



General Committee Meeting Agenda

**Tuesday, September 17, 2019
7 p.m.**

**Council Chambers
Aurora Town Hall**



**Town of Aurora
General Committee
Meeting Agenda**

Tuesday, September 17, 2019
7 p.m., Council Chambers

Councillor Kim in the Chair

1. Approval of the Agenda

Recommended:

That the agenda as circulated by Legislative Services be approved.

2. Declarations of Pecuniary Interest and General Nature Thereof

3. Community Presentations

4. Delegations

5. Consent Agenda

6. Advisory Committee Meeting Minutes

7. Consideration of Items Requiring Discussion (Regular Agenda)

**R1. PDS19-085 – Sidewalk Construction on Adair Drive, Bailey Crescent,
Davidson Road, Browning Court, Johnson Road, Holman
Crescent and Baldwin Road**

Recommended:

1. That Report No. PDS19-085 be received for information.

R2. CS19-034 – Noise Exemption Request – 25 Butternut Ridge Trail

Recommended:

1. That Report No. CS19-034 be received; and
2. That an exemption to the Town's Noise By-law No. 4787-06.P to allow for the construction of a five-storey apartment building between 6 a.m. and 8 p.m. Monday to Friday, which requires cast-in-place concrete slabs at 25 Butternut Ridge Trail, be approved; and
3. That a by-law to amend Noise By-law No. 4787-06.P be brought forward to a future Council meeting providing delegated authority to staff for the approval of noise exemptions for continuous pouring of concrete that cannot be interrupted once the operations have commenced.

R3. PDS19-070 – Strategies to Reduce Single-Use Plastic Straws

Recommended:

1. That Report No. PDS19-070 be received; and
2. That an Offer-First policy be implemented at all Town facilities and Town-run special events, offering plastic straws to customers rather than serving them automatically; and
3. That Council support the Federal and Provincial Governments' waste initiatives and that this report be forwarded to them for information.

R4. PDS19-073 – Approval for Capital Project No. 31133 – Photometric Analysis and Lighting Gap Study

Recommended:

1. That Report No. PDS19-073 be received; and

2. That this report satisfy Council's conditional budget approval for Capital Project No. 31133 – Photometric Analysis and Lighting Gap Study in the amount of \$100,000.

R5. PDS19-075 – Approval for Capital Project No. 31175 – Municipal Parking Lot Rehabilitation Study

Recommended:

1. That Report No. PDS19-075 be received; and
2. That this report satisfy Council's conditional budget approval for Capital Project No. 31175 – Municipal Parking Lot Rehabilitation Study in the amount of \$200,000.

R6. PDS19-077 – Additional Information Regarding the Feasibility of Implementing a Train Whistle Cessation Program for Aurora GO Train Crossings

Recommended:

1. That Report No. PDS19-077 be received; and
2. That the Town not proceed with the implementation of a Train Whistle Cessation Program.

R7. PDS19-080 – Application for Removal of (H) Holding Provision Highland Gate Developments Inc. (HGDI) 167, 171 and 175 Timberline Trail Lots 42, 43 and 44, Plan 65M-4644 File Number: ZBA(H)-2019-01 Related File Numbers: OPA-2015-01, ZBA-2015-02, and SUB-2015-01

Recommended:

1. That Report No. PDS19-080 be received; and

2. That the Application to Remove the (H) Holding Provision (File ZBA(H)-2019-01 from Lots 42 to 44 on the Draft Plan of Subdivision (SUB-2015-01) be approved; and
3. That the amending By-law to remove the (H) Holding Provision be presented for enactment at a future Council meeting; and
4. That the Mayor and Clerk be authorized to execute any and all agreements, documents and ancillary agreements required to give effect to the development.

8. Notices of Motion

- (a) **Mayor Mrakas**
Re: Canopy of Lights

9. New Business

10. Closed Session

11. Adjournment



**Town of Aurora
General Committee Report**

No. PDS19-085

Subject: Sidewalk Construction on Adair Drive, Bailey Crescent, Davidson Road, Browning Court, Johnson Road, Holman Crescent and Baldwin Road

Prepared by: Anca Mihail, Manager of Engineering and Capital Delivery

Department: Planning and Development Services

Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-085 be received for information.**

Executive Summary

The report provides information to Council on the construction of sidewalks on the following roads: Adair Drive, Bailey Crescent, Davidson Road, Browning Court, Johnson Road, Holman Crescent and Baldwin Road.

- The construction of sidewalks on one side of these municipal roads was included in capital projects nos. 31118 (Reconstruction of Browning Court, Johnson Road, Holman Crescent, Baldwin Road) and 31119 (Reconstruction of Adair Drive, Bailey Crescent, Davidson Road and Harriman Road). The design stage of these projects is presently underway.
- Town's 2009 Sidewalk Installation Policy, the 2013 Master Transportation Study, the 2016 Accessibility for Ontarians with Disability Act (AODA) and the 2018 Council Motion on "Complete Streets" support sidewalk construction, where gaps exist, and require to remove barriers to accessibility.
- A number of residents living on these streets oppose the construction of the proposed sidewalk mainly to maintain their driveway parking capacity, minimize impacts to trees and preserve the existing appearance of the community.
- Staff recommends construction of sidewalks on these streets to ensure pedestrian accessibility and trails connection in the area.

Background

Reconstruction of these roads are included in the Town's 10-year Capital Plan. These roads currently have a rural cross section with culverts and ditches and are proposed to be urbanized with new curbs, sidewalks and storm sewers.

The projects will be delivered in two stages: design for road reconstruction will take place in 2018/2019 and the reconstruction of streets in 2020.

The construction of the sidewalk on one side of these municipal roads was included in capital projects no. 31118 (Reconstruction of Browning Court, Johnson Road, Holman Crescent, Baldwin Road) and 31119 (Reconstruction of Adair Drive, Bailey Crescent, Davidson Road and Harriman Road). The design of these projects is presently underway.

Two Open Houses/Information Centers attended by 45 residents, were held at the Town of Aurora to present the preliminary design of the streets as follows:

- 18 residents attended an Open House on June 11, 2019, for the reconstruction of Browning Court, Johnson Road, Holman Crescent and Baldwin Road (from Johnson Road to Child Drive), and
- 27 residents attended an Open House on June 24, 2019 for the reconstruction of Adair Drive, Bailey Crescent, Davidson Road and Harriman Road.

The works consists primarily of full depth roadway reconstruction, watermain and sanitary sewer replacement, a new sidewalk on one side of the roadway, replacement of ditches with a storm sewer system including curb and gutter, Low Impact Development (LIDs) features such as bio-swales that will provide stormwater infiltration and treatment.

At this time, staff does not propose the construction of a sidewalk on Harriman Road, which cannot not be urbanized due to its location in the floodplain. Further investigation undertaken during the road design, demonstrates that, the construction of the sidewalk will require fill that cannot be placed due to limited floodplain storage in the area.

Town's 2009 Sidewalk Installation Policy, the 2013 Master Transportation Study, the 2016 Accessibility for Ontarians with Disability Act (AODA) and the 2018 Council Motion on "Complete Streets" support sidewalk construction where gaps exist and require to remove barriers to accessibility.

- 1) In September 2009, Council has approved the "**Sidewalk Installation Policy**" for the installation of sidewalks on Town's roads. The Policy ensures connectivity, safety and convenient pedestrian traffic in new development and existing areas. Sidewalks are essential infrastructure that provides safety, accessibility and walkability.
 - Safety – sidewalks offer a protected, dedicated space for all pedestrians, especially the most vulnerable, and when visibility is poor (e.g. weather related events, dark).
 - Universal accessibility – sidewalks provide universal accessibility regardless of ability level, including pedestrians with mobility challenges and those with limited sensory or cognitive limitations.
 - Safe routes to school – promotes walking and cycling to school.
 - Sustainable growth – as the Town's population grows, it is important to look at implementing active transportation principles, further reduce greenhouse gas (GHG) emissions, design complete streets and introduce a sidewalk culture that will provide eyes on the street.

For local roads, which is the case here, the 2009 Council policy stipulates that:

"Sidewalks shall be constructed on one side of the roadway with the following exceptions:

- Sidewalks are not required for cul-de-sacs with 30 units or less, unless the paths or walkways are within the cul-de-sac (e.g. Browning Court).
- Sidewalks shall be on both sides of the street if adjacent to high pedestrian generators like schools, institutional or commercial uses;
- All public walkways are required to connect to a sidewalk.

Sidewalks shall be constructed on both sides of the street, as part of a road reconstruction project, if the local road meets the following criteria:

- The road is scheduled to be reconstructed;
- There is sufficient road allowance to accommodate sidewalks on both sides of the street; and,
- Adjacent to high pedestrian areas such as schools, institutions, commercial, industrial and parks or pedestrian linkages.

If the above criteria are not met, sidewalks shall be constructed on one side of the street as part of a road reconstruction project.”

In this case, sidewalks are proposed on one side of the street.

- 2) **The 2013 Master Transportation Study**, endorsed and adopted by Council in May, 2013, included an Active Transportation Network Assessment to address, among others, the sidewalk gaps within the Town, and proposed a “Sidewalk Gap Priority Plan” that included the construction of the sidewalks on: Adair Drive, Bailey Crescent, Davidson Road, Browning Court, Johnson Road, Holman Crescent, Baldwin Road and Harriman Road. The sidewalk gap is to be addressed during the scheduled roads’ reconstruction.
- 3) **The 2018 Council Motion regarding Complete Streets**: Council at its meeting of March 27, 2018 approved the “Complete Streets” Motion as follows:

“Whereas municipalities are moving towards becoming complete communities; and

Whereas a Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists; and

Whereas Complete Streets offer wide-ranging benefits, are cost effective, sustainable, and safe;

1. Now Therefore Be It Hereby Resolved That staff add a Complete Streets policy as part of the Official Plan update, so that a “complete streets” philosophy be applied to the future development of the Town’s road network; and
2. Be It Further Resolved That a focus on “Designing, constructing and integrating new streets and retrofitting existing streets, where appropriate, to focus on the needs of pedestrians, cyclists and persons with disabilities

and ensuring safety, accessibility, convenience, and comfort of all street users be considered”.

- 4) **The Accessibility for Ontarians with Disabilities Act (AODA):** the Town has a duty to comply with the Accessibility for Ontarians with Disabilities Act (AODA) that took effect January 1, 2016. The AODA’s Built Environment Standards requires municipalities to remove barriers to accessibility and to construct sidewalks and pathways under the Design of Public Spaces (DoPS) Technical Requirements and Specifications.

A number of residents living on these streets oppose the construction of the proposed sidewalk mainly to maintain their driveway parking capacity, minimize impacts to trees and preserve the existing appearance of the community.

The designs, as presented at the Open Houses, were liked by most of the residents; however, the majority of people who attended both open houses opposed the construction of sidewalks on these streets.

In addition, two petitions were submitted against the construction of the sidewalk as follows:

- In September 2018 from 81 residences on Adair Drive, Bailey Crescent and Davidson Drive, with 61 residences opposing the construction of the sidewalk, six residences supporting it, and 14 being neutral.
- In June 2019 from all on Browning Court opposing the sidewalk construction.

Residents concerns are focused on the loss of driveway parking, loss of trees and winter maintenance, with residents on Browning Court being concerned there will be inadequate snow storage in the boulevard due to the proposed sidewalk.

With the proposed sidewalk configuration, the loss of driveway parking does not represent a significant issue, and the loss of trees is minimal. There will be only three trees impacted on all these streets as a result of the sidewalk construction, which will be replaced part of the construction contract.

The existing cul-de-sac at Browning Court is undersized and is not build to current Town standard, likely because of the age of this subdivision. This appeared to be one of the

September 17, 2019

Page 6 of 8

Report No. PDS19-085

main concerns residents have on this street regarding winter maintenance and snow storage. To resolve this, in the proposed design, staff enlarged the cul-de-sac substantially, from an existing approximate 9m radius to a 13m radius.

A total of five residents, who attended both Open Houses, provided their support to the construction of the sidewalk, noting that a sidewalk would make it safer for children when walking to the nearby schools, especially in the mornings when it is darker outside, and for seniors.

Staff recommends construction of sidewalks on these streets to ensure pedestrian accessibility and trails connection in the area.

By constructing sidewalks on these streets, the Town would be complying with its Sidewalk Installation Policy and the Complete Streets Motion.

In addition, the proposed sidewalks will provide trails connection in the area. The Oak Ridges Moraine Trail runs through this community and the new Highland Gate Trail will be connecting to it in the future, increasing the number of trail users.

In addition, in this area, there is a walkway that connects Knowles Crescent to Holman Crescent and Johnson Road to Browning Court, there are two schools (Regency Acres Public School and St. Joseph Elementary School), two nearby parks with amenities, on Glass Drive and Henderson Drive, and the proposed sidewalks would improve considerably pedestrian accessibility.

Advisory Committee Review

None.

Legal Considerations

By construction sidewalks on these streets, the Town would be complying with its Sidewalk Installation Policy and the Complete Streets Motion. The Town is required to ensure that sidewalks are accessible and therefore, any sidewalk constructed will be in accordance with not only Town standards but also those set out in the Design of Public Spaces Standard of the AODA.

Financial Implications

There are no financial implications at this time. The design and construction of sidewalks is included in the funding of the two capital projects.

After the construction, the operations cost related to the new sidewalk maintenance during winter season will increase by approximately \$2,500.

In the event that Council decides against the Sidewalk Installation Policy in Capital Projects 31118 and 31119, the sidewalk will be removed and the projects will be tendered without a sidewalk.

Communications Considerations

A letter has been sent out to all residents on the street informing them that this report will be presented to the General Committee on September 17, 2019.

Link to Strategic Plan

This project supports the Strategic Plan goal of supporting an exceptional quality of life for all, Objective 2: Invest in sustainable infrastructure – maintain and expand infrastructure.

Alternative to the Recommendation

1. THAT Council provide direction.

Conclusions

Staff recommends the construction of sidewalks on these streets to comply with the Town's 2009 Sidewalk Installation Policy, Council's "Complete Streets" Motion and the current AODA requirements. Building sidewalks in the communities will provide eyes on the street and introduce a sidewalk culture.

