

TOWN OF AURORA

THE AURORA PROMENADE CONCEPT PLAN

URBAN DESIGN STRATEGY

Prepared for the Town of Aurora by
The Planning Partnership
in association with **Poulos & Chung** and **E.R.A. Architects**



SEPTEMBER 2010



The Aurora Promenade - Yonge & Wellington Corridor Study's Steering Committee

Members

Mayor Phyllis Morris - Council Representative - Chairperson
Mr. Christopher Ballard - Economic Advisory Committee - Vice Chair
Mr. Kenneth Whitehurst - Arts and Culture Advisory Committee
Mr. Andries Godschalk - Heritage Advisory Committee
Mr. Michael Levesque - Leisure Services Advisory Committee
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Neil Garbe, CAO
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Mr. Jim Kyle - Manager of Policy Planning
Mr. Anthony Ierullo - Manager of Strategic Initiatives
Mai Al Nabhan, Manager of Heritage Planning

The Aurora Promenade Draft Concept Plan - Urban Design Strategy evolved through a four phased approach with the work in each phase framed around a major consultation event. The first workshop was held on May 13, 2009 at the Library during which the characteristics, qualities and opportunities of the Yonge and Wellington corridors were discussed. Key themes emerged from the public consultation process. The workshop began with a walking tour with town staff, and was followed by working group sessions with the Region, Town, Lake Simcoe Region Conservation Authority, Public and Separate School Boards, Business Owners and the public. A public workshop and presentation was held in the evening, which was very well attended with standing room only.

Workshop 2 was held on June 15 to 17, 2009 at Lynett Hall. Approximately 70 people participated at various times during the three-day event. The workshop focused on the development of the preliminary design direction for The Aurora Promenade Vision. The workshop included working group sessions for the team, meetings with the Steering Committee, two focused meetings with business owners, one on one meetings, presentations and drop in sessions. A 3D model of the study area helped all of the workshop participants understand the scale of the area. Input received at the workshop was helpful in preparing the detailed background report and draft Vision and Guiding Framework document.

The third public consultation event was held on November 18, 2009 at the Church Street School Cultural Centre. At this workshop, the draft Vision and Guiding Framework was presented which illustrated the vision including the pillars of the vision, the character areas, guiding frameworks and implementation strategy.

the fourth public consultation event was an Open House at Town Hall on June 23, 2010 during which The Aurora Promenade Draft Concept Plan – Urban Design Strategy was presented.

The Aurora Promenade was also discussed at several Council meetings as part of the Official Plan review on August 23, September 8 and September 22, 2010.

The Aurora Promenade Draft Concept Plan - Urban Design Strategy has been guided by a Steering Committee who met many times over the past year, with some meetings attended by the Economic Development Advisory Committee (EDAC):

Apr. 20, 2009:	Aurora Promenade Steering Committee Meeting
May 28, 2009	meeting with EDAC
June 24, 2009	meeting with EDAC
Nov. 2, 2009:	Aurora Promenade Steering Committee Meeting
Dec. 14, 2009:	Aurora Promenade Steering Committee Meeting
Feb. 10, 2010:	Aurora Promenade Steering Committee Meeting
June 4, 2010:	Aurora Promenade Steering Committee Meeting
June 14, 2010:	Aurora Promenade Steering Committee Meeting
July 12, 2010:	Aurora Promenade Steering Committee Meeting
July 14, 2010:	Official Plan Reiview/2C Secondary Plan Steering Committee Meeting
September 2, 2010	Official Plan Review/2C Secondary Plan Steering Committee Meeting
September 20, 2010	Aurora Promenade Steering Committee Meeting

The Town has a contact list of approximately 200 interested persons and has provided several mail outs and information packages to up to 2000 residents and business owners. In addition the Chamber of Commence regularly provides updates and mailing to all of their members.

