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PLANNING AND URBAN DESIGN RATIONALE

14700 & 14720-14760 YONGE STREET, AURORA



Date:

July 2021

Prepared for:

SmartCentres REIT (Aurora 14700 Yonge) Limited
Partnership X and Calloway Real Estate Investment Trust Inc.

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1.0

INTRODUCTION

1.1 PURPOSE OF THE APPLICATION

MacNaughton Hermsen Britton Clarkson Planning Limited (“MHBC”) has been retained by SmartCentres REIT (Aurora 14700 Yonge) Limited Partnership X and Calloway Real Estate Investment Trust Inc. (hereinafter the “Owner”) to seek approval of a Zoning By-law Amendment (“ZBA”) to facilitate a mid-rise mixed use development on the lands located at the southwest corner of Yonge Street and Murray Drive, and municipally addressed as 14700, and 14720-14760 Yonge Street (hereinafter “the subject lands”) in the Town of Aurora, as show on **Figure 1.1**. The Site Plan application for Phase 1 will be submitted concurrently with the Zoning By-law Amendment Application.

The subject lands are located within the Aurora Promenade area which consists of the Yonge Street and Wellington Street Corridors and the GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. The proposed development will contribute to the overall redevelopment vision of this area as proposed by the Town of Aurora Official Plan (“OP”). The Owner is seeking an amendment to the Town of Aurora Comprehensive Zoning By-law 6000-17 (“By-law 6000-17”) to rezone the Subject Lands and permit site specific development standards.

The proposed amendment will permit a two phased development. Phase 1 consists of two mid-rise buildings

and a row of traditional townhouse units. Building 1 will have a maximum height of 7-storeys while Building 2 will have a maximum height of 6-storeys. The proposed row of townhouse units are proposed along the western limit and will have a maximum height of 3-storeys. Phase 1 will have a total gross floor area of approximately 46,352 sq. m. (498,924 sq. ft.) of which approximately 45,734 sq. m (492,275 sq. ft.) is residential gross floor area and approximately 618 sq. m. (6,649 sq. ft.) is retail gross floor area.

Phase 2 will consist of two mid-rise buildings, 7-storeys and 6-storeys in height and a row of townhouse units along the western limit. Phase 2 will have a total gross floor area of 19,800 sq. m. (231,125 sq. ft.) of which approximately 18,005 sq. m. (193,804 sq. ft.) is residential gross floor area and 1,795 sq. m. (19,321 sq. ft.) is retail gross floor area. Additional details on the proposal can be found in **Section 1.3**.

This report has been prepared in support of the ZBA application. Based on our review and analysis contained herein, we conclude that the proposed request is consistent with the Provincial Policy Statement, conforms to or does not conflict with the Growth Plan, conforms to the Region of York, conforms to the Town of Aurora Official Plan. The proposal is appropriate and in keeping with the intent of Town of Aurora Urban Design Guidelines. Lastly, the proposal has had regard to matters of Provincial interest.

1.2 SUBJECT LANDS AND SURROUNDING AREA

1.2.1 SUBJECT LANDS

The subject lands are currently occupied by four 1-storey commercial buildings and are approximately 5.05 ha (12.47 acres) in size (**Figure 1.1**). The subject lands are located on the south west corner of Murray Drive and Yonge Street, known as the SmartCentres Aurora Shopping Mall. Further, the subject lands are within 100 m of York Region Transit Stops providing service to routes 32, 96, 98/99, and 98. Route 96 provides connection to the Newmarket Bus Terminal. In addition, the Subject Lands are approximately 100 metres north of a VIVA Blue bus stop at Yonge Street and Henderson Drive that is served by the VIVA Blue bus route providing for bus rapid transit.



LEGEND

 Subject Lands



Figure 1.1 Subject Lands

1.2.2 SURROUNDING AREA

A summary of the uses that surround the subject lands (**Figure 1.2**) include the following:

NORTH: Immediately north of the subject lands is Murray Drive which is identified as a Major Collector Road in the Town of Aurora Official Plan. Further north is a commercial plaza, the Aurora Shopping Centre, and low and mid rise residential uses with low-rise commercial uses fronting onto Yonge Street.

WEST: Immediately west of the subject lands is a townhouse development complex, 3-storeys in height. Further west are low-rise residential uses.

EAST: Immediately east of the subject lands is Yonge Street, which is an Arterial Road under the jurisdiction of the Town. Further east is a range of commercial uses and Aurora War Memorial Peace Park.

SOUTH: Immediately south of the subject lands are low-rise residential uses, an existing open space, and a range of commercial uses within the Aurora Village Plaza.



On Murray Drive looking north towards the commercial plaza



Looking northwest towards townhouse buildings along Mosaics Avenue



On Yonge Street looking east towards Aurora War Memorial Park



Looking east down Henderson Drive towards low-rise residential uses (left) and commercial plaza parking lot (right)

Figure 1.2 Photos of Surrounding Uses from Google Streetview

1.3 DESCRIPTION OF THE PROPOSAL

The proposed amendments will permit a mid-rise development with a total gross floor area of approximately 66,152 sq. m. (712,049 sq.ft.). An amendment to the Town of Aurora Zoning By-law 6000-17 is required to rezone the Subject Lands and permit site specific zoning standards.

The proposed amendments will permit a two phased development as noted below. The timing of the development

will be related to the market condition, financing and tenant leasing. The phasing plan prioritizes development of the southern portion of the subject lands first as these lands are currently unoccupied by an existing tenant. Each phase will be carefully staged to ensure that necessary infrastructure is completed in time to support the occupancy of the proposed development.

1.3.1 PHASE 1

Phase 1 will consist of three mid-rise buildings and a row of traditional townhouse units. Phase 1 will have a total gross floor area of approximately 46,352 sq. m. (498,924 sq. ft.) of which approximately 45,734 sq. m. (492,275 sq. ft.) of residential gross floor area and approximately 618 sq. m. (6,649 sq. ft.) of retail gross floor area.

Parking will be provided primarily within two levels of above grade parking within the proposed mid-rise buildings with visitor parking located at grade. A total of 480 parking spaces are proposed for Phase 1.

RESIDENTIAL USES

The proposed development provides residential uses within a range of mid-rise buildings and townhouse units. Building 1 proposes a maximum height of 7-storeys which will integrate non-residential uses at grade. Building 2 proposes a maximum height of 6-storeys and will provide only residential uses. Residential uses will be the primary use within Phase 1, providing a mix and range of unit types and sizes to accommodate a diverse range of households. Phase 1 will provide a total of 480 units, Building 1 will have 264 units, Building 2 will have 200 units and the townhouse block will consist of 16 units.

Building 1 and 2 will consist of at grade 2-storey townhouse units to provide animation to the street frontages in addition to the proposed retail uses at grade. Where residential uses have direct frontage on public or private streets, the frontages will be enhanced with windows, at grade entrances, doors and private terraces to activate the facades and animate those frontages. The proposed residential uses will benefit from the proposed walkways within Phase 1 which connects to the proposed open green spaces and Yonge Street providing direct access to transit and other amenities within the immediate area.

The Town has undertaken various initiatives to assist in providing affordable housing. The proposed development will provide a range of housing types and tenures which will be attainable in the context of the Town's marketplace within a mid-rise and townhouse development along existing transit infrastructure along Yonge Street, to meet the policies objects of the Town's Official Plan.

RETAIL USE

Building 1 within Phase 1 provides for the integration of retail uses at grade within the proposed mid-rise building to support the growing economy of the Town of Aurora.

The proposed retail uses will allow future residents to access daily services and needs within proximity to where they live. The proposed development will facilitate approximately 618 sq. m. (6,649 sq. ft.) of retail gross floor area within Building 1.

Where retail uses are proposed within the ground floor of Building 1, the ground floor will be designed to provide seamless connectivity to the public realm through integrated design in architectural design such as materials, floor heights, and wayfinding. Primary residential access for Building 1 will be at grade and will be directed to the Yonge Street, integrated into the commercial façade.

Overall, the amount of non-residential uses proposed will help achieve a sense of place and local identity, and a space that is comfortable and inviting throughout the year.

OPEN SPACE AND VEHICULAR MOVEMENT

A green link of open space is proposed within Phase 1, which opens up to War Memorial Peace Park to the east, to create a vibrant green heart within the site providing amenities for residents and visitors. A well-designed central green network will provide both pedestrian and vehicular life to the subject lands by connecting to established road networks. High-quality landscaping and hardscaping is proposed within the open space linkage to enhance the public realm. Further details are provided in **Section 2.4**.

The proposed street network includes private streets and pedestrian sidewalks to create access from all frontages of Phase 1 where possible. The proposed private streets are based on the principles of providing connectivity and porosity through the subject lands while creating development blocks that are appropriately sized for the range of land uses proposed. Further details are provided in **Section 2.5**.

1.3.2 PHASE 2

Phase 2 will consist of two mid-rise buildings, 7-storeys and 6-storeys in height and a row of townhouse units along the western limit. Phase 2 will have a total gross floor area of 19,800 sq. m. (231,125 sq. ft.) of which approximately 18,005 sq. m. (193,804 sq. ft.) is residential gross floor area and 1,795 sq. m. (19,321 sq. ft.) is retail gross floor area.

Parking will be provided primarily within two level of above grade parking within the proposed mix-rise biddings with visitor parking located at grade. A total of 420 parking spaces are proposed for Phase 2.

RESIDENTIAL USES

The proposed development provides residential uses within a range of mid-rise buildings and townhouse units. Building 1 proposes a maximum height of 7-storeys while Building 2 proposes a maximum height of 6-storeys. Residential uses will be the only use within Phase 2, providing a mix and range of unit types and sizes to accommodate a diverse range of households. Phase 2 will provide a total of 420 units, Building 1 will have 242 units, Building 2 will have 170 units and the townhouse block will consist of 8 units.

Building 1 and 2 will consist of at grade 2-storey townhouse units to provide animation to the street frontages as retail uses are not proposed in Phase 2. The proposed residential uses will benefit from the proposed walkways within Phase 2 which connects to the proposed open green spaces in Phase 1, Murray Drive and Yonge Street providing direct access to transit and other amenities within the immediate area.

As noted above, the proposed development will provide a range of housing types and tenures which will be attainable in the context of the Town's marketplace within a mid-rise and townhouse development along existing transit infrastructure along Yonge Street, to meet the policies objects of the Town's Official Plan.

RETAIL USE

Building 1 within Phase 2 provides for the integration of retail uses at grade within the proposed mid-rise building along Murray Drive to support the growing economy of the Town of Aurora.

The proposed retail uses will allow future residents to access daily services and needs within proximity to where they live. The proposed development will facilitate approximately 1,795 sq. m. (19,321 sq. ft.) of retail gross floor area within Building 1.

Where retail uses are proposed within the ground floor of Building 1, the ground floor will be designed to provide seamless connectivity to the public realm through integrated design in architectural design such as materials, floor heights, and wayfinding. Primary residential access for Building 1 will be at grade and will be directed to the Murray Drive, integrated into the commercial façade.

Overall, the amount of non-residential uses proposed will help achieve a sense of place and local identity, and a space that is comfortable and inviting throughout the year.

OPEN SPACE

High-quality landscaping and hardscaping is proposed within Phase 2 to enhance the public realm, through street-level design that will create a comfortable pedestrian streetscape. The plantings around the active edges of the street within Phase 2 will be consistent with local tree and plant species, as well be native, drought tolerant species, withstanding seasonal changes and road side conditions. Further details are provided in **Section 2.4**.

The proposed street network includes private streets and pedestrian sidewalks to create access from all frontages of Phase 2 where possible. The proposed private streets is based on the principles of providing connectivity and porosity through the subject lands while creating development blocks that are appropriately sized for the range of land uses proposed. Further details are provided in **Section 2.5**.

1.4 PLANNING STATUS

The following is an overview of the status of the Provincial, Regional and Town planning documents that affect the Subject Lands, namely, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan, the Region of York and Town of Aurora Official Plans, and Town of Aurora Zoning

By-law. The Provincial Policies along with the Official Plan policies will be used to evaluate the proposed Zoning By-law Amendment to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 3.0** of this report.

1.4.1 MATTERS OF PROVINCIAL INTEREST

The following is an overview of the status of the Provincial, Regional and Town planning documents that affect the Subject Lands, namely, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Oak Ridges Moraine Conservation Plan, the Region of York and Town of Aurora Official Plans, and Town of Aurora Zoning By-law. The Provincial Policies along with the Official Plan policies will be used to evaluate the proposed Zoning By-law Amendment to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 3.0** of this report.

The proposed development supports the matters of Provincial interest as outlined in Section 2 of *Planning Act* by:

- Protecting the ecological system, the proposed development will not have any negative impacts on the environment;
- The proposed mixed use mid-rise development will be supported by the existing transit and will promote

patterns of development that reduce impacts on climate change;

- The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards;
- The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock and services provided in this area of the Town of Aurora;
- The proposed mid-rise and low-rise buildings will contribute to the mix and range of uses, including a mixture of housing types and unit sizes, within the Town of Aurora. The proposed redevelopment will assist the Town in meeting its long-term needs for growth; and
- The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

1.4.2 PROVINCIAL POLICY STATEMENT & GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The 2020 Provincial Policy Statement (“PPS”) and 2020 Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) are applicable to the Subject Lands.

The Provincial Policy Statement and the Growth Plan direct development to established built-up areas where there is existing municipal infrastructure. Intensification and redevelopment is encouraged as is a range and mix of residential and employment uses in a compact urban form. Of specific note, the Growth Plan for the Greater Golden

Horseshoe directs the vast majority of growth to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. Further, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. Yonge Street is identified as a Regional Corridor and a Rapid Transit Corridor by the Region of York Official Plan.

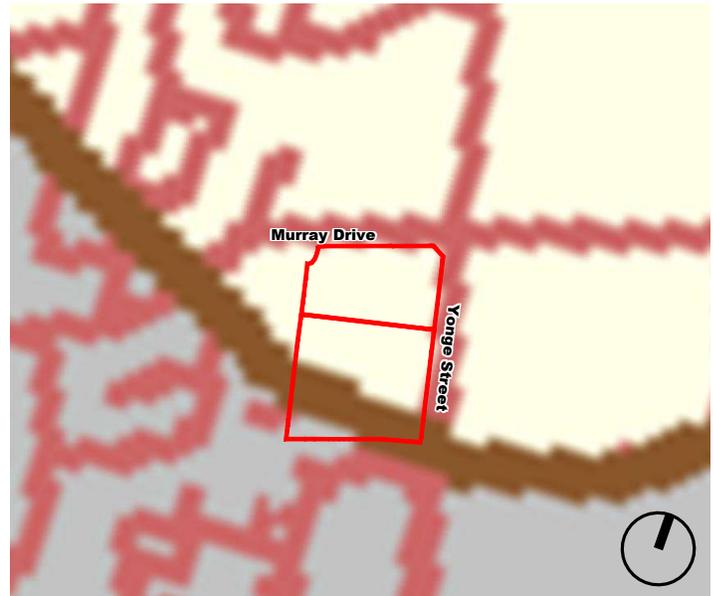
1.4.3 GREENBELT PLAN AND OAK RIDGES MORaine CONSERVATION PLAN

The southern extent of the Subject Lands are located within the Oak Ridges Moraine Area of the Greenbelt Plan.

The Oak Ridges Moraine Conservation Plan (“ORMCP”) is an ecologically based Plan that provides land use and resource management direction for the 190,000 hectares of land and water within the ORM, one of Ontario’s most significant landforms. The ORMCP was approved under the Oak Ridges Moraine Conservation Act, 2001. As the southern extent of the Subject Lands are within the Oak Ridges Moraine area, the ORMCP is applicable to this portion of the Subject Lands (**Figure 1.3**).

The ORMCP Land Use Designation Map identifies the southern extent of the Subject Lands within a Settlement Area. The purpose of the Settlement Area is to focus and contain urban growth by encouraging the development of communities that provide their residents with a full range of housing, among other things, while minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area, and promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas.

The proposed development qualifies as major development as defined by the ORMCP. Therefore additional information requirements apply including a sewage and water system plan, a stormwater management plan, a water budget and conservation plan, and conformity with a watershed plan. The proposed development is supported by a Functional Servicing and Stormwater Management Report that has been prepared in accordance with the ORMCP and demonstrates that the requirements of the ORMCP will be met.



LEGEND
Subject Lands
Oak Ridges Moraine Conservation Plan Area
Settlement Area

Figure 1.3 ORMCP Map

1.4.4 LAKE SIMCOE PROTECTION PLAN AND SOUTH GEORGIAN BAY LAKE SIMCOE SOURCE PROTECTION PLAN

The Lake Simcoe Protection Plan (“LSPP”) is a comprehensive watershed-based legislated plan to protect and restore the ecological health of Lake Simcoe and its watershed. The LSPP was approved under the Lake Simcoe Protection Act, 2008, on June 2, 2009. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary (**Figure 1.4**), the LSPP is applicable to the subject lands.

Policy 4.8 of the LSPP requires that applications for major development be accompanied by a stormwater management plan that addresses certain criteria. These criteria require that the stormwater management plan demonstrates consistency with stormwater management master plans and subwatershed evaluations, provides an integrated treatment train approach, and provides an evaluation of anticipated changes in the water balance and phosphorus loadings between pre and post development. The proposed development is supported by a Functional Servicing and Stormwater Management Report including phosphorus loading, and water balance, prepared by WSP. The Report is prepared in accordance with the LSPP and demonstrates that the requirements of Policy 4.8 will be met.

The South Georgian Bay Lake Simcoe Source Water Protection Plan was approved on January 26, 2015 and came into effect on July 1, 2015. It was further revised on September 17, 2019. The objective of this document is to provide policies that protect existing and future municipal drinking water sources.

The Subject Lands are identified as being within a Recharge Management Area (WHPA Q1/WHPA Q2). As such, policies LUP-12 and LUP-13 of this policy apply and require that Hydrogeological Analysis including a water balance be submitted as part of the Applications. The proposed development is supported by a Functional Servicing and Stormwater Management Report, a Hydrogeological Report, and a Source Water Impact Assessment and Mitigation Plan prepared by WSP that demonstrate that the requirements of these policies will be met.

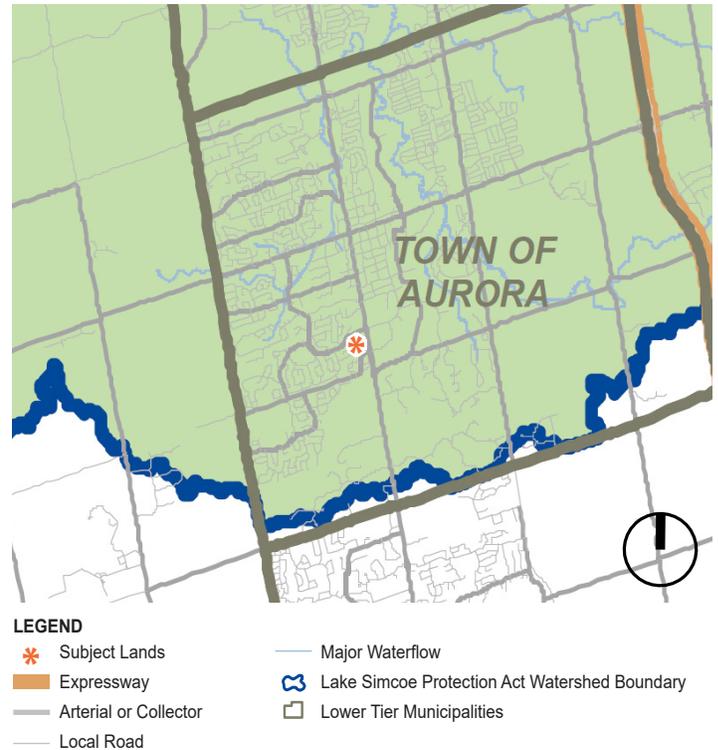


Figure 1.4 Lake Simcoe Protection Act Watershed Boundary

1.4.5 REGION OF YORK OFFICIAL PLAN (YROP)

The Subject Lands are designated as Urban Areas on Map 1 – Regional Structure with the site located along a Regional Corridor and the southern extent of the site being located within the Oak Ridges Moraine (Figure 1.5). Urban Areas are to aim to accommodate a significant portion of the planned growth in the Region through intensification with a focus on the Region’s Centres and Corridors. These areas are to provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. Regional Corridors are to serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region. Development within Regional Corridors is to be of an urban form and design that is compact, mixed-use, well-designed, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

Map 6 – Wellhead Protection Areas and Intake Protection Zones identifies the Subject Lands within a 5-10 year Wellhead Protection Area C1 (WHPA-C1). Map 7 – Oak Ridges Moraine Aquifer Vulnerability Areas and Watershed Boundaries identifies the southern extent of the Subject Lands within an Area of High Aquifer Vulnerability on the Oak Ridges Moraine and Map 14 – Highly Vulnerable Aquifers identify the northwestern and central portions of the Subject Lands within a Highly Vulnerable Aquifer area. Policies 7.3.38 and 7.3.39 provide the requirement to provide a Source Water Impact Assessment and Mitigation Plan for certain new and existing non-compatible uses within Wellhead Protection and Intake Protection Zones. Further, Policy 7.3.46 states that within Wellhead Protection Areas on the Oak Ridges Moraine, new land uses which involve the storage, manufacture of materials or uses detailed in policy 7.3.39 shall be prohibited. In addition, Section 7.3.51 restricts the generation and storage of certain uses within areas identified as high aquifer vulnerability. Local municipal official plans are to contain mapping and policies that prohibit or restrict uses in areas of aquifer vulnerability in accordance with the requirements of the Oak Ridges Moraine Conservation Plan. The proposed development is supported by a Hydrogeological Review prepared by EXP that demonstrates that the requirements of these policies have been met.

Maps 10 – Regional Cycling Network, and 11 – Transit Network identify Yonge Street in front of the Subject Lands as a Cycling Facility on a Non-Regional Road and a Rapid Transit Corridor. The Transit policies of Section 7.2 require that higher transit usage is to be achieved by supporting improvements in service, convenient access and good urban design, including directing medium and high density urban development to rapid transit corridors and giving priority to pedestrian and cycling access to transit through the planning and development approval process. In addition, the Town of Aurora Transportation Study dated December 2, 2020 identifies a Proposed Bike Lane along Murray Drive. The proposal will provide the type of density required to achieve higher transit usage and will maintain the existing driveway locations by utilizing these for street access points. Improvements to the pedestrian and cycling network are provided through the numerous sidewalks provided through the site as well as the bicycle amenities being proposed.

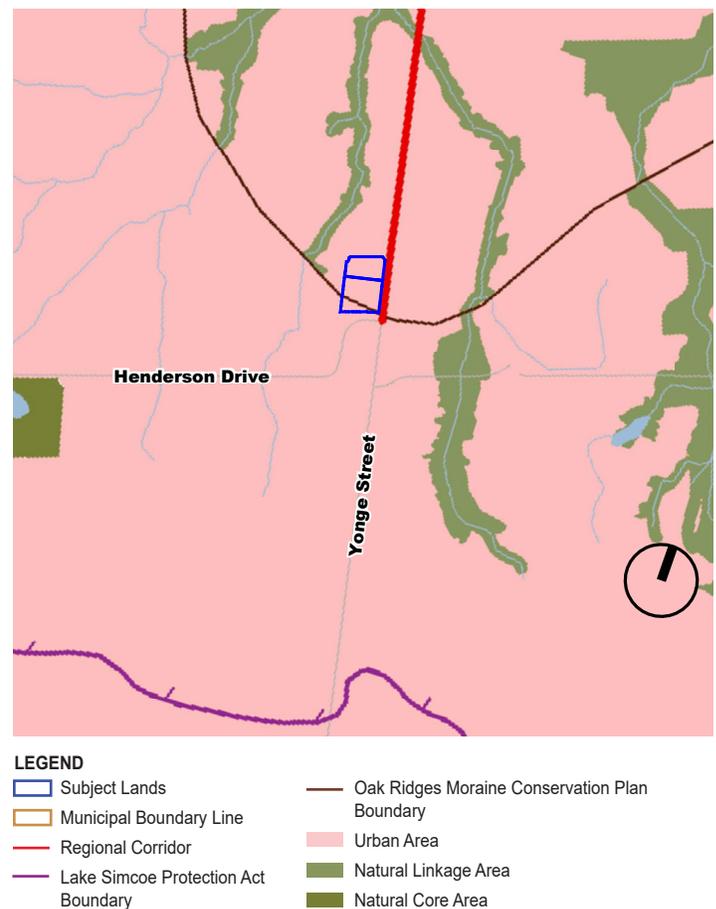


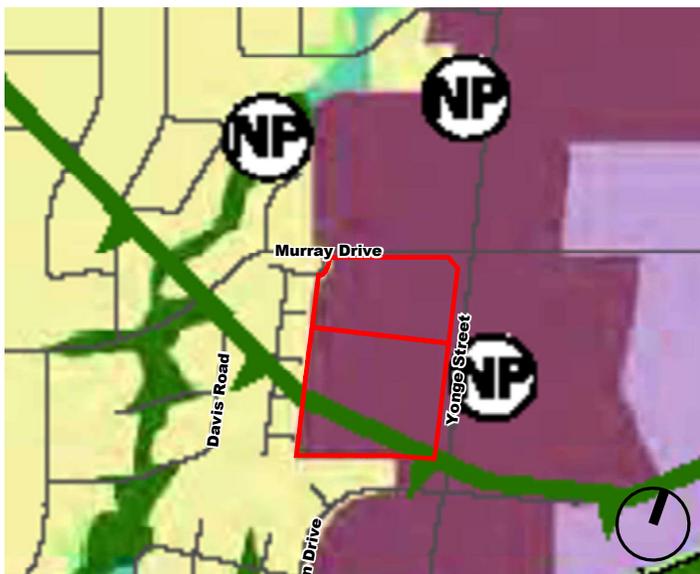
Figure 1.5 York Region OP Map 1 - Regional Structure

1.4.6 TOWN OF AURORA OFFICIAL PLAN (TOWN OP) AND AURORA PROMENADE SECONDARY PLAN AREA (SECONDARY PLAN)

The Town of Aurora Official Plan 2010 (“Town OP”) was approved by York Region in 2012 and most recently consolidated in 2015. The Town OP identifies the Subject Lands within the Aurora Promenade area on Schedule ‘A’ – Structure Plan (**Figure 1.6**). The Aurora Promenade area consists of the Yonge Street and Wellington Street Corridors and the GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. It is a broader Secondary Plan area and the Downtown area of Aurora. It is expected that the Aurora Promenade will build on its assets to evolve into a vibrant place to live, shop, work, and play, which will be inviting so that people can stroll or pause along its entire length, encouraging people to experience it on foot or bicycle. It will be a location where the community meets, interacts, celebrates, shops, and entertains, where guests are taken because it showcases the best that the Town has to offer, and where visitors will want to come to experience sophisticated culture, in a small Town setting.

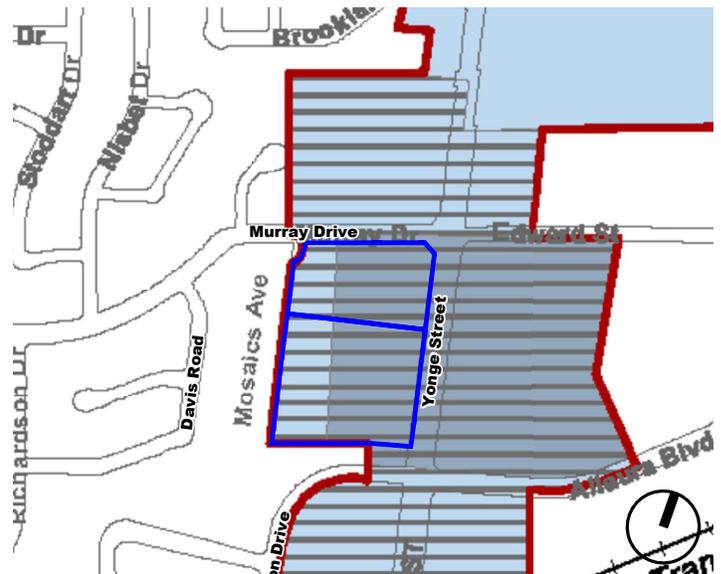
Schedule ‘B1’ – The Aurora Promenade Secondary Plan Area designates the majority of the Subject Lands as Promenade Focus Area with the western portion designated Promenade General (**Figure 1.7**). This Schedule also identifies the Subject Lands within a Special Design Area.

The purpose of the Promenade Focus Area designation is to promote redevelopment by providing enhanced development potential. Buildings and sites within the Promenade Focus Area designation are encouraged to accommodate an array of uses generally on individual development sites and within individual buildings. High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on second floors and above. In regards to the Promenade General designation, the purpose of this designation is to promote transformation into a vibrant, pedestrian-oriented mixed-use area through the introduction of higher densities in high quality mid-rise forms placed close to the street, while providing appropriate transitions to adjacent neighbourhoods. New development is to be mostly residential in use, with some convenience retail as well as restaurants, entertainment and cultural venues being provided. A variety of residential, commercial, recreational and institutional uses are permitted in both designations which include multiple-unit buildings, townhouses and apartment buildings, and retail stores, restaurants and personal services. The proposed mixed use development containing residential and retail commercial uses is permitted by the Town OP.



LEGEND
 Subject Lands
 Stable Neighbourhoods
 The Aurora Promenade
 Oak Ridges Moraine Boundary
NP Neighbourhood Park

Figure 1.6 OP Schedule ‘A’ – Structure Plan



LEGEND
 Subject Lands
 Stable Neighbourhoods
 The Aurora Promenade
 Oak Ridges Moraine Boundary
NP Neighbourhood Park

Figure 1.7 OP Schedule ‘B1’ – The Aurora Promenade Secondary Plan Area

The Special Design Area policies indicate that no development application should proceed within these areas without a Comprehensive Plan undertaken by the Town to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, transportation, parking or heritage impacts. In addition, no site-specific zoning by-law amendments shall be considered until the Comprehensive Plan has been completed. Where developments are proposed in the absence of a Town-initiated Comprehensive Plan, applicants in these areas should be required to prepare a segment of the Comprehensive Plan that includes surrounding properties to demonstrate how the proposed development will complement and contribute to the orderly transformation of the area subject to certain criteria. This includes the need for a street and block, open space and built form plan consistent with the Aurora Promenade – Concept Plan – Urban Design Strategy, and other applicable policies of the Town OP. In addition, an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation is to be provided, as well as other applicable studies that may be deemed necessary. The proposed application includes these requirements and the design guidelines are discussed in the Urban Design Report prepared by MHBC Planning, and the design guidelines are discussed in the Urban Design Report prepared by MHBC Planning.

Schedule 'B2' – The Aurora Promenade Building Heights identifies the Subject Lands subject to a minimum building



Figure 1.8 OP Schedule 'B2' – The Aurora Promenade Building Heights

height of 2 storeys, with a maximum building height of 5 storeys plus 1 bonus storey for the western half and 5 storeys plus 2 bonus storeys for the eastern half (Figure 1.8). The height bonus is subject to the height and density bonus provisions of Policy 11.9 of the Town OP as well as other requirements related to minimum lot frontage and depth, building massing, the provision of public benefits, and consistency with the Aurora Promenade Concept Plan – Urban Design Strategy. The proposed building heights of 6 storeys for the internal buildings and 7 storeys for the buildings fronting onto Yonge Street are permitted as the proposal meets the requirements to permit the bonus heights.