Attachments

- Attachment 1 – Capital Project No. 31118 – Key Plan
- Attachment 2 – Capital Project No. 31119 – Key Plan

September 17, 2019

Page 8 of 8

Report No. PDS19-085

Previous Reports

None.

Pre-submission Review

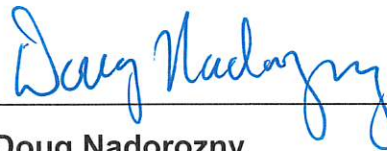
Agenda Management Team Meeting review on September 5, 2019

Departmental Approval



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

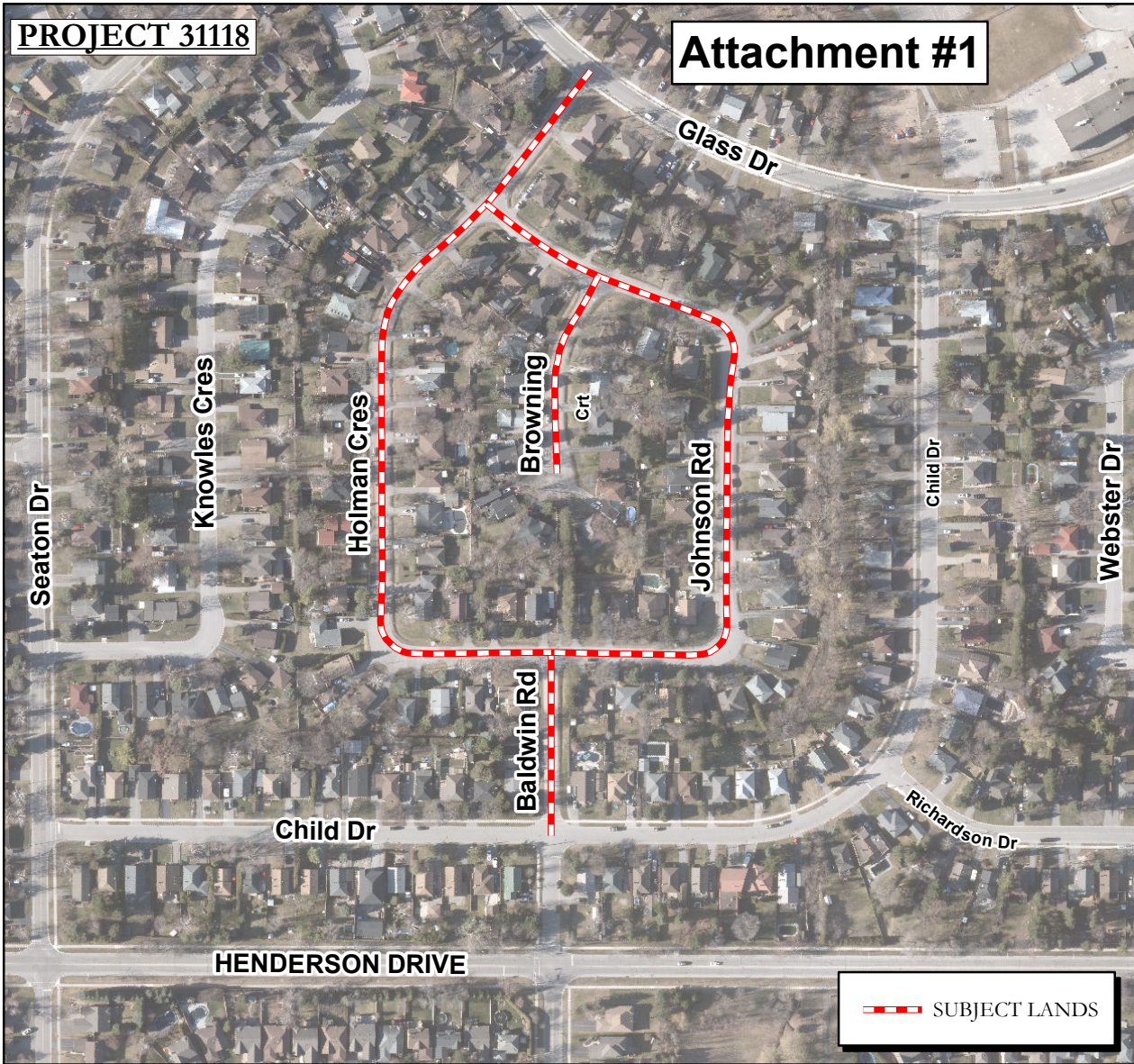
Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**

PROJECT 31118

Attachment #1



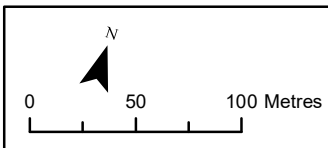
Holman Crescent - Photo #1



Johnson Road - Photo #2



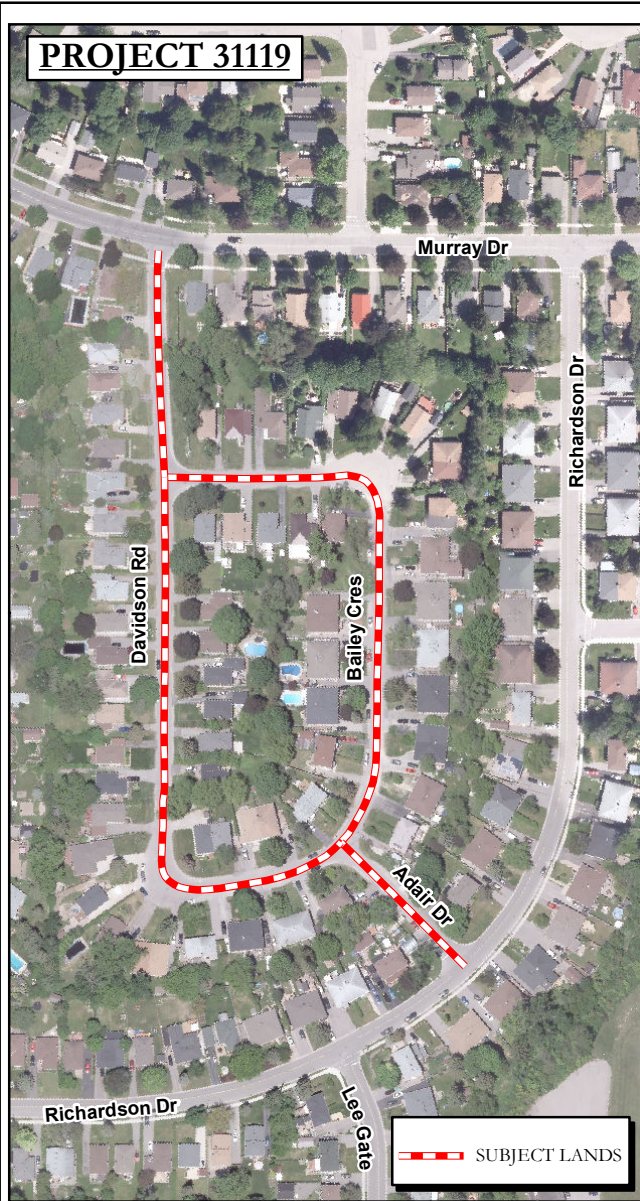
Baldwin Road- Photo #3



KEY PLAN
CAPITAL PROJECT 31118 RECONSTRUCTION BROWNING COURT
JOHNSON ROAD, HOLMAN CRESCENT, BALDWIN ROAD



Map created by the Town of Aurora Infrastructure & Environmental Services Department, June 1st, 2017. Base data provided by Aurora GIS & York Region. Air Photos taken Spring 2016, © First Base Solutions Inc., 2016 Orthophotography.



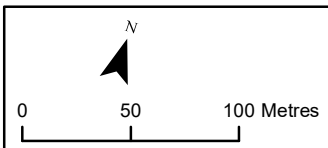
Davidson Road - Photo #1



Bailey Crescent - Photo #2



Harriman Road - Photo #3



KEY PLAN
CAPITAL PROJECT 31119 RECONSTRUCTION ADAIR DRIVE,
BAILEY CRESCENT, DAVIDSON ROAD, HARRIMAN ROAD



Map created by the Town of Aurora Planning and Development Services Department, June 1st, 2017. Updated on September 4th, 2019. Base data provided by Aurora GIS & York Region. Air Photos taken Spring 2018, © First Base Solutions Inc., 2018 Orthophotography.



**Town of Aurora
General Committee Report No. CS19-034**

Subject: Noise Exemption Request – 25 Butternut Ridge Trail

Prepared by: Alexander Wray, Manager of Bylaw Services

Department: Corporate Services

Date: September 17, 2019

Recommendation

- 1. That Report No. CS19-034 be received; and**
- 2. That an exemption to the Town’s Noise By-law No. 4787-06.P to allow for the construction of a five-storey apartment building between 6 a.m. and 8 p.m. Monday to Friday, which requires cast-in-place concrete slabs at 25 Butternut Ridge Trail, be approved; and**
- 3. That a by-law to amend Noise By-law No. 4787-06.P be brought forward to a future Council meeting providing delegated authority to staff for the approval of noise exemptions for continuous pouring of concrete that cannot be interrupted once the operations have commenced.**

Executive Summary

The purpose of this report is to obtain Council approval for an exemption to the Town’s Noise By-law No. 4787-06.P for the construction, pouring, and finishing of cast-in-place concrete slabs during the construction of the 5-storey apartment building located at 25 Butternut Ridge Trail.

- Concrete finishing for cast-in-place construction is common practice and requires significant time for the required end product
- The Town has provided this type of exemption for other construction projects of similar scale.
- Other municipalities have provided for an exemption in their Noise By-law or have delegated authority to staff to approve an exemption for continuous pour of concrete
- If staff receive delegated authority, a process will be established to provide notice of the exemption

Background

On March 7, 2019 a building permit was issued for the foundation of a 5-storey apartment building at 25 Butternut Ridge Trail. Construction is in progress and on August 14, 2019 Tridel Construction Company submitted a formal request for a noise exemption for future construction and work related to the cast-in-place concrete slabs.

Analysis

Concrete finishing for cast-in-place construction is common practice and requires significant time for the required end product

The construction of cast-in-place concrete slabs requires significant time to achieve a quality product. The concrete pour of a large slab can take several hours which will occur during the day. The concrete then requires time to cure and properly set. Once the concrete has set enough to walk on it, the power troweling can commence. The expected timeframe for completion of all construction work is November 2020. This is standard construction design and practice and for larger construction projects we will continue to receive requests for a noise exemption.

The Town has provided this type of exemption for other construction projects of similar scale

During the construction of Centro condominiums and Seniors Residence on Roy Harper Avenue, a similar request was made to Council through a delegation. At the time of the Centro development Council delegated the authority to staff to approve the ongoing noise exemption for the duration of the construction project. A process was established with the construction company where they provided notice to the Town on a regular basis of when the finishing of the slabs would be occurring. Ongoing communication was key to ensure the Town and surrounding residents were aware of the construction activities.

Other Municipalities have provided for an exemption in their Noise By-law or have delegated authority to staff to approve an exemption for continuous pour of concrete

As continuous concrete slab pours are common construction practice, other municipalities have provided for out-right exemptions in their Noise By-law or have delegated authority to staff to approve the exemptions. For example, the City of

September 17, 2019

Page 3 of 5

Report No. CS19-034

Toronto, and City of Vaughan construction noise prohibitions do not apply to continuous pouring of concrete activity.

If staff receive delegated authority, a process will be established to provide notice of the exemption

Larger scale construction projects will continue to occur within the Town and these types of projects will be constructed with concrete cast-in-place slabs. Staff are recommending the Noise By-law be amended to provide delegated authority to staff to approve these requests. The approval of delegated authority would be consistent with current practices in Richmond Hill, Vaughan, and proposed changes in Georgina. If delegated authority is received staff will establish an application process for the exemption that will include notification of when the noise during the restricted period will occur.

Advisory Committee Review

N/A

Legal Considerations

Section 3.4 of the Noise By-law allows Council to consider exemption requests. Council's decision is final. Further, to delegate authority to staff, Council is required to enact a by-law.

Financial Implications

If delegated authority is received for staff to approve requests for continuous pouring of concrete, staff will establish an application process that may include a nominal administration fee.

Communications Considerations

Staff will work with Tridel Construction Company to ensure notification is provided to surrounding areas that will contain details and contact information.

September 17, 2019

Page 4 of 5

Report No. CS19-034

Link to Strategic Plan

This report supports the Strategic Plan goal of strengthening the fabric of our community.

Alternative(s) to the Recommendation

1. Council deny the request for exemption. This would cause significant issues as compliance with the Noise By-law would be impossible for the constructor.
2. Council approve the noise exemption request for 25 Butternut Ridge Trail. but does not delegate authority to staff for these types of approvals. This option creates significant inefficiencies and time delays.
3. Council provide direction.

Conclusions

For reasons outlined in this report staff are recommending a noise exemption be granted and staff be given delegated authority through a Noise By-law amendment for these types of construction noise exemptions.

Attachments

N/A

Previous Reports

None

Pre-submission Review

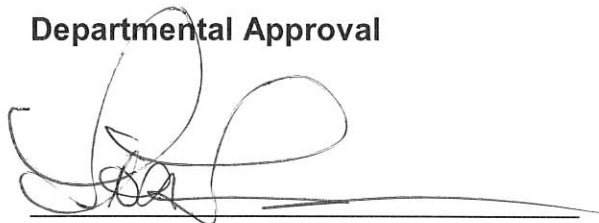
Agenda Management Team review on September 5, 2019

September 17, 2019

Page 5 of 5

Report No. CS19-034

Departmental Approval



**Techa Van Leeuwen
Director
Corporate Services**

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**



**Town of Aurora
General Committee Report No. PDS19-070**

Subject: Strategies to Reduce Single-Use Plastic Straws
Prepared by: Natalie Kehle, Energy and Climate Change Analyst
Department: Planning and Development Services
Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-070 be received; and**
- 2. That an Offer-First policy will be implemented at all Town facilities and Town-run special events, offering plastic straws to customers rather than serving them automatically;**
- 3. That Council support the Federal and Provincial Governments' waste initiatives and that this report be forwarded to them for information.**

Executive Summary

The purpose of this report is to present Council an approach to address concerns related to single-use plastic straws.

