and location of the conference or event;
 - Total cost incurred by the Town, including registration, travel, accommodation, and related expenses;
 - Key topics, sessions, or discussions attended;
 - Summary of key learnings and takeaways;
 - Any relevant best practices or ideas that could be considered for implementation in the Town of Aurora; and
3. Such reports be included on a public Council or Committee of the Whole agenda for information purposes, within a defined timeframe following the conference, seminar or external event; and
 4. Staff report back on any administrative, financial, or procedural implications of implementing this requirement, including potential alignment with existing policies or expense reporting practices.



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Town of Aurora
Memorandum
Mayor's Office

Re: York Regional Council Highlights of March 26, 2026
To: Members of Council
From: Mayor Mrakas
Date: April 14, 2026

Recommendation

- 1. That the York Regional Council Highlights of March 26, 2026, be received for information.**

Attachments

1. York Regional Council Highlights of March 26, 2026

COUNCIL HIGHLIGHTS

FOR IMMEDIATE RELEASE



Thursday, March 26, 2026

York Regional Council – Thursday, March 26, 2026

Live streaming of the public session of Council and Committee of the Whole meetings is available on the day of the meeting from 9 a.m. until the close of the meeting. Past sessions are available at york.ca/CouncilAndCommittee

York Region Transit celebrates 25 years of service

York Regional Council recognized the [25th anniversary of York Region Transit \(YRT\)](#), marking a quarter-century of connecting people and places across the Region. Since its launch, YRT has grown into a key service that supports safe, reliable and accessible mobility for residents while helping build more connected communities.

Council acknowledged the contributions of transit staff and the vital role YRT continues to play in supporting growth, sustainability and quality of life across York Region.

Throughout 2026, YRT is hosting special events, displays, community open houses and a “Transit Memories” contest that invites riders to share meaningful transit stories for a chance to win anniversary prize packs.

More information about the York Region Transit’s 25th anniversary celebration can be found at [YRT/Celebrate25](#)

Public health assessment supports community well-being

Regional Council received the [Public Health Assessment and 2025 Key Trends Report](#), which provides an overview of residents’ health and well-being and identifies emerging trends to support future public health planning and service delivery.

While York Region remains among the healthiest communities in Ontario, with high life expectancy and a strong sense of community belonging, the report highlights where inequities persist and where focused action is required.

Key findings include:

- Chronic diseases remain the leading cause of death
- Mental health concerns are rising, particularly among youth
- Health behaviours such as physical activity, nutrition and sleep fall below recommended levels
- Food insecurity has nearly doubled since 2019
- Vaccine-preventable diseases have increased significantly
- Extreme heat is an emerging risk linked to climate change

The report also identifies opportunities to better support populations facing inequities related to income, housing instability and access to services. By combining data, insights and an [interactive dashboard](#),

York Region is strengthening evidence-based decision-making to improve health outcomes and reduce inequities across the community.

For more information or to explore the interactive Public Health Assessment Dashboard, visit york.ca/HealthData

York Region supports efforts to strengthen Ontario's economy and supply chains through contributions to proposed Buy Ontario policies

Regional Council [received an update](#) on The Regional Municipality of York's submission to the Province of Ontario on proposed Buy Ontario policies under the [Buy Ontario Act \(Public Sector Procurement\), 2025](#).

The Ministry of Public and Business Service Delivery and Procurement requested public input on proposed procurement directives under the act. The updated policies would require public sector entities to give preference to Ontario-made goods and services in areas such as light duty fleet vehicles and major goods and services for capital infrastructure and construction projects.

York Region supports the Province's efforts to strengthen Ontario's economy, build a resilient domestic supply chain, create jobs and support local industries. Through its submission, York Region is requesting clarity on feasibility, exemptions, applicable trade treaty compliance and timelines on proposed directives to ensure successful implementation and to continue delivering critical infrastructure and Regional services.

York Region is committed to working collaboratively with the Province and aligning Regional procurement procedures once policies are finalized.

Updated Vision will guide growth and strengthen communities

Regional Council has [approved a refreshed Vision](#) that reaffirms York Region's commitment to building strong, caring and safe communities, while reflecting the evolving needs of the Region's 1.29 million residents. The update provides clearer direction by emphasizing resilience, inclusion and accessibility.