Schedule 'B3' – The Aurora Promenade Streetscapes identifies Potential Focus Area Streets, Potential Lanes, and Existing/Potential Midblock Pedestrian Links through the Subject Lands, Yonge Street in front of the Subject Lands as a Boulevard, and Murray Drive in front of the Subject Lands as a Focus Area Street (Figure 1.9). Potential Focus Area Streets are identified running north-south along the mid-point frontage along Murray Drive, with a connection to Yonge Street, and along the western portion of the Subject Lands, with a connection to the neighbourhood to the west. In addition, a Potential Lane is identified running east-west along the mid-point frontage along Yonge Street. Further, existing/potential mid-block pedestrian links are identified along the southern extent and northern portion of the Subject Lands. The proposal provides streets and pedestrian links at the approximate locations identified

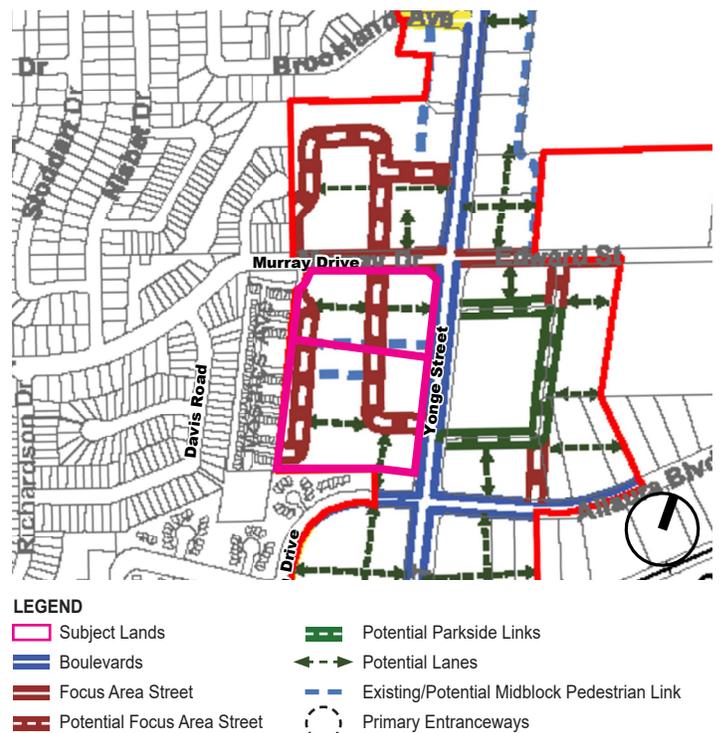


Figure 1.9 OP Schedule 'B3' – The Aurora Promenade Streetscapes

on this Schedule to generally conform with the Town OP requirements. Additional discussions can take place through the development review process.

Schedule 'C' – Commercial Centres identifies the Subject Lands as Aurora Promenade Commercial. Where any commercial use is permitted adjacent to residential uses or as part of a mixed-use development, consideration shall be given to the nature of the commercial use to ensure minimal impacts. Appropriate uses and provisions shall be provided in the implementing zoning by-law in such instances to ensure compatibility and minimize impacts. The proposal includes ground floor retail uses as permitted by the designations applicable to the Subject Lands and replaces some of the existing retail uses.

Schedule 'B' – Secondary Plan Areas identifies the southern extent of the Subject Lands within the Oak Ridges Moraine Boundary and subject to OPA 48 however Schedule 'E1' – Environmental Designations on ORM does not show any environmental features on or adjacent to the Subject Lands. Schedule 'L' – Wellhead Protection Areas identifies the Subject Lands within a 5-10 year wellhead protection zone. Schedule 'M' – Subwatershed areas identifies the Subject Lands within the East Holland Subwatershed. Policy 14.4.1(b) requires that in Wellhead Protection Areas outside of the Oak Ridges Moraine, a Risk Assessment and a Risk Management Plan be prepared prior to the establishment of new land uses that involve the storage or manufacture of certain incompatible

uses. The Hydrogeological Review prepared by EXP indicates that these land uses are not being proposed on the Subject Lands. In addition, we have reviewed the Oak Ridges Moraine Conservation Plan requirements in **Appendix D**.

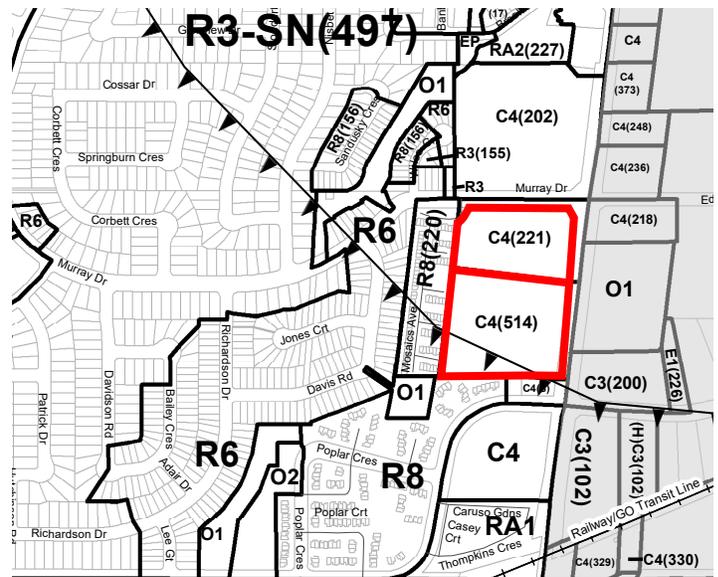
Schedule 'G' – Community Improvement Areas identifies the Subject Lands within the Aurora Promenade (Downtown Core) Community Improvement Area. The Town OP permits Council to carry out improvements on the basis of an approved Community Improvement Plan. The Aurora Promenade Community Improvement Plan ("CIP") identifies the Subject Lands within Community Improvement Project Area 2. The primary focus of the CIP is to support the redevelopment and improvement of properties within CIPA Priority Area 1 which encompasses properties within Old Town as well as lands located immediately north and south of the precinct along Yonge Street. These requirements can be addressed through the development review process.

Schedule 'I' – Proposed Road Classifications and Schedule 'J' – Proposed Right-of-Ways identify Yonge Street in front of the Subject Lands as an Arterial Road under the jurisdiction of the Town with a planned right-of-way width of 36 metres. In addition, these Schedules identify Murray Drive in front of the Subject Lands as a Major Collector Road under the jurisdiction of the Town of Aurora. Further, this Schedule identifies Mosaics Avenue to the west as a Local Road under the jurisdiction of the Town of Aurora.

1.4.7 COMPREHENSIVE ZONING BY-LAW 6000-17

The provisions of Zoning By-law 6000-17 are in-effect for the Subject Lands. The northern Phase 2 portion of the Subject Lands is currently zoned Commercial (C4(221)) Exception Zone and the southern Phase 1 portion of the Subject Lands is currently zoned Commercial (C4(514)) Exception Zone (**Figure 1.10**).

These Commercial Zone Exceptions permit a variety of commercial uses that include retail stores, financial institutions, and restaurants, with the exception that the northern Phase 2 portion does not permit drive-thru restaurants, however residential uses are not a permitted use under both zones. The maximum building height under both zones is 10 metres and the maximum lot coverage is 35.0%. There is a maximum gross floor area limit on the northern portion of 4,800 sq. m. for the combined floor area of all commercial buildings whereas there is no gross floor area limit on the southern portion. Through discussions at the pre-consultation stage, it was determined that a rezoning would be required to an appropriate mixed use zone.



LEGEND

- Subject Lands
- Oak Ridges Moraine Conservation Plan Area



Figure 1.10 ZBL Schedule 'A' - Map No. 4

2.0

PLANNING AND DESIGN EVALUATION

2.1 OVERALL CONTEXT

The subject lands are located on the south west corner of Murray Drive and Yonge Street. The subject lands will be well-designed to provide an enjoyable pedestrian realm. The future road network and green space within the subject lands will continue to facilitate mobility and connectivity, providing a seamless integration with the proposed street system to the north and east of the subject lands. Where possible, interesting façade treatment will be provided to frame this space through the proposal and future development on the subject lands.

The proposed building locations provides a high level of connectivity and walkability to existing and planned amenities in the surrounding area. The proposed development will have a strong public pedestrian connections established between the subject lands and surrounding developments by providing significant green open space and grid like street network. To this effect the proposal has introduced walkways along all street frontages.

2.2 TRANSIT ORIENTED DEVELOPMENT

The design of the subject lands has been to focus on the provision of integrating with the existing residential, non-residential and open spaces within the immediate area to create connectivity and accessibility from the surrounding street network, proposed street network and proposed buildings.

The mid-rise buildings will be in an “L” or “U” shape to create a strong street wall along the proposed private and existing public streets. The proposed at grade retail and townhouse units are oriented towards the street edge, which will animate the public realm, create passive surveillance and “eyes on the street” and provide potential spill-out opportunities at grade.

The proposed mid-rise development will incorporate a diverse arrangement of building massing to accommodate the ground-level commercial uses, residential lobbies and units, and an integrated above grade parking structure. The proposal provides a defined streetwall along the north and east frontages to define the street edge and overall Aurora Promenade character.

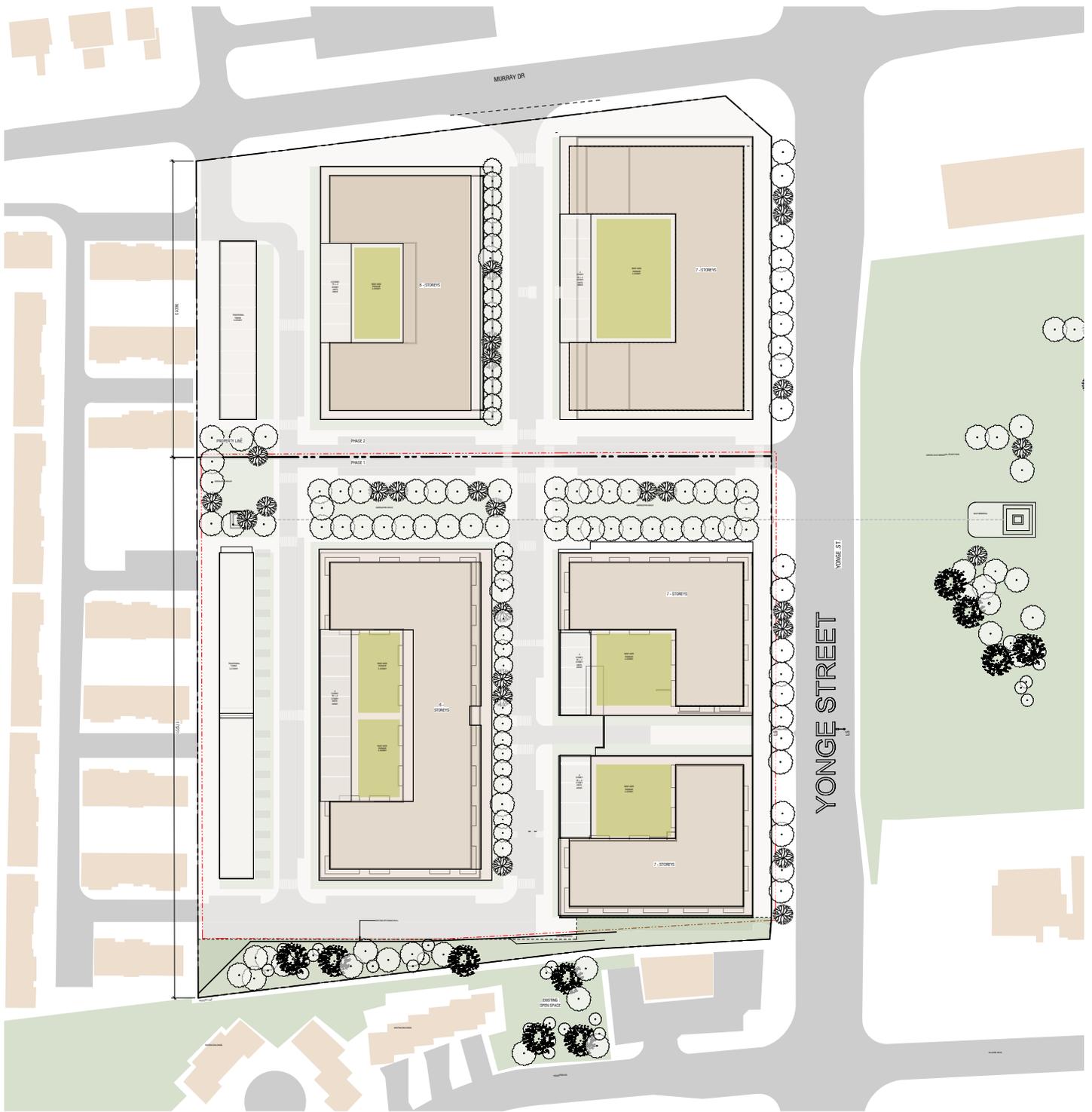
The proposed development includes four mid-rise buildings and two townhouse blocks that meet the overall vision for the Aurora Promenade. The massing of the mid-rise buildings

transition in height as it moves east to west, decreasing in height as the built form moves from Yonge Street towards the low-rise neighbourhood to the west. This transition in scale respects the community’s existing and potential/ future conditions and limits adverse shadow impacts and uncomfortable wind conditions at grade. The development is appropriate massing and setback distances will help to seamlessly integrate the proposed building into the existing community fabric and will enhance local residents’ quality of life.

The proposed development offers a mix of unit types in a compact urban form, including townhouse units, one bedroom, one bedroom plus den, two bedroom, and three bedroom units.

The façade design language and stepped articulation is carried throughout the proposed buildings to provide for visual rhythm through the base, middle and top components. These design and articulation measures ensure vibrancy along all of the building facades.

Overall, the proposed buildings represent a compact built form that is consistent with the planned character of the area.



Proposed Block Plan showing Phase 1 and Phase 2 prepared by Diamond Schmitt



Proposed Phase 1 Site Plan/Ground Floor Plan prepared by Diamond Schmitt

2.3 ARCHITECTURAL DESIGN

The proposed development will have a full range of amenities and services at grade, ensuring that the separation of residential units to the public street is protected.

The proposed development includes weather-protection elements in the form of a vestibule at the main entrance, and canopies along all entrances, shielding from the sun, rain or winter precipitation conditions. This offers pedestrian comfort for those who are waiting for visitors, or preparing themselves to enter climatic weather conditions.

The building materials selected for the proposed development will meet the intent of the Town of Aurora Urban Design Guidelines. The materials selected have been considered based on aesthetics, durability, energy efficiency, and low environmental impact. Furthermore, the materials proposed are complementary to the existing mix use landscape and the emerging built form in the area, reinforcing a consistent architectural character for the area.

All sides of the proposed buildings are designed to be active frontages that will promote a vibrant and pedestrian-friendly environment. The proposed design achieves this by providing retail and residential uses at-grade. Glazing is used along building frontages to promote interaction between the interior spaces and the public realm.

Primary entrances for both the residential units and retail uses have been located along active frontages to be accessible from public and private streets, sidewalks and pedestrian pathways. In addition, the street-level design will be further defined by providing a mixture of landscaping in the form of

shrubs, trees, and plantings to enhance the frontages.

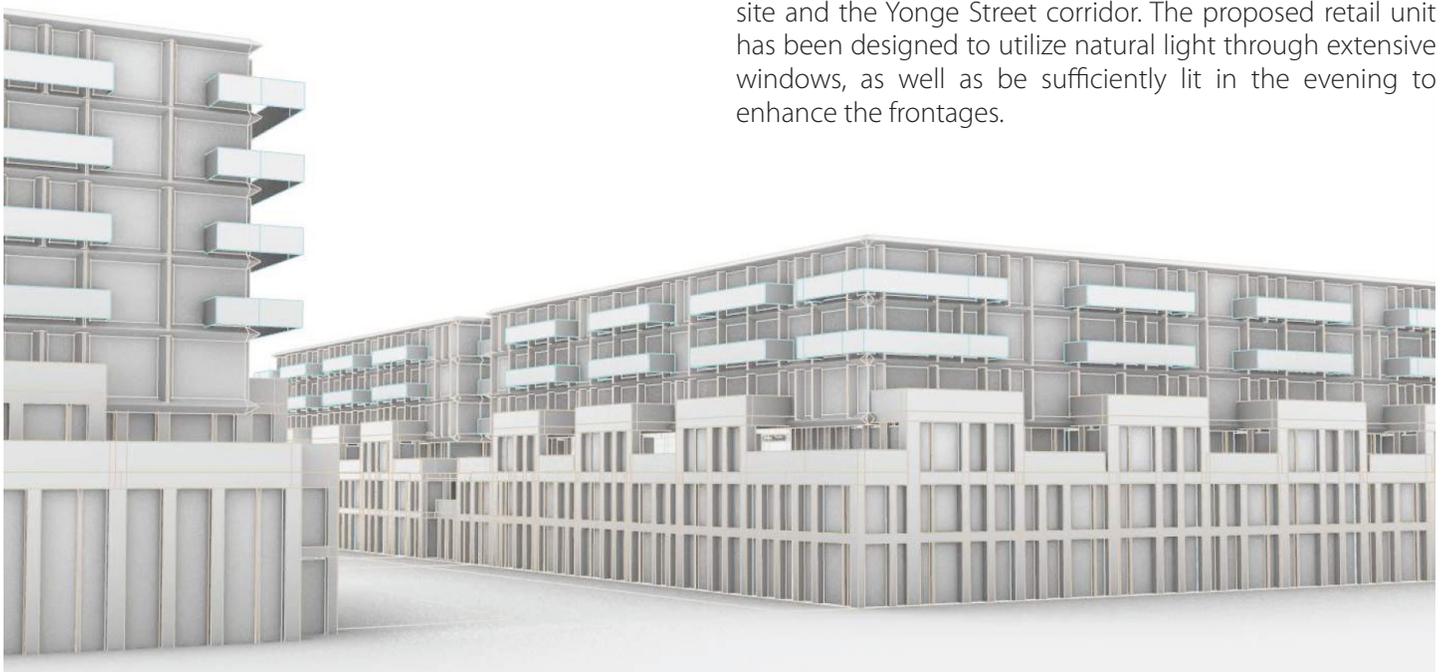
The quality of the design and materials are commensurate with the project's prominent location within the Aurora Promenade. The architectural treatments will wrap around all facades of the building, ensuring an equal level of quality architecture along all facades.

The proposal will provide opportunities to generate visual interest, including visually pleasing landscape, landscape furniture and streetscaping. Wayfinding features will be integrated in all design elements of the proposed development. Features ranging from the articulated building massing to the unique balcony design will provide placemarkers to help visitors orient themselves in the Town of Aurora. All principal building entrances and accompanied signage will be designed in compliance with standards set by AODA.

Exterior building projections, paving design, and street tree arrangements allow the public to identify pedestrian walkways. Most notably, the central open space will be the heart of the proposed development and help people orient themselves in this area.

Signage associated with retail and residential uses will be finalized at a later stage. Any proposed signage will comply with Town of Aurora standards and by-laws.

Lighting on-site will also meet sustainability standards to reduce energy consumption and minimize light trespassing. Lighting fixtures will be specifically selected to contribute to the overall urban design and pedestrian comfort of the site and the Yonge Street corridor. The proposed retail unit has been designed to utilize natural light through extensive windows, as well as be sufficiently lit in the evening to enhance the frontages.



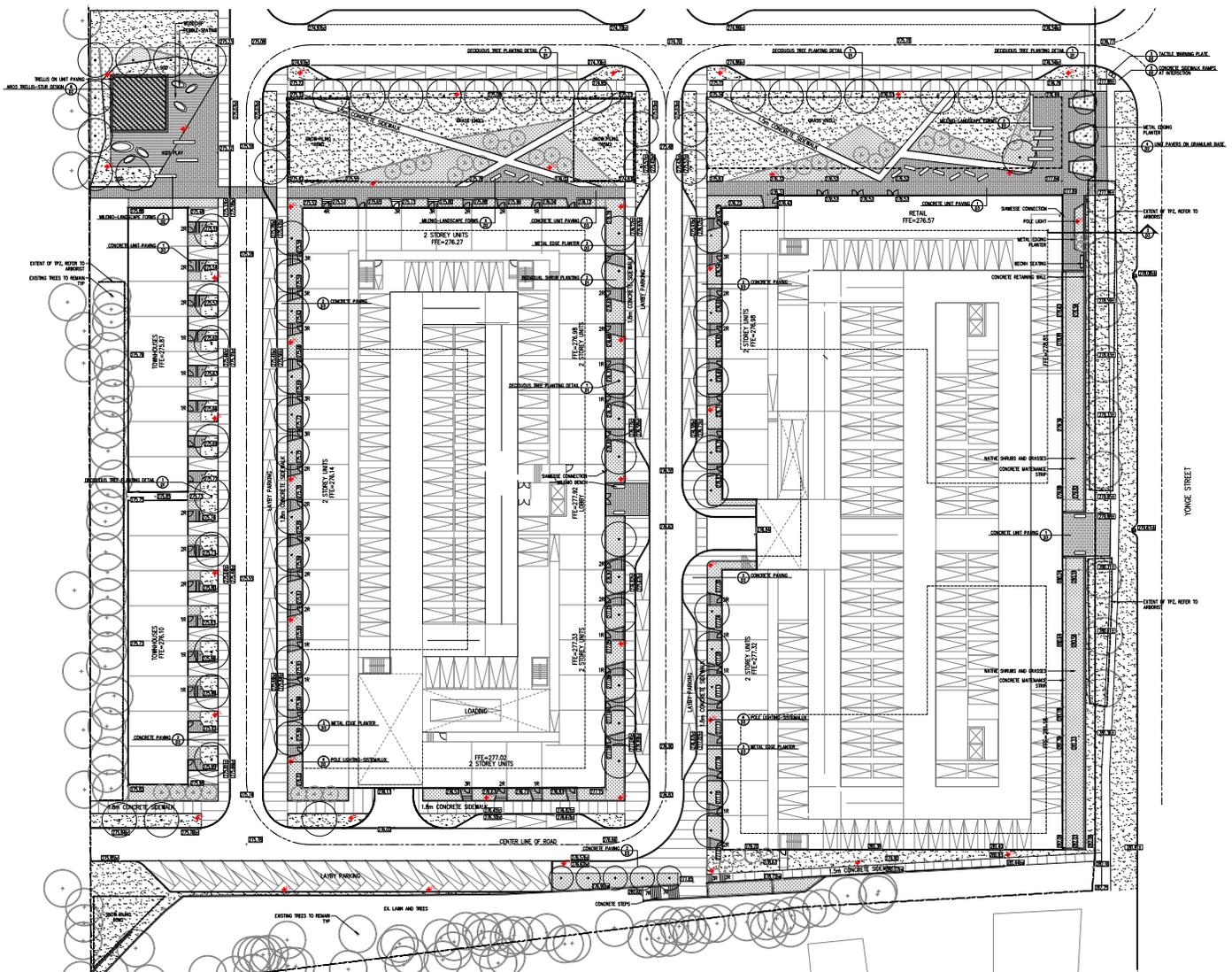
2.4 LANDSCAPE DESIGN

High-quality landscaping will be provided to enhance visual interest and pedestrian comfort throughout the subject lands. Plant species will be selected based on their attractiveness, sustainability and Town requirements.

Appropriate street furniture will be provided as a part of the landscape plan to enhance comfort within the public and private realm. These street furniture elements, such as lighting, benches and planters, will be selected based on their positive contribution to the urban design of the site.

Both paved areas and landscaped areas have been designed to promote stormwater infiltration. The central open space area is design to provide opportunities of a variety of community and passive recreational uses.

Ground-covering material and plantings will be selected in the site plan stage coordination with adjacent developments and guidance from the Town.



Proposed Phase 1 Landscape Plan prepared by NAK Design Strategies

2.5 ACCESS, PARKING AND SERVICING

The proposed vehicular and servicing accesses have been consolidated and located away from public and private streets. The placement of the entrances will reduce conflict with pedestrians. The entrances to the above grade and at grade parking and loading areas will be designed at a high quality and integrated into the overall façade design.

At the ground level, landscape features will enhance pedestrian comfort around the surface parking area. These parking areas are visible to the public and private realm and will be well-lit. Appropriate wayfinding measures and lighting will be provided to ensure CPTED principles are met.

All vehicular access routes have been designed to minimize interruptions of the public sidewalks to ensure for pedestrian safety. Plantings and extended curbs are provided at the intersections with public streets. The width of the travel portion of the route is 6 m (including rolling curb) to provide for safe vehicular travel.

The access points have been reviewed and deemed acceptable through the transportation analysis by WSP.

The proposed development will be serviced from the Town's existing watermain on Murray Drive. New local sanitary sewers are proposed within the private roads of Phases 1 and 2. These new sewers will service the proposed buildings and townhouses and outlet to the existing 300mm sanitary sewer within the west limit of the site and the existing 300mm sanitary sewer on Murray Drive.

The Stormwater Management Report prepared by WSP demonstrates that the proposed stormwater management strategy will address stormwater management related impacts from this project in adherence with the City of Aurora and LSRCA requirements and design standards.

2.6 CONCLUSION

Based on our review of the proposed design, the mixed use context, applicable Provincial, Regional and City policies, it is our opinion that the proposal adheres to the design direction of the Aurora Official Plan based on the following:

- The design of the subject lands will focus on the pedestrian connectivity by providing accessibility from the surrounding street network and the proposed buildings.
- The proposed development will have appropriately massed buildings which will create a pedestrian friendly atmosphere at grade. The proposed mixed use development incorporates commercial space, lobbies, amenity space, and townhouse dwelling units to provide animation at grade.
- The massing and scale of the proposed buildings are appropriate to the future mixed use context of the area and will facilitate an appropriate density and built form within the Aurora Promenade area.
- The proposed buildings complement existing and planned mixed use development within the immediate area.
- The proposed development is within walking distance of transit facilities along Yonge Street, including the YRT and VIVA Bus Routes, supporting existing and future transit infrastructure within the Town.

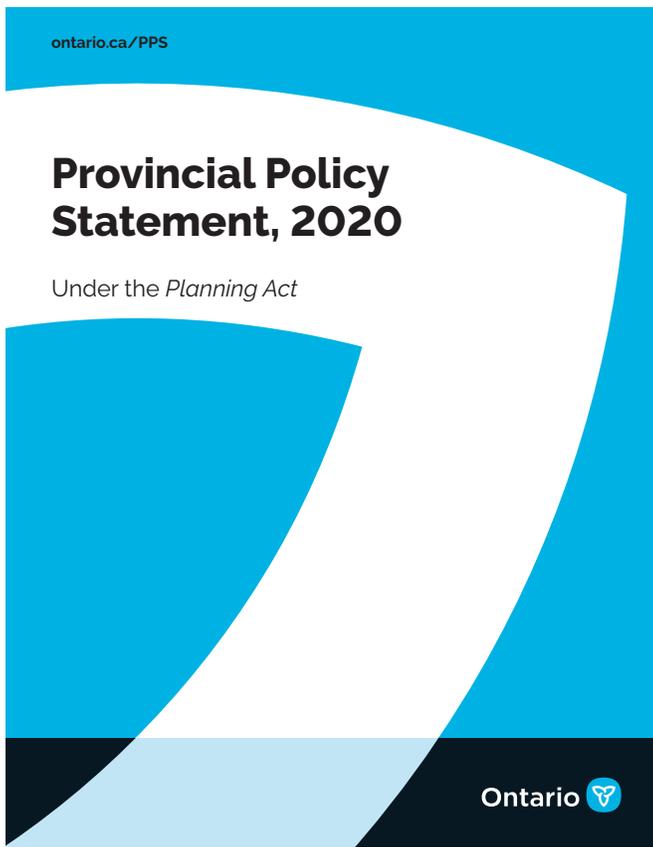
Overall, the proposal represents good design and will build upon the existing and planned mixed use context.

3.0

PLANNING ANALYSIS

The relevant planning policies are analyzed below demonstrate t how the proposed Zoning By-law Amendment supports the intention and goals of the policies. The proposed development is evaluated against policies within the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan, South Georgian Bay Lake Simcoe Source Water Protection Plan, the Region of York Official Plan, and the Town of Aurora Official Plan.

The following sections summarize the relevant policies and how they are addressed through the proposed development. A detailed analysis of each policy document can be found in Appendices B to G.



3.1 PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (The “PPS”) was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the Town of Aurora. The PPS provides general policy direction on matters relating to land use planning and development. The PPS outlines policy for Ontario’s long term prosperity, economic health and social well-being. These directives help to inform Municipalities’ Official Plans and Zoning By-laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

In particular, **Section 1.3.1** of the PPS promotes economic development and competitiveness by providing an appropriate mix and range of employment, and broader mixed uses to meet long-term needs. These policies further encourage compact Mixed Use development that incorporates compatible employment uses to support livable and resilient communities.

Section 1.4 supports providing for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area. The PPS identifies that in this circumstance the regional market area can be York Region. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. Further, planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years.

Additionally, **Section 1.5** promotes healthy, active communities by providing a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parkland, public spaces, open space areas, trails and linkages. Furthermore, by providing safe public streets, spaces and facilities that meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity

The policies in **Section 1.6** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** provides policy directions to support energy conservation through appropriate land use and development patterns.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendment can be found in **Appendix B**. In summary:

1. The proposed Zoning By-law Amendment will allow for the efficient development of an existing and underutilized site within the existing urban area of the Town of Aurora

and specifically within the settlement area of the Aurora Promenade. In addition, the proposed development will provide the intensification which is already permitted by the Aurora Promenade Secondary Plan.

2. The proposed Zoning By-law Amendment will allow for the intensification of a site which is already designated for this type of increased density and which is immediately adjacent to a Regional Corridor and Rapid Transit Corridor, thus efficiently utilizing transit infrastructure.
3. The proposed Zoning By-law Amendment will allow a Mixed Use residential and commercial development that will add to the Town's housing stock and assist the Town in providing a mixture of housing types and unit sizes.
4. The proposed Zoning By-law Amendment will allow for compact built-form that efficiently utilizes existing infrastructure without requiring additional servicing and maximizes efficient use of the Subject Lands.
5. The proposed development permitted by the Zoning By-law Amendment does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.
6. The proposed Zoning By-law Amendment will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent existing residential, commercial, and open space uses.
7. The proposed buildings containing a mix of residential and commercial uses will offer additional housing options and services to local residents in the immediate area and Town of Aurora as a whole.
8. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).
9. The proposed development will incorporate low impact development and other sustainable measures, to assist the Province, Region and Municipality to become resilient to climate change.

In our opinion the proposed Zoning By-law Amendment is consistent with the PPS.

3.2 GROWTH PLAN, 2020



The Growth Plan for the Greater Golden Horseshoe was approved by the Province of Ontario on June 16th, 2006 and amended July 1, 2017, May 16, 2019, and August 28, 2020 (“Growth Plan”). The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future. Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies within **Section 2.2** of the Growth Plan speak to achieving these objectives.

Schedule 3 of the Growth Plan forecasts a population of 2,020,000 and 990,000 jobs for the Region of York for 2051. Census data indicates that the population of the Region of York in 2016 was 1,109,909.

The Subject Lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees, while supporting environmental and agricultural protection and conservation.

Section 2.2.2 relates to Delineated Built-up Areas and requires that a minimum of 50 per cent of all residential development occurring annually within the Region of York will be within the delineated built up area.

Section 2.2.5.3 relates to Employment and requires that retail and office uses be directed to locations that support active transportation and have existing or planned transit.

Section 2.2.6 speaks to polices for housing and to assist in achieving minimum density targets within the GGH. These policies ensure a diverse range and mix of housing options are achieved through new development.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendment can be found in **Appendix C**, in summary:

1. The proposed Zoning By-law Amendment will provide for an appropriate built-form within the existing urban area of the Town of Aurora and will contribute to creating a complete community. The proposed compact built form of the proposed residential and mixed use buildings is an efficient and appropriate utilization of the Subject Lands where intensification is already permitted by the Aurora Promenade Secondary Plan.
2. The proposed mixed use residential and commercial development is compatible with surrounding commercial and residential land uses and implements the Town's intensification vision for Yonge Street, which is a Regional Intensification Corridor.
3. The proposed Zoning By-law Amendment will allow for additional housing options and services including supporting growth in proximity to existing services, helping to achieve a complete community.
4. The densities proposed by the Zoning By-law Amendment are transit supportive and facilitate a range of built form that are contextually appropriate.
5. Development of the Subject Lands as facilitated by the Zoning By-law Amendment will not cause any undue environmental or public health and safety concerns.
6. The development permitted by the proposed Zoning By-law Amendment will incorporate green design measures to assist the Province, Region and Municipality in meeting sustainability goals.

In our opinion, the proposed Zoning By-law Amendment conforms to and / or does not conflict with the Growth Plan.