- Accessibility concerns are the most concerning for public officials, as there are technical barriers for replacing plastic straws with current market alternatives.
- All levels of government are moving to ban single-use plastic products and packaging, especially straws, within the waste stream.
- Aurora should implement an Offer-First policy, where a straw is offered when required, rather than be automatically given at all Town Facilities and Town-run special events.

Background

As directed by Council at its meeting on September 18th, 2018, this report provides information on banning plastic straws in Aurora.

September 17, 2019

Page 2 of 7

Report No. PDS19-070

Recent news revived public concerns around how plastic waste can harm fish and wildlife through entanglement, direct consumption or entering the food web when it decomposes and breaks down into micro-plastics. Much of that plastic waste is from single-use plastics: take-out containers, shopping bags, cutlery, stir sticks and straws. In addition, China, Canada's largest buyer of recycled material, recently imposed strict criteria on acceptable waste, leaving cities scrambling to find new markets.

Both the Provincial and Federal governments have made strong commitments to banning single-use plastics within the waste stream. Commitments include the banning of single-use plastics as early as 2021 under the Canadian Environmental Protection Act with the Federal Government and by 2025 under Bill 82, Single-Use Plastics Ban Act, 2019, which recently passed first reading at the Ontario Legislature.

According to the Ontario Government's recent discussion paper *Reducing Litter and Waste in Our Communities: Discussion Paper* published in 2019, almost 10,000 tons of plastic debris enter the Great Lakes each year and more than 80% of litter collected during volunteer cleanups along the shorelines of the Great Lakes is plastic. In Ontario, the existing Blue Box Program recovered approximately 28 per cent of all plastic packaging generated in 2017, with the remaining plastic packaging going to landfills or becoming litter. Much of that plastic waste is from single-use plastics: straws, cutlery, take-out containers and shopping bags. Plastic waste also takes a long time to decompose and as it breaks down it creates micro plastics, which have been found in the Great Lakes and enters the food web – fish and insects in the Great Lakes and abroad are found with micro plastics in their stomachs.

Meanwhile, dozens of municipalities across Canada are looking to restrict or ban single-use plastics, especially straws, from their communities and/or public facilities. Those that have successfully attained council approval for such bans or restrictions are struggling with the implementation due to lack of enforcement reach, lack of feasible alternatives and due to accessibility, issues related to banning plastics straws. The law requires organizations to identify barriers, and remove them, in order to provide customer service that is more accessible to people who have disabilities.

Analysis

Accessibility concerns are the most concerning for public officials, as there are technical barriers for replacing plastic straws with current market alternatives.

There are accessibility concerns with the banning or limiting of plastic straws. People with a range of disabilities (e.g. cerebral palsy, muscular dystrophy and multiple sclerosis, among others) depend on plastic straws to access water and other beverages. The compostable options do not maintain their integrity, especially with hot drinks. The reusable metal or glass options are not malleable or soft enough for some with certain disabilities and hazardous if bitten unintentionally. For many, plastic straws are a way to drink independently. Banning plastic straws will disadvantage people with disabilities.

According to the AODA Website, the only alternative to plastic straws are silicone options, having many of the same advantages. Though similar, they are not practical for businesses to provide silicone straws as one-time use items. Nor is it fair to ask people who need these straws to bear the cost and trouble of buying and maintaining them. Administering a reuse system of silicone straws at facilities and restaurants is also impractical to implement.

Recently all levels of government are moving to ban single-use plastic straws within the waste stream

Federal Government

The Government of Canada is moving to ban single-use plastic products and packaging, such as shopping bags, straws, cutlery, plates, and stir sticks, through the implementation of the Canada-wide Strategy on Zero Plastic Waste. There will be a ban of harmful single-use plastics as early as 2021 under the Canadian Environmental Protection Act. In addition, the Federal Government is taking other steps to reduce plastic waste, where supported by scientific evidence and when warranted.

Provincial Government

A ban on single-use plastics by 2025 passed first reading at the Legislative Assembly of Ontario in March 2019, through an NDP Private Member's Bill. Bill 82, *Single-Use Plastics Ban Act, 2019*, is as an attempt to amend the *Resource Recovery and Circular Economy Act, 2016*. The Bill calls for the immediate elimination of the following single-use plastic items: plastic straws and drink stirrers; expanded polystyrene foam food and

September 17, 2019

Page 4 of 7

Report No. PDS19-070

beverage containers; plastic bags; items made from oxo-degradable or oxo-fragmentable plastics; disposable coffee cups; and plastic water bottles intended for single-use. Bill 82 will next head to the committee level for study.

York Region

York Region and area municipal staff established a special working group to address single-use plastics and problematic materials contaminating the blue box program (e.g. coffee cup lids, black plastic takeout trays). York Region has communicated its intent to explore ways to reduce single-use plastics as part of the update to the Regional Waste Master Plan (SM4RT Living Plan).

Durham Region

In April 2019, Durham Region Council banned single-use plastics at its own headquarters. Bottled water (with the exception of carbonated water) will no longer be sold at regional headquarters. The Region is encouraging visitors to bring their own refillable water bottles that can be filled at one of two filling stations located in the building. Take out containers from its restaurants are fully compostable, and plastic straws have been replaced with compostable paper straws.

City of Toronto

In July 2018, the City of Toronto Council passed a motion, which directs staff to develop a policy, which would restrict plastic straws in the City of Toronto by the end of the first quarter of 2019. The City will consult with stakeholders prior to the submission of the proposed policy and, accelerate the proposed work plan aimed to reduce the use of single-use or takeaway packaging or products. Results of the first phase of consultation have been finalized and a second phase of consultation is expected at the end of 2019.

City of Richmond Hill

In May 2019, Richmond Hill Council adopted a motion to explore ways of cutting back on the use of single-use plastics at public facilities. Staff will report back to council with strategies of reducing single-use plastics by working in partnership with York Region and other stakeholders.

City of Brantford

In April 2019, Brantford council agreed to phase out the use of plastic straws, cutlery and plates and replace them with reusable dishware and cutlery for various council and community events and meals. Council expects to save about \$125 a year on disposable

September 17, 2019

Page 5 of 7

Report No. PDS19-070

plates and cutlery but will spend about \$1,655 on additional janitorial services to clean the reusable items.

City of St-Catharines

In January 2019, City Council passed a ban on plastic straws and stir sticks for sale and use in City's facilities, parks, city-run events and public spaces and required non-plastic, compostable alternatives be used when necessary. Organizers of festivals and events being held in city-owned spaces will still be able to use plastic straws but will be encouraged by staff to adopt alternatives where possible. Council agreed that non-plastic, compostable alternatives that are compliant with the Accessibility for Ontarians with Disabilities Act be used when necessary and plastic only be used when a plastic straw is required.

City of Vancouver

The City of Vancouver approved the Single-Use Item Reduction Strategy policy, which included a proposed ban on single-use plastic straws and foam containers by June 1 2019. Council has yet to approve the bylaw due to ongoing accessibility concerns and delays from restaurants owners finding alternatives to foam packaging.

Aurora should implement an Offer-First policy, where a plastic straw is offered when required, rather than be automatically given at all Town Facilities and Town-run special events

Based on the complete waste management approach from both the Federal and Provincial governments to reduce plastics in the waste streams through full producer responsibility, the Town of Aurora is best positioned to focus on its waste stream within its own public facilities at this time. The Town should implement an Offer-First policy where a straw is offered, when required, rather than be automatically given.

Due to accessibility issues with banning plastic straws, the Town should implement an Offer-First policy for eateries and Town run events within public facilities/ property: offer plastic straws to customers rather than serving them automatically. This would reduce waste while ensuring that straws are available for those who need them. A similar policy in the State of California seeks to make this a required statewide practice, having passed the legislature.

The following actions are required for the implementation of an offer first policy:

1. Revise contracts based on the new policy for concession operators at ACC and SARC, the Library Board and for the tenants under lease agreements and annual permit holders for facilities that are leased or under long-term rentals.
2. Update Facility Permits to include the policy in the regulations.
3. Implement at Town run special events (e.g. Ribfest, Haunted Forest, etc.) and third party events (park & facility permits) organized on Town property (e.g. Farmers Market, Music Festivals, sporting tournaments, etc.)

Advisory Committee Review

The Accessibility Advisory Committee discussed the memorandum regarding Ban of Single-Use Plastic Straws on September 4, 2019. The comments are as follows:

- The committee endorses an Offer-First policy for plastic straws.
- The committee recommends that the policy be reviewed regularly to keep the organization up to date with regulations, technology and industry best practices.

Legal Considerations

As stated in this report, the federal and provincial governments are taking the lead in reducing single-use plastics, such as plastic straws. The reduction of single-use plastics is a co-ordinated and shared effort between all the levels of government, therefore, by implementing an Offer-First policy, the Town of Aurora will be contributing to the actions taken by the other governments, without overstepping any of their powers.

Financial Implications

The implementation of an Offer-First policy will not have financial implications, as it is a behavioral change for Town contractors.

Communications Considerations

None

September 17, 2019

Page 7 of 7

Report No. PDS19-070

Link to Strategic Plan

Natural Environment: Supporting Environmental Stewardship and Sustainability

- Encouraging the stewardship of Aurora's natural resources.
- Promoting and advancing green initiatives.

Alternative(s) to the Recommendation

None

Conclusions

It is recommended that the Offer-First policy for plastic straws at all Town facilities and Town run special events be implemented in the short term, as it will reduce waste while being AODA compliant.

Attachments

None

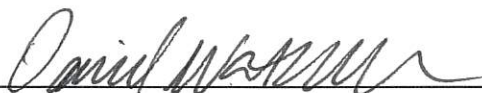
Previous Reports

Not applicable

Pre-submission Review

Agenda Management Team review on September 5, 2019

Departmental Approval



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

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**



**Town of Aurora
General Committee Report**

No. PDS19-073

Subject: Approval for Capital Project No. 31133 - Photometric Analysis and Lighting Gap Study

Prepared by: Patrick Ngo, Municipal Engineer

Department: Planning and Development Services

Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-073 be received; and,**
- 2. That this report satisfy Council's conditional budget approval for Capital Project No. 31133 – Photometric Analysis and Lighting Gap Study in the amount of \$100,000.**

Executive Summary

Capital Project No. 31133 – Photometric Analysis and Lighting Gap, was conditionally approved by the Budget Committee during the 2019 Capital Budget Review meeting, held in February 2019.

The Capital Project Sheet is provided in Attachment #1.

This report presents to Council additional information as requested by the Budget Committee to satisfy the requirement for lifting the conditional approval.

The report can be summarized as follows:

- It describes what was included in the LED streetlight conversion program completed in 2018. The photometric analysis and lighting gaps study were not part of the LED conversion program.
- Many of the municipal right of ways within the Town are under illuminated due to the existing pole spacing, which does not meet the current lighting level requirements.
- It describes the proposed lighting uniformity improvement project, which identifies lighting gaps, estimates rehabilitation, and replacement costs.

Background

In 2018, the Town of Aurora completed the one-to-one light fixture-conversion program to replace the High Pressure Sodium (HPS) luminaires with Light Emitting Diodes (LED) luminaires on the same existing streetlight and utility poles.

The objective of the LED conversion program was to improve the overall energy-efficiency level based on the recent advances in street lighting technology.

Analysis

LED streetlight conversion program was completed in 2018 but did not include a photometric analysis and lighting gap study

With the completion of the LED streetlight conversion in 2018, the Town achieved the anticipated energy savings of \$280,000 annually which represents approximately 60% savings compared to previous years. Energy consumption and environmental impacts related to greenhouse gas emission were also reduced. Operating costs were reduced as well by approximately \$40,000 annually due to the increased life expectancy of LED lighting compared to the HPS lighting.

Many of the municipal roads in Town are under illuminated due to the existing pole spacing, which does not meet the current lighting level requirements.

The LED lighting conversion project involved the one-to-one replacement of HPS luminaires with LED luminaires on the same existing streetlight pole and/or utility pole.

The project did not include a photometric analysis of the existing lighting or a pole-spacing analysis in accordance with the current engineering design criteria. As a result, many roadways in the Town currently remain under illuminated due to existing pole spacing, which does not meet current lighting level requirements.

The study will assess approximately 70% of the Town's roadways as shown on the map included in Attachment #2.

The proposed lighting uniformity improvement project identifies lighting gaps, estimates rehabilitation, and replacement costs.

The lighting uniformity improvement project will consist of the following:

- A street light photometric analysis.

September 17, 2019

Page 3 of 5

Report No. PDS19-073

- Identification of areas where lighting is deficient in accordance with Illuminating Engineering Society of North America's American National Standard Practice for Roadway Lighting; (ANSI/IESNA RP-8-00).
- Recommend future upgrade projects with estimated costs.

If Council approves lifting the conditional approval for Capital Project No. 31133, an engineering consultant will be selected to carry out the following tasks:

- Asset inventory and review background information as provided by the Town;
- Conduct field survey and investigation of current street light photometric distribution conditions;
- Input the information collected in the field in a computer simulation program to identify the areas with sub-standard lighting;
- Develop a street lighting condition rating system; and
- Provide a list of projects with estimated costs.

Rehabilitation projects recommended by the study will be included in the 10-year capital plan and presented to Council for approval part of a future budget process.

The new development areas known as 2B and 2C were already designed to meet the Town's illumination requirements. As a result, the project will exclude 2B and 2C as well as the condominium and private streets (please see Attachment #2).

If Council lifts the conditional approval of the project, the Town will retain a consultant to complete the photometric analysis/assessment study within one year. Lighting improvements/upgrade recommended by the study will be included in the 10-year R & R program and presented to Council as part of the budget process.

Advisory Committee Review

None.

Legal Considerations

Streets with substandard lighting are not safe for pedestrians/motorists and may be a liability for the Town.