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INTRODUCTION

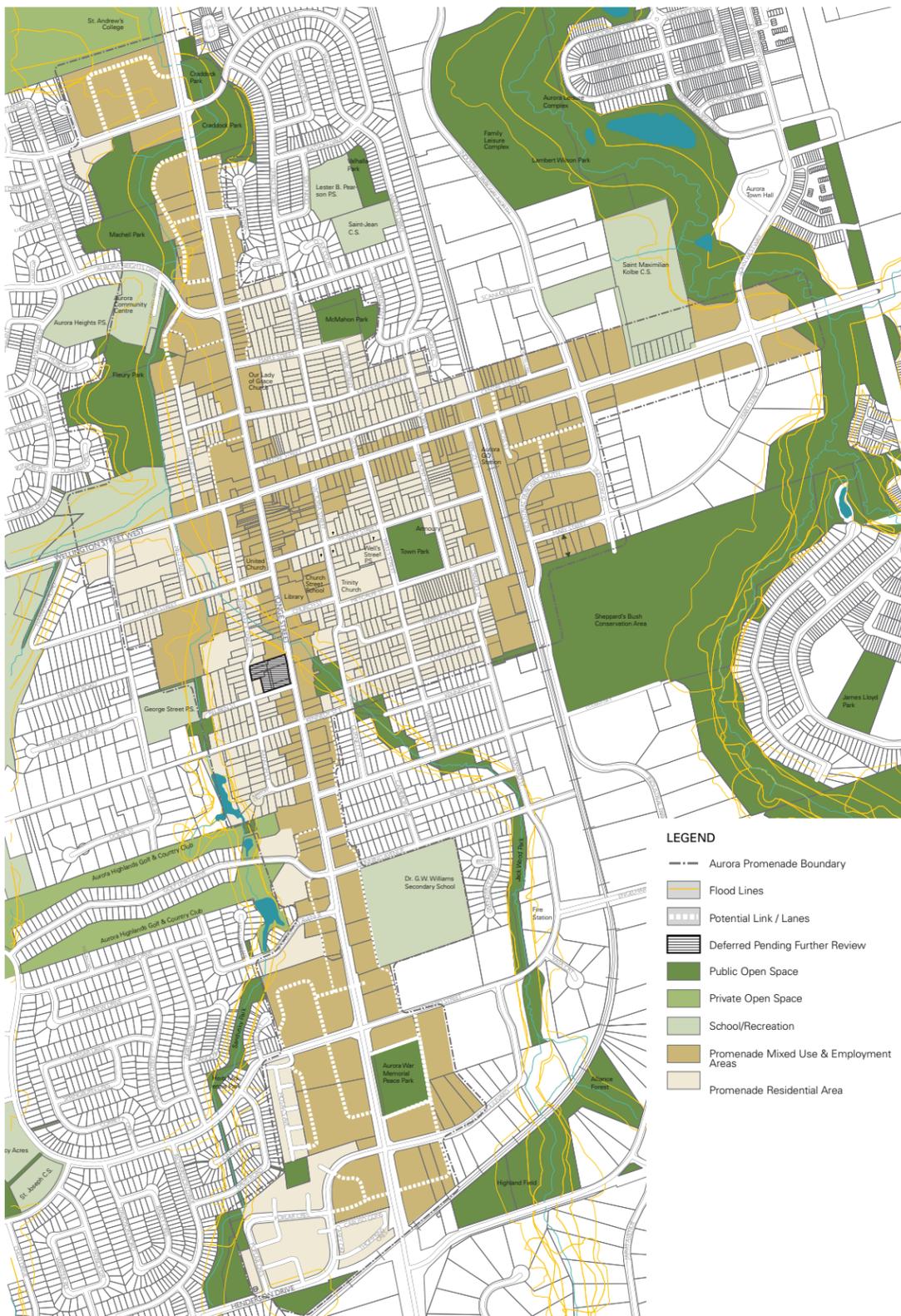
PURPOSE

The Yonge and Wellington Street corridors are Aurora's 'main streets' historically, functionally and symbolically. The Aurora Promenade exhibits both the very best urban qualities of the Town, as well as some of the less desirable forms of development. There are established and historic built-up areas with nationally recognized heritage buildings, as well as areas with poor quality buildings and gaps along the street, which undermine a vibrant street life. Despite considerable existing development permissions, there has not been significant private sector interest in investing in the area, and, in the instances where they have proposed development, it is often of an inappropriate form and quality.