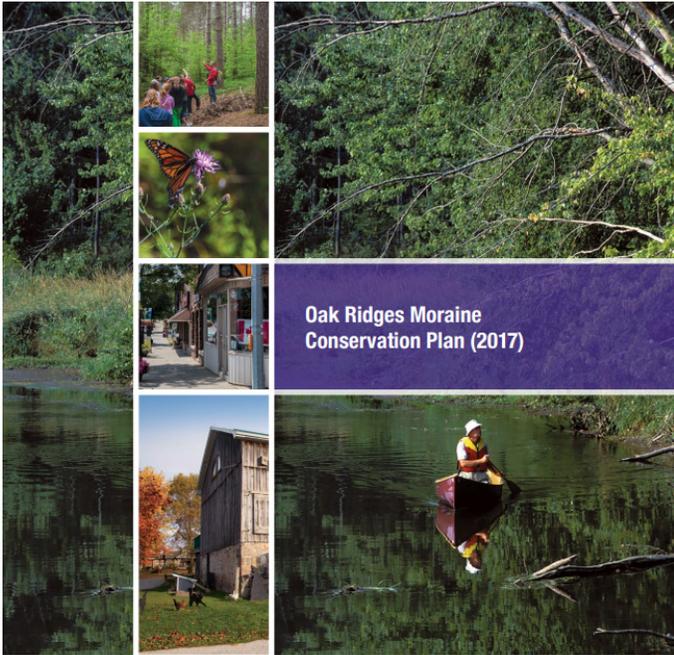
3.3 GREENBELT PLAN AND OAK RIDGES MORAINÉ CONSERVATION PLAN

The southern extent of the Subject Lands are located within the Oak Ridges Moraine Area of the Greenbelt area. As such, this portion of the lands are subject to the Oak Ridges Moraine Conservation Plan. An analysis of these documents can be found in **Appendix D**.

The Oak Ridges Moraine Conservation Plan (“ORMCP”) is an ecologically based Plan that provides land use and resource management direction for the 190,000 hectares of land and water within the ORM, one of Ontario’s most significant landforms. The ORMCP was approved under the Oak Ridges Moraine Conservation Act, 2001.

The ORMCP Land Use Designation Map identifies the southern extent of the Subject Lands within a Settlement Areas designation (**Figure 1.3**). Settlement Areas reflect a range of existing communities planned by municipalities to reflect community needs and values. Urban uses and development as set out in municipal official plans are allowed. Land use patterns within Settlement Areas will support the development of complete communities working towards low-carbon communities, including the long-term goal of net-zero communities. The proposed development promotes the residential and commercial land uses that are set out in the Aurora Promenade Secondary Plan policies and provides a mix of residential and commercial uses which contributes towards a complete community.

Policy 18 states that the purpose of the Settlement Areas is to focus and contain urban growth by encouraging the development of communities that provide their residents with access to services and a full range of housing, among other things. This is to be balanced with minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area, and promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas. Settlement Areas are to continue and develop urban land uses that are consistent with the growth management strategies identified in the applicable official plans. New lots are permitted within Settlement Areas subject to subsections 19(3) and 31(4) of the ORMCP. In addition, Settlement Areas also have objectives that include

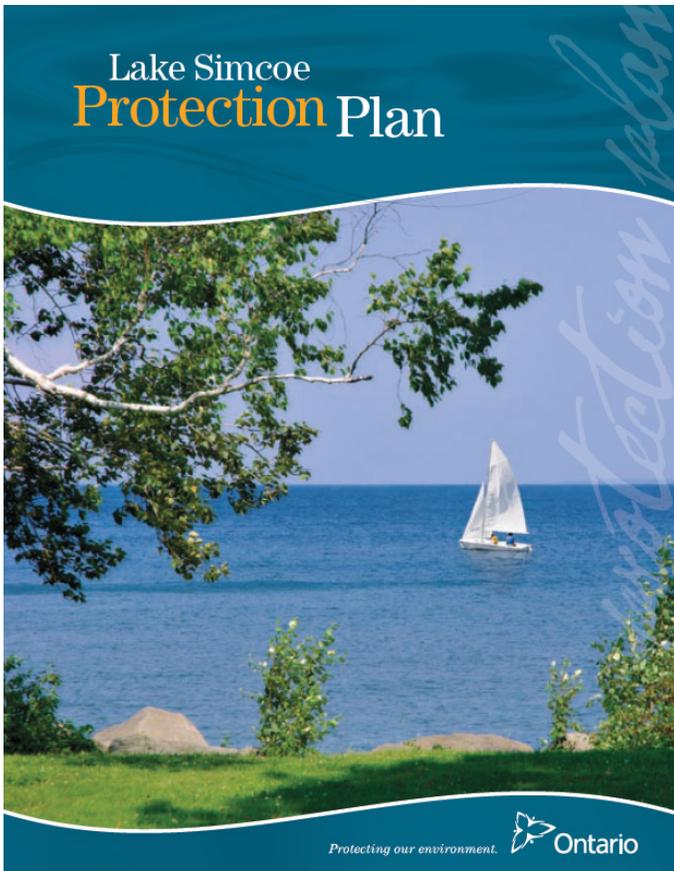


maintaining, and where possible improving or restoring, the health, diversity, size and connectivity of key natural heritage features, key hydrologic features and the related ecological functions, and promoting strong communities, a strong economy and a healthy environment. The proposed development provides intensification and more efficient use of this underutilized site, additional services, a range of housing, and transit-supportive density within this Secondary Plan area.

The proposed development qualifies as major development as defined by the ORMCP. Therefore **Policies 24, 25, 43, 45,** and **46** indicate that additional information requirements apply including a sewage and water system plan, a stormwater management plan, a water budget and conservation plan, and conformity with a watershed plan. The proposed development is supported by a Functional Servicing and Stormwater Management Report that has been prepared in accordance with the ORMCP and demonstrates that the requirements of the ORMCP will be met. A stormwater management report prepared by WSP addresses stormwater management related impacts from this project in adherence with the City of Aurora and LSRCA requirements and design standards.

Based on the above, it is our opinion that the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the Greenbelt Plan and Oak Ridges Moraine Conservation Plan.

3.4 LAKE SIMCOE PROTECTION PLAN AND SOUTH GEORGIAN BAY LAKE SIMCOE SOURCE PROTECTION PLAN



As the proposed gross floor area of the development exceeds 500 m² (5,382 ft²), the development is considered to be major development per the Lake Simcoe Protection Plan (“LSPP”) the Lake Simcoe Phosphorus Offsetting Policy, and the South Georgian Bay Lake Simcoe Source Protection Plan. As such, we have reviewed the relevant sections of these Plans below. An analysis of these documents can be found in Appendix E.

4.4.1 LAKE SIMCOE PROTECTION PLAN

The LSPP was approved under the Lake Simcoe Protection Act in 2008, and took effect on June 2, 2009. The Plan addresses long term environmental issues in Lake Simcoe and its watershed by promoting immediate action to address threats to the ecosystem, such as excessive phosphorus, targeting new and emerging causes of stress such as invasive species and climate change, protecting and restoring important natural areas such as shorelines and wetlands, and restoring the health of fish and other aquatic life. As the Subject Lands are within the Lake Simcoe Protection Act Watershed Boundary (**Figure 1.4**), the LSPP is applicable to the Subject Lands.

Policy 4.8 of the LSPP requires that applications for major development be accompanied by a stormwater management plan that addresses certain criteria. These criteria require that the stormwater management plan demonstrates consistency with stormwater management master plans and subwatershed evaluations, provides an integrated treatment train approach, and provides an evaluation of anticipated changes in the water balance and phosphorus loadings between pre and post development. A stormwater management report prepared by WSP addresses stormwater management related impacts from this project in adherence with the City of Aurora and LSRCA requirements and design standards.

4.4.2 SOUTH GEORGIAN BAY LAKE SIMCOE SOURCE PROTECTION PLAN

The South Georgian Bay Lake Simcoe Source Water Protection Plan (“SGBLSSWPP”) was approved on January 26, 2015 and came into effect on July 1, 2015. It was further revised on September 17, 2019. The objective of this document is to provide policies that protect existing and future municipal drinking water sources.

The Subject Lands are identified as being within a Recharge Management Area (WHPA Q1/WHPA Q2). As such, policies LUP-12 and LUP-13 of this policy apply and require that Hydrogeological Analysis including a water balance be submitted as part of the Applications. The proposed development is supported by a Functional Servicing and Stormwater Management Report and a Hydrogeological Report prepared by WSP.

Based on the above, it is our opinion that the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the LSPP and the SGBLSSWPP.

3.5 REGION OF YORK OFFICIAL PLAN



The Regional Municipality of York adopted the York Region Official Plan in December of 2009, which was approved by the Province of Ontario on September 7, 2010, and was subsequently appealed to the Ontario Municipal Board (OMB). Since that time, the York Region Official Plan 2010 (hereinafter as “YROP”) has been partially approved by the OMB for conformity with the PPS and the Growth Plan for the Greater Golden Horseshoe, 2013, which is applicable at the time of the adoption of the YROP.

The YROP anticipates that the Region will reach a population of 1.5 million people, 780,000 jobs, and 510,000 households by 2031. Aurora’s projected growth within this share of Regional growth is anticipated to be 70,200 people and 34,200 jobs by the year 2031, specifically a population growth of approximately 5,200 people from 2016 to 2031.

The YROP directs growth to occur in an orderly fashion so that healthy and complete, sustainable communities within livable urban environments can be achieved in harmony with the natural environment and meet the social and economic needs of current and future residents.

Map 1 – Regional Structure of the YROP designates the Subject Lands as Urban Areas and along a Regional Corridor, and the southern extent of the site being located within the Oak Ridges Moraine (**Figure 1.5**). **Section 5.0** of the YROP states that Urban Areas are to aim to accommodate a significant portion of the planned growth in the Region through intensification with a focus on the Region’s Centres and Corridors. **Section 5.3** states that these areas are to provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. **Policy 5.4.1** states that Regional Corridors are to serve a critical role as the primary locations for the most intensive and greatest mix of development within the Region. **Policy 5.4.5** states that development within Regional Corridors is to be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.

The YROP requires that a housing supply of 3 to 7 years be provided in registered and draft approved plans of subdivision, condominiums plans and/or site plans. A balance of residential and employment uses are to be provided throughout the Region to improve the possibilities of working and living in close proximity. Communities are to be designed that ensure walkability through interconnected and accessible mobile systems, that provide for accessibility, and which employ the highest standard of urban design. This urban design can include providing pedestrian scale, safety, comfort, accessibility and connectivity, providing sustainable, attractive, and compatible building design, and promoting landscaping and streetscaping.

Policies in the YROP encourage developments that have integrated an innovative approach to minimize stormwater, and utilize low-impact development techniques. The sustainability and climate change policies of YROP are consistent with the policy directions in the PPS and the Growth Plan.

Map 6 – Wellhead Protection Areas and Intake Protection Zones identifies the Subject Lands within a 5-10 year Wellhead Protection Area C1 (WHPA-C1). Map 7 – Oak Ridges Moraine Aquifer Vulnerability Areas and Watershed Boundaries identifies the southern extent of the Subject Lands within an Area of High Aquifer Vulnerability on the Oak Ridges Moraine and Map 14 – Highly Vulnerable Aquifers identify the northwestern and central portions of the Subject Lands within a Highly Vulnerable Aquifer area. **Policies 7.3.38 and 7.3.39** provide the requirement to provide a Source Water Impact Assessment and Mitigation Plan for certain new and existing non-compatible uses within Wellhead Protection and Intake Protection Zones. Further, **Policy 7.3.46** states that within Wellhead Protection Areas on the Oak Ridges Moraine, new land uses which involve the storage, manufacture of materials or uses detailed in **policy 7.3.39** shall be prohibited. In addition, **Policy 7.3.51** restricts the generation and storage of certain uses within areas identified as high aquifer vulnerability. Local municipal official plans are to contain mapping and policies that prohibit or restrict uses in areas of aquifer vulnerability in accordance with the requirements of the Oak Ridges Moraine Conservation Plan.

Maps 10 – Regional Cycling Network, and 11 – Transit Network identify Yonge Street in front of the Subject Lands as a Cycling Facility on a Non-Regional Road and a Rapid Transit Corridor. The **Policy 7.2.25** requires that higher transit usage be achieved by supporting improvements in service, convenient access and good urban design, including directing medium and high density urban development to rapid transit corridors and giving priority to pedestrian

and cycling access to transit through the planning and development approval process.

Section 7.3 of the YROP provides the Region's water and waste water servicing policies. **Policy 7.3.2** requires that the provision of appropriate water and wastewater infrastructure and servicing capacity be co-ordinated with plans of subdivision, plans of condominium, site plan or any other development application in order to ensure services are available prior to occupancy.

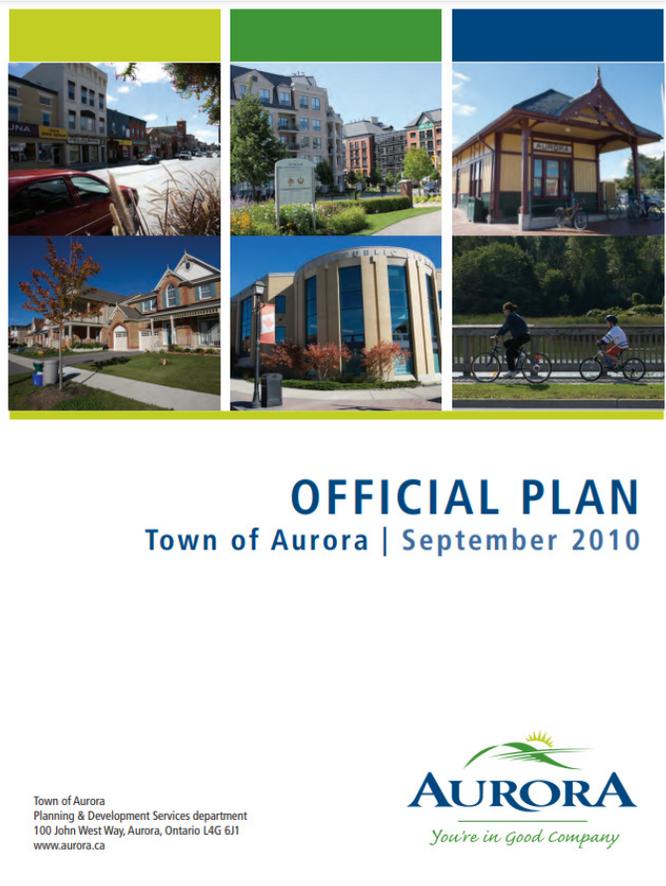
A full analysis of the relevant York Region Official Plan policies in relation to the proposed development can be found in **Appendix F**. In summary:

1. The proposed amendment conforms to the policies set out in the YROP for development in Urban Areas and along Regional Corridors by providing a mix of residential and commercial land uses that are efficient and cost-effectively use land and existing infrastructure. The proposed mixed use development will provide for intensification and make more efficient use of the Subject Lands, and will be integrated into the proposed residential and commercial community through roads and pedestrian walkways.
2. The proposed amendment will permit the development of 900 residential dwellings through a Site Plan which will assist the Region in meeting their housing targets. In addition, the proposed amendment will permit 2,413 m² of retail space which will provide additional services to residents and provide an opportunity to work and live in proximity.
3. The proposal will be pedestrian friendly and will allow for walkability through a proposed pedestrian network that will connect the proposed mixed use development with the existing sidewalk and York Region Transit and VIVA bus services along Yonge Street. In addition, the proposal provides pedestrian connections to the surrounding existing residential and commercial uses and additional green space that will connect to the Aurora War Memorial Peace Park.
4. The proposal will provide for a high level of urban design through high quality built form and landscape design, and will provide for a more compact form that is pedestrian and transit supportive. The high quality built form will complement the character of the existing surrounding residential and commercial areas. In addition, the proposed development will include low impact development measures that contribute to sustainability and climate change objectives in the YROP.

5. The proposed uses are compatible with surrounding land uses and will provide additional housing options and services for the surrounding area. The proposed townhouses provide for appropriate transitioning to the low rise residential uses to the west.
6. The proposed development permitted by the amendments will contribute towards a complete community due to its proximity to a range of existing commercial, employment, and residential uses within this settlement area.
7. The proposed development provides one access connection to Yonge Street at an appropriate location to reduce the number of access points onto this street and improve the pedestrian environment. Additional access connections are provided to Murray Drive and the residential neighbourhood to the west to increase the porosity of this block.
8. The proposed development permitted by the amendment will not include any of the uses prohibited within wellhead protection and high aquifer vulnerability areas as noted in the Hydrogeological Review being submitted.

Based on the above, it is our opinion that the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the YROP.

3.6 TOWN OF AURORA OFFICIAL PLAN (TOWN OP) AND AURORA PROMENADE SECONDARY PLAN AREA (SECONDARY PLAN AREA)



The Town of Aurora Official Plan 2010 (“Town OP”) was approved by York Region in 2012 and most recently consolidated in 2015. The Town OP identifies the Subject Lands within the Aurora Promenade area on Schedule ‘A’ – Structure Plan (**Figure 1.6**). **Policy 3.2.vii.** of the Town OP states that the Aurora Promenade area consists of the Yonge Street and Wellington Street Corridors and the GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. **Section 11.0** states that it is a broader Secondary Plan area and the Downtown area of Aurora. It is expected that the Aurora Promenade will build on its assets to evolve into a vibrant place to live, shop, work, and play, which will be inviting so that people can stroll or pause along its entire length, encouraging people to experience it on foot or bicycle. It will be a location where the community meets, interacts, celebrates, shops, and entertains, where guests are taken because it showcases the best that the Town has to offer, and where visitors will want to come to experience sophisticated culture, in a small Town setting.

Schedule ‘B1’ – The Aurora Promenade Secondary Plan Area designates the majority of the Subject Lands as Promenade Focus Area with the western portion designated Promenade General (**Figure 1.7**). This Schedule also identifies the Subject Lands within a Special Design Area.

Policy 11.7 of the Town OP states that the purpose of the Promenade Focus Area designation is to promote redevelopment by providing enhanced development potential. More specifically, **Policy 11.7.1** states that buildings and sites within the Promenade Focus Area designation are encouraged to accommodate an array of uses generally on individual development sites and within individual buildings. High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on second floors and above. In regards to the Promenade General designation, **Policy 11.6** states that the purpose of this designation is to promote transformation into a vibrant, pedestrian-oriented mixed-use area through

the introduction of higher densities in high quality mid-rise forms placed close to the street, while providing appropriate transitions to adjacent neighbourhoods. New development is to be mostly residential in use, with some convenience retail as well as restaurants, entertainment and cultural venues being provided. **Policies 11.6.1** and **11.7.1** indicate that a variety of residential, commercial, recreational and institutional uses are permitted in both designations which include multiple-unit buildings, townhouses and apartment buildings, and retail stores, restaurants and personal services. The proposed mixed use development containing residential and retail commercial uses is permitted by the Town OP.

Policies 11.6.2 (h)-(j) and **11.7.2 (h)-(j)** relate to Special Design Areas and indicate that no development application should proceed within these areas without a Comprehensive Plan undertaken by the Town to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, transportation, parking or heritage impacts. In addition, no site-specific zoning by-law amendments shall be considered until the Comprehensive Plan has been completed. Where developments are proposed in the absence of a Town-initiated Comprehensive Plan, applicants in these areas should be required to prepare a segment of the Comprehensive Plan that includes surrounding properties to demonstrate how the proposed development will complement and contribute to the orderly transformation of the area subject to certain criteria. This includes the need for a street and block, open space and built form plan consistent with the Aurora Promenade – Concept Plan – Urban Design Strategy, and other applicable policies of the Town OP. In addition, an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation is to be provided, as well as other applicable studies that may be deemed necessary.

Schedule 'B2' – The Aurora Promenade Building Heights identifies the Subject Lands subject to a minimum building height of 2 storeys, with a maximum building height of 5 storeys plus 1 bonus storey for the western half and 5 storeys plus 2 bonus storeys for the eastern half (**Figure 1.8**). The height bonus is subject to the height and density bonus provisions of **Policy 11.9** of the Town OP as well as other requirements identified by **Policies 11.6.2(a)(iii)** and **11.7.2(a)(iii)** related to minimum lot frontage and depth, building massing, the provision of public benefits, and consistency with the Aurora Promenade Concept Plan – Urban Design Strategy.

Schedule 'B3' – The Aurora Promenade Streetscapes identifies Potential Focus Area Streets, Potential Lanes, and Existing/Potential Midblock Pedestrian Links through the Subject Lands, Yonge Street in front of the Subject Lands as a Boulevard, and Murray Drive in front of the Subject Lands as a Focus Area Street (**Figure 1.9**). Potential Focus Area Streets are identified running north-south along the mid-point frontage along Murray Drive, with a connection to Yonge Street, and along the western portion of the Subject Lands, with a connection to the neighbourhood to the west. In addition, a Potential Lane is identified running east-west along the mid-point frontage along Yonge Street. Further, existing/potential mid-block pedestrian links are identified along the southern extent and northern portion of the Subject Lands.

Schedule 'C' – Commercial Centres identifies the Subject Lands as Aurora Promenade Commercial. **Policy 10.10.1(d)** states that where any commercial use is permitted adjacent to residential uses or as part of a mixed-use development, consideration shall be given to the nature of the commercial use to ensure minimal impacts. Appropriate uses and provisions shall be provided in the implementing zoning by-law in such instances to ensure compatibility and minimize impacts.

Schedule 'B' – Secondary Plan Areas identifies the southern extent of the Subject Lands within the Oak Ridges Moraine Boundary and subject to OPA 48 however Schedule 'E1' – Environmental Designations on ORM does not show any environmental features on or adjacent to the Subject Lands. Schedule 'L' – Wellhead Protection Areas identifies the Subject Lands within a 5-10 year wellhead protection zone. Schedule 'M' – Subwatershed areas identifies the Subject Lands within the East Holland Subwatershed. Policy 14.4.1(b) requires that in Wellhead Protection Areas outside of the Oak Ridges Moraine, a Risk Assessment and a Risk Management Plan be prepared prior to the establishment of new land uses that involve the storage or manufacture of certain incompatible uses. The Hydrogeological Review prepared by EXP indicates that these land uses are not being proposed on the Subject Lands. In addition, we have reviewed the Oak Ridges Moraine Conservation Plan requirements in Appendix D.

Schedule 'G' – Community Improvement Areas identifies the Subject Lands within the Aurora Promenade (Downtown Core) Community Improvement Area. **Policy 15.2.13(d)** permits Council to carry out improvements on the basis of an approved Community Improvement Plan. The Aurora Promenade Community Improvement Plan ("CIP") identifies

the Subject Lands within Community Improvement Project Area 2. The primary focus of the CIP is to support the redevelopment and improvement of properties within CIPA Priority Area 1 which encompasses properties within Old Town as well as lands located immediately north and south of the precinct along Yonge Street. These requirements can be addressed through the development review process.

Schedule 'I' – Proposed Road Classifications and Schedule 'J' – Proposed Right-of-Ways identify Yonge Street in front of the Subject Lands as an Arterial Road under the jurisdiction of the Town with a planned right-of-way width of 36 metres. In addition, these Schedules identify Murray Drive in front of the Subject Lands as a Major Collector Road under the jurisdiction of the Town of Aurora. Further, this Schedule identifies Mosaics Avenue to the west as a Local Road under the jurisdiction of the Town of Aurora.

A full analysis of the relevant Town of Aurora Official Plan and the Aurora Promenade Secondary Plan policies in relation to the proposed development can be found in **Appendix G**. In summary:

1. The proposed amendment will permit the development of 900 residential dwellings, consisting of 876 apartment dwellings and 24 townhouse dwellings, and 2,413 m² of retail space, on underutilized lands through a site plan and will assist the Town in meeting their housing targets.
2. The proposed amendments will allow for appropriate intensification of the Subject Lands with a medium density mixed use development consisting of residential and commercial uses as permitted by the Promenade Focus Area and Promenade General designations of the Aurora Promenade Secondary Plan. This will contribute to creating a complete community within the Aurora Promenade area.
3. The proposed amendment conforms to the policies set out in the Town OP for providing sustainable infrastructure as it will make efficient and cost-effective use of existing land and infrastructure, including planned and existing transit, and municipal servicing.
4. The proposed development will conform to the policies related to development along Yonge Street. The proposal provides high quality building and landscape design next to this Regional Corridor and contributes to the mixed use character of Yonge Street by providing mixed residential and commercial uses that are compatible with the adjacent commercial, employment, and open space uses.
5. The proposal will provide for a high level of urban design through high-quality built form and landscape design, and will provide for a compact built form that is pedestrian and transit supportive. The high quality built form will complement and enhance the character of the existing communities and will provide for an attractive streetscape along Yonge Street. In addition, the proposed buildings have been appropriately oriented towards the streets, including both Yonge Street and Murray Drive, and provide entrances to parking areas, servicing areas, and surface visitor parking towards the rear of the buildings from the private street network. This ensures that they frame the surrounding streets and reduce any impact onto the streetscape. Also, the proposed landscape design ensures that landscape improvements are provided along Yonge Street, Murray Drive, and the private street network to provide a high quality public and private streetscape.
6. The proposal will be pedestrian friendly and will allow for walkability through a proposed pedestrian walkway network that will connect the proposed mixed use development with the surrounding communities, the existing sidewalks along Yonge Street and Murray Drive, and the YRT and VIVA bus services along both streets. In addition, the proposal provides a landscaped open space system that provides an appropriate vista towards the War Memorial and connections to the internal neighbourhood and the Aurora War Memorial Peace Park.
7. The proposed amendment will permit a development that meets the building height permissions as the proposal and existing lot size allow the development to meet the height bonus and height and density bonus provisions/requirements of the Town OP. Discussion related to the public benefits can take place through the development review process. These proposed building heights allow the development to be compatible with and provide appropriate transition to adjacent land uses, including the low rise residential neighbourhood to the west through a stepping down of heights.
8. The proposed amendment will include new streets and pedestrian links at appropriate locations and generally as identified by the Town OP and the Aurora Promenade Concept Plan - Urban Design Strategy.
9. The proposed amendment includes 2,413 m² of retail uses as permitted by the designations applicable to the Subject Lands and replaces some of the existing retail uses. These retail uses are compatible and complement the surrounding commercial uses within the Aurora Promenade area, and are not anticipated to cause any adverse impacts.

10. As indicated in the Hydrogeological Review, the proposed development will not include any of the land uses that are restricted within a wellhead protection zone.
11. The proposed development will meet the sustainability policies of the Town OP through appropriate building and landscape design. Green building and energy efficient details can be further addressed at the detailed design stage.
12. As the Subject Lands do not contain any ORM environmental features on or adjacent to the Subject Lands, the proposed development permitted by the Zoning By-law Amendment will not cause any undue environmental or public health and safety concerns.
13. The proposal will include streetscape improvements along both Yonge Street and Murray Drive and discussions can take place through the development review process related to Community Improvements.

In our opinion, the proposed Zoning By-law Amendment conforms to and / or does not conflict with the overall policy direction of the Town of Aurora Official Plan. The proposed development also conforms to and / or does not conflict with the Aurora Promenade Secondary Plan.

3.7 ZONING BY-LAW

The provisions of Zoning By-law 6000-17 are in-effect for the Subject Lands. The northern portion of the Subject Lands is currently zoned Commercial (C4(221)) Exception Zone and the southern portion of the Subject Lands is currently zoned Commercial (C4(514)) Exception Zone (**Figure 1.10**).

These Commercial Zone Exceptions permit a variety of commercial uses that include retail stores, financial institutions, and restaurants, with the exception that the northern Phase 2 portion does not permit drive-thru restaurants. However, residential uses are not a permitted use under either zones. The maximum building height under both zones is 10 metres and the maximum lot coverage is 35.0%. There is a maximum gross floor area limit on the northern portion of 4,800 sq. m. for the combined floor area of all commercial buildings whereas there is no gross floor area limit on the southern portion. A rezoning is required to rezone these lands to a Commercial Zone (C6(XXX)) as described below.

A Zoning By-law Amendment (ZBA) is sought to permit the proposed development. The following site specific provisions are required to permit the following aspects of the proposed development:

- Rezone the entire lands to a Commercial (C6(XXX)) Exception Zone;
- Maintain any appropriate uses currently permitted within the Commercial Zone Exceptions applicable to the Subject Lands;
- Reduce the minimum rear yard building requirement;
- Increase in maximum lot coverage permitted and addition of minimum lot coverage;
- Increase in building height for the buildings located on the eastern portion of the Subject Lands;
- Addition of building setback and angular plane requirements;
- Reduction in minimum width of private streets and drive aisles;
- Reduction in the number of parking spaces and bicycle parking spaces.

The requested Zoning By-law Amendment is provided in **Appendix A**.

The above amendments to the Zoning By-law are reasonable and justified for the following reasons:

1. The rezoning of the Subject Lands to the Commercial (C6(XXX)) Exception Zone allows for the proposed mixed use buildings and townhouses to be permitted. This will implement the Aurora Promenade Town OP policies which permit these types of uses;
2. Maintaining the currently permitted uses within the Commercial Zone Exceptions across the entire Subject Lands allows for consistency across the entire Subject Lands without removing any current development permissions. Additional uses permitted in the Aurora Promenade Town OP policies have also been added to the proposed Commercial (C6(XXX)) Exception Zone;
3. The reduction in the rear yard setback, revisions to the lot coverage requirements, increase in building height for the buildings on the eastern portion of the Subject Lands, and addition of the setback and angular plane requirements implements the Aurora Promenade Town OP policies for the Subject Lands;
4. The reduction in the minimum width of private streets and drive aisles, and the number of parking spaces and bicycle parking spaces allows for a more compact development form to take place. The proposed reduction is supported by transit infrastructure located in proximity to the Subject Lands and promotes transit ridership. Further the proposed reduction is supported by a Transportation Impact Study, including a Parking Study, prepared by WSP. This Study indicates: A total of 480 vehicular parking spaces are proposed for the southern parcel of subject development including 78 residential visitor spaces. This proposed parking spaces are adequate for the site context and with consideration of the tangible TDM measures being considered and applicable Zoning By-law requirements.

4.0

SUMMARY & CONCLUSIONS

4.0 SUMMARY & CONCLUSIONS

MHBC has prepared this Planning Justification Report in support of a request for a Zoning By-law Amendment Application by the Owners to set in place the policy framework for the proposed development.

The proposed amendment will permit a two phased development. Phase 1 consists of two mid-rise buildings and a row of traditional townhouse units. Building 1 will have a maximum height of 7-storeys while Building 2 will have a maximum height of 6-storeys. The proposed row of townhouse units are proposed along the western limit and will have a maximum height of 3-storeys. Phase 1 will have a total gross floor area of approximately 46,352 sq. m (498,924 sq. ft.) of which approximately 45,735 sq. m. (492,275 sq. ft.) is residential gross floor area and approximately 618 sq. m. (6,649 sq. ft.) is retail gross floor area.

Phase 2 will consist of two mid-rise buildings, 7-storeys and 6-storeys in height and a row of townhouse units along the western limit. Phase 2 will have a total gross floor area of 19,800 sq. m. (231,125 sq. ft.) of which approximately 18,005 sq. m. (193,804 sq. ft.) is residential gross floor area and 1,795 sq. m. (19,321 sq. ft.) is retail gross floor area.

The Subject Lands are located within the Aurora Promenade area which consists of the Yonge Street and Wellington Street Corridors and the GO Rail Station, all of which have been identified as strategic areas planned to accommodate new growth through intensification. It is a broader Secondary Plan area and the Downtown area of Aurora. It is expected that the Aurora Promenade will build on its assets to evolve into a vibrant place to live, shop, work, and play, which will be inviting so that people can stroll or pause along its entire length, encouraging people to experience it on foot or bicycle.

The proposed development will contribute towards the overall vision and development of the Aurora Promenade Area by providing for a medium density mixed-use development that is within the permitted building heights of the Town OP. It will provide for a range and mix of residential and commercial uses in a more compact built form that will contribute towards a complete, mixed use, transit supportive community. The proposed street network and pedestrian walkways will provide access and connectivity to the adjacent surrounding areas and community amenities, including the existing sidewalks on Yonge Street and Murray Drive connecting to the existing YRT and VIVA Transit services, and divide a larger site into smaller development blocks. In addition, the proposed development will include landscaping along the public and private frontages and within the proposed linear landscape element to provide for a high quality public and private streetscape. The Urban Design Report being submitted with the Applications further describes the urban design details of the proposal.

Although the southern extent of the Subject Lands are located within the Oak Ridges Moraine area, there are no environmental features on or adjacent to the Subject Lands. In addition, as indicated in the Hydrogeological Study being submitted, the proposed development does not include any non-compatible uses that are restricted within a Wellhead Protection Area. As such, the proposed development will not cause any undue environmental or public health and safety concerns.