Financial Implications

The associated costs to produce a photometric evaluation and gap lighting study, as described above, will be funded by Capital Project No. 31133 – Photometric Analysis and Street Lighting Gap Study.

Communications Considerations

None.

Link to Strategic Plan

This report supports the Strategic Plan goal of Support an Exceptional Quality of Life for All by developing a healthy, safe, and energy efficient outdoor lighting strategy, standardize Town practices, and reduce light pollution.

Alternative to the Recommendation

1. THAT the Council not approve the lifting of the conditional approval for Capital Project No. 31133.

Conclusions

The photometric study is intended to assess street lighting uniformity throughout the Town, (please see Attachment #2) and ensure that lighting meets standard requirements on existing conditions within the municipal right-of-way. The study is expected to be completed within one year time frame.

The study will recommend street lighting improvements and upgrades in order to provide consistent and safe street lighting throughout the Town. Future lighting improvement projects will be included in the 10-year R&R Capital Plan and presented to Council as part of a future budget approval process.

Based on the information presented in this report, staff recommend that Council lift the conditional approval of Capital Project No. 31133 – Photometric Analysis and Lighting Gap Study.

September 17, 2019

Page 5 of 5

Report No. PDS19-073

Attachments

Attachment #1 - Capital Project No. 31133 – Business Case

Attachment #2 - Photometric Analysis and Lighting Gap Study Map

Previous Reports

None.

Pre-submission Review

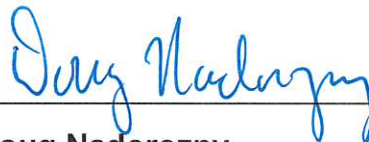
Agenda Management Team Meeting review on September 5, 2019

Departmental Approval

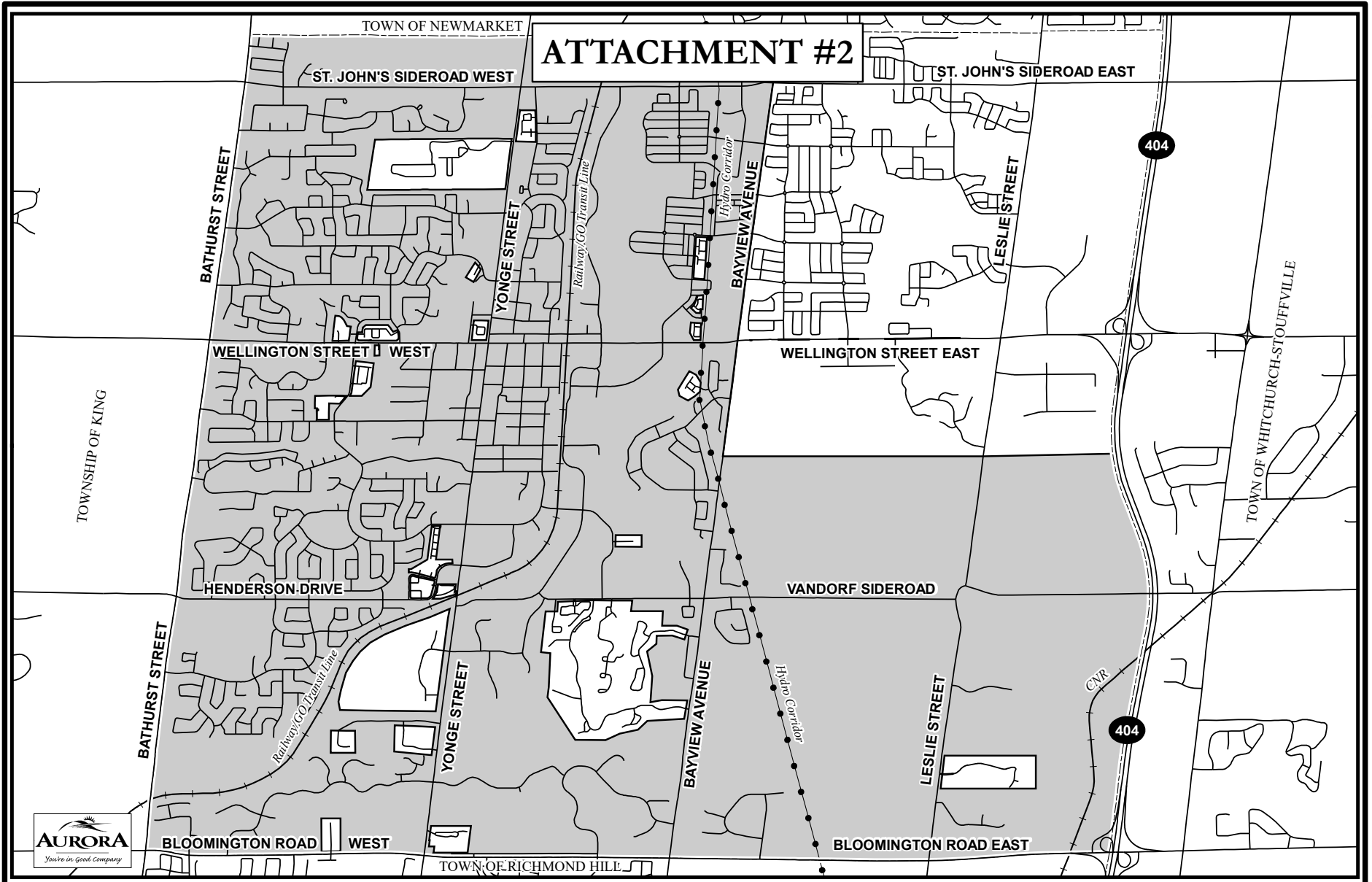


**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

Approved for Agenda



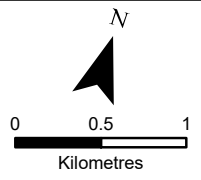
**Doug Nadorozny
Chief Administrative Officer**



ATTACHMENT #2

**PHOTOMETRIC ANALYSIS
 AND LIGHTING GAP
 STUDY MAP**

70% of Town's Road System
 to be Studied



PDS19-073

Map created by the Town of Aurora Planning and Development Services Department, Engineering and Capital Delivery Division, August 22nd, 2019. Base data provided by Aurora - GIS and York Region.



**Town of Aurora
General Committee Report**

No. PDS19-075

Subject: Approval for Capital Project No. 31175 - Municipal Parking Lot Rehabilitation Study

Prepared by: Glen McArthur, Municipal Engineer

Department: Planning and Development Services

Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-075 be received; and**
- 2. That this report satisfy Council's conditional budget approval for Capital Project No. 31175 – Municipal Parking Lot Rehabilitation Study, in the amount of \$200,000.**

Executive Summary

During the 2019 Capital Budget review meeting held in February 2019, Capital Project No. 31175, Municipal Parking Lot Rehabilitation Study, was conditionally approved by the Budget Committee.

- The parking lot study will assess and rate the condition of all Town owned parking lots and establish a service level for them.
- The parking lot study will create a parking lot management strategy, which will be updated with the Town's current road pavement management strategy resulting in potential cost savings to the Town.
- The Study will be completed within a one year timeframe after Council approval.

Background

Capital Project No. 31175 for \$200,000 was conditionally approved by Council during the February 19, 2019 Budget Committee meeting. The Capital Project Sheet is provided in Attachment 1.

The Engineering Division initiated this project to determine:

- The current condition of the Town's parking lots;
- An appropriate service level target for the Town's parking lots; and,
- The most cost-effective way to maintain the service level target.

This project will create a parking lot management strategy for the Town's parking lots similar to the Town's pavement management strategy for the Town's roads. This project will look to use similar methods for collecting data, assessing and planning projects for parking lots as it does for roads, so that these works can be done concurrently in the future.

The Town currently maintains 30 parking lots covering a total area of approximately 104,000 square metres. The majority of parking lots are paved, with others having only a gravel surface. Some parking lots only have a gravel surface while others may include but not be limited to being paved, have line painting, concrete curbs and walkways, sewers, water services, fire hydrants, light standards, gardens, fences, storm water management controls, etc. The location of the Town's Parking lots are shown on a key map in Attachment 2.

Similar to roads, the assessment of the parking lot asphalt, gravel, or other surfaces will be the main indicator used in preparing a strategy for what projects will be undertaken and when. The aging of other infrastructure associated with the parking lots such as underground sewers will also be considered in determining whether to advance or delay a project.

Analysis

The parking lot study will assess and rate the condition of all Town owned parking lots and establish a service level for them.

In an effort to provide accurate data for assessing the condition of the Town owned parking lots, the Engineering Division will retain a Consultant that can provide this data using automated techniques. This will allow for efficient and impartial data collection of all parking lots. The Consultant will upload this data into a software program to assess and rate the condition of the parking lots.

The Town's roads are currently being assessed and rated by the use of a software program that utilizes automated condition survey data. This study will look to collect

and assess data for Town parking lots and roads in a similar/compatible way so that these works can be done concurrently in the future.

The parking lot study will create a parking lot management strategy, which will be updated together with the Town's road pavement management strategy resulting in potential cost savings for the Town.

The data collected, assessed and used to rate the Town owned parking lots would provide the Engineering Division an overall outlook on the level of service that is being provided. By establishing a minimum service level standard and time period that the Town would like to achieve this standard, the Engineering Division will be able to use this information to plan the 10-year capital R&R program. The pavement condition data collected will also assist in the planning of operational, tactical and strategic initiatives that could extend the service life of the Town owned parking lots.

Once this project is completed and the parking lot management strategy is established, the Engineering Division will update it every 3 to 5 years given that the parking lots may be depreciating at different rates. These updates should be conducted periodically possibly in combination with the pavement management strategy for Town roads, so that the Engineering Division capital R&R program can be revised accordingly.

The Study will be completed within a one year timeframe after Council approval.

Once the conditional approval for Capital Project No.31175 is lifted, staff will hire a Consultant to complete the project. The study is expected to take approximately 12 months to complete.

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

Advisory Committee Review

None.

Legal Considerations

None.

Financial Implications

The Parking Lot Rehabilitation Study cost of \$200,000 will be funded by Capital Project No. 31175.

Future updates to the parking lot management strategy will require less funding than the original study budget of \$200,000. Additional savings may be realized if updates to the strategy are combined with the Town's pavement management strategy update for roads.

Communications Considerations

None.

Link to Strategic Plan

This project supports the Strategic Plan goal of supporting an exceptional quality of life for all, Objective 2: Invest in sustainable infrastructure – maintain and expand infrastructure.

Alternative to the Recommendation

1. THAT Council not approve the lifting of the conditional approval for Capital Project No. 31175

Conclusions

Based on the information presented in this report, staff recommend that Council lift its conditional approval for Capital Project No. 31175 – Parking Lot Rehabilitation Study.

Once the conditional approval is lifted, staff will begin the process of hiring a Consultant to complete the study. The study is expected to take approximately 12 months to complete.

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

September 17, 2019

Page 5 of 5

Report No. PDS19-075

Attachments

Attachment 1 – Capital Project #31175 – Business Case

Attachment 2 – Key Plan

Previous Reports

None.

Pre-submission Review

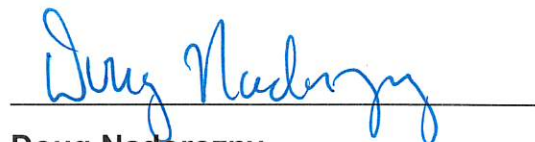
Agenda Management Team Meeting review on September 5, 2019

Departmental Approval



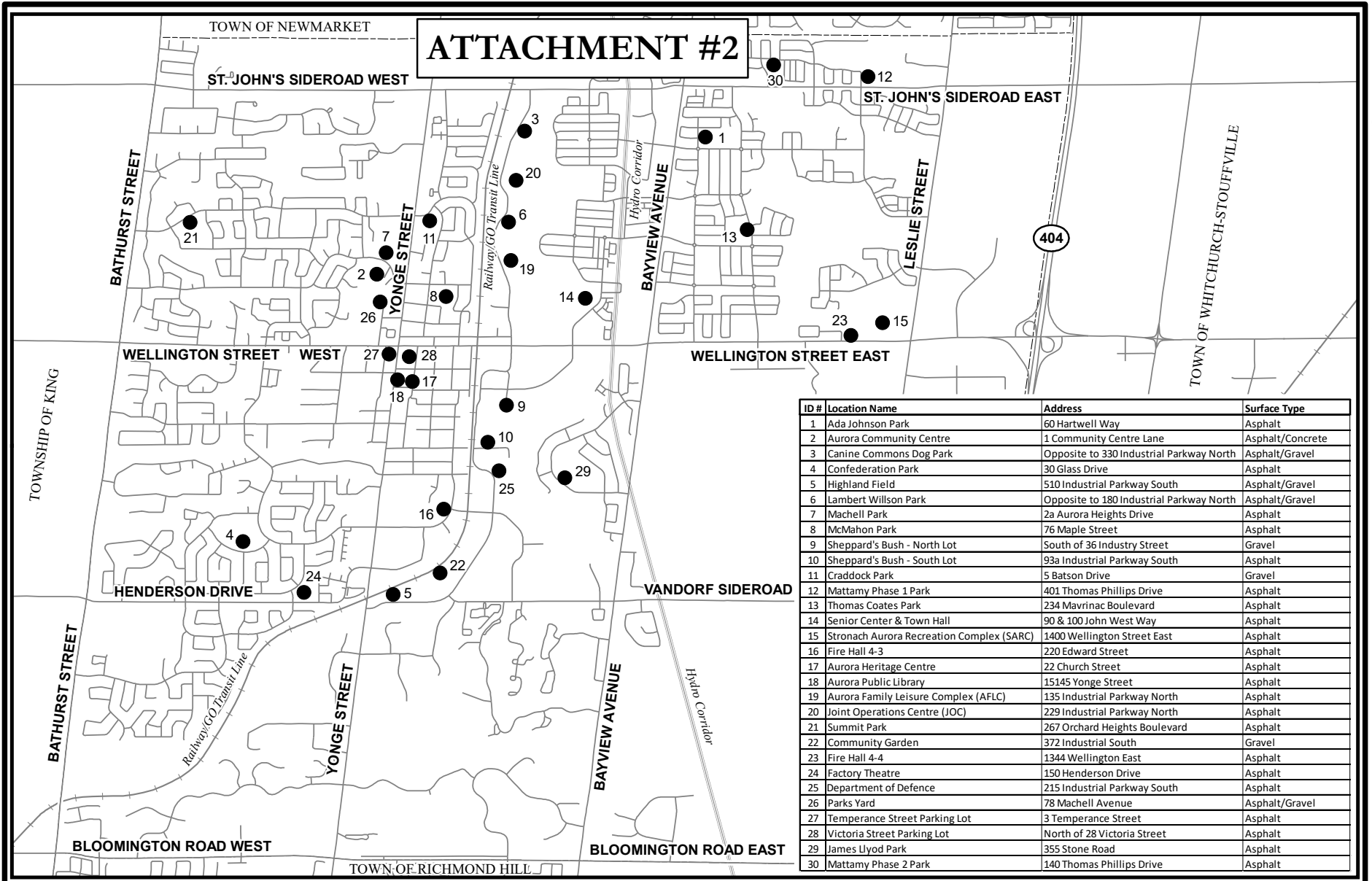
**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