Vision continues to focus on four key areas: economic vitality, healthy communities, a sustainable environment and good government, with greater emphasis on priorities such as affordability, innovation, mobility and trust in government. Council will align [strategic planning](#) and [budgeting](#) to support long-term value and respond to growth.

Progress will be tracked through community indicators and organizational performance measures, aligned with global standards, ensuring accountability and measurable results for residents.

To learn more about the Region's Vision, visit york.ca/Vision

York Region enhanced emergency readiness and resilience

Regional Council received the [2025 Emergency Management Annual Report](#), outlining continued progress in strengthening emergency preparedness and maintaining full compliance with provincial legislation, including the [Emergency Management and Civil Protection Act, 2024](#) and [Ontario Regulation 380/04](#).

The report highlights key activities undertaken to support emergency readiness, including hazard identification and risk assessments, updates to the Regional Emergency Management Plan, staff and partner training, emergency exercises and public education. More than 760 staff and partners received

training in 2025, and Council approved updates to the emergency management bylaw to reflect current requirements and clarify roles and responsibilities.

York Region identified severe weather, cyber attacks, infectious diseases, tornadoes, flooding and telecommunications disruptions among its top risks. The Region continues to work with municipal and community partners to strengthen coordinated response capabilities across all nine cities and towns.

Learn more about how to prepare for an emergency by visiting york.ca/BePrepared

Expanding access to life-saving AEDs across York Region

Regional Council [supported a motion](#) from City of Richmond Hill Regional Councillor Joe DiPaola to strengthen emergency preparedness and improve survival outcomes for residents experiencing sudden cardiac arrest.

Recognizing timely access to Automated External Defibrillators (AEDs) can save lives, Council directed staff to ensure all publicly accessible AEDs in Regional facilities are registered with AED Foundation Ontario, the province's official AED registry.

Council also directed staff to develop and promote awareness initiatives to encourage private businesses and community organizations to register their AEDs and help educate residents on their importance and use. These efforts aim to improve response times in cardiac emergencies and enhance community safety across York Region.

Agriculture and Agri-Food Advisory Committee presented with EDOC Award of Excellence

York Region Chairman and CEO Eric Jolliffe joined Town of Georgina Regional Councillor Naomi Davison and [formally presented](#) York Region's Agriculture and Agri-Food Advisory Committee with the Economic Developers Council of Ontario's (EDCO) 2025 Award of Excellence. The award was received in the Planning and Strategic Development category for York Region's [2024–2027 Agriculture and Agri-Food Sector Strategy](#).

The award recognizes innovative and collaborative economic development initiatives across Ontario. York Region's agriculture and agri-food sectors continue to play a vital role in the regional economy, contributing \$3.8 billion annually to GDP and supporting 67,000 jobs.

Developed in partnership with all nine local municipalities, the Agriculture and Agri-Food Advisory Committee and industry stakeholders, the strategy is advancing key priorities, with more than 60% of planned actions underway. Implementation will continue through 2027, with ongoing monitoring to ensure continued impact and responsiveness to emerging needs.

March Observances

Regional Council recognized the following observances in March 2026:

- [Social Work Week](#) – March 2-8, 2026
 - [Employee Appreciation Day](#) – March 6, 2026
 - [International Women's Day](#) – March 8, 2026
 - [International Day of Forests](#) – March 21, 2026
 - [World Down Syndrome Day](#) – March 21, 2026
 - [World Water Day](#) – March 22, 2026
 - [Earth Hour](#) – March 28, 2026
 - [International Day of Zero Waste](#) – March 30, 2026
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Next meeting of York Regional Council

The next Meeting of York Regional Council will be held on Thursday, April 23, 2026, at 9 a.m. in the York Region Administrative Centre Council Chambers, located at 17250 Yonge Street in the Town of Newmarket. The Council meeting will be streamed on york.ca/Live

The Regional Municipality of York consists of nine local cities and towns and provides a variety of programs and services to over 1.29 million residents and 57,000 businesses with more than 624,000 employees. More information about York Region's key service areas is available at york.ca/RegionalServices

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