Based upon the review of the policy documents, in our opinion, the Zoning By-law amendment and the development it permits are consistent with the PPS and conform to the Growth Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Regional Official Plan, and the Town Official Plan. Specifically, the proposed development will contribute to the planning goals of creating a complete community, providing a range and mix of residential and commercial uses to meet long term and annual housing needs, efficient use of the Subject Lands, the preservation of natural heritage features, and is context sensitive use of land.

This Planning Justification Report concludes that the proposed ZBA will achieve a mixed use development containing residential and commercial uses, is in the public interest and represents good planning for the following reasons:

1. The proposed development has regard to matters of Provincial interest as outlined in Section 2 of *Planning Act*.
2. The proposed amendment and the development it contemplates is consistent with the relevant policies of the Provincial Policy Statement.
3. The proposed amendment and the development it contemplates conforms to and / or does not conflict with the relevant policies of the Growth Plan for the Greater Golden Horseshoe.
4. The proposed amendment and the development it contemplates conforms to and / or does not conflict with the relevant policies of the Oak Ridges Moraine Conservation Plan.
5. The proposed amendment and the development it contemplates conforms to and / or does not conflict with the relevant policies of the Lake Simcoe Protection Plan and the South Georgian Bay Lake Simcoe Source Protection Plan.
6. The proposed amendment and the development it contemplates conforms to and / or does not conflict with the York Region Official Plan.
7. The proposal conforms to and / or does not conflict with the Town of Aurora Official Plan and the Aurora Promenade Secondary Plan.
8. The proposed mixed use buildings are compatible within the existing and planned land uses of the surrounding area within the Aurora Promenade and the adjacent lands.
9. The proposed Zoning By-law Amendment will support the utilization and optimization of existing and planned municipal infrastructure and provide for a compact built form that represents an efficient use of land.
10. The proposed development is transit supportive and will take advantage of, and enhance the viability of multi-modal transportation available to, and proposed for this area: VIVA and YRT.
11. The proposed development is or can be readily serviced, including water, sanitary, stormwater and transit / traffic infrastructure.
12. The proposed Zoning By-law Amendment will conform to policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.

Based on our analysis it is our opinion that the proposed OPA and ZBA should be approved.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.


David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner




Celeste Salvagna, B.U.R.PI
Senior Planner

Appendix A

**DRAFT ZONING BY-
LAW AMENDMENT**

THE CORPORATION OF THE TOWN OF AURORA

By-law Number _____ - __

**BEING A BY-LAW to amend Zoning
By-law Number 6000-17, as amended
(SmartCentres REIT (Aurora 14700 Yonge) Limited Partnership X and Calloway Real
Estate Investment Trust Inc.)**

WHEREAS section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, provides that the councils of local municipalities may pass zoning by-laws;

AND WHEREAS the Council of The Corporation of the Town of Aurora (the "Town") enacted By-law Number 6000-17, including amendments thereto (the "Zoning By-law");

AND WHEREAS the Council of the Town deems it necessary and expedient to further amend the Zoning By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF AURORA HEREBY ENACTS AS FOLLOWS:

1. THAT the Zoning By-law be and is hereby amended to replace the "Commercial C4(221) Exception Zone" and the "Commercial C4(514) Exception Zone" zoning categories applying to the lands shown in hatching on Schedule "A" attached hereto and forming part of this By-law with "Commercial C6(XXX) Exception Zone".
2. THAT Sections 24(221) and 24(514) of the Zoning By-law be deleted.
3. THAT a new Section 24(XXX) is hereby added as follows:

"24.XXX COMMERCIAL (C6(XXX)) EXCEPTION ZONE"

24.XXX.1 Permitted Uses

In addition to the uses permitted in the C6 zone in Section 9.1, the following uses are permitted:

- Animal hospital;
- Apartment dwelling units at grade and above;
- Club;
- Commercial school provided that the combined commercial floor area devoted to the use does not exceed 186 square metres;
- Communal housing;
- Garden centre;
- Hotel;
- Institutional uses;
- Live-work units;
- Parks;
- Parking facilities at grade and/or in structure;
- Personal service shop;
- Place of entertainment;
- Public and private utilities;
- Public authority;
- Specialty food store, provided the combined floor area devoted to such use does not exceed 1700 square metres;
- Restaurants;
- Service shop;
- Pet services;
- Retail stores;
- Tourist information centre;
- Townhouse dwelling units at grade and above;
- Urban squares.

24.XXX.2 Definitions

Specialty Food Store:

Means an establishment where food products having a common theme such as, but not limited to, a meat shop, a cheese shop, fish shop, fresh produce store, bakery shop, delicatessen,

health food store, frozen food provisioners, or combination thereof, are sold or offered for sale at retail but does not include any restaurant as defined in this by-law.

24.XXX.3 Zone Requirements

- a) The front lot line shall be Murray Drive.
- b) The exterior side lot line shall be Yonge Street.
- c) Despite any existing or future conveyance, consent, severance, partition or division of the lot, the provisions of the C6(XXX) Zone, shall apply to the lands shown hatched on Schedule 'A' as if no conveyance, consent, severance, partition, or division occurred.

24.XXX.3.1 Lot Specifications

- a) Lot Area (minimum): 46,000 square metres
- b) Lot Frontage (minimum): 170 metres

24.XXX.3.2 Siting Specifications

- a) Front Yard: Minimum: 2.0 metres
 Maximum: 6.0 metres
- b) Rear Yard: Minimum: 7.5 metres
- c) Interior Side Yard: Minimum: 0 metres
 Maximum: 7.0 metres
- d) Exterior Side Yard: Minimum: 2.0 metres
 Maximum: 6.0 metres
- e) A minimum of 65 percent of the main front wall, and a minimum of 30 percent of the exterior side wall of the proposed building shall be located within the building envelope.

24.XXX.3.3 Building Specifications

- a) Lot Coverage: Maximum: 90%
 Minimum: 45%
- b) Building Height: Maximum: Part A: 6 storeys or 22 metres, whichever is less
 Part B: 7 storeys or 25.5 metres, whichever is less
- c) The above maximum height permissions are only permitted if the following requirements can be met:
 - i) A minimum building setback of 1.5 metres shall be provided for the main front wall and exterior side wall above the fourth storey from the front yard and exterior side yard;
 - ii) A 45 degree angular plane taken from the western property line of the lot;
 - iii) The Height and Density Bonus provisions and Height Bonus provisions of Sections 11.6.2(a)(iii), 11.7.2(a)(iii), and 11.9 of the Town of Aurora Official Plan.
- d) Notwithstanding any other provisions of this By-law, the combined floor area of all buildings shall not exceed 66,500 square metres, which may include 64,085 square metres of residential uses and 2,415 square metres of non-residential uses.

24.XXX.3.4 Ingress & Egress

- a) The minimum width of the private streets and drive aisles leading to parallel and 90 degree parking spaces shall be 6 metres.
- c) Notwithstanding Section 5.5.4(d), a maximum of three entrance and exit ramps for automobile traffic shall be permitted provided that each dual direction access ramp shall have a minimum width of 6.0 metres and a maximum width of 7.5 metres, at the street line.

24.XXX.3.5 Access From Residential Zones to Commercial Zones

- a) Section 5.5.5 shall not apply.

24.XXX.3.7 Parking

- a) Parking requirement (minimum): Residential: 1 parking space per dwelling unit, minimum 20% of spaces provided shall be set aside for visitor parking.

No parking spaces shall be required for commercial uses.

- b) Notwithstanding Section 5.2 the following parking space sizes shall be:
 - i. 2.6 m x 5.6 m for single and tandem parking spaces; and
 - ii. X m by X m for parallel parking spaces.
- c) Notwithstanding Section 5.7, no bicycle parking spaces are required.
- d) Notwithstanding Section 5.2 the minimum parking space size shall be 5.6 m by 2.6 m.
- e) Notwithstanding Section 5.8.1 the minimum barrier free parking space shall be 5.6 x 2.6 and a width of 1.5 m for the separation aisle.

24.XXX.3.8 Landscaping

- a) A strip of land shall be provided adjacent to the entire length of the western and southern lot lines which shall be used for no other purpose than landscaping. For the purposes of this section, such landscaping may include retaining walls and curbs and can be located within the rear yards of townhouse buildings.
- b) The width of the landscaping strips shall be a minimum of 1.0 metres abutting the southern and western property lines.

24.XXX.3.9 Buffer Strips

- a) Notwithstanding the provisions of Section 4.8, a planting strip with a minimum width of 3 metres shall be provided along the entire length of the western property line and can be located within the rear yards of townhouse buildings.

- 4. THAT all other terms, provisions, and existing amendments of the Zoning By-law remain the same.
- 5. THAT this By-law shall come into full force subject to compliance with the provisions of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, and subject to compliance with such provisions, this By-law will take effect from the date of final passage hereof.

READ A FIRST AND SECOND TIME THIS __ DAY ____, 20__

READ A THIRD TIME AND FINALLY PASSED THIS __ DAY OF _____, 20__.

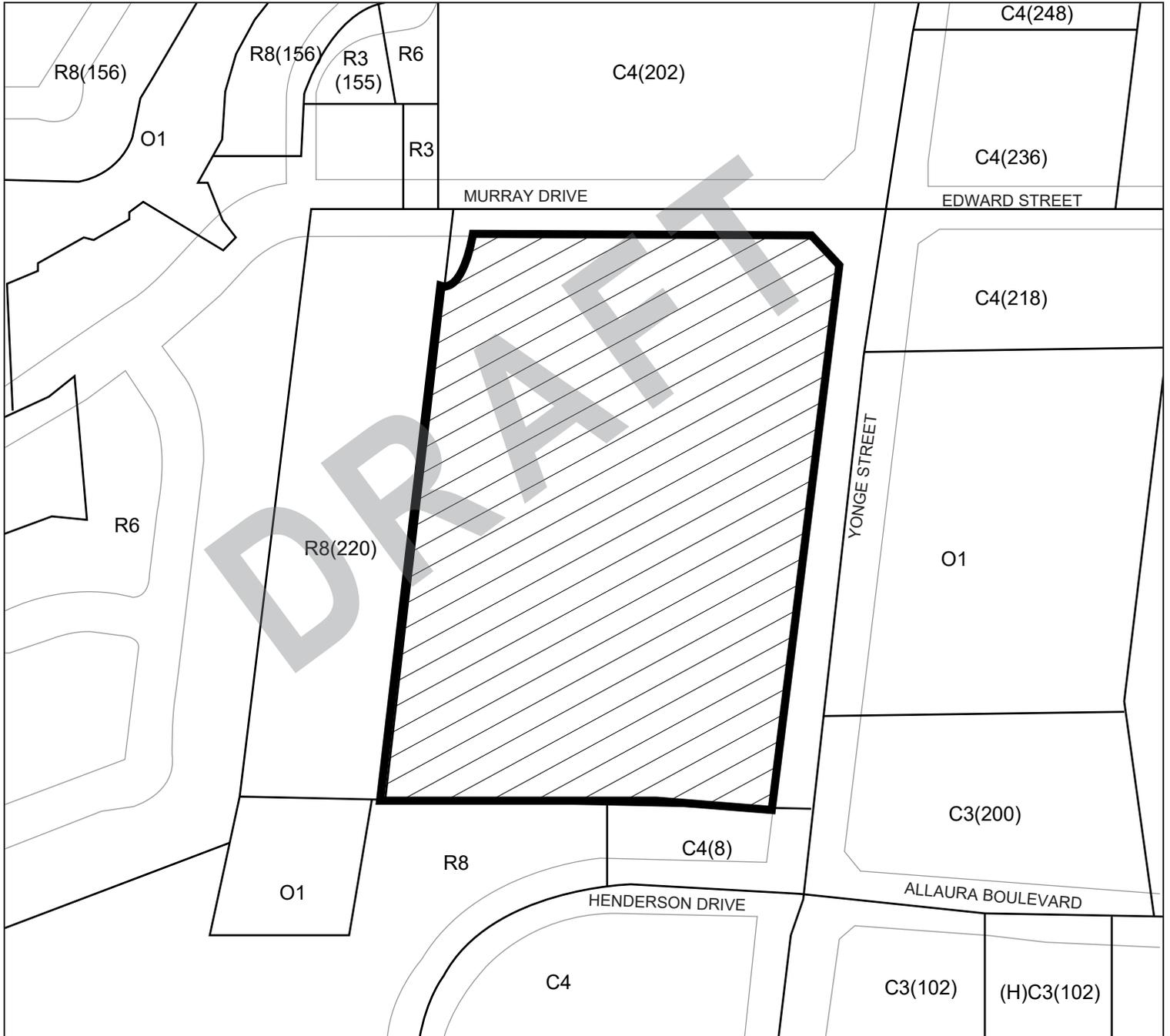
TOM MRAKAS, MAYOR

MICHAEL de ROND, CITY CLERK



Schedule 'A' to Zoning By-law Amendment ###-##

14700, 14720-14760 Yonge Street
Part Lot 77, Concession 1
Town of Aurora
The Regional Municipality of York



 Lands to be rezoned from Commercial C4 (514) and Commercial C4 (221) to Commercial C6 (XXX) Zone.

This is Schedule 'A' to Zoning By-law _____
Passed this ____ day of _____, 2021

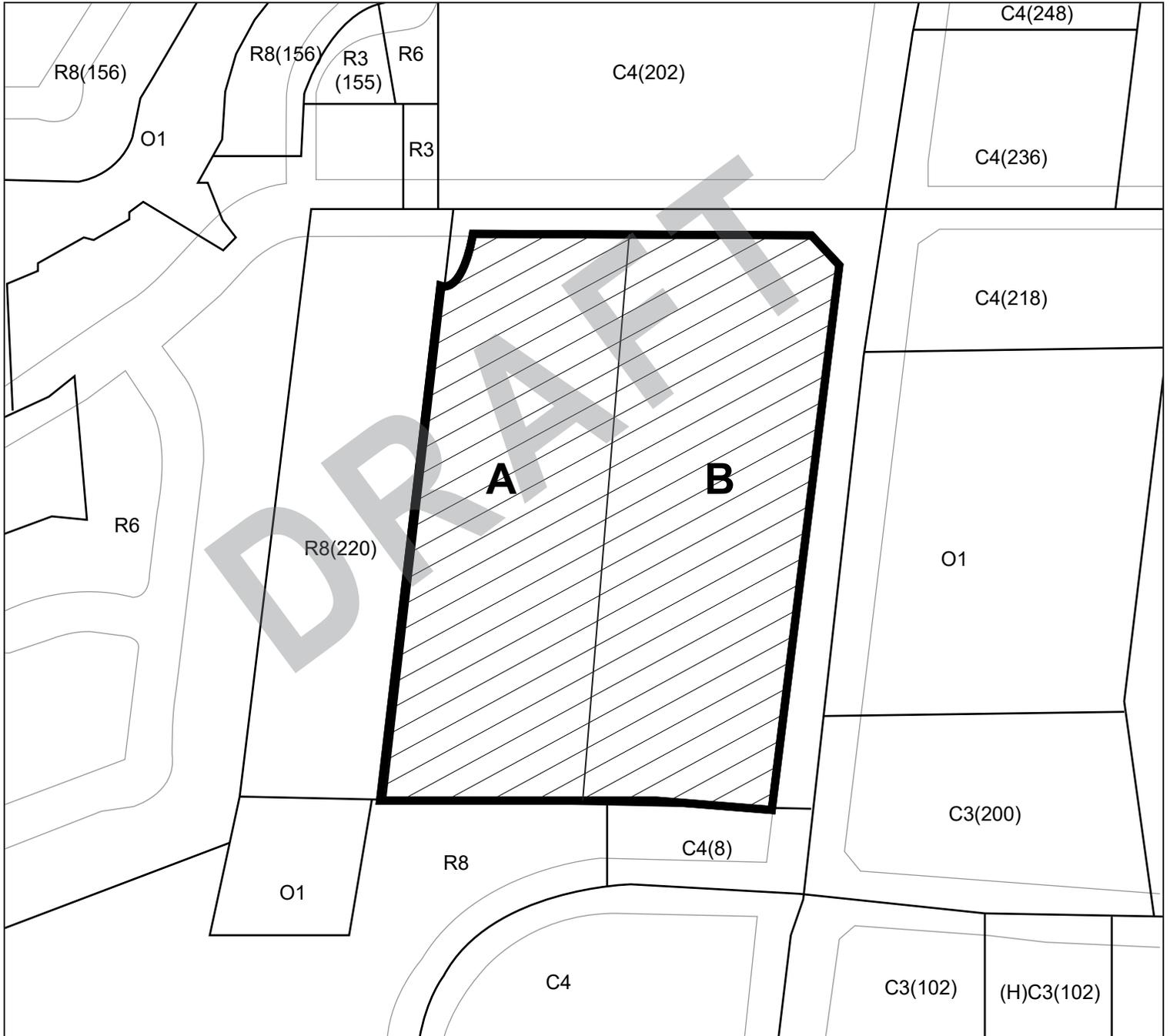
Mayor

Clerk



Schedule 'B' to Zoning By-law Amendment ###-##

14700, 14720-14760 Yonge Street
Part Lot 77, Concession 1
Town of Aurora
The Regional Municipality of York



 Commercial C6 (XXX) Exception Zone

This is Schedule 'A' to Zoning By-law _____
Passed this ____ day of _____, 2021

Mayor

Clerk

Appendix B

**PROVINCIAL
POLICY STATEMENT
ANALYSIS**

APPENDIX B: PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (“PPS”) was approved by the Lieutenant Governor in Council and came into effect May 1, 2020. The Provincial Policy Statement replaced the Provincial Policy Statement issued April 30, 2014.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens’ well-being, economic vitality and environmental protection. The following is a summary of policies within the PPS applicable to the proposed development and how the proposal responds to the policies.

Section 1.0 – Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

POLICIES

EVALUATION

- | | |
|---|---|
| <i>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i> | The proposed amendments will permit the development of residential and retail uses within an existing settlement area of the Town of Aurora and on lands that are to be the focus for a mixture of uses through the Aurora Promenade Secondary Plan. |
| <i>b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i> | The Subject Lands will contribute to providing a range of market-based residential uses through the proposed range of apartment and townhouse units, and will contribute to providing commercial employment opportunities to meet the long term needs for growth of the Town of Aurora. |
| <i>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i> | The Subject Lands are located within a settlement area which is designated for growth and intensification, and the proposed residential and retail uses will not cause any environmental or public health and safety concerns. |
| <i>d) avoiding development and land use patterns that would prevent the efficient expansion of</i> | The Subject Lands are located within a settlement area. No expansion to the existing settlement area |

- | | |
|---|--|
| <i>settlement areas in those areas which are adjacent or close to settlement areas;</i> | boundary is required to accommodate the proposed development. |
| e) <i>Promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i> | The proposed development will intensify the Subject Lands which are currently underutilized, and utilize the existing municipal infrastructure and transit services, thereby minimizing servicing costs to the Town and optimizing transit investment. |
| f) <i>Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</i> | The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessible standards. |
| g) <i>Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</i> | The proposed development will take advantage of the existing infrastructure available to the Subject Lands, thereby reducing servicing costs. |
| h) <i>Promoting development and land use patterns that conserve biodiversity; and</i> | The proposed development will make more efficient use of an underutilized site, will promote the use of transit and utilization of existing infrastructure, and will provide a compact sustainable urban form. |
| i) <i>Preparing for the regional and local impacts of a changing climate.</i> | The proposed development will not cause any undue environmental concerns. |

Policy 1.1.2 states that *intensification and redevelopment of designated growth areas are intended to accommodate for a range and mix of employment and housing opportunities and other land uses to meet the needs for the time horizon of up to 25 years.*

Evaluation: The proposed amendment will permit a mixed use development within a settlement area and will assist the Town in meeting its growth projections.

Policy – 1.1.3 Settlement Areas

This Provincial Policy Statement is applicable to the proposed development as it states that:

“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities... It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.”

Policy 1.1.3.1 of the PPS states that *settlement areas shall be the focus of growth and development.*

Evaluation: The proposed development is situated within an existing urban area of the Town of Aurora. The proposal represents intensification and redevelopment of an existing underutilized property within the Town. The proposal is compatible with the existing residential, commercial and open space uses within proximity to the Subject Lands.

Policy 1.1.3.2 states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment.

Evaluation: The proposed development supports Policy 1.1.3.2 a) as the proposal will allow for development of underutilized land for a higher density built form and will connect to the existing municipal infrastructure for this area. The proposed development will provide an efficient use of land and resources by maximizing the developable area of the property.

The Subject Lands are located directly south of two York Region Transit bus stops located on the southwest and northwest corners of Yonge Street and Murray Drive that are served by several York Region Transit buses (Routes 32, 96, 98/99, and 98). In addition, the Subject Lands are approximately 100 metres north of a VIVA Blue bus stop at Yonge Street and Henderson Drive that is served by the VIVA Blue bus route providing for bus rapid transit. These bus routes provide connections to the Newmarket Terminal to the north, and the King City GO Train Station, Richmond Hill Centre and the Finch GO Bus Terminal to the south in Toronto. The Finch GO Bus Terminal provides a connection to the TTC's Yonge-University subway line.

The Subject Lands are also approximately 1.5 kilometres from the existing Aurora GO Station along Metrolinx's Barrie GO Line. The YRT bus route 32, which can be accessed from the bus stop at the southwest corner of Yonge Street and Murray Drive, provides a connection to this GO Station. Aurora GO Station is planned to undergo improvements that will improve service through the construction of a second platform, the installation of a second track, the addition of approximately 380 new parking spaces, and other station improvements. Construction is scheduled to begin in 2021 and is estimated to take three (3) years to complete. Future residents and visitors of the proposed development would be able to take advantage of these service improvements within the existing Aurora GO Station. The Barrie GO Line connects service between Union Station in downtown Toronto and the northern terminus of Allandale Waterfront Station in Barrie. Overall, the proposed development will serve to intensify the lands thereby supporting these identified existing and planned transit infrastructure initiatives.

Policy 1.1.3.3 states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through*

intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Evaluation: The proposed development represents a residential intensification opportunity on an underutilized site within a settlement area where intensification is permitted through the existing Aurora Promenade Secondary Plan. The proposal will assist in increasing the supply of housing within the Town and will increase the range of housing options within this settlement area. In addition, the proposed development will utilize and support the existing municipal infrastructure in the form of water, wastewater, stormwater, road and transit.

Policy 1.1.3.4 states that *appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form while maintaining appropriate levels of public health and safety.*

Evaluation: The proposed development provides for an appropriate level of intensification with appropriate development standards that will achieve a more efficient and compact development of lands. The proposed intensification is permitted by the Secondary Plan and will maintain appropriate levels of public health and safety issues.

Section 1.3 – Employment

Policy 1.3.1 states that *planning authorities shall promote economic development and competitiveness by:*

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- e) *ensuring the necessary infrastructure is provided to support current and projected needs.*

Evaluation: The proposed development meets the intent of Policy 1.3.1:

- The proposal will retain the commercial function of the Subject Lands by incorporating ground floor retail units in the design in addition to the residential uses, thereby meeting long-term needs;
- The Subject Lands are an existing commercial site that is currently underutilized. The proposed mixed use development intensifies the lands through the proposed apartment and townhouse units, while making use of a market-ready site that is suitable for accommodating future employment opportunities through the proposed ground floor retail units;

- The proposal represents a compact built form with a mix of residential and retail uses. The proposed retail uses would service future residents of the proposed development and existing residents of the surrounding area, thereby contributing to liveable and resilient communities.
- The Subject Lands are located in an existing settlement area where there is existing infrastructure, thereby reducing servicing costs.

Section 1.4 - Housing

Policy 1.4.1 states that *in order to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Evaluation: The proposal contributes to the Town of Aurora’s ability to accommodate residential growth for a minimum of 15 years through the intensification of the lands and the introduction of a residential use on the Subject Lands at a higher than existing density. The proposed development is located on lands that are permitted for growth, including residential development, per the Aurora Promenade Secondary Plan. The proposed development allows for better utilization of these lands without the need to re-designate other lands for these purposes.

Policy 1.4.3 states that *planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- permitting and facilitating:*
 - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Evaluation: The proposal is representative of a residential intensification that will provide approximately 876 apartment and 24 townhouse dwelling units. This will contribute to the range of housing options in the area and will make more efficient use of the subject lands by providing for compact urban form and development standards. In addition, the proposal will support the current YRT and VIVA Blue BRT bus services along Yonge Street given its proximity to these bus stops.

Section 1.5 – Public Spaces, Recreation Parks, Trails and Open Space

Policy 1.5.1 states that *healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly- accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Evaluation: The proposed development features a pedestrian sidewalk network to facilitate circulation throughout and beyond the development site. An east-west mid-block connection is proposed between the Phase 1 south and Phase 2 north parcels, and will run alongside a landscaped open space element at the north end of the south parcel. This landscaped open space element includes green open spaces along the eastern and western portions of the site and a shallow pool/skating rink at the centre of the site, and provides a linear connection and vista towards the Aurora War Memorial through the site. Further, a north-south mid-block connection runs between the proposed buildings internal to the site and those along the Yonge Street frontage. The north-south mid-block connection provides access between Murray Drive and the local street, Mosaics Avenue, to the west. A third laneway running north-south provides access to the townhouse blocks along the western end of the site. Overall, the multiple vehicular and pedestrian connections and landscaped open space element are designed and sited to be safe, meet the needs

of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

Section 1.6 – Infrastructure and Public Service Facilities

Policy 1.6.3 states that *before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

Evaluation: The proposed development is located in a settlement area where there are existing infrastructure and public service facilities that would be optimized, thereby reducing servicing costs to the Town.

Policy 1.6.6.1 states that *planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and*
 - 2. *private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*
- b) *ensure that these systems are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *prepares for the impacts of a changing climate;*
 - 3. *is feasible and financially viable over their lifecycle; and*
 - 4. *protects human health and safety, and the natural environment;*
- c) *promote water conservation and water use efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process; and*
- e) *be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.*

Evaluation: The proposed development intends to connect to the existing municipal water and sewer services in the area as per the Functional Servicing & Stormwater Management Report prepared by WSP.

Policy 1.6.6.2 states that *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

Evaluation: The proposed development will utilize the existing municipal sewage services and municipal water services.

Policy 1.6.6.7 states that *planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) *minimize, or, where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Evaluation: The Functional Servicing and Stormwater Management report prepared by WSP confirms that: The proposed development will be serviced from the Town’s existing watermain on Murray Drive. New local sanitary sewers are proposed within the private roads of Phases 1 and 2. These new sewers will service the proposed buildings and townhouses and outlet to the existing 300mm sanitary sewer within the west limit of the site and the existing 300mm sanitary sewer on Murray Drive. Lastly, the proposed development will address stormwater management related impacts for this project in adherence with the City of Aurora and LSRCA requirements and design standards.

Policy 1.6.7.1 states that *transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*

Evaluation: The Subject Lands are serviced by the existing bus stops at Yonge and Murray and Yonge and Henderson, which provide connections to the YRT bus routes (Routes 32, 96, 98/99, and 98) and the VIVA Blue BRT route. The proposed development will also include private street and pedestrian sidewalk networks to allow vehicles and pedestrians to move to and from Yonge Street, Murray Drive, and the existing residential townhouse neighbourhood to the west with ease.

Policy 1.6.7.2 states that *efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Evaluation: The proposed residential development will intensify the Subject Lands and support the planned transportation infrastructure. The Transportation Impact Brief prepared by WSP in support of this application provides discussion on the transportation demand strategies for the site which includes:

- Presto Cards;
- Existing Cycling and proposed walking facilities;
- unbundled parking;
- transportation interactive display

Policy 1.6.7.4 states that *a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Evaluation: The proposed mixed use development includes sidewalks along all mid-block connections and laneways, which will allow it to be connected to the surrounding residential and commercial areas, promote active transportation, and provide a connection to Yonge Street.

1.7 – Long-Term Economic Prosperity

Policy 1.7.1 states that *long-term economic prosperity should be supported by:*

- a) *Promoting opportunities for economic development and community investment-readiness;*
- b) *Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) *Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- d) *Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) *Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

Evaluation: The Subject Lands are located within the urban area of the Town of Aurora. The proposed development offers a range of residential units and commercial space at grade, offering housing and employment opportunities in an urban environment. The added population accommodated by the proposal will support existing and future retail uses and optimize land use infrastructure and community services. The proposed development will create a sense of place for residents and visitors through well-designed built form and landscape design and contribute to a mix of uses along Yonge Street, which is identified as a Regional Corridor. Further, the proposal represents intensification on underutilized lands that will contribute to the urban environment of the Aurora Promenade area in the Town of Aurora.

1.8 – Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 states that *planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*

Evaluation: The proposed development will provide intensification on the Subject Lands and a more efficient and compact building form that is transit-supportive. It provides retail and residential uses that will contribute to a mix of uses within this area and includes a pedestrian connection to within the site and towards Murray Drive and Yonge Street, including the YRT bus stops and the Yonge / Henderson VIVA Blue BRT stop. This allows for the promotion of active transportation and encourages the reduction of automobile dependency and congestion. An opportunity to provide sustainable building features to maximize energy efficiency and conservation is presented and this can be further addressed as part of the detailed design stage.

Based on our analysis the proposed Zoning By-law Amendment is consistent with the PPS 2020.

Appendix C

**GROWTH PLAN
ANALYSIS**

Appendix C: Growth Plan (2020) Analysis

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), as amended on May 16, 2019, and further amended on August 28, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the proposed ZBA application is in keeping with the direction of the Growth Plan policies. The following is a summary of the policies applicable to the proposed development.

Section 1.2.1 Guiding Principles

Section 1.2.1 states that *the successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *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 in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to and establishing a compact, vibrant, and complete community within a built-up area. In addition, the proposal optimizes the use of existing water, wastewater and stormwater infrastructure to support growth in a compact and efficient form. The proposal will also provide for

a mix of housing options and non-residential uses along a Regional Corridor that are in walking distance to existing and planned transit stations.

Section 2.2.1 Managing Growth

Policy 2.2.1 provides that the forecasted population and employment growth identified within the Growth Plan, or such higher forecasts as established by the applicable upper- or single-tier municipality through its municipal comprehensive review, will be used for planning and managing growth in the Greater Golden Horseshoe (“GGH”) to the horizon of this Plan. The proposed development will permit the mixed use development of both residential and commercial uses which will assist in achieving the population targets for the Region and Town as set out in through this policy and in Schedule 3 of the Growth Plan.

The relevant policies of **Section 2.2** are described and addressed as follows:

Policy 2.2.1.2 directs that *the forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems;*
 - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will be generally directed away from hazardous lands;*

Evaluation: The proposal supports the policies noted above by:

- adding new residential and commercial uses within the Town’s built-up area that will utilize existing and planned public infrastructure;
- focusing new growth through intensification on an underutilized site, that is within the built-up area;
- concentrating residential uses in a way that will contribute to meeting the forecast of residential demand of the Town of Aurora;
- providing residential and retail uses within the built-up area that supports the complete communities’ intentions of the policies; and

- proposing higher intensity residential and commercial uses in an area that is being contemplated for intensification through the Aurora Promenade Secondary Plan.

Policy 2.2.1.4 of the Growth Plan requires the proposal to support the achievement of complete communities that provide the following:

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
- e) *provide for a more compact built form, and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

Evaluation: The proposed development will contribute to achieving complete community by:

- providing a diverse range of residential and retail/commercial land uses, including provision for a broad range of retail tenant sizes;
- providing a mix of housing options within the Town's built-up area;
- the proposed development will promote a high-quality of life for future residents;
- proposing a high-quality built form with high visual interest, and a framework that will achieve an attractive and vibrant public and private realm;
- providing conveniences to the community through the following:
 - located in proximity to a variety of transportation modes, including existing YRT and VIVA bus routes and GO Train Station;
 - providing residential uses located within proximity of existing and planned retail and commercial uses which will help reduce the demand for vehicles and reduce greenhouse emissions; and
 - providing retail units at grade within the Subject Lands to service future and surrounding residents;
- the proposed development will utilize the planned and existing municipal services and infrastructure;

- the proposed development provides an opportunity for green infrastructure and low impact development to be used however this level of detail will be addressed at detailed design.