Approved for Agenda

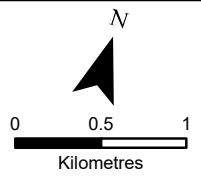


**Doug Nadorozny
Chief Administrative Officer**

ATTACHMENT #2



ID #	Location Name	Address	Surface Type
1	Ada Johnson Park	60 Hartwell Way	Asphalt
2	Aurora Community Centre	1 Community Centre Lane	Asphalt/Concrete
3	Canine Commons Dog Park	Opposite to 330 Industrial Parkway North	Asphalt/Gravel
4	Confederation Park	30 Glass Drive	Asphalt
5	Highland Field	510 Industrial Parkway South	Asphalt/Gravel
6	Lambert Willison Park	Opposite to 180 Industrial Parkway North	Asphalt/Gravel
7	Machell Park	2a Aurora Heights Drive	Asphalt
8	McMahon Park	76 Maple Street	Asphalt
9	Sheppard's Bush - North Lot	South of 36 Industry Street	Gravel
10	Sheppard's Bush - South Lot	93a Industrial Parkway South	Asphalt
11	Craddock Park	5 Batson Drive	Gravel
12	Mattamy Phase 1 Park	401 Thomas Phillips Drive	Asphalt
13	Thomas Coates Park	234 Mavrincac Boulevard	Asphalt
14	Senior Center & Town Hall	90 & 100 John West Way	Asphalt
15	Stronach Aurora Recreation Complex (SARC)	1400 Wellington Street East	Asphalt
16	Fire Hall 4-3	220 Edward Street	Asphalt
17	Aurora Heritage Centre	22 Church Street	Asphalt
18	Aurora Public Library	15145 Yonge Street	Asphalt
19	Aurora Family Leisure Complex (AFLC)	135 Industrial Parkway North	Asphalt
20	Joint Operations Centre (JOC)	229 Industrial Parkway North	Asphalt
21	Summit Park	267 Orchard Heights Boulevard	Asphalt
22	Community Garden	372 Industrial South	Gravel
23	Fire Hall 4-4	1344 Wellington East	Asphalt
24	Factory Theatre	150 Henderson Drive	Asphalt
25	Department of Defence	215 Industrial Parkway South	Asphalt
26	Parks Yard	78 Machell Avenue	Asphalt/Gravel
27	Temperance Street Parking Lot	3 Temperance Street	Asphalt
28	Victoria Street Parking Lot	North of 28 Victoria Street	Asphalt
29	James Lyod Park	355 Stone Road	Asphalt
30	Mattamy Phase 2 Park	140 Thomas Phillips Drive	Asphalt



KEY PLAN PARKING LOT STUDY MAP



PDS19-075

Map created by the Town of Aurora Planning and Development Services Department, Engineering and Capital Delivery Division, August 22nd, 2019. Base data provided by Aurora - GIS and York Region.



**Town of Aurora
General Committee Report**

No. PDS19-077

Subject: Additional Information Regarding the Feasibility of Implementing a Train Whistle Cessation Program for Aurora GO Train Crossings

Prepared by: Michael Bat, Traffic/Transportation Analyst

Department: Planning and Development Services

Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-077 be received; and**
- 2. That the Town not proceed with the implementation of a Train Whistle Cessation Program.**

Executive Summary

As directed by Council at its meeting on March 27, 2018, this report is intended to provide additional information related to the Train Whistle Cessation Program.

The information requested by Council can be summarized as follows:

- Review and obtain constructive feedback from other municipalities that have implemented the Train Whistle Cessation Program;
- Review and obtain constructive feedback from other municipalities that have initially considered the implementation of the Train Whistle Cessation Program but decided not to proceed;
- Historical accident data for the past ten years involving pedestrians at existing crossings;
- Alternative options that can be considered other than full whistle cessation; and,
- Feedback from Association of Municipalities of Ontario (AMO) and Federation of Canadian Municipalities (FCM).

Background

On March 27, 2018, Council considered Report No. PDS18-045, which contained additional information to Report No. PDS18-026. Council motioned to refer the report

back to staff to consider the points noted in the Executive Summary. This report provides the information Council requested at that meeting.

There are four level crossings located within Town of Aurora's urban area (Engelhard Drive, Wellington Street East, Centre Street and St. John's Sideroad) and they are illustrated in Attachment 1. Metrolinx is proposing to grade separate Wellington Street East and the estimated construction completion date is 2025. Therefore, the budget estimation for to the Aurora Train Whistle Cessation Program excludes the level crossing at Wellington Street East.

Analysis

The following subsections provide the additional information as requested by Council on March 27, 2018.

Review and obtain constructive feedback from other municipalities that have implemented the Train Whistle Cessation Program

Staff have contacted other municipalities (including City of Markham and City of Barrie) that have implemented a Train Whistle Cessation Program. Feedback received is summarized below:

- The municipality must enter into multiple agreements with Metrolinx to assumed all potential liability and risk pertaining to the program;
- The procedure is complex and involves different external agencies, generally possess limited experience with railway related projects, and limited number of consultants and/or contractors can bid on these projects
- The process is time-consuming with an average of one to two years for implementation but some can take as much as five years.

Review and obtain constructive feedback from other municipalities that have initially considered the implementation of the Train Whistle Cessation Program but decided not to proceed

Staff have contacted other municipalities (including Town of Newmarket and City of Richmond Hill) that have initially considered, but decided not to proceed with the Train Whistle Cessation Program. Feedback received is summarized below:

- Considerable construction cost to meet the Transport Canada safety requirements including the installation of the following elements at a minimum:

maze barriers or pedestrian warning gates, flashing lights to assist the public who are hard of hearing, tactile walking plates to assist the public who are visually impaired, signage and audible markers;

- The municipality must undertake the mandatory Safety Assessment to be completed by Metrolinx's Third Party Project consultant at the municipality's expense; and,
- The liability and risk will be shifted from the railway authority to the municipality in the event of an incident as a result of the program.

Historical accident data for the past ten years involving pedestrians at existing crossings

Staff have contacted Metrolinx and requested for the accident data at the existing crossing locations in the Town of Aurora. The requested information has not been received to date.

Alternative options that can be considered other than full whistle cessation

In accordance to the 'Canadian Rail Operating Rules', all trains must whistle whenever they approach a public grade crossing in order to ensure the safety of all road users.

Municipalities can request to stop train whistling at a specific area along a railway corridor with the safety requirements upgrade identified in Section 104 of the 'Grade Crossings Regulations' and Appendix D of the 'Grade Crossings Standards' as described under previous section.

There is no alternative option that can be considered.

Feedback from Association of Municipalities of Ontario (AMO) and Federation of Canadian Municipalities (FCM)

Staff have contacted the Association of Municipalities of Ontario (AMO) and the Federation of Canadian Municipalities (FCM) regarding the Train Whistle Cessation Program and the general feedback are summarized below:

- Many municipalities that have initiated the process have found the mandatory safety assessments and required upgrades to be costly;
- The process can take up to five years from project initiation to completion; and,
- The program is only intended to eliminate the whistles and not necessary other sounds created by the train including the noise caused by the wheels at low speed and/or engine vibrations.

September 17, 2019

Page 4 of 7

Report No. PDS19-077

There are not specific policy or recommendations from AMO and FCM on the implementation of the Train Whistle Cessation Program.

Advisory Committee Review

Not applicable.

Legal Considerations

Liability and Risk:

As detailed in Staff Report No. IES17-024 and subsequently reiterated in Staff Report No. PDS18-045, the Town's insurer has advised that there would not be an additional premium charged if an anti-whistling by-law was enacted by Council. However, if the Town was to suffer a severe loss and it was shown that the cause of the loss was as a direct result from a train not sounding its whistle because an anti-whistling by-law was in effect, the Town's insurance program would be negatively impacted. In addition, as more municipalities are considering enacting anti-whistling by-laws, municipal insurers may increase premiums for all municipalities due to higher exposure of risk since eliminating train whistles may increase both the frequency and severity of accidents.

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

Legal Agreements:

The following agreements must be entered and executed prior to implementing the Train Whistle Cessation Project:

- Cost Sharing Agreement: required to be signed by Metrolinx, the Region and the Town;
- At-Grade Crossing Modification Agreement: required to be signed by Metrolinx and the Town; and,
- Metrolinx Indemnity Agreement: required to be signed by Metrolinx, the Region and the Town.

The indemnity agreement would include an indemnification clause whereby the Town would assume full liability for any potential claims from a third party and the railway company resulting from the elimination of the whistle in accordance with the anti-whistling by-law. The indemnity to the railway company may extend beyond the

coverage provided within the Town’s insurance policy. If this is the case, the Town’s insurer may not cover the indemnity and the Town may be exposed to an uninsured risk.

Financial Implications

As part of the 2018 Capital Budget process, Council conditionally approved Capital Project No. 34532 – Train Cessation in the amount of \$235,000 for the detailed design and peer review stage of the program.

The construction cost estimates presented to Council in Staff Report No. IES17-024 were indexed using the Consumer Price Index by two percent per year to represents 2019 dollar values and it is not part of the 2018 Capital Budget process. The budget excludes the cost for four pedestrian gates at Wellington Street East since this will be part of the planned Mextrolinx improvements program with the future grade separation.

The total budget estimated for construction and design is provided in Table 1.

Table 1 – Budget for Construction and Design

Phase	Location	Requirement	Estimated Cost
Phase One: Detailed Design and Peer Review	Town-Wide	Detailed Design	\$135,000
	Town-Wide	Peer Review Consultant	\$100,000
	Phase One Sub-Total		\$235,000
Phase Two: Construction	Engelhard Drive	Two Maze Barriers	\$21,000
	Centre Street	Two Maze Barriers	\$21,000
	St. John’s Sideroad	Four Pedestrian Gates	\$833,000
	Phase Two Sub-Total		\$875,000
Total Cost			\$1,110,000

The total cost is estimated at \$1,110,000 including \$235,000 for detailed design and peer review.

Communications Considerations

Plans for the train whistle cessation for GO train crossings will be communicated via the Town website and Council Highlights. Any construction-related impacts will also be communicated to residents and affected businesses via mail and personal visits (where appropriate) as well as through the usual channels noted above.

Link to Strategic Plan

None.

Alternative to the Recommendation

1. That Council lift the conditionally approved Capital Project No. 34532 – Train Cessation in the amount of \$235,000 (excluding taxes) for the design and peer review stage of the program.

Conclusions

If Council decide to implement a Train Whistle Cessation Program, the Town will assume additional responsibility and will require to execute legal agreements with the relevant parties including Metrolinx.

Other municipalities have determined the added liability/risk factors and the related cost to be unjustifiable and therefore have decided not to proceed. In addition, based on the information outlined by Transport Canada, municipality can either maintain existing train whistling or apply for the train whistle cessation with no alternative options available.

Attachments

Attachment 1: Level Crossing Location Map

Previous Reports

General Committee Report No. IES17-024, dated June 27, 2017;
General Committee Report No. PDS18-026, dated March 20, 2018; and,
Council Report No. PDS18-045, dated March 27, 2018.