The purpose of this Urban Design Strategy is to guide and manage growth. First, the intent is to define a vision and strategy for revitalizing the Yonge and Wellington Street corridors. Second, the ambition is to provide a guiding framework to ensure that as opportunity for change occurs, it is coordinated and occurs in an appropriate form of the highest possible quality. This is a long-term guide for the Town to provide direction for on-going improvements to the public realm, and will assist landowners in shaping their development proposals. It will also inform Secondary Plan policies with a planning horizon of 2031.

The Strategy provides recommendations for initiatives, standards and guidelines for directing and shaping changes as they occur to ensure that each incremental alteration or development adds up to a coherent and desirable whole. There are no required timelines for this change - only parameters and standards that aim to govern its extent and quality.

Given that there is tremendous development permission and capacity already in place within The Aurora Promenade that has not been acted upon, it is clear that development alone will not bring about revitalization where it is most needed, if at all. This Strategy is therefore comprehensive in its considerations and provides for recommendations that will serve as catalysts or incentives to attract and trigger private sector investment of a caliber and quality that The Aurora Promenade deserves.



Study Area Plan

The Aurora Promenade is centred along the Yonge Street and Wellington Street corridors. Along Yonge Street, the general boundaries extend from the Canadian National Railway to the south, to Orchard Heights Boulevard and the St. Andrew's Shopping centre to the north. Along Wellington Street, the general boundaries extend from Mill Street to the west and John West Way to the east. It includes approximately 3.2 km along Yonge Street and 1.6 km along Wellington Street.

The Urban Design Strategy report is one of a set of three documents:

- Background Report: summary of the study process, policy context and existing conditions;
- The Urban Design Strategy Report: a description of the vision, pillars of the vision, key strategies, design frameworks and design guidelines; and,
- The Aurora Promenade Secondary Plan.

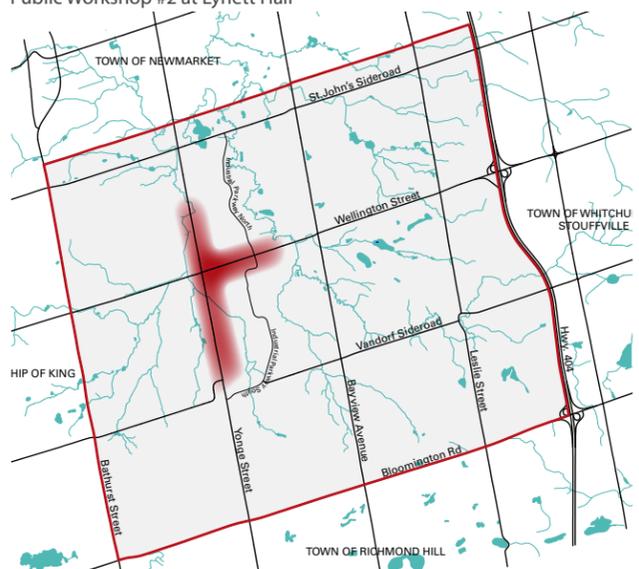
The Urban Design Strategy was developed over the course of a four phased work program centred on four key consultation events: two workshops, a public information session and a final presentation of the Urban Design Strategy and Secondary Plan to Council. The study process was designed to build on the previous plans, studies and initiatives that have already been or are being undertaken by the Town. The first workshop was held on May 13, 2009 to discuss the key characteristics and qualities of the study area and to identify the key opportunities for change. The second workshop was held from June 15 to 17, 2009 to establish the preliminary design directions. The team set up a temporary design studio in Lynett Hall and, over the course of three days, the community was invited to participate in developing ideas and to comment on the design directions. The public information session was held on November 18, 2009, to present the preliminary Urban Design Strategy.