Section 2.2.2 Delineated Built-up Areas

Policy 2.2.2.1 (a) states that *by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*

Evaluation: The proposed development is located within a delineated built-up area in the Region of York and will contribute by providing additional residential units to the Town and Region.

Section 2.2.5 Employment

Policy 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit.

Evaluation: The proposed development include retail/commercial uses which are designed and oriented to utilize the existing YRT and VIVA transit routes along Yonge Street, thereby promoting the use of transit. The proposed development also provides outdoor open space areas and pedestrian connections that connect to the Aurora War Memorial Peace Park to encourage active transportation.

Section 2.2.6 Housing

Policy 2.2.6.3 states that *to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

Evaluation: The proposed development provides a mix of apartment dwelling units ranging in size between 1-bedroom and 3-bedroom units to accommodate a diverse range of household sizes and incomes. The proposed redevelopment includes 900 residential units which will assist the Town by providing additional residential units to the housing supply.

Based on our analysis, in our opinion the proposed Zoning By-law Amendment conforms to and / or does not conflict with the Growth Plan.

Appendix D

**GREENBELT PLAN &
OAK RIDGES MORaine
CONSERVATION PLAN
ANALYSIS**

APPENDIX D: GREENBELT PLAN AND OAK RIDGES MORaine CONSERVATION PLAN POLICY ANALYSIS

The southern extent of the Subject Lands are located within the Oak Ridges Moraine Area of the Greenbelt Plan.

The Oak Ridges Moraine Conservation Plan (ORMCP) was approved under the Oak Ridges Moraine Conservation Act, 2001. The ORMCP is an ecologically based plan that provides land use and resource management direction for the lands and water within the Moraine. The ORMCP recognises the Oak Ridges Moraine is one of Ontario's most significant landforms, and it shapes the present and future form and structure of the Greater Toronto Region. Its ecological functions are important to the region's continuing health. The southern extent of the Subject Lands are designated as "Settlement Area" under the ORCMP.

The following is a summary of the policies applicable to the proposed development.

Settlement Areas

Policy 18 states the following:

(1) The purpose of Settlement Areas is to focus and contain urban growth by,

- a) encouraging the development of communities that provide their residents with convenient access to an appropriate mix of employment, transportation options and local services and a full range of housing and public service facilities;*
- b) minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area;*
- c) promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas; and*
- d) providing for the continuation and development of urban land uses consistent with the growth management strategies identified in the applicable official plans.*

(2) Settlement Areas also have the objectives of,

- a) maintaining, and where possible improving or restoring, the health, diversity, size and connectivity of key natural heritage features, key hydrologic features and the related ecological functions;*
- b) accommodating a trail system through the Plan Area and trail connections to it;*
- c) promoting strong communities, a strong economy and a healthy environment;*
 - 1. promoting the locating of two or more compatible public services in one building or place that is conveniently situated so as to be accessible to local residents by walking, cycling and, where available, public transit;*
 - 2. ensuring that development takes place in a manner that reduced greenhouse gas emissions;*
 - 3. conserving cultural heritage resources;*
 - 4. ensuring the sustainable use of water resources; and*
- d) providing for economic development that is compatible with subsection (1) and clauses to (c.4).*

(3) With respect to land in Settlement Areas, all uses permitted by the applicable official plan are permitted, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).

(4) New lots may be created in Settlement Areas, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).

(5) With respect to land in a Settlement Area that does not include a key natural heritage feature or a key hydrologic feature, an application for site plan approval under section 41 of the Planning Act is not required to comply with any provision of this Plan.

(6) With respect to land in a Settlement Area, nothing in this Plan applies to prevent a use or the erection or location of a building or structure if,

- a) the use, erection and location would have been permitted by the applicable zoning by-law on November 15, 2001;
- b) the use is permitted by the applicable official plan and zoning by-laws as amended in accordance with sections 9 and 10 of the Act to bring them into conformity with this Plan, although the erection and location do not comply with the provisions listed in subsections 19 (3) and 31 (4);
- c) the use, erection and location conform to sections 28 and 29, subsections 45 (7) and (8) and section 47; and
- d) the applicant demonstrates, to the extent possible, that the use, erection or location will not adversely affect the ecological integrity of the Plan Area.

Evaluation: The proposed development satisfies the policies above by the following:

- The Subject Lands are located at the southwest corner of the intersection of Yonge Street and Murray Drive. A range of existing commercial uses surround the intersection with additional residential, commercial, and park and open space uses immediately surrounding these uses in all directions. This allows convenient access for residents of the proposal to walk or cycle to these amenities to meet their daily needs, thereby reducing the need for vehicles;
- The proposed development provides a private street network for vehicular access to and from Yonge Street and Murray Drive so that residents can easily access additional employment and commercial uses located beyond walking distance
- The proposed development provides 900 new residential units on underutilized lands to provide intensification and make more efficient use of the Subject Lands and the existing infrastructure. This will also allow additional housing options for the surrounding area;
- The Subject Lands do not contain any key natural heritage features or key hydrologic features. Therefore, the proposed development permitted by the Zoning By-law Amendment does not cause environmental or public health and safety concerns;
- The proposed development will provide additional population to support the existing YRT and VIVA bus services along Yonge Street;
- The proposal will accommodate a continuous landscaped open space system to provide connections to the existing surrounding residential and open space areas for local and future residents.

Watershed plans

Policy 24 states the following:

- (1) Every upper-tier municipality and single-tier municipality shall have a watershed plan that meets the requirements of subsection (3) for every watershed whose streams originate within the municipality's area of jurisdiction.
- (2) The objectives and requirements of each watershed plan shall be incorporated into the municipality's official plan.
- (3) A watershed plan shall include, as a minimum,
 - (a) a water budget and a water conservation plan as set out in section 25;
 - (b) land and water use and management strategies;
 - (c) a framework for implementation, which may include more detailed implementation plans for smaller geographic areas, such as subwatershed plans, or for specific subject matter, such as environmental management plans;
 - (d) an environmental monitoring plan based on a minimum of five years of monitoring;
 - (e) provisions requiring the use of environmental management practices and programs, such as programs to prevent pollution, reduce the use of pesticides and manage the use of road salt;
 - (f) criteria for evaluating the protection of water quality and quantity, hydrological features and functions, including criteria for evaluating the impacts of proposed development and infrastructure projects within and outside the Plan Area on water quality and quantity and on hydrological features and functions;
 - (g) an evaluation of the assimilative capacity of the watershed to deal with sewage from surrounding areas; and
 - (h) an assessment of climate change impacts on sewage and water service systems and stormwater management systems.
- (4) Major development is prohibited unless,
 - (a) the watershed plan for the relevant watershed, prepared in accordance with subsection (3), has been completed;
 - (b) the major development conforms with the watershed plan; and
 - (c) a water budget and a water conservation plan, prepared in accordance with section 25 and demonstrating that the water supply required for the major development is sustainable and that assimilative capacity with respect to sewage is sufficient, has been completed.
- (5) Subsection (4) applies to every application commenced on or after April 23, 2007.
- (6) Subsection (8) applies to every application commenced before the date mentioned in subsection (5), except an application described in subsection (7).
- (7) Clause (4) (c) applies to every application that is commenced on or after April 22, 2004 and relates to the part of The Regional Municipality of York that is served by the Yonge Street Aquifer.
- (8) An application for major development to which this subsection applies shall not be approved unless,
 - (a) the relevant municipality has complied with clause (4) (c); or
 - (b) the applicant,
 - (i) identifies any key hydrologic features and related hydrological functions on the site and how they will be protected,
 - (ii) demonstrates that an adequate water supply is available for the development, and that there is sufficient assimilative capacity to deal with the sewage from the development, without compromising the ecological integrity of the Plan Area, and

- (iii) provides, with respect to the site and such other land as the approval authority considers necessary, a water budget and a water conservation plan that,*
- (A) characterizes groundwater and surface water flow systems by means of modelling,*
 - (B) identifies the availability, quantity and quality of water sources, and*
 - (C) identifies water conservation measures.*

Water budgets and water conservation plans

Policy 25 states the following:

- (1) Every upper-tier municipality and single-tier municipality shall, on or before April 22, 2003, begin preparing a water budget and a water conservation plan, in accordance with subsection (2), for every watershed whose streams originate within the municipality's area of jurisdiction.*
- (2) A water budget and a water conservation plan shall, as a minimum,*
 - (a) quantify the components of the water balance equation, including precipitation, evapotranspiration, groundwater inflow and outflow, surface water outflow, change in storage, water withdrawals and water returns;*
 - (b) characterize groundwater and surface water flow systems by means of modelling;*
 - (c) identify,*
 - i. targets to meet the water needs of the affected ecosystems,*
 - ii. the availability, quantity and quality of water sources,*
 - iii. goals for public education and for water conservation, and*
 - iv. impacts from changes in precipitation patterns, including those resulting from climate change;*
 - (d) develop a water-use profile and forecast;*
 - (e) evaluate plans for water facilities such as pumping stations and (e)reservoirs;*
 - (f) identify and evaluate,*
 - i. water conservation measures such as public education, improved management practices, the use of flow-restricting devices and other hardware, water reuse and recycling, and practices and technologies associated with water reuse and recycling,*
 - ii. water conservation incentives such as full cost pricing, and*
 - iii. ways of promoting water conservation measures and water conservation incentives;*
 - (g) analyse the costs and benefits of the matters described in clause (f);*
 - (h) require the use of specified water conservation measures and (h)incentives;*
 - i. contain an implementation plan for those specified measures and (i)incentives that reconciles the demand for water with the water supply;*
 - ii. provide for monitoring of the water budget and the water*
 - (j) conservation plan for effectiveness.*

Evaluation: In response to Policies 24 and 25 above, a Functional Servicing and Stormwater Management Report prepared by WSP is being submitted with these Applications that addresses this policy. The Report indicates the following:

- Runoff from Phase 1 is treated with an Imbrium JF10-16-4 and runoff from Phase 2 is treated with an Imbrium JF10-11-3 treatment units prior to discharge. This treatment unit provides 80% TSS removal on an annual loading basis.
- The allowable flow rate of 602 L/s for Phase 1 and 243 L/s from Phase 2 can be achieved with Cistern 1 providing 753 m³ of storage and Cistern 2 providing 561 m³ of storage, respectively. Flows leaving

Phase 1 and Phase 2, for all storm events up to and including the 100-year storm, are controlled with a 400 mm and a 300 mm orifice tube respectively, and are discharged to the municipal storm sewer at or below the allowable flow rates for the two phases.

- Retention of 94 m³ of runoff is required for Phase 1 and 72 m³ for Phase 2 to satisfy the water balance criterion for the two phases. The sump volumes of 94 m³ and 82 m³ are provided in Cistern 1 and Cistern 2 respectively to satisfies the water balance criterion.

Sewage and water services

Policy 43.1 states the following:

- (1) *An application for major development shall be accompanied by a sewage and water system plan that demonstrates,*
 - a) *That the ecological integrity of hydrological features and key natural heritage features will be maintained;*
 - b) *That the quantity and quality of groundwater and surface water will be maintained;*
 - c) *That stream baseflows will be maintained;*
 - d) *That the project will comply with any applicable watershed plan, water budget, water conservation plan, water and wastewater master plan or subwatershed plan;*
 - d.1) *that the assimilative capacity of receiving lakes, rivers or streams with respect to sewage from surrounding areas will not be exceeded and the attenuation capacity of groundwater with respect to subsurface sewage service systems will not be exceeded; and*
 - e) *That the water use projected for the development will be sustainable.*

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by WSP and a Hydrogeological Review has been prepared by EXP and are being are being submitted with these Applications to address this policy. These Reports confirm the proposal is in conformance of Provincial, Regional and Municipal standards.

Stormwater Management

Policy 45 states the following:

- (0.1) *Every municipality shall develop stormwater master plans and stormwater management plans for Settlement Areas.*
- (0.2) *A stormwater master plan referred to in subsection (0.1) shall,*
 - (a) *be based on the appropriate watershed scale studies;*
 - (b) *incorporate appropriate low impact development techniques and green infrastructure elements; and*
 - (c) *identify opportunities for stormwater retrofits where appropriate.*
- (1) *An application for major development shall be accompanied by a stormwater management plan, as set out in section 46.*

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by WSP and a Hydrogeological Review has been prepared by EXP and are being are being submitted with these Applications to address this policy. These Reports confirm the proposal is in conformance of Provincial, Regional and Municipal standards.

Stormwater management plans

Policy 46 states the following:

- (1) *the objectives of a stormwater management plan are to,*
 - a) *maintain groundwater quantity and flow and stream baseflow;*
 - b) *protect water quality;*
 - c) *protect aquatic species and their habitat;*
 - d) *prevent increases in stream channel erosion;*
 - e) *prevent any increase in flood risk;*
 - f) *minimize the disruption of natural drainage patterns wherever possible; and*
 - g) *address climate change impacts by mitigating the potential flood risks associated with increased precipitation.*
- (2) *A stormwater management plan shall provide for an integrated treatment train approach to stormwater management that,*
 - a) *Minimizes stormwater flows and reliance on end-of-pipe controls by using a sequence of measures including,*
 - i. *Source controls,*
 - ii. *Lot-level controls such as devices and designs that direct roof discharge, and*
 - iii. *Conveyance techniques such as grass swales; and*
 - b) *Increases the municipality's capacity to adapt to climate change.*
- (3) *A stormwater management plan shall be prepared in accordance with the applicable watershed plan under section 24, if one exists.*
- (4) *Every municipality shall retrofit existing stormwater management works where necessary and to the extent it is feasible to do so.*

Evaluation: A Functional Servicing and Stormwater Management Report prepared by WSPis being submitted with these Applications. The Report confirms the proposal is in conformance of Provincial, Regional and Municipal standards.

Based on our analysis, the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the Oak Ridges Moraine Conservation Plan.

Appendix E

LAKE SIMCOE
PROTECTION PLAN &
SOUTH GEORGIAN BAY
LAKE SIMCOE SOURCE
PROTECTION PLAN
ANALYSIS

APPENDIX E: LAKE SIMCOE PROTECTION PLAN AND SOUTH GEORGIAN BAY LAKE SIMCOE SOURCE PROTECTION PLAN ANALYSIS

As the proposed gross floor area of the development exceeds 500 m² (5,382 ft²), the development is considered to be major development per the Lake Simcoe Protection Plan, the Lake Simcoe Phosphorus Offsetting Policy, and the South Georgian Bay Lake Simcoe Source Protection Plan.

Lake Simcoe Protection Plan

The Lake Simcoe Protection Plan, 2009 (“LSPP”) was prepared and approved under the Lake Simcoe Protection Act of 2008.

The Plan addresses long term environmental issues in Lake Simcoe and its watershed by promoting immediate action to address threats to the ecosystem, such as excessive phosphorus, targeting new and emerging causes of stress such as invasive species and climate change, protecting and restoring important natural areas such as shorelines and wetlands, and restoring the health of fish and other aquatic life.

The following is a summary of policies within the LSPP applicable to the proposed development, and how the proposed Zoning By-law Amendment respects the LSPP.

Chapter 4 – Water Quality

Policy 4.8-DP states that *an application for major development shall be accompanied by a stormwater management plan that demonstrates:*

- a. *consistency with stormwater management master plans prepared under policy 4.5, when completed;*
- b. *consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;*
- c. *an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;*
- d. *through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and*
- e. *through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.*

Evaluation: A Functional Servicing and Stormwater Management Report which includes a phosphorus budget has been prepared by WSP and is being submitted with these applications to address the above items. This Report indicates that the allowable flow rate of 602 L/s for Phase 1 and 243 L/s from Phase 2 can be achieved with Cistern 1 providing 753 m³ of storage and Cistern 2 providing 561 m³ of storage, respectively. Flows leaving Phase 1 and Phase 2, for all storm events up to and including the 100-year storm, are controlled with a 400 mm and a 300 mm orifice tube respectively, and are discharged to the municipal storm sewer at or below the allowable flow rates for the two phases.

Based on our analysis, the proposed Zoning By-law Amendment conforms to the policies of the LSPP.

Southern Georgian Bay Lake Simcoe Source Protection Plan

The South Georgian Bay Lake Simcoe Source Water Protection Plan (“SGBLSSWPP”) was approved on January 26, 2015 and came into effect on July 1, 2015.

This Plan was approved in January, 2015 and is up to date as of September, 2019. This Plan was developed under the mandate of the Clean Water Act, to ensure that no activity in a source protection area becomes a significant drinking water threat.

The Subject Lands are within a WHPAQ1/Q2 Area with a Moderate Risk Level. The following is a summary of policies within the SGBLSSPP applicable to the proposed development, and how the proposed Zoning By-law Amendment respects the SGBLSSPP.

Land Use Planning Policies

LUP-12 states that *Planning Approval Authorities shall only permit new major development (excluding single detached residential, barns and non-commercial structures that are accessory to an agricultural operation) in a WHPA-Q2 where the activity would be a significant drinking water threat, where it can be demonstrated through the submission of a hydrogeological study that the existing water balance can be maintained through the use of best management practices such as low impact development. Where necessary, implementation and maximization of off-site recharge enhancement within the same WHPA-Q2 to compensate for any predicted loss of recharge from the development.*

LUP-13 states that *Planning Approval Authorities shall require the use of best management practices such as low impact development to maintain predevelopment recharge rates for non-major developments or site alterations in a WHPA-Q2 assigned a moderate risk level, where the activity would be a significant drinking water threat.*

Evaluation: The Hydrogeological Report and Source Water Impact Assessment and Mitigation Plan prepared by EXP indicate that the allowable flow rate of 602 L/s for Phase 1 and 243 L/s from Phase 2 can be achieved with Cistern 1 providing 753 m³ of storage and Cistern 2 providing 561 m³ of storage, respectively. Flows leaving Phase 1 and Phase 2, for all storm events up to and including the 100-year storm, are controlled with a 400 mm and a 300 mm orifice tube respectively, and are discharged to the municipal storm sewer at or below the allowable flow rates for the two phases.

Based on our analysis, the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the SGBLSSPP.

Appendix F

**YORK REGION
OFFICIAL PLAN
ANALYSIS**

APPENDIX F: YORK REGION OFFICIAL PLAN ANALYSIS

The Regional Municipality of York adopted the Region of York Official Plan in December of 2009, which was approved by the Province of Ontario on September 7, 2010, and was subsequently appealed to the Ontario Municipal Board (OMB). Since that time, the York Region Official Plan 2010 (hereinafter as “YROP”) has been partially approved by the OMB for conformity with the PPS and the Growth Plan for the Greater Golden Horseshoe, 2013, which is applicable at the time of the adoption of the YROP.

In YROP, Map 1 – Regional Structure, shows the development site being designated as “Urban Area”. Further, the Subject Lands have frontage on Yonge Street where it is designated as a “Regional Corridor.”

The following is a summary of the policies within the YROP that are applicable to the proposed development and how the proposal responds to these policies.

Section 2.1 – Regional Greenlands System: A Sustainable Natural Environment Legacy

Policy 2.1.19 states that *for the portions of the Region that are within the Oak Ridges Moraine, applications for development or site alteration will only be approved if they comply with the provisions of the Oak Ridges Moraine Conservation Plan. On the Oak Ridges Moraine, the following land use designations and permitted uses apply:*

- a) *The Natural Core Area, as identified on Map 1, has a high concentration of key natural heritage features, key hydrologic features, and/or landform conservation areas and is critical to maintaining and improving the integrity of the Moraine as a whole. New permitted uses are very limited and may include conservation and resource management, low intensity recreation, or agriculture uses, as detailed in the Oak Ridges Moraine Conservation Plan; and,*
- b) *The Natural Linkage Area forms part of a corridor system that supports, or has the potential to support, the movement of plants and animals between the Natural Core Area, Natural Linkage Area, river valleys and stream corridors. Limited new uses may include those permitted in the Natural Core Area designation as well as mineral aggregate operations and wayside pits, as detailed in the Oak Ridges Moraine Conservation Plan.*

Evaluation: The southern extent of the Subject Lands are located within the Oak Ridges Moraine and are designated “Settlement Area” in the Oak Ridges Moraine Conservation Plan. In our opinion, the proposed development complies with the provisions of the Oak Ridges Moraine Conservation Plan as discussed in **Section 3.3** and **Appendix D** of this Planning Report.

Section 3.0 – Healthy Communities

Policy 3.1.3 requires *high-quality urban design and pedestrian-friendly communities that provide safety, comfort and mobility so that residents can walk to meet their daily needs.*

Evaluation: The proposal will provide for a high level of urban design through high-quality built form and landscape design, and will provide for compact form that is pedestrian and transit supportive. Particularly, the proposal promotes a safe and comfortable pedestrian environment through the landscaped open space element which runs along the east-west mid-block connection at the north end of the south parcel. The landscaped open space element provides a linear connection and vista towards the Aurora War Memorial through the site. In addition, the proposal

will be pedestrian friendly and allow for walkability as it includes pedestrian sidewalks along a private street network. Walkways will connect the proposed mixed use development with the existing sidewalks along Murray Drive and Yonge Street, and the bus services along Yonge Street which include York Region Transit (YRT) routes 32, 96, 98/99 and 98 and the VIVA Bus Rapid Transit (BRT) Blue route. Further, the Subject Lands are located at the intersection of Yonge Street and Murray Drive where a range of retail, restaurant, service commercial, and employment uses exist in the area. Future residents of the proposed development would be able to access these surrounding uses by walking or cycling to meet their daily needs, thereby reducing the need for vehicles.

Policy 3.2.3 states that *to reduce vehicle emissions by ensuring that communities are designed to prioritize pedestrians and cyclists, reduce single occupancy automobile use, and support public transit and Transportation Demand Management initiatives.*

Evaluation: As noted above, the proposed development will be well connected with the surrounding neighbourhood through the pedestrian sidewalks along the private street network to prioritize pedestrians and cyclists. Further, future residents will be in walking distance of existing bus services along Yonge Street, and a range of retail, service commercial, restaurant and employment uses surrounding the intersection of Yonge Street and Murray Drive. This will contribute to reduced vehicle emissions. In addition, the Transportation Impact Study prepared by WSP states that the proposed parking spaces are adequate for the site context and with consideration of the tangible TDM measures being considered and applicable Zoning By-law requirements.

Policy 3.5.3 states that *to ensure an adequate region-wide supply of housing by:*

- a. *maintaining a minimum 10-year supply of land designated for housing through intensification and redevelopment and in designated greenfield areas; and,*
- b. *maintaining a 3 to 7 year supply of registered and draft approved plans of subdivision, condominium plans and/or site plans.*

Evaluation: The proposed development adds 900 residential units on underutilized lands and will contribute additional housing supply to the Region and the Town. It will contribute to the 10-year supply of housing and to the 3 to 7 year supply of registered site plans.

Policy 3.5.6 states that *a minimum 25 per cent of new housing units across the Region be affordable, be distributed within each local municipality and should be coordinated across applicable local planning areas including secondary plan and block plan areas. A portion of these units should be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes and tenures to provide opportunity for all household types, including larger families, seniors, and residents with special needs.*

Evaluation: The proposal includes a variety of unit types and sizes which will assist in the Region meeting its affordability target.

Section 4.0 – Economic Vitality

Policy 4.1.2 states that it is the policy of Council *to create high-quality employment opportunities for residents with the goal of 1 job for every 2 residents.*

Evaluation: The proposed mixed use development includes approximately 2,413 m² of retail space within the Subject Lands. This provides an opportunity to create employment opportunities for residents and contribute in meeting the Region's goal.

Policy 4.2.4 states that it is the policy of Council *to require a mixed-use pedestrian environment in Regional Centres and Corridors that promotes transit use and enhances these areas as destinations for business, entertainment and recreation.*

Evaluation: The proposed buildings fronting onto Yonge Street include retail, lobby, and indoor amenity uses, thereby facilitating a mixed-use pedestrian environment along a Regional Corridor. These uses will contribute to creating an active streetscape environment and promote transit use for the existing bus services along Yonge Street.

Policy 4.2.6 states that it is the policy of Council *to work with local municipalities to ensure that Regional Centres and Corridors include a significant amount of mixed-use, pedestrian-oriented, and street-related uses including retail.*

Evaluation: The proposed mixed use development contributes to adding street-related uses that include retail, indoor amenity, and lobby areas with direct frontage along Yonge Street, which is a Regional Corridor. These uses will facilitate a mixed use and pedestrian-oriented environment.

Policy 4.4.1 states that it is the policy of Council *to require that retail be designed to be walkable, transit-supportive, and integrated into communities and pedestrian and cycling networks, with high-quality urban design.*

Evaluation: The proposed retail use will have direct frontage on to Yonge Street and will be designed in consideration of pedestrian safety and comfort. High-quality urban design elements are provided within the proposal, including landscaping elements located along the Yonge Street frontage and along the east-west mid-block connection, thereby contributing to an attractive streetscape environment that promotes transit usage and active transportation modes. In addition, the proposed pedestrian network will provide connections to the existing YRT and VIVA bus routes along Yonge Street to allow the proposal to be transit supportive. Lastly, opportunities to implement cycling networks in addition to the pedestrian networks will exist.

Policy 4.4.3 states that it is the policy of Council *to work with local municipalities to identify and protect the historical main streets in the Region.*

Evaluation: The Subject Lands are located south of the Yonge Street area identified as a Heritage Resource Area, at Yonge Street and Wellington Street, and therefore will not have any impact on the historical main street portion of Yonge Street.

Policy 4.4.4 states that it is the policy of Council *to direct a significant amount of mixed-uses, including street-related retail, to Regional Centres and Corridors.*

Evaluation: The proposed development contributes a mix of residential and retail uses, including street-related retail, with direct frontage on Yonge Street, which is a Regional Corridor.

Section 5.0 – An Urbanizing Region: Building Cities and Complete Communities

Policy 5.1.2 states that *the population and employment forecasts in Table 1 be used as the basis for planning of new development.*

Evaluation: The proposed development provides 900 new residential dwelling units and 2,413 sq. m. to assist the Region of York in achieving the population and employment forecasts of the YROP.

Policy 5.1.5 states that *to maintain a housing supply of 3 to 7 years in registered and draft approved plans of subdivision, condominium plans and/or site plans.*

Evaluation: The proposed development provides 900 new residential dwelling units to assist the Region of York in maintaining a housing supply of 3 to 7 years in registered site plans.

Policy 5.2.3 states that *communities be designed to ensure walkability through interconnected and accessible mobility systems. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities, and implement the York Region Pedestrian and Cycling Master Plan.*

Evaluation: The proposal will enhance walkability on the Subject Lands by providing a pedestrian sidewalk network and walkways that will connect the Subject Lands to Yonge Street, Murray Drive, and the surrounding community, which will promote active transportation in the form of walking or cycling. In addition, the proposed pedestrian connection to Yonge Street will provide access to the existing YRT and VIVA bus services and the existing commercial and employment uses.

Policy 5.2.4 states that *development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region's transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit.*

Evaluation: A Transportation Impact Study has been prepared by WSP and concludes that the This proposed parking spaces are adequate for the site context and with consideration of the tangible TDM measures being considered and applicable Zoning By-law requirements.

Policy 5.2.5 states that *a balance of residential and employment uses shall be provided throughout the Region to improve the possibilities for working and living in close proximity.*

Evaluation: As noted above, existing uses surrounding the intersection of Yonge Street and Murray Drive consist of a range of retail, service commercial and employment uses that are in walking distance of the Subject Lands. The proposed development will contribute to diversifying the range of residential dwelling types available in the area, which will support surrounding businesses and provide for a balanced mix of residential and employment uses. Additionally, the proposed retail uses on the Subject Lands would service future and existing residents in the community, as well as offer additional employment opportunities. Overall, the proposed development provides easy access for local and future residents to live and work without relying on their personal vehicles.

Policy 5.2.7 states that *communities be designed to ensure accessibility to people of all ages, cultures and abilities.*

Evaluation: The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

Policy 5.2.8 states to employ the highest standard of urban design, which:

- a. provides pedestrian scale, safety, comfort, accessibility and connectivity;
- b. complements the character of existing areas and fosters each community's unique sense of place;
- c. promotes sustainable and attractive buildings that minimize energy use;
- d. promotes landscaping, public spaces and streetscapes;
- e. ensures compatibility with and transition to surrounding land uses;
- f. emphasizes walkability and accessibility through strategic building placement and orientation;
- g. follows the York Region Transit-Oriented Development Guidelines; and,
- h. creates well-defined, centrally-located urban public spaces.

Evaluation: The proposed development provides a high-quality of urban design and meets this policy as follows:

- i. The proposal will be pedestrian friendly and will allow for walkability through the proposed pedestrian sidewalk network that will connect the proposed mixed use development with the surrounding neighbourhood, including the existing commercial, employment and open space uses, and bus services, along Yonge Street and Murray Drive;
- ii. The proposal contains high-quality built form and will complement the character of the existing surrounding residential and commercial areas;
- iii. The proposed development will include low impact development measures that contribute to sustainability and climate change objectives in the YROP;
- iv. The proposal includes high-quality landscape design that will complement and enhance the landscape character of the surrounding area and the existing condition throughout the Subject Lands. Specifically, the proposal features a linear landscaped open space element that runs along the east-west mid-block connection. The element will contribute to a safe and attractive streetscape environment while providing a vista towards the Aurora War Memorial through the site.
- v. The proposed uses are compatible with surrounding land uses, including the residential townhouses to the west, and will provide additional housing options for the surrounding area;
- vi. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

Policy 5.2.10 states that secondary plans and zoning by-laws shall, in consultation with the Region and related agencies, incorporate parking management policies and standards that include:

- a) reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses;
- b) shared parking requirements, where possible, reflecting variances in parking demand between complementary uses on a time-of-day, weekday/weekend, and monthly basis;
- c) on-street parking;
- d) site design that orients the main building entrance(s) to face the public street(s), provides a pedestrian friendly urban form, and where appropriate, as determined by the local municipality, does not permit the placement of surface parking spaces between the main building entrance and the major street;

- e) *the design of surface parking to support redevelopment and retrofitting; and,*
- f) *preferential locations for carpooling and car-sharing spaces and bicycle storage requirements.*

Evaluation: The proposed development meets the policies above as follows:

- The proposed development provides a reduced parking rate of 897 vehicular parking spaces, consisting of 720 resident parking spaces and 180 visitor parking spaces. This reflects the proximity of the Subject Lands to YRT and VIVA bus services along Yonge Street and is supported by the Transportation Impact Study prepared by WSP submitted with this application;
- On-street parking is proposed along the internal street network to service visitors of the residential uses and patrons of retail uses;
- The site design orients all building entrances to front onto the public streets of Yonge Street or Murray Drive, or the internal private street network. In addition, the proposed surface-level parking spaces are located internal to the site and away from the streetscape, thereby facilitating a pedestrian friendly environment along the public street frontages.
- No surface parking spaces are located between a main building entrance and the major street of Yonge Street;
- The proposal includes a high quality landscape design that includes landscaping along the building edges as well as traditional front yards for the townhouses on the western portion of the Subject Lands. The landscape design contains a mixture of landscaping elements to increase visual interest along the street edges and to define the extent of the streets and private properties.
- The proposed development will be pedestrian friendly as it will provide appropriate sidewalks and walkways which encourage active transportation usage on the Subject Lands.

Policy 5.2.11 *states that development have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.*

Evaluation: The proposed development will be of high-quality in built form that incorporates low impact development measures where appropriate and feasible. These measures will contribute to the sustainability and climate change objectives set out within the YROP. This can be further addressed as part of the detailed design stage.

Policy 5.2.21 (a) *states Mid- and high-rise residential (4 storeys and greater) and non-residential buildings be designed to achieve 40 per cent greater efficiency than the Model National Energy Code for Buildings, 1997.*

Evaluation: This will be further addressed as part of the detailed design stage.

Policy 5.2.23 *states to encourage that all new buildings achieve 20 per cent greater water conservation than the Ontario Building Code (as amended to O. Reg. 315/11, January 1, 2012).*

Evaluation: This will be further addressed as part of the detailed design stage.