September 17, 2019

Page 7 of 7

Report No. PDS19-077

Pre-submission Review

Agenda Management Team Meeting review on September 5, 2019

Departmental Approval

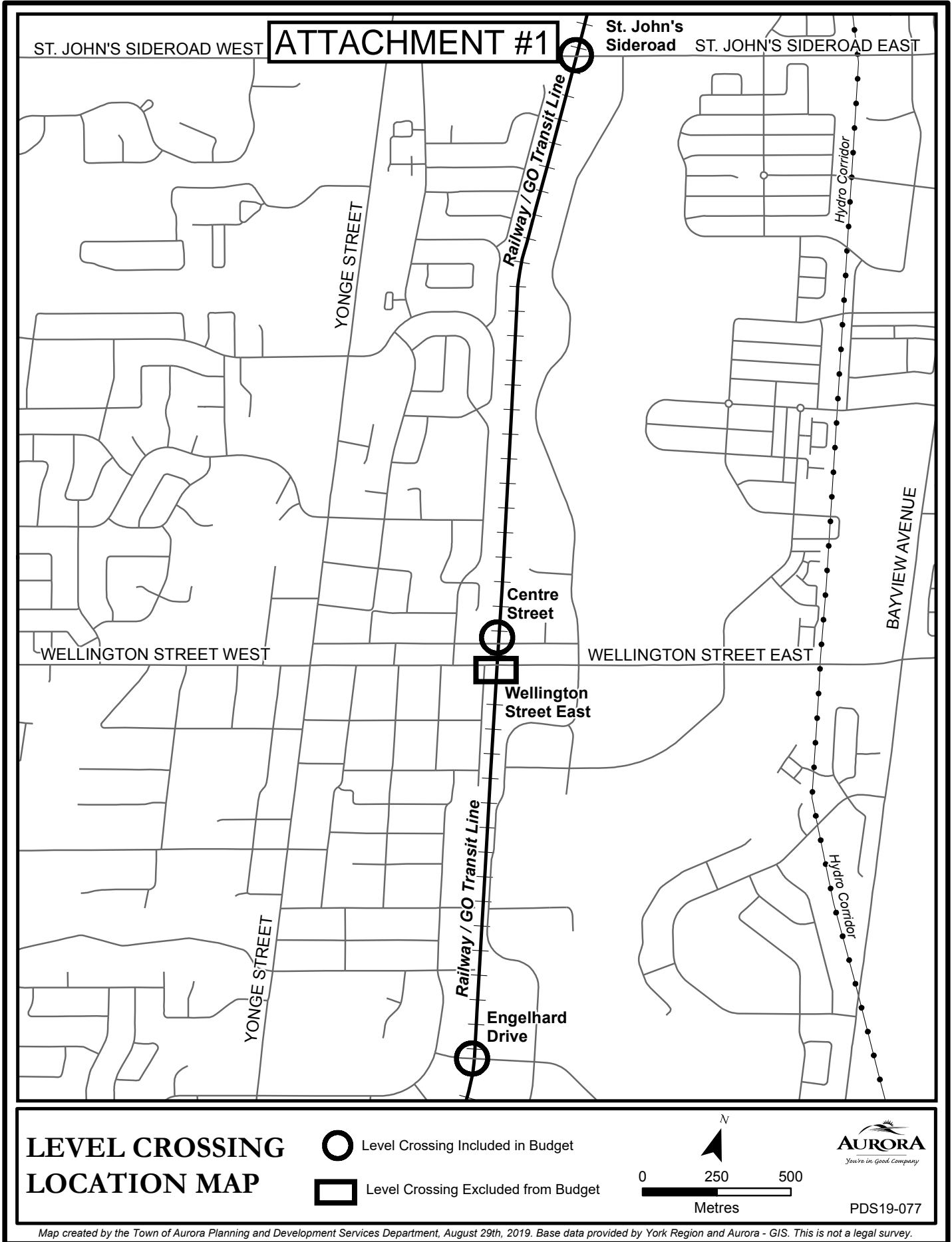
Approved for Agenda



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



**Doug Nadorozny
Chief Administrative Officer**



Map created by the Town of Aurora Planning and Development Services Department, August 29th, 2019. Base data provided by York Region and Aurora - GIS. This is not a legal survey.



**Town of Aurora
General Committee Report**

No. PDS19-080

Subject: Application for Removal of (H) Holding Provision
Highland Gate Developments Inc. (HGDI)
167, 171 & 175 Timberline Trail
Lots 42, 43 & 44, Plan 65M-4644
File Number: ZBA(H)-2019-01
Related File Numbers: OPA-2015-01, ZBA-2015-02 & SUB-2015-01

Prepared by: Sean Lapenna, Planner

Department: Planning and Development Services

Date: September 17, 2019

Recommendation

- 1. That Report No. PDS19-080 be received; and**
- 2. That the Application to Remove the (H) Holding Provision (File ZBA(H)-2019-01) from Lots 42 to 44 on the Draft Plan of Subdivision (SUB-2015-01) be approved; and**
- 3. That the amending By-law to remove the (H) Holding Provision be presented for enactment at a future Council meeting; and**
- 4. That the Mayor and Clerk be authorized to execute any and all agreements, documents and ancillary agreements required to give effect to the development.**

Executive Summary

- This report seeks council's approval to remove the (H) Holding provision from the "Holding – Detached Third Density Residential Exception 465 (H) (R3-465) Zone" from lots 42 to 44 inclusive known municipally as 167, 171 & 175 Timberline Trail;
- The OMB decision included a Holding provision for lots 42 to 44. The hold can only be removed once a floodplain analysis, a phased removal plan for on-line control structures, a natural channel design and restoration plan has been approved by the Lake Simcoe Region Conservation Authority as well as the Town;

- The January 23, 2017 OMB decision allowed for the development of 159 single detached dwelling lots; a multi-unit residential block, parkland, parkettes, open space/vistas, a trail system and environmental protection;
- Town Staff executed the subdivision agreement for Phase 1 of this development (44 of the 159 lots) in June 2019, which included allocation of servicing;
- The LSRCA as well as the Town's Engineering Department have confirmed to Planning Staff that they have no further comments or concerns regarding the studies and works completed to date satisfying all listed requirements for the removal of the holding symbol;
- The Town's Planning Department can confirm that the criteria listed in the hold provision has been satisfied and that the Hold (H) currently applied to the subject lots can now be removed.

Background

Application History

The approved Zoning includes a Holding provision which restricts development on the three subject lots until specific criteria outlined by the Lake Simcoe Region Conservation Authority as well as the Town of Aurora, have been approved and implemented. The Hold provision listed in the Zoning By-law states:

Where a Holding (H) symbol appears on the schedule to this By-law, Council shall remove the Holding (H) symbol once the following plans have been approved and implemented to the satisfaction of the Lake Simcoe Region Conservation Authority and the Town:

- A floodplain analysis demonstrating no increase in upstream or downstream flooding or erosion; and,
- A detailed phased removal plan for the on-line control structures within Western Creek;
- A natural channel design and restoration plan for the altered watercourse, upstream and downstream of the removed on-line control structures within Western Creek.

Location / Land Use

The subject lands are the former Highland Gate Golf Course and are located between Yonge Street and Bathrust Street, approximately mid-way between Wellington Street West and Henderson Drive, previously recognized municipally as 21 Golf Links Drive

(Figure 1). In total, the subject site has an approximate area of 41 hectares (101 acres) of land.

The January 2017 OMB decision allowed for the the development of 159 single detached dwelling lots; a multi-unit residential block, parkland, parkettes, open space/vistas, a trail system and environmental protection. The applicant intends to develop the balance of the property through a phased approach. Town Staff executed the subdivision agreement for Phase 1 of this development (44 of the 159 lots) in June 2019.

Surrounding Land Uses

The surrounding land uses are as follows:

North: Existing Single Detached Residential uses;

South: Single Detached Residential uses;

East: Single Detached Residential uses, a seniors residence, apartment buildings, Yonge Street and Commercial uses and;

West: Single Detached Residential uses, West of Bathurst Street - Kings Riding Golf Course and Vacant Rural Land in King Township.

Policy Context

Provincial and Regional Plans

All Planning Act development applications are subject to Provincial and Regional policies.

Planning Act

Pursuant to Section 36 of the *Planning Act*, lands subject to a Holding provision cannot be used for the permitted use(s) indicated by the underlying zone until specified requirements have been met. Council must approve an amending By-law authorizing the removal of the Holding provision in order for the lands to be developed.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest. These policies support the development of strong communities through the promotion of efficient land use and development patterns.

York Region Official Plan

The subject lands are designated as “Urban Area” within the York Region Official Plan. York Region’s vision for the Urban Area is to strategically focus growth while conserving resources and to create sustainable and lively communities. Under York Region’s Official Plan, one regional urbanization goal is to enhance the Region’s urban structure through City Building, intensification and compact and complete communities.

Lake Simcoe Protection Plan (LSPP)

The *LSPP* is a provincial document that provides policies which address aquatic life, water quality, water quantity, shorelines and natural heritage, other threats and activities (including invasive species, climate change and recreational activities) and implementation. The subject site is located within the East Holland Subwatershed of the LSPP. Through the associated OPA, ZBA and SUB applications, the applicant completed a Landform Conservation Assessment to demonstrate how the proposed development conforms to the policies within the LSPP.

Growth Plan for the Greater Golden Horseshoe

The *Growth Plan* for the Greater Golden Horseshoe is a guiding document for growth management within the Greater Golden Horseshoe (GGH) Area to 2041. Section 1.2.1 of the *Growth Plan* includes the following principles that will guide decisions on how land will be planned, designated, zoned and designed:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH;
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

Town of Aurora Official Plan

The subject lots are designated “Stable Neighbourhood – Site Specific Policy No. 43”. The lands were re-designated thorough the January 2017 OMB decision in order to allow for the development of 159 single detached dwelling lots; a multi-unit residential block, parkland, parkettes, open space/vistas, a trail system and environmental protection. Removal of the Holding symbol will allow for the development of the subject lots as permitted through the OMB order which conforms to the applicable Official Plan policies in place.

Zoning By-law 6000-17, as amended

The subject lots are zoned “Holding – Detached Third Density Residential Exception 465 (H) (R3-465) Zone” by the Town of Aurora Zoning By-law 6000-17, as amended. These zoning provisions reflect the approved residential Draft Plan of Subdivision (ZBA-2015-02) (Figure 5). The Zoning By-law Amendment was approved by the OMB.

Section 20 of Zoning By-law 6000-17 generally states that where a Holding (H) symbol is followed by a zone symbol along with a number referencing the specific condition(s) to be satisfied prior to the removal of the Holding (H) symbol, the lands subject to the Holding (H) symbol will only be used for the uses that existed at the time of the passing of the By-law including buildings and uses accessory to legal existing uses. Section 20 further states that Council may pass a by-law pursuant to Section 36 of the *Planning Act* to remove the Holding (H) symbol, thereby placing the affected lands in the zone indicated by the zone symbol, when the applicable requirements have been met.

Proposed Application

An application has been submitted to the Town to request removal of the Holding provision on the residential exception zone within the approved draft plan of subdivision. The Holding provision applies to residential lots 42 to 44 inclusive (Figure 6). Approval of this application will remove the hold in place and allows for the development of three Single-Detached Dwellings on the subject lots. Servicing has already been allocated for these lots.

The removal of the (H) prefix is not a public process, and in this case only requires the compliance with the applicable policies and regulations as well as confirmation that the criteria listed in the applicable by-law has been met in order for the hold to be lifted.

Analysis

The Hold in place requires removal in order to proceed with development of Lots 42-44 (167, 171 & 175 Timberline Trail)

As outlined in the Board Order issued by the OMB in January 2017, a (H) Holding provision was added to the subject lots to ensure that a required floodplain analysis, a phased removal plan for on-line control structures, a natural channel design and restoration plan has been completed and approved by the Lake Simcoe Region Conservation Authority and the Town's Engineering Department. Through the initial review of the proposed subdivision application, it was determined that these studies and plans would be required due to the location of lots 42-44 and their proximity to the adjacent pond and creek behind each lot.

A floodplain analysis demonstrating no increase in upstream or downstream flooding or erosion

As part of the Phase 1 Subdivision application recently approved by Town Staff, the applicant had submitted a Stormwater Management Report completed by SCS Consulting Group (dated February 2018). The SWM Report calculated the proposed stormwater runoff rate from the development and also determined suitable methods for attenuation and treatment of stormwater runoff.

The LSRCA as well as the Town's Engineering Department have confirmed to Planning Staff that they have no further comments or concerns regarding the floodplain analysis completed which demonstrates to their satisfaction that no increase in upstream or downstream flooding or erosion will result through the development of this site.

A detailed phased removal plan for the on-line control structures within Western Creek

The LSRCA had previously issued a permit to the applicant on July 13, 2018 as it relates to the applicable hold. This permit authorized an approval for the re-naturalization of 3 ponds as part of this development which includes a detailed channel design to remove barriers to find passage and improve aquatic habitat quality, as shown on the plans marked "approved" by the LSRCA for the subject property. The approved LSRCA plans outline that existing control structures removed as part of this process included weirs (low

September 17, 2019

Page 7 of 10

Report No. PDS19-080

dams built across a river to raise the level of water upstream or regulate its flow) culverts, a pump house, irrigation lines and crossings.

The LSRCA as well as the Town's Engineering Department have confirmed to Planning Staff that they have no further comments or concerns regarding the required phased removal plan for the on-line control structures within Western Creek.

A natural channel design and restoration plan for the altered watercourse, upstream and downstream of the removed on-line control structures within Western Creek

Approval of the natural channel design was issued by the Town of Aurora on September 12, 2018 through an amended Pre-Servicing Agreement and by the LSRCA on July 13, 2018 through Permit No. AP. 2018.023. The Channel rehabilitation works associated with the design were completed in Summer/Fall 2018.

As a result of the work, the constraining limit of the rear lot lines of lots 42-44 were slightly refined in order to ensure a 30 m offset from the centerline of the creek (Figure 6). These minor lot line adjustments were reflected in the Phase 1 approval of the Highland Gate Subdivision Agreement approved and executed by Town staff earlier this year.

The LSRCA as well as the Town's Engineering Department have confirmed to Planning Staff that they have no further comments or concerns regarding the natural channel design and restoration plan required as part of the initial subdivision review for Phase 1.

Planning Considerations

The LSRCA as well as the Town's Engineering Department have confirmed to Planning Staff that they have no further comments or concerns regarding the studies and works completed to date satisfying all listed requirements for the removal of the hold in place.

In addition to the LSRCA approval and subsequent permit issued for the works referenced in the Holding Provision, the LSRCA has confirmed to Planning staff that they are supportive of the lifting of the Holding Provision in place.

The Town of Aurora's Engineering Department has also confirmed to Planning Staff that they are also supportive of the lifting of the Holding Provision in place.

September 17, 2019

Page 8 of 10

Report No. PDS19-080

As such, the Town's Planning Department can confirm that the criteria listed in the Hold Provision has been satisfied and that the Hold (H) currently applied to the subject lots can now be removed.

Department / Agency Comments

The proposed removal of the (H) Holding Provision application was subject to a limited review considering that the nature of the (H) is a matter to be reviewed only by the Town's Engineering and Planning Departments as well as the LSRCA. As previously stated in this report, Planning staff have confirmed that the criteria listed in the applicable Hold Provision has been satisfied and that the Hold (H) in place can be removed.

Public Comments

The application to remove an (H) Prefix is not a public process, and does not require a statutory public meeting.

Advisory Committee Review

Not applicable.

Legal Considerations

Pursuant to section 36(3) of the Planning Act, the application to remove the Holding provision may only be appealed by the applicant if Council refuses the application or refuses to make a decision on the application. Should Council approve this application, Legal Services will also review the By-law required to implement the final approval to finalize the removal of the hold.