Policy 5.2.24 states *to encourage that new buildings be designed and certified to LEED® Silver, Gold or Platinum standards, and to provide complementary incentive programs to achieve the successful implementation of LEED® buildings across York Region.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.26 states *that development shall include a solar design strategy which identifies approaches that maximize solar gains and facilitate future solar installations (i.e. solar ready).* **Policy 5.2.28** states *to encourage all new buildings to include on-site renewable or alternative energy systems which produce 25 per cent of building energy use. Where on-site renewable or alternative energy systems are not feasible, consideration of purchasing grid-source renewable energy is encouraged.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.28 states *to encourage all new buildings to include on-site renewable or alternative energy systems which produce 25 per cent of building energy use. Where on-site renewable or alternative energy systems are not feasible, consideration of purchasing grid-source renewable energy is encouraged.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.29 states *to encourage enhanced indoor air quality in buildings, including the use of low or no volatile organic compound products; minimizing the leakage of combustion gases; reducing exposure to indoor pollutants by ventilating with outdoor air; and indoor moisture controls.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.30 states *to encourage the use of environmentally preferable materials including low volatile organic compound products, adhesives and finishes, high-renewable and recycled content products and certified sustainably harvested lumber in all new development.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.32 states *to require the installation of rainwater harvesting systems on all new residential buildings for outdoor irrigation and outdoor water use.*

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.33 states *to encourage the use of water conserving, drought resistant landscaping by:*

- a. *increasing topsoil depths and/or providing soil scarification;*

- b. installing drought resistant sod;
- c. providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant species and;
- d. installing permeable driveway surfaces.

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.34 states to encourage local heat island effects mitigation in all development including:

- a) green and/or white roofs;
- b) locating trees or other plantings to provide shading for at least 50 per cent of sidewalks, patios, and driveways, and within 15 metres of buildings; and,
- c) installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29.

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.2.35 states to encourage the use of locally/regionally sourced building materials and to support the building and land development industry on the availability of local building materials. **Policy 5.2.36** states to ensure that all new development reduces construction waste and diverts construction waste from landfill consistent with policy 7.4.14 of this Plan.

Evaluation: Our client will incorporate environmentally friendly design features into their buildings, which will be detailed at a later date.

Policy 5.3.1 states that by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development will occur within the built-up area as defined by the Province’s Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe.

Evaluation: The proposed development adds 900 new residential units within the built-up area boundary as defined by the Growth Plan, thereby contributing to the Region’s target.

Policy 5.3.2 states that the York Region 2031 Intensification Strategy shall be implemented.

Evaluation: The proposal represents intensification of currently underutilized lands that are located within an urban area and assists in meeting the Provincial intensification target, thereby implementing the York Region 2031 Intensification Strategy.

Policy 5.3.3 states that local municipalities shall complete and adopt their own intensification strategies based on the York Region 2031 Intensification Strategy and on the Region’s Intensification Guide. The local municipal intensification strategies, developed in cooperation with the Region, shall:

- a. plan to meet and/or exceed intensification targets identified in Table 2.

Table 2 – York Region Residential Intensification Targets by Local Municipality 2006-2031

Municipality	Units
Aurora	3,140
...	...

York Region	90,720
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- b. identify the role for each of the following:
 - a. Regional Centres and Corridors;
 - b. GO Transit train stations and bus terminals, and subway stations;
 - c. Local Centres and Corridors;
 - d. Other major streets;
 - e. Local infill; and,
 - f. Secondary suites.
- c. identify and map intensification areas and provide targets for each area;
- d. identify appropriate density ranges for intensification areas that support the Intensification Matrix Framework;
- e. incorporate employment opportunities into intensification areas;
- f. plan for a range and mix of housing, taking into account affordable housing needs; and,
- g. identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets.

Policy 5.3.5 states that *intensification areas are planned and designed to meet:*

- a. *The York Region Transit-Oriented Development Guidelines; and*
- b. *The Region's implementation guidelines for Regional Centres and Corridors.*

Evaluation: The proposed development meets the intent of **Policies 5.3.3** and **5.3.5** as follows:

- The proposal contributes 900 new residential units to the Town and Region and assists in meeting intensification targets in **Table 2**;
- The proposal provides for a mix of housing types and incorporates employment opportunities through the retail uses;
- The proposal provides a transit-supportive density for the Subject Lands, which have frontage on a Regional Corridor, Yonge Street;
- The proposal provides for a pedestrian friendly environment and will provide for walkability as it includes pedestrian sidewalks along a private street network that connect to the existing sidewalks on Yonge Street and Murray Drive, the existing bus services, and the existing surrounding commercial, residential, and open space uses;
- The proposed high quality building design orients the buildings to the street, includes compact built form, allows the proposed buildings to be compatible with the existing surrounding context;
- The proposed parking areas are provided either inside or behind the proposed buildings to be away from the streetscape, provide for a reduced parking standard, and provide for shared visitor parking spaces;
- The Subject Lands are located in the Aurora Promenade, which is an identified intensification area under the Town of Aurora Official Plan. A full analysis of the Town Official Plan policies, including intensification policies, is provided under **Appendix G**.

Policy 5.3.4 states that *the distance to a transit stop in the Urban Area is within 500 metres (a 5-to-10-minute walk) for 90 per cent of the residents and no more than 200 metres for 50 per cent of residents.*

Evaluation: Future residents of the proposed development will be within 200 metres of a transit stop, thereby contributing to meeting the target of having 50 per cent of Urban Area residents be in no more than 200 metres from a transit stop. The Subject Lands are serviced by multiple bus routes, including YRT routes 32 and 434 that are serviced by stops along Murray Drive as well as YRT routes 96, 98E, 98/99 and 98 and VIVA Blue, which are serviced by stops along Yonge Street.

Policy 5.3.6 states that *intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.*

Evaluation: The Subject Lands are located in an intensification area that is adjacent to commercial uses to the south, streets to the north and east, and an existing residential neighbourhood to the west. The proposal has been designed to achieve appropriate transition of built form that is complementary to the existing neighbourhood. The proposed design locates the 3-storey traditional townhouse units along the west lot line of the Subject Lands, which is consistent with the existing built heights of the existing townhouse building adjacent to the west. The proposal is further integrated with the existing neighbourhood through the proposed street network connections to Mosaics Avenue. The proposed mid-rise buildings east of the townhouse blocks also provide for a transition in height, by locating the tallest buildings at 7 storeys furthest away from the low-rise residential uses to the west. Overall, the proposal intensifies the Subject Lands as permitted by the Town Official Plan while providing for an appropriate built form transition.

Policy 5.3.7 states that *that open spaces shall be provided that include:*

- a) *active recreational facilities;*
- b) *passive parks and open spaces;*
- c) *meeting places and urban squares that incorporate art, culture and heritage; and,*
- d) *Opportunities for community gardening.*

Evaluation: The proposed development will provide ample open space through the linear landscaped open space element which runs parallel to the east-west mid-block street connection. The landscaped open space element is located at the north end of the Phase 1 South Parcel and will provide a vista towards the Aurora War Memorial through the site. Further, landscaping is proposed along all building frontages to create an attractive public realm environment and foster social interaction. The Subject Lands are also in proximity to multiple existing active recreational facilities and parks such as Aurora War Memorial Peace Park, Herb McKenzie Park Confederation Park, and Highland Park.

Policy 5.3.9 states that *parking shall be managed in a manner consistent with policies 5.2.10, 5.4.8, 5.4.9 and 5.4.26.c of this Plan.*

Evaluation: The proposed development will provide sufficient parking spaces for each dwelling and retail unit, and meet these mentioned policies, if applicable, as indicated in our evaluation of these policies within this Appendix.

Policy 5.4.5 states that *development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.*

Evaluation: The proposal features a compact and mixed use development that is oriented to the street. The proposed density and site design are transit supportive and incorporate pedestrian infrastructure along the internal street network to promote safety and active transportation use.

Policy 5.4.9 states that *all new buildings shall front the major street. Reverse lotting on the street is not permitted and site design shall orient the main building entrance(s) to face the public street(s) and provide a pedestrian friendly urban form and where appropriate, as determined by the local municipality, does not permit surface parking between the main building entrance and the major street.*

Evaluation: As previously mentioned, the proposed development includes buildings that have been oriented to frame the major street of Yonge Street with entrances provided from this street where possible. Other buildings that are located internal to the site have been oriented to frame Murray Drive or the internal private street network. This orientation allows the proposed to employ the “eyes on the street” design principle and facilitate a safe and active streetscape environment. In addition, none of the proposed surface parking spaces will be located between a main building entrance and a major street.

Policy 5.4.16 requires, *as a condition of development approval, the provision of facilities to encourage an increase in the mode share of cycling trips, such as covered bicycle storage, lockers, and shower facilities.*

Evaluation: The proposal will connect to existing cycling infrastructure to encourage an increase in the mode share of cycling trips to and from the Subject Lands.

Policy 5.4.28 states that *Regional Corridors are planned to function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.*

Evaluation: As previously described throughout this Appendix, the proposed development is designed to have a compact built form with a mix of residential dwelling types and retail spaces. Overall, the proposal incorporates landscaping elements, open space, site design, and a sidewalk network to facilitate a pedestrian-friendly environment and transit-oriented built form.

Section 7.0 - Servicing Our Population

Policy 7.1.1 states that *to require that appropriate Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.* Further, **Policy 7.1.7** states that *to require new development applications to demonstrate how the proposed development is transit-oriented. The York Region Transit-Oriented Development Guidelines provide guidance on how to address this policy.*

Evaluation: The Subject Lands have direct frontage onto Yonge Street and Murray Drive, which are serviced by multiple YRT bus routes and the VIVA Blue route. Additionally, there are existing retail, service commercial and employment uses surrounding the intersection of Yonge Street and Murray Drive and in the vicinity. The proposal includes pedestrian connections to these streets to allow future residents to easily walk these uses to meet their daily needs, thereby reducing auto dependency. Furthermore, the Transportation Impact Brief prepared by WSP in

support of this application discusses the proposed transportation demand strategies for the site, which includes but is not limited to:

- unbundling of parking spaces;
- transit incentive program/pesto card;
- information packages; and
- venue.

Policy 7.1.8 states that *to work with developers to provide all new-home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community, including local transit routes and schedules.*

Evaluation: The developers will provide all home buyers with information on available pedestrian, cycling and transit facilities and carpooling options within the community. Further details can be addressed at the detailed design stage.

Policy 7.1.23 states that *to investigate innovative waste treatment technologies and approaches including grey water reuse, naturalized wastewater treatment and water recycling in residential, commercial, institutional and industrial uses.*

Evaluation: The Functional Servicing and Stormwater Management Report prepared by WSP confirms that the proposal will meet Town of Aurora guidelines.

Policy 7.2.5 states *to provide safe, comfortable and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people with disabilities.*

Evaluation: The proposed development includes sidewalks and walkways that can be accessed by pedestrians and cyclists. Additional details can be addressed at the detailed design stage

Policy 7.2.21 states that *to develop transit corridors and related infrastructure necessary to establish the York Region Transit and Viva network as illustrated on Map 11.*

Evaluation: The proposed development will intensify this underutilized site and will provide additional ridership to support the existing YRT and VIVA bus routes along Yonge Street, which is a Rapid Transit Corridor as identified on Map 11. The proposed development will also provide additional ridership to the existing Aurora GO Station located approximately 1.5 kilometres from the Subject Lands.

Policy 7.2.25 states *to achieve higher transit usage by supporting improvements in service, convenient access and good urban design, including the following:*

- a) minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns. The Region will plan to provide transit service so that the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;*
- b) connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area;*
- c) providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features;*
- d) directing medium and high density urban development to rapid transit corridors;*

- h) *giving priority to pedestrian and cycling access to transit through the planning and development approval process;*
- i) *utilizing the York Region Transit-Oriented Development Guidelines and related tools in the review and evaluation of development applications and related studies; and,*
- j) *requiring all new development applications to prepare a mobility plan and demonstrate the proposal's approach to transit.*

Evaluation: The proposed development provides convenient access and a high-quality of urban design and meets this policy by the following:

- i. The proposal will provide a pedestrian sidewalk and walkways that will connect the proposed mixed use development with the existing sidewalks along Yonge Street, a rapid transit corridor identified on Map 11, and Murray Drive, and the existing YRT and VIVA bus routes;
- ii. The proposal contains high-quality built form and will complement the character of the existing and proposed surrounding residential and commercial areas;
- iii. The proposal includes a high-quality landscape design, including the linear landscaped open space at the north end of the Phase 1 Parcel, which will complement and enhance the landscape character of the surrounding existing developed areas.
- iv. A mobility plan can be prepared at the detailed design stage.

Policy 7.2.57 states that it is the policy of Council to *require local municipalities to design street systems to accommodate pedestrian, cycling and transit facilities.*

Evaluation: The proposed development features an internal street network which will be lined with sidewalks to accommodate and prioritize pedestrian usage. The street network will connect with the existing surrounding public street system and provide future residents and visitors with easy access to pedestrian, cycling and transit facilities in the existing surrounding neighbourhood.

Policy 7.3.2 states that *to ensure that the provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with plans of subdivision, plans of condominium, site plans or any other development applications in order to ensure services are available prior to occupancy.*

Evaluation: The proposed water and wastewater infrastructure and servicing capacity for the development will be reviewed through the development approval process and approval from the Region and Town will be required prior to construction and occupancy.

Policy 7.3.4 states that *the provision of water and wastewater servicing within communities be coordinated with land use planning approvals to:*

- a) *achieve complete communities;*
- b) *achieve balanced communities with residential and employment opportunities;*
- c) *assist in the sequencing of growth within communities;*
- d) *achieve intensification targets;*
- e) *promote energy efficient green buildings; and,*
- f) *capitalize on intensification and more compact development opportunities as they arise.*

Evaluation: The proposed water and wastewater servicing for the subject proposal will be reviewed and approved by the Region and Town as part of the development approval process required for the proposed development.

Policy 7.3.38 states that in Wellhead Protection Areas and Intake Protection Zones, a Source Water Impact Assessment and Mitigation Plan will be prepared and approved prior to the establishment of new land uses that involve the storage or manufacture of:

- a. petroleum-based fuels and or solvents;
- b. pesticides, herbicides, fungicides or fertilizers;
- c. construction equipment;
- d. inorganic chemicals;
- e. road salt and contaminants as identified by the Province;
- f. the generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
- g. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
- h. snow storage and disposal facilities.

Policy 7.3.39 states that in Wellhead Protection Areas and Intake Protection Zones, where existing land uses involve the storage, manufacture or use of materials detailed in policy 7.3.38, a Source Water Impact Assessment and Mitigation Plan may be required.

Policy 7.3.46 states that notwithstanding policy 7.3.39, within Wellhead Protection Areas, new land uses which involve the storage, manufacture of materials or uses detailed in policy 7.3.39 are prohibited.

Evaluation: As shown on Map 6 – Wellhead Protection Areas and Intake Protection Zones, the Subject Lands are in the 5-10 year Wellhead Protection Area C1 (WHPA-C1) Zone. The Hydrogeological Review prepared by EXP indicates that the proposed development does not involve any of the prohibited land uses in this policy.

Policy 7.3.51 states that it is the policy of Council to prohibit or restrict the generation and storage of the following, in areas of high Aquifer Vulnerability:

- a. hazardous waste or liquid industrial waste;
- b. waste disposal sites and facilities;
- c. organic soil conditioning sites and snow storage and disposal facilities;
- d. underground and above ground storage tanks that are not equipped with an approved secondary containment device; and,
- e. storage of a contaminant listed in Schedules to Ontario regulations.

Evaluation: Map 7 – Oak Ridges Moraine Aquifer Vulnerability Areas and Watershed Boundaries identifies the southern extent of the Subject Lands within an Area of High Aquifer Vulnerability on the Oak Ridges Moraine and Map 14 – Highly Vulnerable Aquifers identify the northwestern and central portions of the Subject Lands within a Highly Vulnerable Aquifer area. The Hydrogeological Review prepared by EXP indicates that the proposal does not involve any of the prohibited or restricted uses listed in this policy.

Policy 7.4.9 states that *to require that all new multi-unit residential buildings incorporate three-stream waste collection capabilities.*

Evaluation: The proposed development will provide for private waste pick up and will incorporate three-stream waste collection services. This will be further confirmed during the detail design stage.

Based on the above, it is our opinion that the proposed Zoning By-law Amendment conforms to and / or does not conflict with the policies of the YROP.

Appendix G

**TOWN OF AURORA
OFFICIAL PLAN &
AURORA PROMENADE
SECONDARY PLAN
AREA ANALYSIS**

APPENDIX G: TOWN OF AURORA OFFICIAL PLAN AND AURORA PROMENADE SECONDARY PLAN AREA ANALYSIS

The Town of Aurora Official Plan 2010 (“Official Plan”) as approved by York Region in 2012 and most recently consolidated in 2015, and is applicable to the Subject Lands. The Official Plan outlines the Town’s vision to develop into a strong, healthy and complete community that provides a range of opportunities to live, work, shop, and play in a way that promotes sustainability, social connections and healthy lifestyle choices, while also promoting the Town’s economic growth.

Schedule ‘A’ – Structure Plan identifies the Subject Lands within the Aurora Promenade area. Schedule ‘B2’ – The Aurora Promenade Building Heights identifies the Subject Lands subject to a minimum building height of 2 storeys, with a maximum building height of 5 storeys plus 1 bonus storey for the western half and 5 storeys plus 2 bonus storeys for the eastern half. Schedule ‘B3’ – The Aurora Promenade Streetscapes identifies Potential Focus Area Streets, Potential Lanes, and Existing/Potential Midblock Pedestrian Links through the Subject Lands, Yonge Street in front of the Subject Lands as a Boulevard, and Murray Drive in front of the Subject Lands as a Focus Area Street.

Schedule ‘C’ – Commercial Centres identifies the Subject Lands as Aurora Promenade Commercial. Schedule ‘B’ – Secondary Plan Areas identifies the southern extent of the Subject Lands within the Oak Ridges Moraine Boundary. Schedule ‘L’ – Wellhead Protection Areas identifies the Subject Lands within a 5-10 year wellhead protection zone. Schedule ‘M’ – Subwatershed areas identifies the Subject Lands within the East Holland Subwatershed.

Schedule ‘G’ – Community Improvement Areas identifies the Subject Lands within the Aurora Promenade (Downtown Core) Community Improvement Area.

Schedule ‘I’ – Proposed Road Classifications and Schedule ‘J’ – Proposed Right-of-Ways identify Yonge Street in front of the Subject Lands as an Arterial Road under the jurisdiction of the Town with a planned right-of-way width of 36 metres. In addition, these Schedules identify Murray Drive in front of the Subject Lands as a Major Collector Road under the jurisdiction of the Town of Aurora. Further, this Schedule identifies Mosaics Avenue to the west as a Local Road under the jurisdiction of the Town of Aurora.

An analysis of the Official Plan policies has been conducted to demonstrate that the Zoning By-law Amendment application is in keeping with the direction of the Official Plan policies. The following is a summary of the policies applicable to the proposed development.

SECTION 2.0 – THE VISION

Section 2.0 states that *the long-term vision guiding this Plan is to develop the Town of Aurora into a healthy, strong and complete community that provides a range of places and opportunities to live, work, shop, be educated and play, in a manner that promotes sustainability in all its forms and protects the Town’s natural environment and historic character.*

A healthy, strong and complete community is designed for all stages of life and includes an array of jobs and investment opportunities, a full range of community services and amenities, opportunities for active and public transportation, and a broad mix of building and housing types. It also includes places to meet and build social connections and supports active and healthy lifestyle choices, while ensuring accessibility to all residents.

Further, **Policy 2.1 a)** states that the Fundamental Principles *are statements of intent that will guide the implementation of the policies of this Plan. They are considered crucial to the achievement of the long-term vision for Aurora. As such, this Plan is based on the following fundamental and interconnected principles:*

- i. *Promoting Responsible Growth Management*
- ii. *Ensuring Design Excellence*
- iii. *Building a Greener Community*
- iv. *Providing a Range and Mix of Housing*
- v. *Providing Appropriate Community Facilities*
- vi. *Protecting Stable Neighbourhoods*
- vii. *Developing Vibrant New Neighbourhoods*
- viii. *Advancing the Economy*
- ix. *Building a Successful Downtown*
- x. *Establishing a Linked Greenlands System*
- xi. *Conserving Cultural Heritage Resources*
- xii. *Providing Sustainable Infrastructure*

Evaluation: The proposed development meets the intent of the Vision and the Fundamental Principles as follows:

- The proposed development consists of a total of 900 new residential units and 2,413 sq. m. of retail space to provide for appropriate intensification in an urban area of the Town of Aurora, thereby contributing a mix of uses for a complete community in the Aurora Promenade downtown area.
- The proposed apartment and townhouse residential units are made up of a mix of unit types and sizes to accommodate future residents at all stages of life, including 1-bedroom to 3-bedroom units. Future residents will support the range of existing businesses in the immediate area surrounding the intersection of Yonge Street and Murray Drive and within the Town.
- The proposal will provide for a high level of urban design through high-quality built form and landscape design, and will provide for a compact built form that is pedestrian and transit supportive. The high quality built form will complement and enhance the character of the existing communities and will provide for an attractive streetscape along Yonge Street. In addition, the proposed buildings have been appropriately oriented towards the streets, including both Yonge Street and Murray Drive, and provide entrances to parking areas, servicing areas, and surface visitor parking towards the rear of the buildings from the private street network. This ensures that they frame the surrounding streets and reduce any impact onto the streetscape.
- The proposal incorporates high quality landscaped open space and landscaping elements along building façades next to the existing public street system and proposed private street network to activate the streetscape, create a pedestrian friendly environment, and foster social interaction and walkability. In particular, a landscaped open space element at the north end of the Phase 1 parcel provides a vista towards the Aurora War Memorial to the east and ensures a greener community.

- The proposed design strategically places townhouse units on the west end of the Subject Lands to provide appropriate transition to the existing townhouses in the surrounding neighbourhood, thereby protecting the stable neighbourhood characteristic located outside of the Aurora Promenade area.
- The proposal supports the development of vibrant communities through the new vehicular and pedestrian connections to the existing neighbourhood, thereby facilitating improved circulation and access to the amenities within the proposal and along Yonge Street.
- The proposal features retail space within both phases of development, which provides for local employment opportunities and advances the economy.
- The proposal will provide for sustainable infrastructure as it will make efficient and cost-effective use of existing land and infrastructure, including planned and existing transit, and municipal servicing. Green building and energy efficient details can be further addressed at the detailed design stage.
- The proposal will include streetscape improvements along both Yonge Street and Murray Drive and discussions can take place through the development review process related to Community Improvements.

SECTION 3.0 – PROMOTING RESPONSIBLE GROWTH MANAGEMENT

Policy 3.1 states that:

- a) is the Town's objective to direct the Town's projected population and employment growth to appropriate locations to support the efficient use of land, resources and infrastructure;*
- b) Promote higher density forms of development and intensification in appropriate areas; and,*
- c) Ensure that development results in vibrant and complete communities.*

Evaluation: The proposed development will direct new housing and employment opportunities to an underutilized site in an appropriate location where there is existing servicing and infrastructure. The Subject Lands are located within the Aurora Promenade, which is an area designated for intensification, and have direct frontage onto Yonge Street, which is a Regional Corridor with existing YRT and VIVA bus services. The development provides for a mix of uses designed with landscaping features and street-related retail to facilitate a vibrant and complete community.

Policy 3.3 speaks to growth projections, and states that:

- a) By 2031, the Town is forecasted to accommodate a population of 70,200 and 34,200 jobs.*
- b) Proper planning and management of future growth must seek to ensure that ongoing change results in positive physical, social, public health, economic and environmental benefits to the community. In this regard, this Plan will promote a more sustainable development pattern that focuses on intensification in strategic areas, protection of existing stable neighbourhoods, the revitalization of the Aurora Promenade and the efficient use of the Town's remaining greenfield lands.*

- c) *This Plan will also aim to address other needs and challenges facing the Town of Aurora, such as providing a greater range of housing opportunities, strengthening the local economy, support for planned transit facilities and preserving the Town's rich natural and cultural heritage.*
- d) *It is the intent of this Plan that growth shall occur in an orderly and phased manner. Primary factors to consider in this regard include:*
- i. *The integration of new development in accordance with the planned community structure of the Town of Aurora resulting in a more contiguous, connected and compact urban form;*
 - ii. *The provision of adequate municipal services (water, sewer, stormwater), as determined by the authority having jurisdiction, to accommodate the proposed growth in a cost efficient manner, and the ability of new growth to facilitate the provision of municipal services where they are required;*
 - iii. *The provision of adequate transportation facilities, as determined by the authority having jurisdiction, and the availability of adequate capacity on the existing and planned road network;*
 - iv. *The provision and adequacy of social services, recreational facilities and other community services;*
 - v. *The provision of adequate utility services (gas, hydro, communications/telecommunications) to accommodate the proposed growth in a cost effective and efficient manner; and,*
 - vi. *If one or more of these factors cannot be addressed satisfactorily, the processing and/or approval of development applications may be held in abeyance or deferred, until an appropriate service level or facilities can be provided.*

Evaluation: The proposed development addresses the above policy as follows:

- The proposal will assist in accommodating the projected residential growth by providing 900 new residential units. Additionally, the proposal supports the employment growth through the proposed retail spaces that retains the existing retail function of the Subject Lands;
- The proposal will allow for appropriate intensification of the Subject Lands located within the Aurora Promenade area, which is identified as a strategic area planned to accommodate new growth through intensification;
- The proposal provides a high quality built form which steps down from Yonge Street towards the lower scale neighbourhood to provide for appropriate transition and protection of the existing stable neighbourhood to the west;
- The overall proposal contributes to the revitalization of the Aurora Promenade through the redevelopment of an underutilized site and the proposed design, including the landscaped open space;
- The Subject Lands are located in an area with existing utility and transportation infrastructure, thereby reducing additional servicing costs;
- The proposal provides a continuous landscaped open space element which will improve the landscaped open space system within this area and promote active transportation.

SECTION 4.0 – ENSURING DESIGN EXCELLENCE

Policy 4.1 states the following objectives:

- a) *Adopt urban design guidelines that assist development, redevelopment and rehabilitation to provide diversity, amenity, comfort, safety and compatibility with the existing community.*
- b) *Encourage attractive and safe public spaces, as well as quality streetscapes, entryways to the community, vistas, and heritage areas.*

Evaluation: The proposal meets the objectives of ensuring design excellence by incorporating ample amenity space, landscaping elements, and a site design to facilitate attractive and safe public spaces for use by future residents and visitors. The proposed site design allows for compatibility to be achieved through the stepping down of heights towards the lower scale neighbourhood to the west. Further details of the proposed design are provided below in this Appendix and in **Section 2.0** of this Report.

Policy 4.2 states that:

POLICY

- a) *New development, redevelopment, rehabilitation, and subdivision layout shall be encouraged to complement natural landscapes and grades, water courses, vegetation, heritage environments and existing or proposed adjacent buildings, through the conceptual design of buildings, their massing, siting, exterior, access and public areas.*
- b) *Urban design should relate to the way the environment is experienced:*
 - i. *Environments through which people travel with cars at relatively high speeds allow for simple, large scale, clear visual statements. In these areas, extra care with the design and inclusion of active transportation and transit routes is required.*
 - ii. *Environments in which people move and spend time on foot allow for smaller scale, detailed, interesting and diversified visual design statements.*
- c) *Council shall support urban design which:*
 - a) *reconciles compatibility with diversity;*
 - and,*
 - b) *avoids both monotony and harsh*

EVALUATION

The proposal will respect natural landscapes and topography while providing an appropriate building scale, siting, and massing to complement the existing residential neighbourhood to the west, the park to the east and the existing range of commercial uses in the surrounding area. The proposed apartment and townhouse buildings are strategically designed and sited to complement the features of the existing context.

The proposed urban design will contribute to a human-scaled development that caters to pedestrian comfort, safety and aesthetic appeal to further promote walking. The proposal incorporates a north-south and east-west mid-block connection with sidewalks to further provide for pedestrian connectivity with active transportation and transit routes along Yonge Street and Murray Drive. The proposed landscaped open space element at the north end of the Phase 1 parcel will provide for a smaller scaled, detailed and interesting visual design statement to improve the pedestrian experience.

The urban design of the proposal provides an appropriate scale and massing while simultaneously providing unique, high quality and attractive architecture. The proposed

contrasts.

development will be compatible with the existing residential uses, park, and commercial uses.

- d) *New residential development should provide both the appropriate private and social context for healthy human environments. These consist of:*
- i. *safety, and audio and visual privacy in subdivision design, layout, amenity spaces as reflected in municipal building, landscaping and maintenance standards; and,*
 - ii. *a supportive social fabric through a range of dwelling types, street orientation, and neighbourhood support services.*

The proposed design respects both the private and social contexts by utilizing built form, siting and landscaping elements to delineate the private and public features. A range of unit sizes through the townhouse and apartment unit types are proposed and support the local social fabric. Further, the proposed buildings are oriented to the street frontage and surface level parking is provided internal from the site, away from the public right-of-way to facilitate an active streetscape environment on streets designated for revitalization, including Yonge Street, a Regional Corridor.

Policy 4.2 f) *speaks to achieving human scale, attractive and safe public environments, in entryways, heritage areas, in and adjacent to streets and open spaces, the following urban design approaches should be implemented:*

POLICY

- i. *Development should encourage:*
 - *Sun penetration on outdoor spaces such as sidewalks, streets, parks and court yards;*
 - *a micro climate which prevents wind tunnels and shelters against cold northerly winds;*
 - *Practices that would mitigate local heat island effects such as the incorporation of green or white roofs, strategic planting of shade trees, and the use of light coloured paving materials.*
- ii. *Facade treatment should encourage:*
 - *elements of interest such as displays;*
 - *a variety of textures and colours on walls and walkways;*
 - *well designed street furniture and landscaping;*
 - *human scale development that ensures people at grade do not feel over-powered by the built environment*
- iii. *Pedestrians shall be protected from inclement weather with canopies or arcades*

EVALUATION

The proposed development provides a high quality building and landscape design that includes appropriate building heights, setbacks, stepbacks, massing and a mixture of soft and hard landscaping. These features allow the development to mitigate any adverse shadow or wind impacts as indicated in the Shadow and Wind Studies being submitted.

An attractive facade design is being proposed that will be animated, articulated, and contain a mixture of colours and textures. High quality building materials are proposed that will include a variation of fenestration, stone/brick, and paneling and will allow these buildings to achieve a prestige character. Further, the development will consist of human scaled development with high-quality landscaping, including the landscaped open space element running east-west along the north end of the Phase 1 parcel, and landscaping improvements along both Yonge Street and Murray Drive.

Where possible, primary entrances will be recessed under building overhangs or feature canopies and

at building entrances and along store fronts.

awnings to better define the entrance area and provide weather protection for pedestrians. These will be addressed at the detailed design stage of the development.

iv. *Upper storeys of larger buildings may require stepbacks to achieve:*

- *human scale buildings;*
- *vistas to heritage sites;*
- *harmony with natural contours; and,*
- *diversity of scales without harsh contrast and monotony.*

The proposed apartment buildings incorporate stepbacks above the second storey to facilitate a human-scaled environment. Further, the overall built form locates the taller 7-storey buildings further away from the proposed 3-storey townhouses on the western portion of the Subject Lands and the existing 3-storey townhouses west of the Subject Lands, thereby allowing for a diversity of scales without harsh contrast.

v. *Landscaping and underground wiring may be required to enhance public vistas in visually significant areas.*

The proposal provides for a landscaped open space element running east-west at the north end of the Phase 1 parcel to allow for a public vista towards a visually significant area, the Aurora War Memorial located east of the Subject Lands. In addition, the proposal includes landscape improvements along both Yonge Street and Murray Drive to enhance the pedestrian realm on these streets.

vi. *Council may require utility providers to consider innovative methods of containing utility services on or within streetscape features such as entryway features, light standards, transit shelters, etc., when determining appropriate locations for larger utility equipment and/or utility clusters.*

An opportunity to provide these items is presented however this will be addressed as part of the detailed design stage.

viii. *All new parking shall be located at the rear of buildings. In areas that have already been developed, parking in front shall be encouraged to:*

- *be screened by landscaping;*
- *allow for visibility of store fronts from the street by limiting the depth of front parking areas;*
- *not create large gaps between developments;*
- *allow for substantially uniform setbacks from the street;*
- *minimize conflict with pedestrian circulation; and,*
- *be coordinated with adjacent commercial developments*

The proposed development includes visitor surface parking areas internal to the site and away from the Yonge Street frontage. These areas line the internal building façades to allow visitors to have convenient access to parking areas. No spaces are located between a building and a public right-of-way to ensure visibility of retail spaces and an active streetscape environment.

- | | |
|--|--|
| <p>x. <i>Unightly site elements such as loading, parking, refuse storage areas and transformers shall be screened to ensure the amenity of adjacent areas</i></p> | <p>All loading, parking, refuse storage and transformers will be screened appropriately.</p> |
| <p>xi. <i>Visual screens may consist of landscaped buffer areas with grass strips, tree(s), shrubs and or decorative screens, walls or fences, as specified in municipal standards. Such screens shall not obscure visibility or compromise the sense of safety.</i></p> | <p>The proposed visual screens will consist of a variety of landscaping as shown on the Landscape Concept Plan, which will not obscure visibility or compromise safety surrounding and the development site.</p> |
| <p>xii. <i>In order to mitigate the visual impact of roof top mechanical equipment (other than solar panels), such equipment shall be:</i></p> <ul style="list-style-type: none"> - <i>placed in locations that eliminate their visibility; and/or,</i> - <i>screened by raised parapets that complement the building design, material and colour; and/or,</i> - <i>placed in specially designed enclosures that complement the building design, material and colour.</i> | <p>Any proposed rooftop equipment will be setback from the edge of all buildings, shielded from view of the public realm and therefore will not result in any detrimental impact.</p> |

Policy 4.2 g) states that *all new development applications shall demonstrate that the development meets or exceeds the York Region Transit-Oriented Development Guidelines.*

Evaluation:

The proposed development meets the York Region Transit Oriented Development Guidelines as follows:

- The proposal contributes 900 new residential units to the Town and Region and assists in meeting intensification targets;
- The proposal provides for a mix of housing types and incorporates employment opportunities through the retail uses;
- The proposal provides a transit-supportive density for the Subject Lands, which have frontage on a Regional Corridor, Yonge Street;
- The proposal provides for a pedestrian friendly environment and will provide for walkability as it includes pedestrian sidewalks along a private street network that connect to the existing sidewalks on Yonge Street and Murray Drive, the existing bus services, and the existing surrounding commercial, residential, and open space uses;
- The proposed high quality building design orients the buildings to the street, includes compact built form, allows the proposed buildings to be compatible with the existing surrounding context;

- The proposed parking areas are provided either inside or behind the proposed buildings to be away from the streetscape, provide for a reduced parking standard, and provide for shared visitor parking spaces;
- The Subject Lands are located in the Aurora Promenade, which is an identified intensification area under the Town OP.

Policy 4.2 h) states that new development shall incorporate parking management policies and standards that:

- reduce minimum and maximum parking standards based on proximity to transit;*
- include shared parking requirements where appropriate;*
- include site designs which orient main building entrances towards the street and do not permit surface parking between the main building entrance and the street;*
- allow for surface parking to be redeveloped to structured/underground parking; and*
- identify preferential locations for carpooling and car-sharing spaces.*

Evaluation: The proposed development meets the policies above as follows:

- The proposed development provides a reduced parking rate of 900 vehicular parking spaces, consisting of 720 resident parking spaces and 180 visitor parking spaces. This reflects the proximity of the Subject Lands to YRT and VIVA bus services along Yonge Street and is supported by the Transportation Impact Study prepared by WSP submitted with this application;
- On-street parking is proposed along the internal street network to service visitors of the residential uses and patrons of retail uses;
- The site design orients all building entrances to front onto the public streets of Yonge Street or Murray Drive, or the internal private street network. In addition, the proposed surface-level parking spaces are located internal to the site and away from the streetscape, thereby facilitating a pedestrian friendly environment along the public street frontages.
- No surface parking spaces are located between a main building entrance and the major street of Yonge Street;
- The proposal includes a high quality landscape design that includes landscaping along the building edges as well as traditional front yards for the townhouses on the western portion of the Subject Lands. The landscape design contains a mixture of landscaping elements to increase visual interest along the street edges and to define the extent of the streets and private properties.
- The proposed development will be pedestrian friendly as it will provide appropriate sidewalks and walkways which encourage active transportation usage on the Subject Lands.

Policy 4.3 states that *ensuring that Aurora's built environment is accessible to all residents and visitors, regardless of ability or age, is a key objective of this Plan* and provides the following policies:

- states that all new development shall be developed with regard to the Province's Accessible Built Environment Standard, as it evolves.*

- b) *The Town shall comply with the Province's Accessibility for Ontarians with Disabilities Act (AODA) and all associated regulations.*
- c) *Council shall work with other government agencies and the private sector to promote the achievement of accessibility objectives and standards in accordance with the Accessibility for Ontarians with Disabilities Act, 2005.*
- d) *All new development will be designed to facilitate accessible and integrated public transit for people with disabilities.*
- e) *Council shall encourage the inclusion of accessibility features into major renovation and/or redevelopment projects.*

Evaluation: The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code, and Accessibility for Ontarians with Disabilities Act (AODA). Accessible and integrated public transit for people with disabilities can take place to/from the internal private street network.

SECTION 5.0 – BUILDING A GREENER COMMUNITY

Policy 5.1 b) *states to encourage development proposals that include energy efficient neighbourhood and/or building design and practices in all new development.*

Evaluation: The proposed development results in an energy efficient design. Further details can be reviewed through the Site Plan Approval stage.

Policy 5.2 provides the following Green Development and Design Standards:

- b) *The Green Development and Design Standards shall be used to evaluate development applications and prioritize development approvals.*
- c) *All development shall meet the minimum standards established by the Green Development and Design Standard upon coming into effect.*
- q) *states that development applications shall conform with the sustainable building policies contained in the York Region Official Plan, including working to achieve the following energy efficiency and water conservation standards:*
 - i. *Grade-related (3 storeys or less) residential buildings achieve a minimum performance level that is equal to an ENERGY STAR® standard;*
 - ii. *Mid- and high-rise (4 storeys and greater) residential and non-residential buildings, with the exception of industrial buildings, shall be designed to achieve 25% greater energy efficiency than the Model National Energy Code for Buildings;*
 - iii. *Designed to maximize solar gains and be constructed in a manner that facilitates future solar installations (ie solar ready);*
 - iv. *To work with the development community to achieve 10% greater water conservation than the Ontario Building Code for all new buildings.*

Evaluation: The proposed development results in an energy efficient and green technology design elements. Further details can be reviewed through the Site Plan Approval stage.

SECTION 6.0 – PROVIDING A RANGE AND MIX OF HOUSING

Policy 6.1 provides the following objectives:

- a) *Encourage a broad range of housing sizes, densities, designs, tenures and prices, to meet the needs of current and future residents.*
- b) *Maintain, protect and enhance the quality of existing residential areas.*
- c) *Encourage innovation in new residential development to address social, economic, design, environmental and growth management policies of this Plan.*

Evaluation: The proposal meets these objectives by providing a range of housing types, in the form of apartment and townhouse dwelling units, and sizes on the Subject Lands, meeting the needs of current and future residents of the neighbourhood. The existing low-rise residential areas west of the Subject Lands are effectively maintained and protected through the proposed 3-storey townhouses which provide for appropriate transitioning downwards to these areas. The proposed mixed use development intensifies an underutilized site where there are existing transit services and infrastructure to address growth management policies of this Plan while balancing this with high quality building and landscape design to address other policies within the Town OP.

Policy 6.2 b) speaks to general housing policies and states that *Council shall endeavour to ensure an adequate supply of housing by:*

- i. *maintaining a minimum 10-year supply of land designated for residential development through intensification and redevelopment and in Designated Greenfield Areas; and,*
- ii. *maintaining a minimum 3-year supply of registered and draft approved plans of subdivision, condominium plans and/or site plans, subject to the availability of sewage and water capacity and other necessary services/infrastructure.*

Evaluation: The proposed development adds 900 residential units on underutilized lands and will contribute additional housing supply to the Region and the Town. It will contribute to the 10-year supply of housing and to the 3 to 7 year supply of registered site plans.

Policy 6.3 a) states that *it is the requirement of this Plan that a minimum of 25 percent of all new residential development meet the definition of affordable housing. Affordable housing may be achieved by:*

- i. *promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs;*
- ii. *building smaller units, where housing is more affordable due to lower development and/or redevelopment costs;*
- iii. *applying government grants and/or subsidies, including land dedication, that will reduce overall development costs; and,*
- iv. *encouraging the development of secondary dwelling units, subject to Section 3.2 of this Plan.*

Further, **Policy 6.3 b)** states that *Council will encourage the development of housing that is affordable for low and moderate income households or individuals. In order to provide opportunities for affordable housing units, Council may consider:*

- i. *relief from municipal permits or development fees;*

- ii. *streamlining and prioritizing development approvals that meet the Town's objectives for affordable housing;*
- iii. *maintaining an ongoing inventory of potential and appropriate sites for the purposes of developing affordable housing;*
- iv. *giving priority to the development of affordable housing when disposing of municipally-owned surplus lands; and,*
- v. *working with and supporting community groups in their efforts to obtain funding allocations for community-based affordable housing initiatives.*

Evaluation: The proposed development includes a mix of housing types and range of unit sizes which will assist the Town in meeting its affordability targets.

Policy 6.5 relates to ground-related residential uses and states the following:

- a) *Ground-related housing units include single-detached, semidetached and townhouses.*
- c) *The appropriate mix of units, lot sizes and specific density within the range set out in Subsection a) for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding land uses.*

Evaluation: The proposed development contains 24 townhouse units which are strategically sited at the western portion of the Subject Lands in order to provide for integration with the existing surrounding townhouse uses and appropriate transition downwards into this neighbourhood.

Policy 6.7 relates to apartment buildings and states the following:

- a) *Apartment buildings shall not be considered on a Local Road. Apartment buildings may be considered on a Collector Road or an Arterial Road, provided sufficient evidence indicates that the road is capable of handling additional dwellings and that the development is deemed acceptable to Council.*
- b) *Where permitted, apartment buildings shall be located at highly accessible locations, ideally within 250 metres of an existing or planned public transit route. It is also desirable that apartment buildings be developed in proximity to community facilities and commercial facilities.*
- c) *All apartment building developments shall be compatible with the character of the surrounding community.*
- d) *All apartment building developments shall be subject to Site Plan Control and may be subject to a Zoning By-law Amendment.*

Evaluation: The proposed development meets the intent of the above policy as follows:

- The proposed apartment buildings are along Yonge Street, which is classified as an Arterial road in the Town and along Murray Drive which is a Major Collector road. There is sufficient capacity along Yonge Street and Murray Drive to support the additional dwellings, as confirmed in the Transportation Study prepared by WSP in support of this application and submitted under separate cover.
- The proposed development is within 250 metres of existing VIVA and YRT transit routes. Further, a wide range of existing commercial uses are located in the immediate area at the intersection of Yonge Street and Murray Drive.
- The proposed apartment buildings are compatible with the character of the surrounding area containing commercial, residential and open space uses, through the stepped façades and

landscaping, which will provide for an appropriate built form transition and activate the streetscape and pedestrian connections.

- A Zoning By-law Amendment is being submitted for both the Phase 1 and 2 parcels and a Site Plan Approval Application is being submitted for the Phase 1 parcel.

SECTION 10 – ADVANCING THE ECONOMY

Policy 10.1 states the following objectives of economic development:

- b) *Promote the continued evolution of full and viable range of commercial centres, at the regional, community and convenience level and service commercial areas to help meet the material, social and employment needs of the people in Aurora.*
- c) *Promote opportunities for residents and employees to live, work and shop in Aurora.*

Evaluation: The proposal meets the objectives of economic development by maintaining the retail function of the Subject Lands through the incorporation of retail space in the proposed apartment buildings. The inclusion of retail space provides for the continued evolution of the commercial centre of the Aurora Promenade area and allows residents and employees to live, work and shop in Aurora.

Policy 10.10.1 states the following policies for commercial areas:

- d) *Where any commercial use is permitted adjacent to residential uses or as part of a mixed-use development, consideration shall be given to the nature of the commercial use to ensure minimal impacts. Appropriate uses and provisions shall be provided in the implementing zoning by-law in such instances to ensure compatibility and minimize impacts.*
- e) *Encourage intensification and revitalization of existing commercial areas in appropriate locations.*

Evaluation: The proposal provides retail space as part of a mixed use development, which is an existing permitted use by the Town Official Plan and is appropriate in the context of the broader neighbourhood as it provides residents with retail opportunities that are within walking distance. Due to the small size of retail being proposed, we do not anticipate any adverse impacts as the proposed retail uses replace some of the existing retail on the current site.

SECTION 11.0 – AURORA PROMENADE

Section 11 speaks to the vision and intent for the Aurora Promenade, which states the following:

Downtown Aurora has been incorporated into a broader Secondary Plan area defined as The Aurora Promenade, as identified on Schedule 'B1' to this Plan. The Aurora Promenade represents both the foundation of Aurora's rich and proud history, as well as the definition of its potential future. Centred on the historic heart at the intersection of the Town's two main streets, this area extends out to encompass a significant and unique part of this community that in many ways represents its very essence.

It is expected that The Aurora Promenade will build on its assets to evolve into a vibrant place to live, shop, work, and play. It will be inviting to stroll or pause along its entire length, encouraging people to experience it on foot or bicycle. The Aurora Promenade is the place the people of Aurora should want to call their 'downtown', 'main street' or 'heart.' This is where the community meets, interacts, celebrates, shops, and entertains. This is where

guests are taken because it showcases the best that the Town has to offer and where visitors will want to come to experience sophisticated culture, in a small town setting.

Where any policies contained within this section conflict with other sections of the Official Plan, in respect to the Aurora Promenade Area, those in this section shall prevail.

Further, **Policy 11.1 a)** states that the following are the objectives that should guide all decision making, leading to the long-term success of The Aurora Promenade following objectives for the Aurora Promenade:

POLICY

- i. *Distinct Heritage and Culture – This Plan builds on the distinct heritage and culture of the Aurora Promenade. It defines the heritage resources and provides guidance on methods to conserve, protect and reinforce the neighbourhoods, streetscapes and significant buildings;*
- ii. *Vibrant Places – This Plan creates a highly mixed-use urban environment with the necessary infrastructure and critical mass to ensure the emergence of a distinctly vibrant, creative and exciting economic, cultural and social milieu - one that is supportive of arts, culture and diversity and that encourages pedestrian activity, economic development and a dynamic urban environment;*
- iii. *Beautiful Spaces – This Plan promotes an Aurora Promenade designed with beautiful civic spaces and parks, great streets and inspiring architecture intended to generate civic pride, create economic value and create a memorable impression for visitors;*
- iv. *Lifelong and Complete Community - A key pillar of this Plan is to promote a truly mixed residential community that houses people of different ages, backgrounds, lifestyles and economic status within the Aurora Promenade. A broad range of housing types and tenures, including affordable rental and ownership housing, will be encouraged to promote socioeconomic equality and a*

EVALUATION

The proposed development features a landscaped open space element running east-west on the north end of the Phase 1 parcel. This provides for an appropriate transition to be provided to the Aurora War Memorial, which is identified as a Designated Heritage Property Part IV under the Ontario Heritage Act on Schedule 'D' of the Town OP, as it provides for a vista towards the Memorial and reinforces the existing significant heritage features of the Aurora Promenade.

A range of uses exist within the surrounding area that contribute to a highly mixed-use character for the Aurora Promenade, including restaurants, retail stores, service commercial uses and parks. The proposal further contributes to the mixed use urban environment and encourages pedestrian activity through the strategically designed landscaping elements. Infrastructure investments, including utilities and public transit, also exist in the area to support the emergence of a vibrant community.

The proposal provides for a high-quality building and landscape design, which includes an east-west linear landscaped element, and will contribute towards the beautiful open spaces and inspiring design within this area.

The proposal offers both townhouse and apartment unit types, including a range of unit sizes to accommodate a range of residents at different ages, backgrounds, lifestyles, and economic status. As well, the developer can work with the Town and Region to try to address the provision of affordable housing. Details can be discussed during the approval process.

better living environment for all;

- vi. *Balanced Modes of Movement – This Plan accommodates a broad range of choices for travel – all of which are convenient and safe. Yonge and Wellington Streets will accommodate transit, cyclists, pedestrians, as well as cars.*

The proposed development features a private street network that accommodates all modes of transportation, including cyclists, pedestrians and cars. Additionally, this street network and the proposed pedestrian circulation network offer connections to the surrounding public streets, Yonge Street and Murray Drive, which provide access to the existing VIVA and YRT public transit servicing these roads. On-street parking is provided for visitors to allow for easy access to the site including the proposed retail space. The Phase 2 parcel can provide a connection to the future bicycle lane that has been identified along Murray Drive as part of Town of Aurora Transportation Study but this will be addressed as part of the Site Plan Approval process for that parcel.

- vii. *Great Design and Architecture – This Plan is focused on ensuring a vibrant, inviting and appealing environment that will attract residents and new businesses, enhance the vitality of retail uses, encourage walking and resonate with visitors. To achieve this, new development must “fit” in and enhance the character, quality and appeal of The Aurora Promenade; and,*

The proposal features street-related retail uses to activate the streetscape environment and contribute to an inviting environment in the Aurora Promenade. The development “fits” in and enhances the character of the Aurora Promenade through the high quality building and landscape design being proposed, which includes a landscaping element that provides a vista towards the Aurora War Memorial.

- viii. *Towards a Sustainable Town - This Plan promotes a sustainable Aurora Promenade that respects its historic culture and character and embraces diverse cultural development and renewal in harmony with sound environmental management and business development activity.*

The proposal promotes a sustainable Aurora Promenade through its emphasis on the Aurora War Memorial; its high-quality urban design elements which seek to revitalize the underutilized commercial site; its retained retail function through the retail space within the apartment buildings, and its connections to existing transit uses to reduce car dependency.

Policy 11.2 b) states that *the Aurora Promenade has significant potential to accommodate new development, both new jobs and new residential units, over the time horizon of this Plan – to the year 2031. Notwithstanding this potential, growth within The Aurora Promenade will be limited as follows:*

- i. *New residential growth shall be capped at 4,120 new residents to the year 2031; and,*
ii. *It is a policy of this Plan to ensure that existing employment levels are at a minimum maintained through the redevelopment process to the year 2031.*

Evaluation: The Town of Aurora 2021 Draft Development Charges Background Study indicates a population per unit of 1.478 for small apartments (bachelor and one-bedroom), 2.156 for large apartments (two-bedroom and larger), and 2.654 for multiples. As this draft DC Study does not contain updated areas per retail employee, reference to the Town of Aurora 2019 Development

Charges Background Study needs to be made. This Study indicates an area of 42.82 sq. m. per employee for commercial/population-related uses. As the proposal includes 900 residential units and 2,413 sq. m of retail space this results in a population of a minimum 1,387 people and jobs per hectare.

Policy 11.6 speaks to the Promenade General Designation and states the following:

The 'Promenade General' designation is comprised of predominantly automobile-oriented commercial retail plazas with some office uses. As such, it holds the greatest potential for future redevelopment. The purpose of the 'Promenade General' designation is to promote transformation into a vibrant, pedestrian oriented mixed-use area. Change will primarily occur through the introduction of higher densities in high quality mid-rise forms placed close to the street, while providing appropriate transitions to adjacent neighbourhoods. While new development will be mostly residential in use, convenience retail as well as restaurants, entertainment and cultural venues will continue to be provided.

Further, **Policy 11.6.1** provides the following land use policies for the Promenade General Designation:

- a) *Buildings and sites within the 'Promenade General' designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on second floors and above.*
- b) *The following uses/mixture of uses are permitted:*
 - i. *Multiple-unit buildings, townhouses and apartment buildings;*
 - ii. *Communal housing;*
 - iii. *Live-work units;*
 - iv. *Commercial uses including retail stores, restaurants and personal services;*
 - v. *Tourist accommodations (e.g., Hotels, Tourist Information Centre);*
 - vi. *Commercial and/or government offices, research and data processing facilities;*
 - vii. *Child care facilities;*
 - viii. *Institutional uses;*
 - ix. *Cultural, recreational and entertainment uses;*
 - x. *Conference centres;*
 - xi. *Parking facilities at-grade and/or in structure;*
 - xii. *A variety of parks and Urban Squares; and,*
 - xiii. *Public uses and public and private utilities.*
- c) *The following land uses are specifically prohibited within the 'Promenade General' designation:*
 - i. *Single-detached and semi-detached dwelling units; and,*
 - ii. *Automotive-oriented uses of any kind including, but not limited to sales, service, gas stations.*
- d) *Retail uses are encouraged at grade on lands with frontage along Yonge and Wellington Streets within the 'Promenade General' designation.*
- e) *The implementing Zoning By-law may further refine the list of permitted and/or prohibited land uses within the 'Promenade General' designation.*

Evaluation: The western portion of the Subject Lands are within the Promenade General designation. The proposed development, in this area of the Subject Lands, consists of 3-storey townhouse dwellings and 6-storey residential apartment buildings, which are both permitted for the site under this designation. A further mix of uses is proposed on remaining eastern portion of the Subject Lands which are under a separate Promenade Focus Area designation. The proposal does not consist of any uses prohibited under the Promenade General Designation.

Policy 11.6.2 provides the following development policies applying to the Promenade General designation:

POLICY

a) *The following policies apply to height within the 'Promenade General' designation:*

i. *The minimum and maximum building height shall be subject to the heights indicated on Schedule 'B2'; and,*

ii. *Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.*

iii. *Within the 'Promenade General' designation, there are lands where the maximum height of new development may be increased by up to 1 storey, to a maximum of 6 storeys or 22 metres, whichever is less, through a Height Bonus, subject to the Height and Density Bonus provisions of this Plan. In addition, in order to achieve any part of the Height Bonus, the following additional requirements must be met:*

- *the property in question must have a minimum frontage of 40.0 metres;*
- *the development proposal must meet massing performance standards, including any angular planes and stepback provisions that apply;*
- *the development must provide a public*

EVALUATION

Per Schedule B2, the minimum height for the entire Subject Lands is 2 storeys. The maximum height is 5 storeys + 1 bonus storey on the western portion of the Subject Lands. Within the lands designated as Promenade General on the western portion of the development site, the proposal consists of 6-storey apartment buildings and 3-storey, which meets these height requirements.

As the Subject Lands are being treated as one property, the front lot line is deemed to be Murray Drive, as per the Town of Aurora Zoning By-law 6000-17. The proposed apartment building fronting onto Murray Drive within the Promenade General designation features front yard setbacks at the 3rd and 4th storey along the façade facing Murray Drive and meets the angular plane provisions of this Plan, as further detailed below.

The proposal meets these requirements to allow the additional bonus height of 1 storey as follows:

i. The existing lot frontage along Murray Drive is 172.73 m and exceeds the 40 m minimum lot frontage requirement;

ii. The proposal meets the massing performance standards as discussed within this Appendix;

iii. The Owners will work with the Town to provide a public benefit however this will be discussed through the development review process;

iv. The proposal is consistent with the Aurora Promenade Concept Plan – Urban Design Strategy as discussed in the Urban Design Report prepared by WW+P.

POLICY

benefit which includes, but is not limited to, heritage protection, public amenity space, public art, affordable housing, affordable artist space, and streetscape improvements; and,

- *the development proposal must be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy.*

EVALUATION

- b) *The minimum lot frontage for any new development of any type within the Promenade General Area designation shall be 18 metres.* The Subject Lands exceed the minimum lot frontage of 18 metres.
- c) *The maximum lot coverage by a building or buildings on a lot shall be 90 percent. The minimum lot coverage by a building or buildings on a lot shall be 50 percent.* The proposed lot coverage of all buildings on the Subject Lands is 49 percent, which is below the maximum lot coverage of 90 percent.
- d) *The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots.* The proposed surface level on-street parking covers 5 percent of the lot, which is below the maximum lot coverage of 25 percent.
- e) *The parking lot/facility shall only be permitted within the rear yard and/or below grade* The proposed parkade elements within the apartment buildings and on-street parking are located away from front yard along and Murray Drive and from the streetscape.
- f) *When locating a building on a lot, the following policies shall apply:*
- i. *The Build-Within Zone is located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior sidewall of the proposed building shall be located within the Build-Within Zone;* The Build-Within Zone of the proposed development is from the front lot line along Murray Drive. There is no exterior side lot line on this portion of the Subject Lands.
- ii. *Interior side yard setbacks shall not be permitted, with the exception that lots with 40 metres or greater of frontage, a minimum interior side yard setback of 0.0 metres and a maximum setback of 3.0 metres is allowed; and,* As the Subject Lands contain a lot frontage of greater than 40 metres, an interior side yard setback is permitted. The interior side yard setback is an appropriate distance from Murray Drive which creates an appropriate private- public realm relationship.
- iii. *The minimum required rear yard setback* The proposed development has a rear yard

POLICY

for development within the Promenade General designation shall be 7.5 metres.

- g) All development within the 'Promenade General' designation shall be compatible with development on adjacent properties and shall be consistent with The Aurora Promenade - Concept Plan – Urban Design Strategy, and the other applicable policies of this Plan.*
- h) No development application should proceed within the "Special Design Areas" as identified on Schedule 'B1' without a Comprehensive Plan undertaken to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, transportation, parking or heritage impacts.*
- i) No site-specific zoning by-law amendments shall be considered until the Comprehensive Plan has been completed. The Comprehensive Planning process shall be used to form the basis of site-specific rezonings and subsequent site plan agreements.*
- j) Where developments are proposed in the absence of a Town initiated Comprehensive Plan, applicants in these areas should be required to prepare a segment of the Comprehensive Plan that includes surrounding properties to demonstrate how the proposed development will complement and contribute to the orderly transformation of the area. Specifically, the Plan should:
 - i. be prepared in consultation with affected adjacent landowners, the public and the Town;*
 - ii. define a logical study area that is adequately comprehensive to the satisfaction of the Town;*
 - iii. demonstrate a street and block, open space and built form plan consistent with these design guidelines;**

EVALUATION

setback that is appropriate for the portion located within the Promenade General designation.

The development located within the Promenade General Area is compatible with the adjacent properties by siting its 3-storey townhouses directly adjacent to the existing 3-storey townhouse dwellings west of the Subject Lands. The proposed design is generally consistent with The Aurora Promenade – Concept Plan – Urban Design Strategy and other applicable policies of this Plan, as discussed in the Urban Design Report prepared by MHBC Planning.

As the Subject Lands are located within the "Special Design Areas", policies (h) to (j) apply and a Comprehensive Plan is required. A Comprehensive Plan has been prepared by DSAI and is being submitted in support of these Applications

POLICY

- iv. *provide an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation; and,*
- v. *be supported by other applicable studies that may be deemed necessary.*

EVALUATION

Policy 11.7 a) speaks to the Promenade Focus Area Designation and states that ‘Promenade Focus Areas’ share many characteristics with the ‘Promenade General’ designation but present exceptional opportunities afforded by their entryway locations, existing and/or planned transit infrastructure, and major community amenities/ services. The purpose of the ‘Promenade Focus Area’ designation is to promote redevelopment by providing enhanced development potential. It is also the purpose of The Aurora Promenade - Concept Plan Urban Design Strategy to ensure that new development will be appropriately designed and will not create adverse impacts on adjacent areas or within ‘Downtown’.

Further, **Policy 11.7.1** provides the following Land Use Policies for the Promenade Focus Area:

- a) *Buildings and sites within the ‘Promenade Focus Area’ designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings. High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on second floors and above.*
- b) *The following uses/mixture of uses are permitted:*
 - i. *Multiple-unit buildings, townhouses and apartment buildings;*
 - ii. *Communal housing;*
 - iii. *Live-work units;*
 - iv. *Commercial uses including retail stores, restaurants and personal services;*
 - v. *Tourist accommodations (e.g., Hotels, Tourist Information Centre);*
 - vi. *Commercial and/or government offices, research and data processing facilities;*
 - vii. *Child care facilities;*
 - viii. *Institutional uses;*
 - ix. *Cultural, recreational and entertainment uses;*
 - x. *Conference centres;*
 - xi. *Parking facilities at-grade and/or in structure;*
 - xii. *A variety of parks and Urban Squares; and,*
 - xiii. *Public uses and public and private utilities.*
- c) *The following land uses are specifically prohibited within the ‘Promenade Focus Area’ designation:*
 - i. *Single-detached and semi-detached dwelling units; and,*
 - ii. *Automotive-oriented uses of any kind including, but not limited to sales, service, gas stations.*
- d) *Retail uses are encouraged at grade on lands with frontage along Yonge and Wellington Streets within the ‘Promenade Focus Area’ designation.*
- e) *The implementing Zoning By-law may further refine the list of permitted and/or prohibited land uses within the Promenade Focus Area designation.*

Evaluation: The proposed development consists of apartment buildings with street-related retail uses, which are permitted and encouraged for this designation. The proposal does not consist of any land uses prohibited in the Promenade Focus Area designation.

Policy 11.7.2 states the following development policies for the Promenade Focus Area:

POLICY

a) *The following policies apply to height within the 'Promenade Focus Area' designation:*

i. *The minimum and maximum building height shall be subject to the heights indicated on Schedule 'B2'; and,*

ii. *Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.*

iii. *Within the 'Promenade Focus Area' designation, the maximum height of new development may be increased by up to 2 storeys, to a maximum of 7 storeys or 25.5 metres, whichever is less, through a Height Bonus, subject to the Height and Density Bonus provisions of this Plan. In addition, in order to achieve any part of the Height Bonus, the following additional requirements must be met:*

- *the property in question must have a minimum frontage and depth of 40.0 metres;*
- *the development proposal must meet massing performance standards, including any angular planes and stepback provisions that apply;*
- *the development must provide a public benefit which includes, but is not limited to, heritage protection,*

EVALUATION

Per Schedule B2, the minimum height for the entire Subject Lands is 2 storeys. The maximum height is 5 storeys + 2 bonus storeys for the lands designated as Promenade Focus Area on the eastern portion of the Subject Lands. The proposed development consists of 7-storey apartment buildings where the Subject Lands are designated as Promenade Focus Area, which is in keeping with these height requirements.

As the Subject Lands are being treated as one property, the front lot line is deemed to be Murray Drive and the exterior lot line is deemed to be Yonge Street, as per the Town of Aurora Zoning By-law 6000-17. The proposed apartment buildings within the Promenade Focus Area designation feature front yard and exterior stepbacks at the 3rd and 4th storey along the façades facing Murray Drive and Yonge Street and meet the angular plane provisions of this Plan, as further detailed below.

The proposal meets these requirements to allow the additional bonus height of 2 storeys as follows:

i. The existing lot frontage along Murray Drive is 172.73 m and exceeds the 40 m minimum lot frontage requirement;

ii. The proposal meets the massing performance standards as discussed within this Appendix, as the proposed massing is an appropriate distance from Yonge Street which creates an appropriate private-public realm relationship;

iii. The Owners will work with the Town to provide a public benefit however this will be discussed through the development review process;

iv. The proposal provides an east-west linear landscaped open space element at approximately the mid-point of the Yonge Street frontage;

POLICY

- *Public amenity space, public art, affordable housing, affordable artist space, and streetscape improvements; and,*
 - *the development proposal must be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy.*
- b) *The minimum lot frontage for any new development of any type within the Promenade Focus Area designation shall be 18 metres.*
- c) *The maximum lot coverage by a building or buildings on a lot shall be 90 percent. The minimum lot coverage by a building or buildings on a lot shall be 50 percent.*
- d) *The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots.*
- e) *The parking lot/facility shall only be permitted within the rear yard and/or below grade.*
- f) *When locating a building on a lot, the following policies shall apply:*
- i. *The building envelope is located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior side wall of the proposed building shall be located within the building envelope, as defined above;*
 - ii. *Interior side yard setbacks shall not be permitted, with the exception that lots with 40 metres or greater of frontage, a minimum interior side yard setback of 0.0 metres and a maximum setback of 3.0 metres is allowed; and,*
 - iii. *The minimum required rear yard setback for development within the 'Promenade Focus Area' designation shall be 7.5 metres.*

EVALUATION

v. The proposal is consistent with the Aurora Promenade Concept Plan – Urban Design Strategy as discussed in the Urban Design Report prepared by MHBC Planning in support of these Applications.

The Subject Lands exceed the minimum lot frontage of 18 metres.

The proposed lot coverage of all buildings on the Subject Lands is 45 percent, which is below the maximum lot coverage of 90 percent.

The proposed surface level on-street parking covers 5 percent of the lot, which is below the maximum lot coverage of 25 percent.

The proposed parkade elements within the apartment buildings and the on-street parking are located internal to the site, away from Yonge Street frontage and from the streetscape.