Financial Implications

Fees and securities were collected as necessary prior to execution of the associated Subdivision Agreement for Phase 1. Additional fees and securities will also be required for the development of all future phases. The future development of this site will also generate Development Charges to be collected prior to the issuance of Building Permits.

Communications Considerations

Pursuant to section 8(2) in O.reg 545/06 of the *Planning Act*, a municipality must "give the public reasonable notice" of council's intention to pass an amending by-law. As such, a Notice of Council's Intention to Remove a (H) Holding Provision will be published in the Aurora Banner and Auroran newspapers. All interested parties were notified that the subject application will be heard at the September 17, 2019 General Committee Meeting.

Link to Strategic Plan

The proposed Removal of (H) Application supports the Strategic Plan's goal of supporting an exceptional quality of life for all through its accomplishment in satisfying requirements in the following key objectives within this goal statement:

Strengthening the fabric of our community: Through the proposed removal of (H) Holding provision on the subject lands, the application will assist in ensuring future growth including housing opportunities for everyone.

Alternatives to the Recommendation

None.

Conclusions

Planning and Development Services have reviewed the proposed Removal of (H) Holding Provision application in accordance with the provisions of the Provincial and Regional policies, the Town's Zoning By-law and municipal development standards respecting the subject lands. The criteria for removal of the (H) on the subject lands have been satisfied by the Town and the LSRCA. Therefore, staff recommends approving application ZBA(H)-2019-01, to remove the (H) prefix on the subject lands for lots 42 to 44 inclusive.

Attachments

- Figure 1 – Location Map
- Figure 2 – Existing Official Plan Map
- Figure 3 – Existing Zoning
- Figure 4 – Proposed Zoning
- Figure 5 – Approved Draft Plan of Subdivision
- Figure 6 – Subject Lots

Previous Reports

- Public Consultation Process Report No. PL15-039, dated May 5, 2015
- Public Planning Report No. PL15-051, dated June 24, 2015
- Public Planning Report No. PL15-073, dated September 30, 2015
- Public Planning Report No. PL15-083, dated October 28, 2015
- Request for Street Name Approval Report No. PBS17-046, dated June 20, 2017

September 17, 2019

Page 10 of 10

Report No. PDS19-080

Pre-submission Review

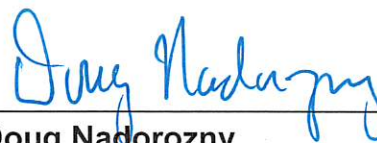
Agenda Management Team Meeting review on September 5, 2019

Departmental Approval

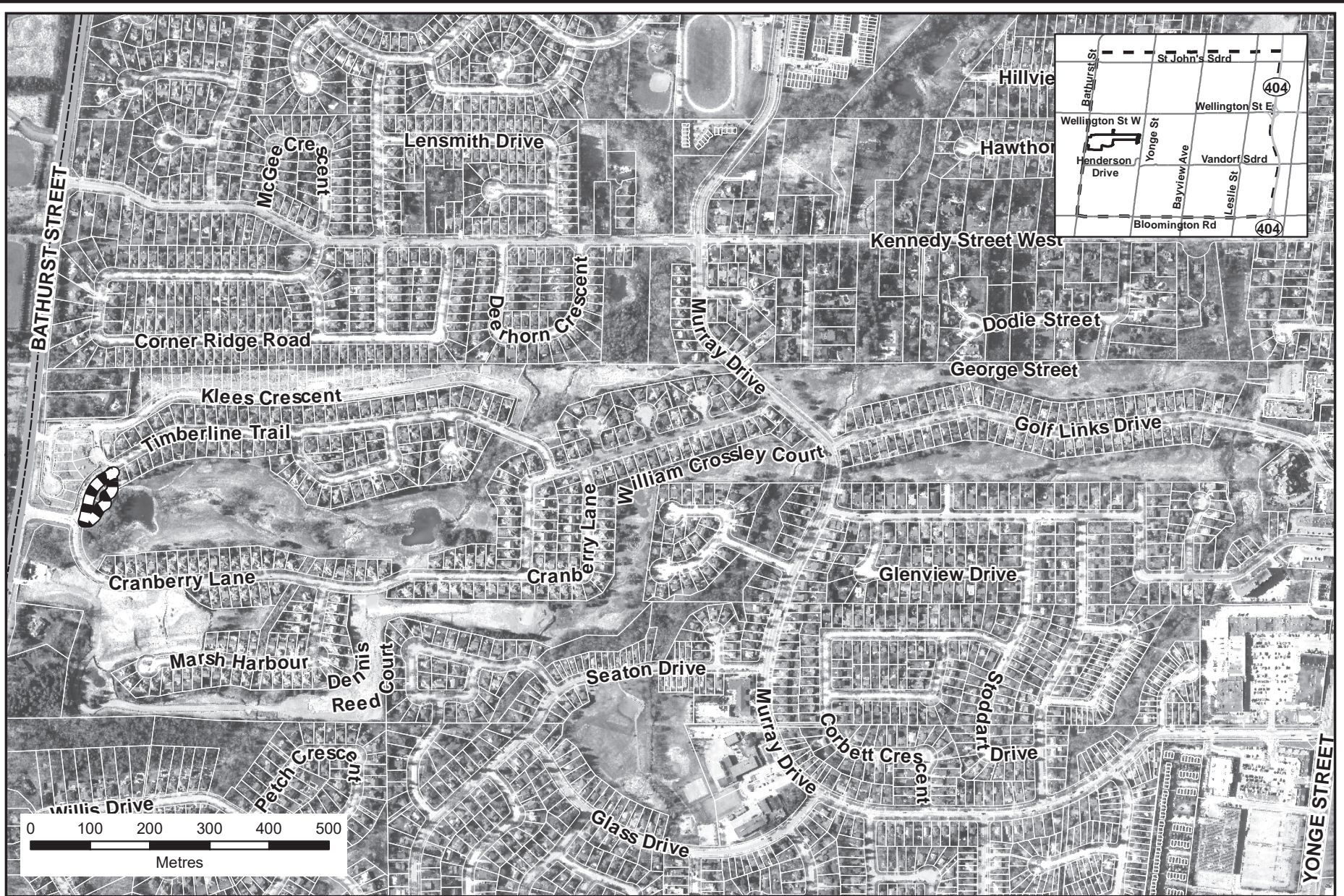


**David Waters, MCIP, RPP, PLE
Director
Planning and Development Services**

Approved for Agenda



**Doug Nadorozny
Chief Administrative Officer**



LOCATION MAP

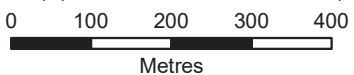
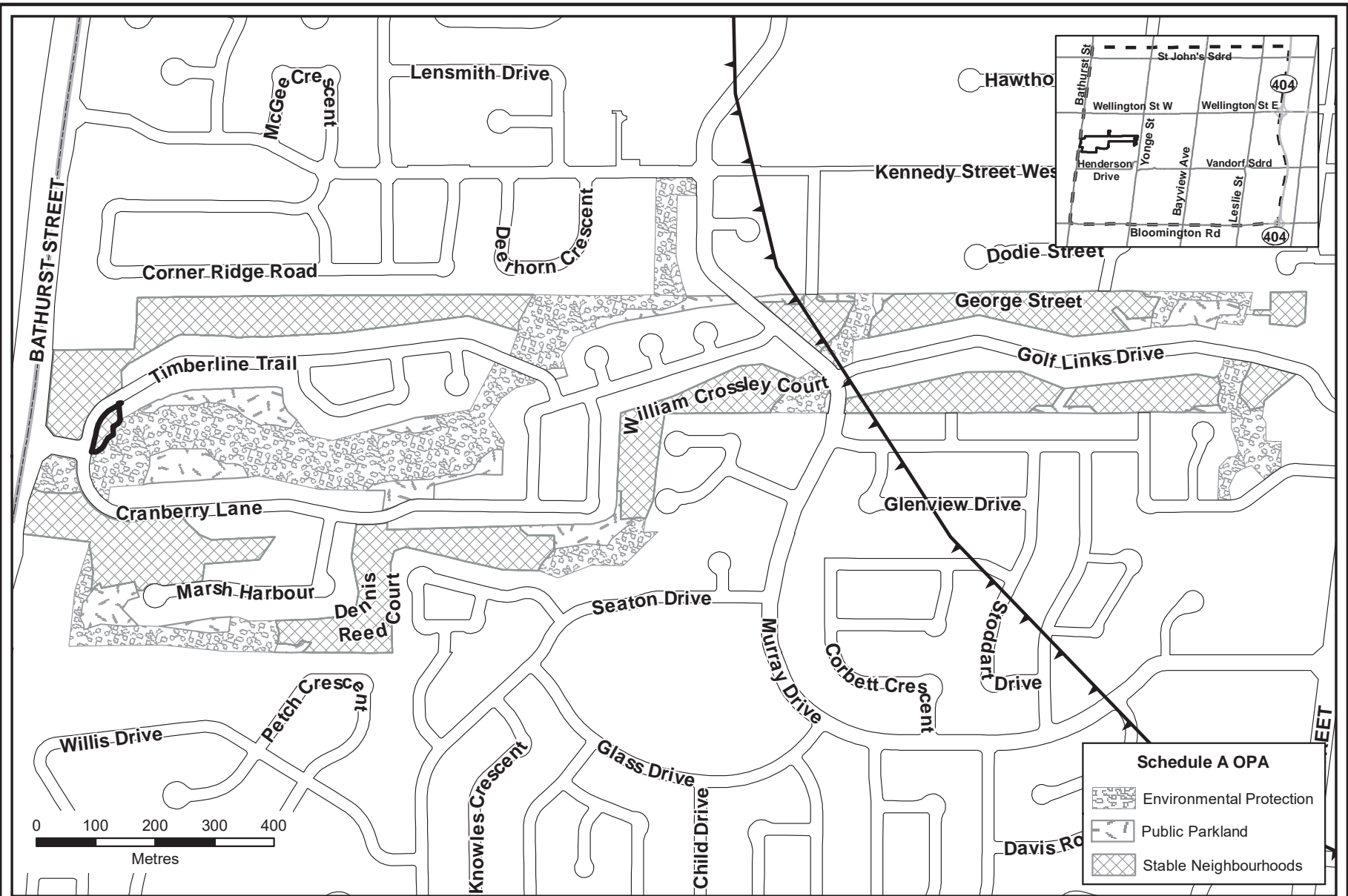
APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.
 LOCATION: 167, 171 & 175 TIMBERLINE TRAIL
 FILE: ZBA(H)-2019-01
FIGURE 1






**SUBJECT LANDS
 167, 171 & 175 TIMBERLINE TRAIL**



Map created by the Town of Aurora Planning & Development Services Department, June 19, 2019. Base data provided by York Region & the Town of Aurora. Air Photos taken Spring 2018, © First Base Solutions Inc., 2018 Orthophotography.



Schedule A OPA

-  Environmental Protection
-  Public Parkland
-  Stable Neighbourhoods

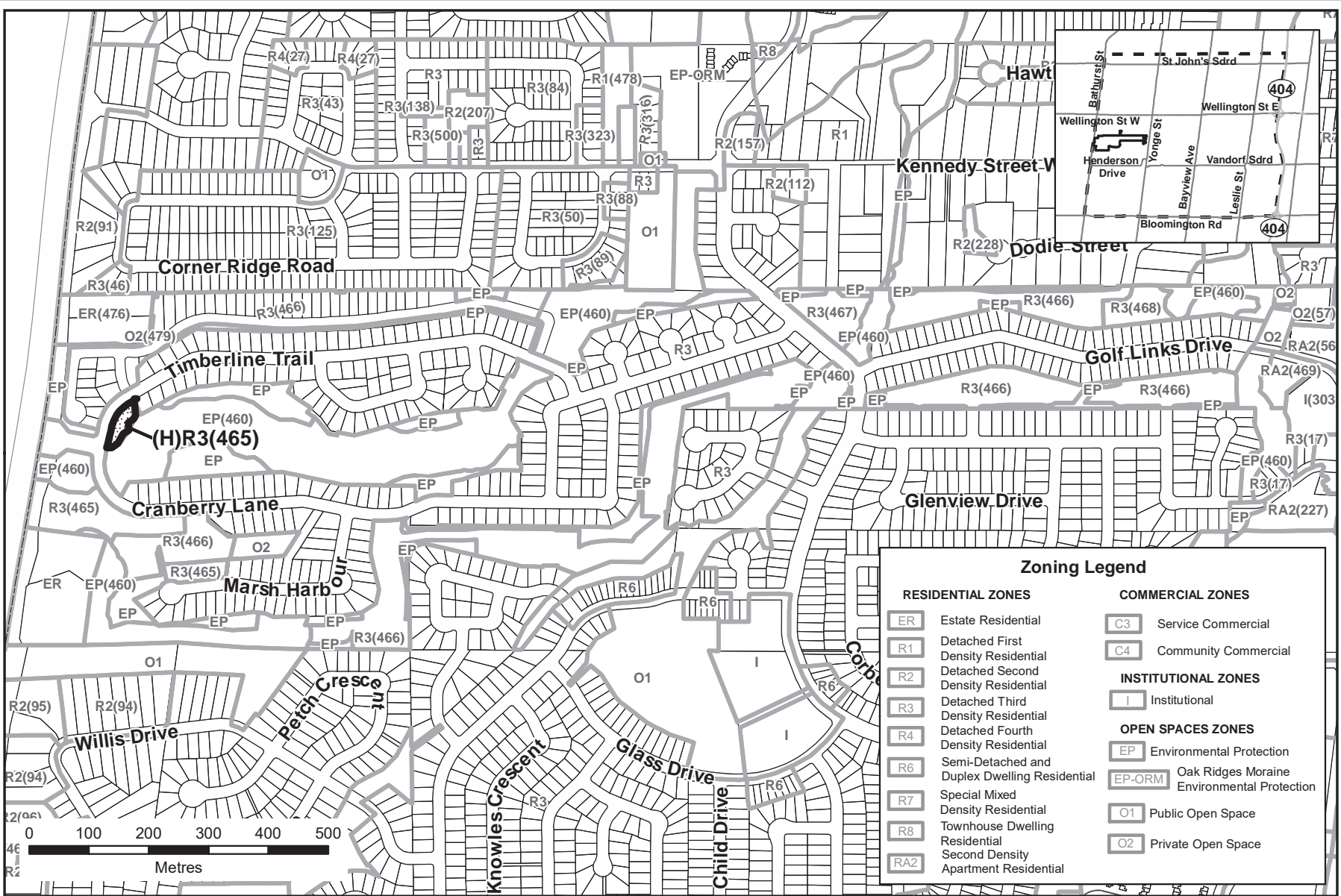
EXISTING OFFICIAL PLAN MAP

APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.
 LOCATION: 167, 171 & 175 TIMBERLINE TRAIL
 FILE: ZBA(H)-2019-01
 FIGURE 2

-  Subject Lands
 167, 171 & 175 Timberline Trail
-  OAK RIDGES
 MORAINÉ BOUNDARY



Map created by the Town of Aurora Planning & Development Services Department, August 26, 2019. Base data provided by York Region & the Town of Aurora.



EXISTING ZONING

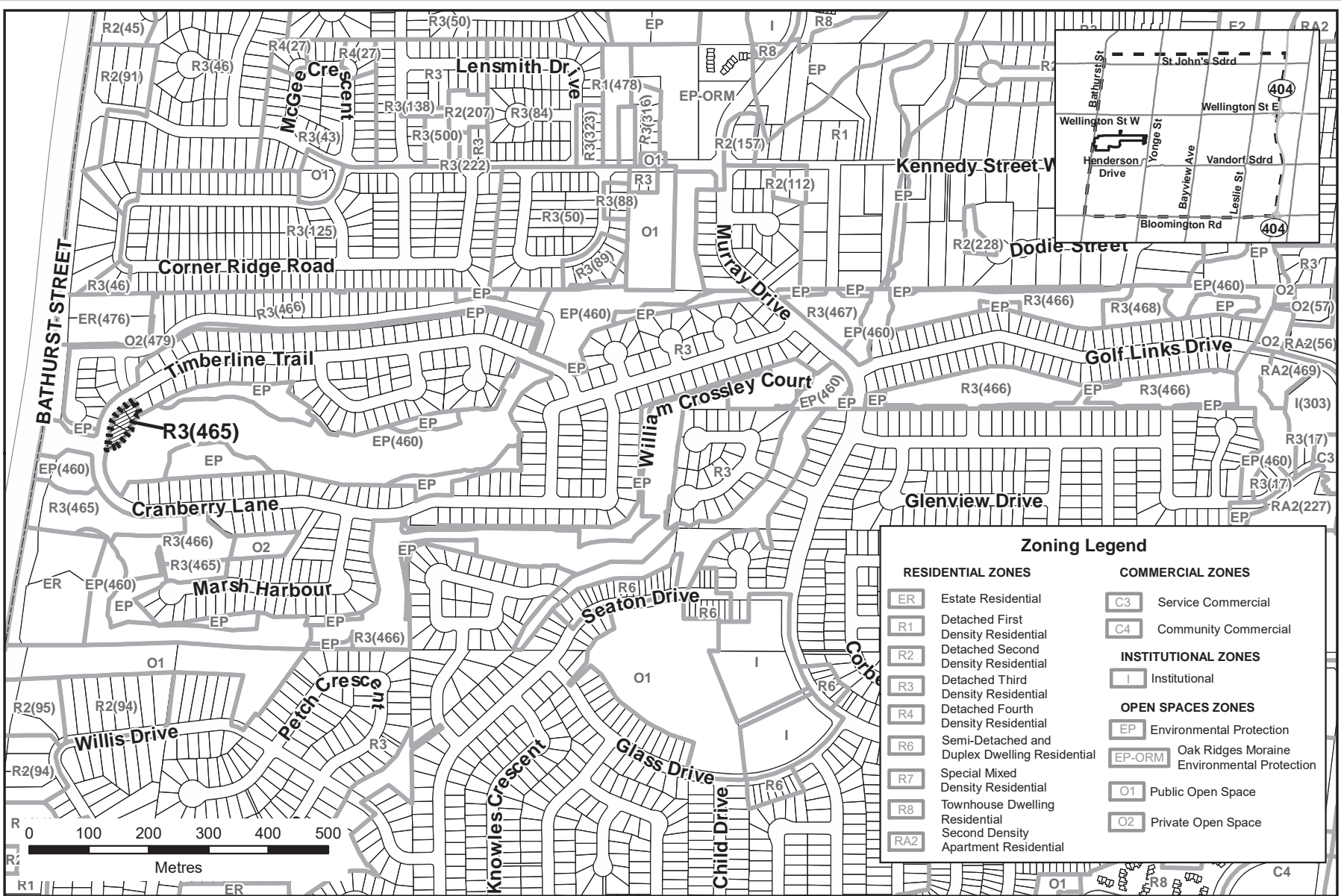
APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.
 LOCATION: 167, 171 & 175 TIMBERLINE TRAIL
 FILE: ZBA(H)-2019-01
 FIGURE 3



Subject Lands
 167, 171 & 175 Timberline Trail



Map created by the Town of Aurora Planning & Development Services Department, June 19, 2019. Base data provided by York Region & the Town of Aurora.

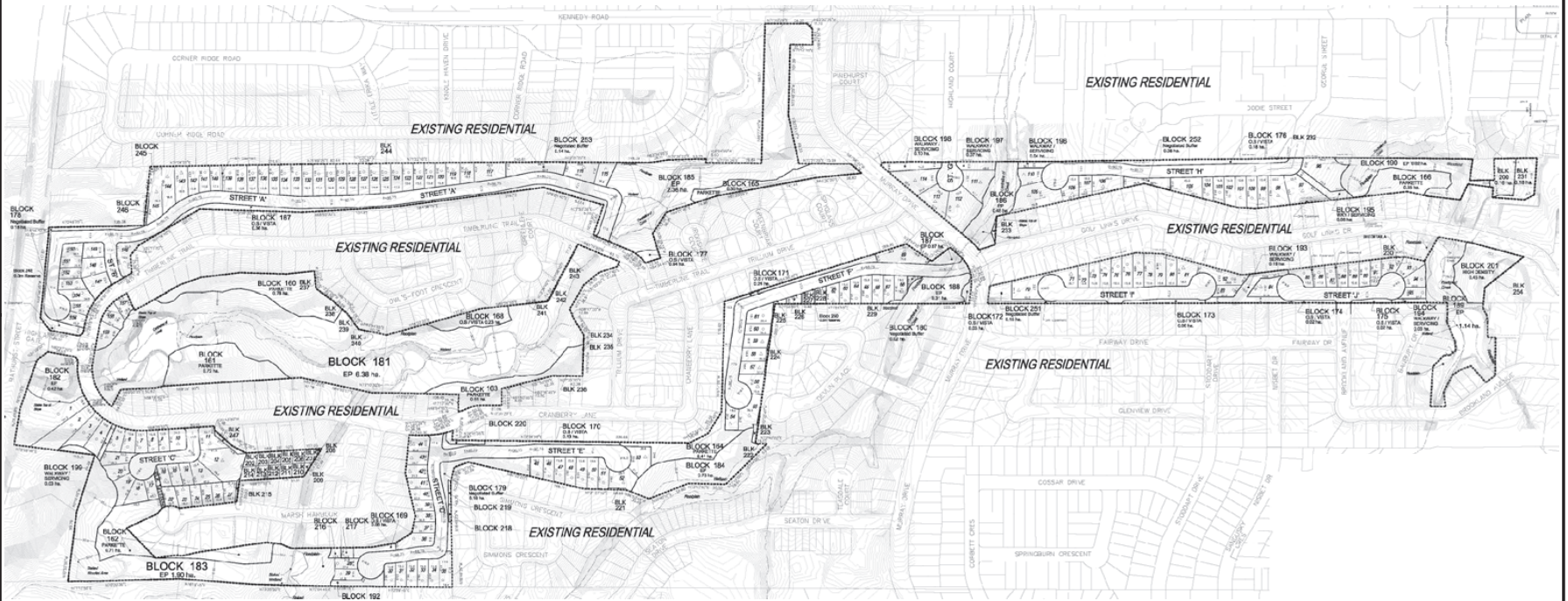


PROPOSED ZONING
 APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.
 LOCATION: 167, 171 & 175 TIMBERLINE TRAIL
 FILE: ZBA(H)-2019-01
 FIGURE 4

 Hold to be Removed
 Lots 42 - 44



Map created by the Town of Aurora Planning & Development Services Department, June 19, 2019. Updated September 4, 2019. Base data provided by York Region & the Town of Aurora.

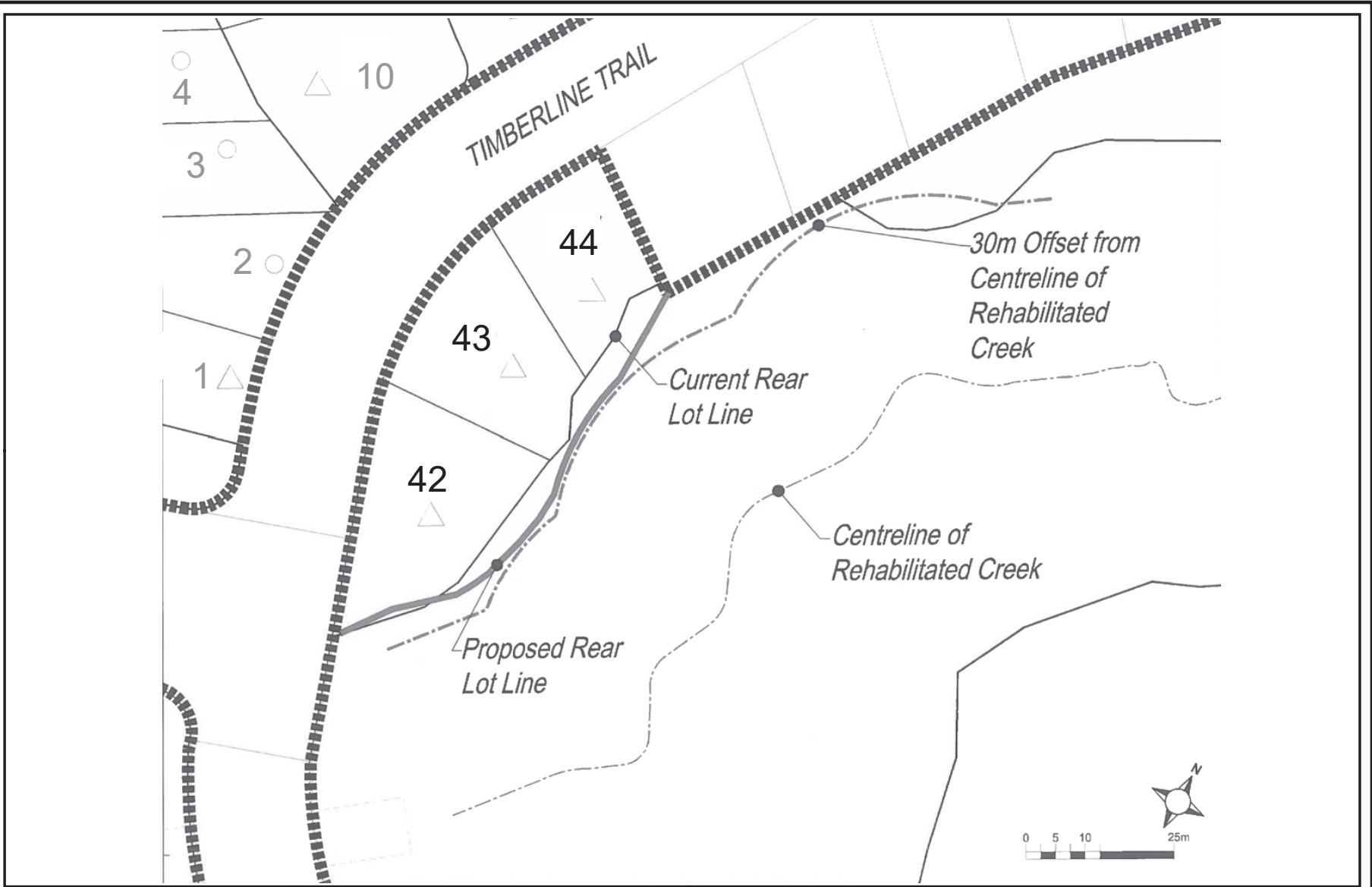


APPROVED PLAN OF SUBDIVISION (JANUARY 23, 2017)

APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.
LOCATION: 167, 171 & 175 TIMBERLINE TRAIL
FILE: ZBA(H)-2019-01
FIGURE 5



Map created by the Town of Aurora Planning & Development Services Department, June 20, 2019. Drawing provided by Mallone Given Parsons LTD.



SUBJECT LOTS: LOTS 42 TO 45

APPLICANT: HIGHLAND GATE DEVELOPMENTS INC.

LOCATION: 167, 171 & 175 TIMBERLINE TRAIL

FILE: ZBA(H)-2019-01

FIGURE 6





Notice of Motion	Mayor Tom Mrakas
-------------------------	-------------------------

Date: September 17, 2019

To: Members of Council

From: Mayor Mrakas

Re: **Canopy of Lights**

Whereas Goal 3 of the Town's "Economic Strategic Plan" identifies establishing downtown Aurora as a destination and focal point for the community; and

Whereas creating a unique atmosphere, that would at the same time promote the Town's built heritage, would advance this goal; and

Whereas economically vibrant downtowns are the heart and soul of the community, provide an identity for the Town, and are a point of pride for the community;

1. Now Therefore Be It Hereby Resolved That staff be directed to work with the Aurora BIA (Business Improvement Area) to install a "canopy of lights" on Yonge Street from Wellington Street to Mosley Street in time for the Santa Under the Stars Parade on November 23, 2019.

Notice of Motion
Re: Canopy of Lights
September 17, 2019

Page 2 of 2