The building envelope Murray Drive and along Yonge Street provides an appropriate distance from the existing streets which creates an appropriate private- public realm relationship.

This portion of the Subject Lands does not contain an interior side yard setback.

The proposed rear yard setback taken from the south property line is 7.6 m which meets this requirement.

POLICY

- g) *All development within the 'Promenade Focus Area' designation shall be compatible with development on adjacent properties and shall be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy, and the other applicable policies of this Plan.*
- j) *No 'development' 'application' should proceed within the 'Promenade Focus Area' designation and/or their surrounding "Special Design Areas" as identified on Schedule 'B1' without a Comprehensive Plan undertaken to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, such as transportation, parking or heritage impacts.*
- k) *No site-specific zoning by-law amendments shall be considered until the the Comprehensive Plan has been completed. The Comprehensive Planning process shall be used to form the basis of site-specific rezonings and subsequent site plan agreements.*
- l) *Where developments are proposed in the absence of a Town initiated Comprehensive Plan, applicants in these areas should be required to prepare a segment of the Comprehensive Plan that includes surrounding properties to demonstrate how the proposed development will complement and contribute to the orderly transformation of the area. Specifically, the Plan should:*
- i. be prepared in consultation with affected adjacent landowners, the public and the Town;*
 - ii. define a logical study area that is adequately comprehensive to the satisfaction of the Town;*

EVALUATION

The proposed development located within the Promenade Focus Area designation is compatible with the adjacent properties by meeting minimum angular plan requirements and further enhancing the neighbouring Aurora War Memorial through the proposed landscaped open space element that provides a vista towards the park. Further, the proposed mixed use buildings are compatible with the commercial and mixed-use character of the surrounding neighbourhood. The proposed design meets The Aurora Promenade – Concept Plan – Urban Design Strategy, as detailed in this Urban Design Report prepared by WW+P in support of these Applications

As the Subject Lands are located within the "Special Design Areas", policies (h) to (j) apply and a Comprehensive Plan is required. A Comprehensive Plan has been prepared.

POLICY

- iii. *demonstrate a street and block, open space and built form plan consistent with these design guidelines;*
- iv. *provide an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation; and,*
- v. *be supported by other applicable studies that may be deemed necessary.*

Policy 11.8 speaks to built form and states:

POLICY

- a) *It is crucial that all new development throughout The Aurora Promenade be compatible with the character and context of the community. As such, new development, whether a renovation to an existing building, or a completely new building, will be reviewed by the Town taking into consideration matters relating to exterior design, including the character, scale, colour, building materials, appearance and design features of buildings.*
- b) *Where any development site within The Aurora Promenade abuts lands designated 'Stable Neighbourhood', or 'Environmental Protection Area', and/or lands within a Heritage Conservation District, a 45 degree angular plane originating from these lands shall be applied over the interior side and/or rear property line. Further, when considering new building forms, development which results in extensive loss of sunlight to adjacent land uses shall be prohibited.*
- c) *Architectural variety is crucial in creating a visually stimulating urban environment. Streetscapes composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in order to improve the overall architectural richness, variety, and building articulation in the community.*

EVALUATION

EVALUATION

The proposal consists of residential and retail uses that are compatible with the character and context of the community given the existing residential and commercial uses, and parks surrounding the intersection of Yonge Street and Murray Drive. This is achieved through high quality building and landscape design as well as appropriate stepping down of heights, stepbacks, and setbacks between uses. In addition, future residents will be in walking distance of a range of amenities as well as the existing YRT and VIVA transit routes.

The Subject Lands abut lands designated as Stable Neighbourhood to the west. The proposal locates 3-storey townhouse dwellings along the west side of the Subject Lands, which take on a built form that is consistent with this abutting Stable Neighbourhoods area. This allows the proposal to meet a 45 degree angular plane from the west property line. The proposed built form will not result in any adverse shadow impacts onto the residential neighbourhood to the west and the Aurora War Memorial Peace Park to the east as confirmed in the Sun/Shadow Study prepared by DSAI.

Architectural variety is proposed through a variety of building materials, stepbacks, and building and façade articulation.

POLICY

d) *New building design shall be consistent with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy. In addition, new building design shall:*

- i. *Be barrier free;*
- ii. *Have a textured architectural quality that can be achieved by introducing variation in certain elements of the façade treatment. Continuous roads of monotonous and repetitive façades shall be avoided. As such, the siting, massing, and façade design of all new development shall be coordinated on a block-by-block basis and building elevations shall be articulated in a manner that provides variation between units, and reinforces common characteristics that visually unites the block;*
- iii. *Employ a setback at the upper storeys. Setbacks shall be established as follows:*
 - *within the 'Promenade General' and 'Promenade Focus Area' designations, the main front wall and exterior side wall of all new buildings shall be stepped back a minimum of 1.5 metres above the fourth storey. Setbacks are not permitted below the top of the second storey;*
- iv. *Create a street space that is scaled to the pedestrian and is organized to present an appropriate façade to all*

EVALUATION

The proposed development meets the Design Guidelines contained in The Aurora Promenade Concept Plan – Urban Design Strategy, as discussed in the Urban Design Report prepared by WW+P. This policy is implemented by employing the following design elements:

- The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code, and Accessibility for Ontarians with Disabilities Act (AODA).

Architectural variety is proposed through a variety of building materials, stepbacks, and building and façade articulation.

The proposed mid-rise buildings consistently provide for a setback of minimum 3.0 m above the 4th storey.

The proposed buildings provide stepbacks above the 2nd and 3rd floors, landscaping, and active uses next to the public streets to create interest and

POLICY

adjacent public roads to provide interest and comfort at ground level for pedestrians. As such, primary pedestrian entrances shall provide direct and universal access to the public sidewalk and buildings shall be oriented to front on to the road, with a minimum setback, or build-within zone;

- v. *Include pedestrian weather and sun protection systems including awnings, canopies, colonnades, or front porches along the sidewalk edge of key pedestrian areas and adjacent to Urban Squares and at entrances to buildings;*
- vi. *Have any visible mechanical equipment, including rooftop equipment, appropriately screened and located in a manner that has a minimal physical and visual impact on public sidewalks and accessible open spaces;*
- vii. *Where feasible, have all transformers and other above ground utilities located within the building, or on private property located away, and/or screened, from public view;*
- viii. *Energy efficient building design including passive solar energy gain, increased insulation, Energy Star appliances, alternative and/ or renewable energy systems, and conformity with LEED certification shall be encouraged in all new buildings, in conformity with the policies of this Plan; and,*
- ix. *Be encouraged to incorporate a 'green-*

EVALUATION

comfort at the ground level for pedestrians. Primary entrances will provide direct and universal access to the public sidewalk to ensure easy access to public amenities, including public transit and surrounding neighbourhood facilities.

- The proposed buildings will include awnings, canopies, or front porches along the sidewalk edge of key pedestrian areas and at entrances to buildings.
- Locating and screening rooftop mechanical equipment to minimize visual impact on the public realm.
- Proposed transformers and above ground utilities are located within the building or are screened from the streetscape. This can be further addressed at the detailed design stage.
- An opportunity is presented to include energy efficient building design measures however this item will be addressed at the detailed design stage.
- An opportunity is presented to include a

POLICY

roof into the design of all new buildings.

- e) *Corner development sites are good locations for landmark buildings as they have better visibility, light and view opportunities. As such, in addition to consistency with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy and other applicable policies of this Plan, corner sites will be addressed in the following manner:*
- i. *Define the intersection at which the building is located by architecturally articulating its presence at each corner;*
 - ii. *Include prominent visual and vertical architectural features such as a wrap-around porch, bay window, turret feature or a clock tower, and/or an additional storey, greater than abutting buildings on non-corner sites;*
 - iii. *Include primary, articulated façades towards both roads; and,*
 - iv. *Have the highest level of architectural detailing and a distinct architectural appearance.*

EVALUATION

green roof however this item will be addressed at the detailed design stage.

The Subject Lands are located at the southwest corner of Yonge Street and Murray Drive. As such, high quality building design that addresses this policy and provides for the prominence of the corner of the building facing this intersection will be required however this will be addressed during the detailed building design as part of the Site Plan Approval process for Phase 2.

Policy 11.9 speaks to height and density bonusing requirements and states:

- a) *Council may, at its discretion, use density and height incentives under the provisions of the Planning Act, to achieve facilities, services or matters which reflect the principles and objectives of this Plan, but cannot be achieved under any other provisions of the current Planning Act or Development Charges Act. Such objectives include contributions towards:*
- i. *Socially assisted housing and supportive housing for persons with special needs which meet Aurora's housing goals and objectives. Such contributions to the municipality may be in the form of:*
 - *land for socially assisted housing on the development site or on another site which is satisfactory to Council;*
 - *a cash contribution towards the provision of socially assisted housing; or,*
 - *dwelling units for socially assisted housing within a development.*
 - ii. *Housing with innovative technological, environmental or design components;*
 - iv. *Preservation of heritage, community identity or natural environments, as outlined in this Plan. Such contributions may consist of natural or built heritage sites, structures, buildings, parts of buildings or space within buildings, conservation easements, artefacts or cash payments to achieve the principles and objectives of this Plan;*
 - v. *Contribution of public open spaces beyond the requirement under the Planning Act. Such contributions may consist of land, structures, buildings, equipment or cash payments which will achieve the principles and objectives of this Plan, especially in built-up or potentially park-deficient areas;*

- vii. *Significant pedestrian or bicycling connections as outlined in Section 1.9 Open Space, or Section 1.11 Streets. Such contributions may consist of land, structures, facilities or cash payments to achieve the goal and objectives of these sections;*
 - ix. *Provision of special facilities to enhance the environment or conserve energy, or the elimination of environmentally harmful non-conforming uses;*
 - x. *Special provisions to facilitate and improve transit use such as shelters, pedestrian connections to stations, transfer and amenity areas;*
 - xii. *Other local improvements as identified through a Community Improvement Plan, Secondary Plan, Streetscape Master Plan, Environment Strategy, Heritage Conservation District Plan, or other implementation plans or studies; and*
- b) *Before density or height bonuses are granted, Council may require:*
- i. *Noise, wind, sun, transportation, servicing, environmental and other impact studies of the proposed development;*
 - ii. *Archaeological and historical background studies of a particular site; and,*
 - iii. *Design modifications to preclude negative impacts.*
- c) *In determining the extent of the bonus, Council shall ensure that:*
- i. *The economic, social and environmental costs and benefits of the density increase balance those of the service, facility or matter gained by the community over the period of 10 years;*
 - ii. *The bonus reflects public priorities within the context of this Plan;*
 - iii. *The human scale, attractiveness, compatibility and health of the surrounding urban environment not be compromised; and,*
 - iv. *Transportation, municipal and social services can meet the needs from the increased density.*
- d) *The site, or neighbourhood where a bonus is permitted, shall benefit most from the facility or matter conveyed to the municipality in return for the bonus.*
- e) *Any agreement under this section shall be registered against the land to which it applies and enforced against the present or any subsequent owner.*

Evaluation: The proposed development meets the intent of the above policy as follows:

- The proposed development application will be required to provide a public benefit which can include the items listed above however these details will be discussed through the development review process with the Councillor and Town Staff;
- The proposed application includes the required Plans and Studies that were identified by the Town through the Pre-Application Consultation process. If additional Studies are required through the development review process these can be provided at a later time;
- The Studies being submitted in support of the development application assess and evaluate all identified impacts associated with the amount of height and density being proposed and indicate that no adverse impacts can be anticipated;
- The approved Zoning By-law Amendment and registered Site Plan Agreement can include clauses related to any public benefits that are agreed upon with the Town through the development review process.

Policy 11.10 f) speaks to public open space and states:

Urban Squares – An Urban Square is generally a paved open space associated with a civic or commercial function. They vary in shape and size depending on their purpose, but are generally smaller and more intimate in scale than parks. Squares generally serve high pedestrian traffic areas and/ or where major events need to be planned or accommodated that generate large crowds. Year-round Squares function best when they are framed by highly animated uses such as shops, restaurants and cafés.

- i. *All development applications within the ‘Downtown Shoulder’ and ‘Promenade General’ designations, on sites greater than 0.2 of a hectare in size shall include a location for an Urban Square. Land set aside for an Urban Square, developed in conformity with the policies of this Plan, shall constitute all or part of the parkland dedication requirements of the Planning Act. Urban Squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed-use development. Lands shall be set aside for an Urban Square as follows:*
 1. *for all non-residential development, the land requirement for an Urban Square shall constitute a minimum of 2 percent of the net developable site area;*
 2. *for all primarily residential development (where more than 80 percent of the Gross Floor Area is residential), the land requirement for an Urban Square shall constitute a minimum of 3 percent of the net developable site area; and,*
 3. *for development that includes a mix of land uses, where the secondary use comprises at least 25 percent of the Gross Floor Area, the land requirement for an Urban Square shall constitute a minimum of 2 percent of the net developable site area;*
- ii. *The following development criteria shall apply to the development of an Urban Square:*
 1. *an Urban Square shall have a minimum frontage on the abutting sidewalk of 5 metres, and a depth of at least 5 metres;*
 2. *large sites may include a single, large scale Urban Square and/or a series of smaller Urban Square;*
 3. *Urban Squares shall be designed to reinforce a high quality formalized relationship with its adjacent building use and the streetscape;*
 4. *hard and soft landscape elements and features within the Urban Square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas. Urban Squares shall provide shade, trash receptacles and bicycle racks; and,*
 5. *Urban Squares shall be built and maintained by the landowner, and an easement with the Town shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement.*

Evaluation: As the Subject Lands are greater in size than 0.2 hectares and the proposal is primarily residential, an urban square is required as part of the redevelopment that will be an area of 4,633 sq. m. This allows this element to exceed the required area, meet the above lot frontage requirements, and provide a relationship or vista to the Aurora War Memorial Peace Park. The programming of this space can be determined through the development review process in consultation with the Town Staff.

Policy 11.10.1 speaks to parkland dedication and states:

- a) *Parkland dedication requirements shall be applied as follows in all designations within the Aurora Promenade:*
 - i. *The alternative parkland dedication requirement provided in the Planning Act of 1.0 hectare per 300 dwelling units shall not be applied; and,*

- ii. *The typical Planning Act requirement of 5 percent of the land area for residential and 2 percent of the land area for all non-residential uses shall be applied. The parkland dedication requirement for mixed use developments shall be calculated on the percentage of Gross Floor Area of each use.*

Policy 11.10.2 speaks to cash-in-lieu of parkland and states:

- a) *Within the 'Downtown Shoulder' and 'Promenade General' designations, the Town may accept cash-in-lieu in place of the parkland dedication required under the Planning Act, and in locations where an Urban Square is provided. Cash-in-lieu may also be accepted for the land area difference between the size of the Urban Square and the park land requirement. The funds raised through this provision shall be utilized by the Town solely for the purchase of property for public park space and/or for the enhancement of existing public parks within the boundaries of The Aurora Promenade, as identified on Schedule 'B1' to this Plan.*

Evaluation: The proposal has been designed on the basis of a cash-in-lieu of parkland payment. Further discussions will occur with City Staff through the review process accordingly.

Policy 11.11 speaks to street grid/development blocks and states:

- c) *Where possible, existing streets should be extended and linked to provide optional routes for movement. Although measures can be introduced to limit through-traffic into neighbourhoods where streets are extended or connected, pedestrian and cycling movement should continue freely.*
- d) *As much as possible the design of these new links and the reconstruction of existing streets should be subject to the following principles for creating 'complete' streets:*
 - i. *All modes of movement shall be supported in a balanced manner with appropriately scaled sidewalks that can accommodate pedestrian amenities and wherever possible dedicated bike lanes;*
 - ii. *Alternative standards shall be considered for road design to further calm traffic and support a safe and inviting pedestrian environment, including narrower travel lanes and smaller turning radii at intersections;*
 - iii. *Block lengths shall not be greater than 150 metres to maximize porosity for pedestrians. Where blocks are greater than 150 metres, a mid-block pedestrian connection should be provided;*
 - iv. *Streetscapes inviting to pedestrians, transit users and cyclists are vital, including providing trees and landscaping, seating, pedestrian level lighting and well-defined and frequent crosswalks; and,*
 - v. *Road capacity increases are not an objective of this Plan within The Aurora Promenade. The roadway network is to serve connectivity and accessibility needs of all critical modes of transportation in support of the planned uses.*

Evaluation: The proposed development implements the vision planned for the Subject Lands as illustrated on Schedule B3. The proposed street network generally follows both of the Potential Focus Area Streets and a number of the Potential Links and Mid-block Pedestrian Links. The new linkages serve to extend beyond the existing connections on the site to provide connectivity with Murray Drive, Yonge Street, and the internal neighbourhood to the west.

The proposed street network meets the above principles by accommodating all modes of transportation, including pedestrians and cyclists, limiting block lengths to no more than 150 metres, providing for inviting and friendly streetscapes, and serving connectivity and accessibility

without needing to increase capacity of existing roads, as confirmed with the Transportation Study prepared by WSP in support of this application and submitted under separate cover.

Policy 11.12 speaks to streets and states:

- d) *Boulevards - Boulevards correspond to Yonge and Wellington Streets outside of the 'Downtown'. These streets serve a townwide function as important vehicular, cycling and pedestrian connections into The Aurora Promenade. The wider right-of-way enables wider sidewalks and on certain segments, the eventual accommodation of rapid transit in dedicated lanes. Streetscape characteristics shall include:*
- i. *Broad, distinctively paved sidewalks and crosswalks;*
 - ii. *Widened sidewalks, where possible;*
 - iii. *Tree-lined centre boulevard or dedicated rapid transit lanes where possible;*
 - iv. *Continuous street trees;*
 - v. *Flower beds and landscaping features often planted in a sodded boulevard;*
 - vi. *Unique lighting, signage and furnishings; and,*
 - vii. *Buildings with a mix of uses, placed consistently at or close to the street edge.*
- f) *Focus Area Street - Focus Area Streets are identified on Schedule 'B3'. Streetscape characteristics include:*
- i. *2 travel lanes;*
 - ii. *On-street parking;*
 - iii. *Continuous street trees with broad sidewalks;*
 - iv. *Buildings placed close to the street with consistent setbacks for mixed-uses; and,*
 - v. *More generous setbacks with privacy measures such as grade shifts and landscaping for residential uses.*
- j) *Mid-Block Pedestrian Connections - Mid-block pedestrian connections offer the unique opportunity for a finer-grained pedestrian network than the typical block pattern. Portions of The Aurora Promenade provide pedestrian-scaled blocks, primarily in the 'Downtown', while others have larger blocks where opportunities exist to improve connections. The Aurora Promenade Concept Plan - Urban Design Strategy identifies existing and potential mid-block connections. These mid-block connections should adhere to the same design quality and design standards as other public spaces. Design characteristics for midblock connections include:*
- i. *Ensure mid-block connections are well-lit; and,*
 - ii. *Where possible, landscaping should be introduced that is consistent with CPTED principles of design.*

Evaluation: The proposed development meets the above policies as follows:

- The proposal enhances the existing streetscape environment along Yonge Street, a designated boulevard, through the provision of a mix of landscaping, safe pedestrian connections from the Subject Lands to the public right-of-way where transit stops can be accessed, and active uses next to the public right-of-way.
- The two proposed streets that align with the Focus Area Street designation have been designed with two lanes, on-street parking and continuous street trees. The mixed use buildings have appropriate and consistent setbacks while the townhouses are designed with larger front yards to provide consistency with the existing front yards of the townhouses to the west.
- Mid-block pedestrian connections are provided through the pedestrian circulation network next to the private road network and through the linear landscaped open space

system. Connections are provided to the residential neighbourhood to the west and to Yonge Street. An opportunity is presented to provide a potential connection to the existing open space to the south of the Subject Lands however there is an existing retaining wall along the south property line which may cause a constraint.

Policy 11.14.1 speaks to parking and states:

- c) *The following parking requirement standards shall apply within the 'Promenade General' and 'Promenade Focus Area' designation:*
 - i. *All permitted retail uses, with the exception of hotels, shall provide a minimum of 3.5 and a maximum of 4.5 spaces per 100 square metres of Gross Floor Area;*
 - ii. *Hotels shall provide a minimum of 1.25 and a maximum of 1.5 spaces per room;*
 - iii. *All permitted office and institutional uses shall provide a minimum of 2.5 and a maximum of 3.0 spaces per 100 square metres of Gross Floor Area;*
 - iv. *Any new apartment based residential development shall provide parking on the basis of a minimum of 1.0 and maximum of 2.0 spaces per unit, inclusive of visitor parking; and*
 - v. *Any new freehold residential use shall provide a minimum of 1.5 and a maximum of 2.0 spaces per unit.*

- d) *For developments within the 'Upper Downtown', 'Downtown Shoulder', 'Promenade General' and 'Promenade Focus Area' designations, the following additional policies apply:*
 - i. *Where new development is proposed within 150 metres of an existing public parking facility, the Town may reduce the minimum parking requirement in recognition of the enhanced public parking supply. The Town shall establish the amount of the reduction on a case-by-case basis, following an analysis of the size and utilization rate of the public parking facility, and the development context of the surrounding community. Regardless, the maximum parking requirement reduction permitted under this policy shall be up to 25 percent;*

- e) *Notwithstanding the parking requirements identified in this Plan, land use specific and/or alternative parking requirements may be provided in the implementing zoning by-law.*

Evaluation: The proposed development provides a total of 900 parking spaces which consists of 720 resident parking spaces and 180 visitor spaces. The Subject Lands are located in walking distance from multiple YRT bus routes as well as the VIVA Blue route, a bus rapid transit that services Yonge Street and connects Newmarket Terminal with Richmond Hill Centre. The Transportation Study prepared by WSP in support of the application and submitted under separate cover further confirms that the reduced parking rate is supported by the existing and proposed higher order transit and the implementation of TDM measures within the subject lands.

Policy 11.14.3 speaks to design policies for parking lots/facilities and states:

- a) *In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances and loading areas need to be carefully considered and coordinated with the locations for pedestrian entrances. As such, parking facilities, service access points, loading areas and any visible garbage containers and/or mechanical equipment are to be consistent with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy, and:*
 - i. *Located in a manner that has a minimal physical impact on sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are encouraged to provide for these functions;*

- ii. *Prohibited in the front yard of any buildings within The Aurora Promenade. Surface parking and/or servicing facilities may be permitted within the rear yard or, in the case of house form buildings within certain designations, within the interior side yard;*
- iii. *Appropriately screened from view from the street; surface parking lots shall respect the building envelopes as defined in Section 11 of this Plan. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks, and significant landscaping including, pavement treatments, low walls or decorative fencing, landscape, trees and lighting throughout parking lots and along its edges;*
- iv. *Encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, it shall include a façade with active uses at grade and appropriate architectural articulation. Entrances to below grade or structured parking and service areas should occur within the building; and,*
- v. *Accessed off side streets or through shared driveways and, preferably, shared rear lanes.*

Evaluation: The proposed development provides parking spaces within the proposed buildings and in on-street surface parking spaces. Resident parking spaces are provided within an at- and above-grade parkade in the mixed use buildings. The façade of these buildings are designed with street-related retail, lobby, and amenity spaces to activate the streetscape environment and architectural articulation to minimize the visual impact of the parkade.

The on-street parking facilities are provided to accommodate visitors. These parking spaces are located within the internal street network and are away from the public frontages along Yonge Street and Murray Drive. There are no large surface lots proposed within the development. Ample landscaping is provided between the building façades and the on-street parking spaces.

Overall, the proposed design of parking meets The Aurora Promenade Concept Plan – Urban Design Strategy as described above and in **Section 2.0** of this Planning and Urban Design Rationale Report and in the Urban Design Report prepared by MHBC Planning.

14.0 – PROVIDING SUSTAINABLE INFRASTRUCTURE

Policy 14.2 a) vi) *states the Town of Aurora includes an evolving transportation system that moves people and goods via roads, public transit, trails, pedestrian linkages and bicycle routes. It is a priority of this Plan to facilitate an active and integrated multi-modal transportation system that is safe, efficient, economical, convenient and comfortable while respecting the heritage features and character of the community. In addition to the general objectives for providing sustainable infrastructure, the objectives of the Town with respect to Active Transportation are: to achieve a pattern of development which supports public transit use;*

Evaluation: The proposed development intensifies the currently underutilized Subject Lands to provide a transit supportive density and provides a pedestrian network that provides direct connections to the existing YRT and VIVA bus routes located along Yonge Street and Murray Drive. These transit connections will provide local and regional linkages.

Policy 14.2.1 f) *states that Travel Demand Management (TDM) measures shall be identified and developed as part of any major development or redevelopment in order to reduce the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit.*

Evaluation: The Transportation Impact Study prepared by WSP which is being submitted in support of the Applications identifies travel demand management measures.

Policy 14.2.3 speaks to design policies for roads and states that:

- d) *The Region and/or the Town shall consider the following as general design policies for roads and the road network:*
- iii. *provide access for pedestrians, bicycles and vehicles, opportunities for vistas, view corridors and pedestrian amenity areas and space for utilities and services;*
 - iv. *design all streetscape elements including plantings, trees, sidewalks, utility poles, paving patterns, bicycle racks, seating, natural or built shade structures, signage and waste/recycling receptacles to be consistent and complementary to the character of the community;*
 - v. *design street lighting with regard for vehicular, cyclist and pedestrian requirements so that the size, height, and style of lighting reflect the hierarchy of the road and complement the character of the community;*
 - vi. *locate all utilities underground where feasible. Where components of utilities must be located above ground, they should be located within the public right-of-way or on private property, such as a rear lane or in locations where there is no conflict with the street tree planting line; and,*
 - vii. *utility providers will be encouraged to consider innovative methods of containing utility services on or within streetscape features including, but not limited to, entryways, lamp posts and transit shelters when determining appropriate locations for larger equipment and cluster sites.*

Evaluation: The proposal has been designed to provide a balanced road network access for all users, including pedestrians, cyclists and vehicles. A vista towards the Aurora War Memorial is proposed through the use of the east-west mid-block connection and landscaped open space element located at the north end of the Phase 1 parcel. Streetscape elements include but are not limited to sidewalks, trees, street lighting that complements the local street network character. Further details are provided in **Section ##** of this Planning and Urban Design Rationale Report. All utilities will be located underground where feasible. Additional detailed related to lighting and utilities can take place as part of the detailed design.

Policy 14.3.1 c) states that *all new development shall be serviced with municipal sanitary sewage and water supply services.*

Evaluation: The proposal will be serviced by existing municipal sanitary sewage and water infrastructure.

Policy 14.3.1 e) states that *development shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional Servicing Plan shall be prepared in accordance with criteria established by the Town and shall be submitted prior to, or concurrently with development applications. These Plans shall be prepared to provide for the continuous, orderly extension of services in a cost effective manner, to the satisfaction of the Town.*

Evaluation: A Functional Servicing Report prepared by WSP addressing this criteria is being submitted in support of these applications under separate cover. Once approved, the proposal will be designed and constructed in accordance with the recommendations of this Report.

Policy 14.4.1 b) states that *in Wellhead Protection Areas outside of the Oak Ridges Moraine, a Risk Assessment and a Risk Management Plan, as defined by the York Region Official Plan, shall be prepared and approved prior to the establishment of new land uses that involve the storage or manufacture of:*

- i. *petroleum-based fuels and or solvents;*

- ii. pesticides, herbicides, fungicides or fertilizers;
- iii. construction equipment;
- iv. inorganic chemicals;
- v. road salt and contaminants as identified by the Province;
- vi. the generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
- vii. organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
- viii. snow storage and disposal facilities.

Evaluation: The Hydrogeological Review prepared by EXP indicates that the proposed development does not involve any of the above land uses in this policy.

Policy 14.4.1 f) states that *notwithstanding any other provisions of this Plan to the contrary, Wellhead Protection Areas located within the Oak Ridges Moraine Area shall be subject to the relevant policies of the Oak Ridges Moraine Conservation Plan and Official Plan Amendment No. 48.*

Evaluation: The southern portion of the Subject Lands are within the Oak Ridges Moraine Conservation Plan and Official Plan Amendment No. 48. An analysis of these policies have been provided in **Appendix D** of this Report.

Policy 14.5.1 f) states that *new development must satisfy the Town and demonstrate consistency with the relevant Conservation Authority's Stormwater Management Criteria for quality (flood flow) control, water quality control, erosion control and water balance, groundwater recharge and water balance, for the protection of hydrologically sensitive features. Conservation Authority stormwater management criteria are based on current research, watershed planning and hydrology studies, therefore the criteria are subject to change based on the approval and adoption of updated studies.*

Evaluation: A Stormwater Management Report prepared by WSP and a Hydrogeological Study prepared EXP that address this criteria are being submitted in support of these applications under separate cover.

Policy 14.5.1 h) states that *all stormwater management plans within the Lake Simcoe Watershed shall be consistent with the requirements of the Lake Simcoe Protection Plan.*

Evaluation: A Stormwater Management Plan prepared by WSP that addresses the requirements of the Lake Simcoe Protection Plan is being submitted in support of these applications under separate cover.

Based on our analysis, the proposed Zoning By-law Amendment conforms to and / or does not conflict with the Town of Aurora Official Plan and the Aurora Promenade Secondary Plan Area policies.

APPENDIX G: TOWN OF AURORA OFFICIAL PLAN AND AURORA PROMENADE SECONDARY PLAN AREA ANALYSIS

The Town of Aurora Official Plan 2010 (“Official Plan”) as approved by York Region in 2012 and most recently consolidated in 2015, and is applicable to the Subject Lands. The Official Plan outlines the Town’s vision to develop into a strong, healthy and complete community that provides a range of opportunities to live, work, shop, and play in a way that promotes sustainability, social connections and healthy lifestyle choices, while also promoting the Town’s economic growth.

Schedule ‘A’ – Structure Plan identifies the Subject Lands within the Aurora Promenade area. Schedule ‘B2’ – The Aurora Promenade Building Heights identifies the Subject Lands subject to a minimum building height of 2 storeys, with a maximum building height of 5 storeys plus 1 bonus storey for the western half and 5 storeys plus 2 bonus storeys for the eastern half. Schedule ‘B3’ – The Aurora Promenade Streetscapes identifies Potential Focus Area Streets, Potential Lanes, and Existing/Potential Midblock Pedestrian Links through the Subject Lands, Yonge Street in front of the Subject Lands as a Boulevard, and Murray Drive in front of the Subject Lands as a Focus Area Street.

Schedule ‘C’ – Commercial Centres identifies the Subject Lands as Aurora Promenade Commercial. Schedule ‘B’ – Secondary Plan Areas identifies the southern extent of the Subject Lands within the Oak Ridges Moraine Boundary. Schedule ‘L’ – Wellhead Protection Areas identifies the Subject Lands within a 5-10 year wellhead protection zone. Schedule ‘M’ – Subwatershed areas identifies the Subject Lands within the East Holland Subwatershed.

Schedule ‘G’ – Community Improvement Areas identifies the Subject Lands within the Aurora Promenade (Downtown Core) Community Improvement Area.

Schedule ‘I’ – Proposed Road Classifications and Schedule ‘J’ – Proposed Right-of-Ways identify Yonge Street in front of the Subject Lands as an Arterial Road under the jurisdiction of the Town with a planned right-of-way width of 36 metres. In addition, these Schedules identify Murray Drive in front of the Subject Lands as a Major Collector Road under the jurisdiction of the Town of Aurora. Further, this Schedule identifies Mosaics Avenue to the west as a Local Road under the jurisdiction of the Town of Aurora.

An analysis of the Official Plan policies has been conducted to demonstrate that the Zoning By-law Amendment application is in keeping with the direction of the Official Plan policies. The following is a summary of the policies applicable to the proposed development.

SECTION 2.0 – THE VISION

Section 2.0 states that *the long-term vision guiding this Plan is to develop the Town of Aurora into a healthy, strong and complete community that provides a range of places and opportunities to live, work, shop, be educated and play, in a manner that promotes sustainability in all its forms and protects the Town’s natural environment and historic character.*

A healthy, strong and complete community is designed for all stages of life and includes an array of jobs and investment opportunities, a full range of community services and amenities, opportunities for active and public transportation, and a broad mix of building and housing types. It also includes places to meet and build social connections and supports active and healthy lifestyle choices, while ensuring accessibility to all residents.