Public Workshop #1 at the Public Library



Public Workshop #2 at Lynett Hall



Town-wide context plan

The Urban Design Strategy Report is divided into four sections:

- Section 1 includes the vision and its fundamental pillars and eight key overarching strategies;
- Section 2 is a description of the key objectives for the character areas, including focus areas and entryways in The Aurora Promenade and the key objectives for change in each area;
- Section 3 is comprised of the guiding frameworks for the public realm, land use and built form and urban design; and,
- Section 4 provides general design guidelines for The Aurora Promenade and area-specific design guidelines that apply to a number of areas of unique character or potential that require additional design direction.

The Terms of Reference identified the following goals for this study:

- Stimulate economic development and make it a more profitable location to do business;
- Intensification along the Yonge and Wellington Corridors;
- Return Downtown to being a focal point for retail/ service and special events in the community;
- Create a vibrant street life and maximize use of upper floors;
- Improve the appearance of downtown through restoration of heritage resources/ façade improvements;
- Create a positive image of the downtown as a desirable place to work, live, shop and invest.

A BRIEF HISTORY- THE FUTURE BEGINS BY BUILDING ON THE PAST

Aurora grew as a community from the wealth of natural resources of the area. Aurora's progress was fueled by personal determination, imbued with an entrepreneurial spirit that continues to be evident today.

The foundation for the development of what would become Aurora was first laid during an exploratory journey by Lieutenant Governor John Graves Simcoe in 1793. His mission was to survey a new military road to link Lake Ontario and Lake Huron. Simcoe worried that America's success from the War of Independence would spur them to move north and capture more land from the British. The new military road – later known as Yonge Street - formed an important connection between the two Great Lakes, becoming an important component of Upper Canada's protection.

Lieutenant Simcoe, short of both money and men to build the road, enlisted Loyalist settlers to assist in the task. Between 1794 and 1796 Yonge Street was laid out with concession allowances at intervals of every 1-1/4 miles (2 Km). When settlers first arrived at their lots on Yonge Street they were faced with thick forests, rolling hills, and a myriad of streams leading north to the Holland River. It quickly became apparent to the settlers that the area was fertile farmland, and fields began to replace the forests. By 1801 the intersection of what would be known as Wellington and Yonge streets had begun to be cleared, and by 1825 much of the land within old Aurora had been cleared for agriculture.

The intersection of Wellington and Yonge streets became the main axis for the fledging community, referred to locally as "Machell's Corners," after Richard Machell, a merchant who constructed a store on the south-east corner and owned 28 acres of land north-east of the intersection. The community officially adopted the name Aurora in 1863 when the community was incorporated as a Village, but it was used for postal purposes as early as 1854, although its origin remains unclear. The commercial core of Aurora emerged at Wellington and Yonge Street and moved south along a natural plateau before tapering off where the Tannery Creek crosses Yonge Street.

Access to water was fundamental to the early development of industry in Aurora and ensured its place as a local service centre for the surrounding area. The tributaries of the Holland River provided a readily accessible source of power for early industry and spurred the development of numerous mills. Locally harvested wood, grains, animal skins and other materials could be easily processed to assist in the development of the community that formed along Yonge Street.

Due to Aurora's agricultural underpinnings, the repair and manufacturing of agricultural equipment formed an early and important component of its economy. Joseph Fleury who owned a foundry worked hard to secure a number of plow design patents. His designs allowed settlers to plow through the rocky virgin land where

other plows would fail. The success of the Fleury plow led to the establishment of the Aurora Agricultural Works in 1859 on the south side of Wellington Street west of Yonge Street. Unfortunately, the original structure was destroyed by fire, but the foundry was rebuilt in 1910 and remains an important landmark along Wellington Street.

The existence of these early industries and the increasing reliance on importing raw materials and exporting completed products to larger markets made Aurora a natural stop for the Ontario, Simcoe and Huron Railroad. The railroad, which broke ground in 1851, reached Aurora in 1853 and helped to further stimulate economic development in the community. In 1853 Aurora's population was about 175 and by 1871 the population had grown to 1,132.

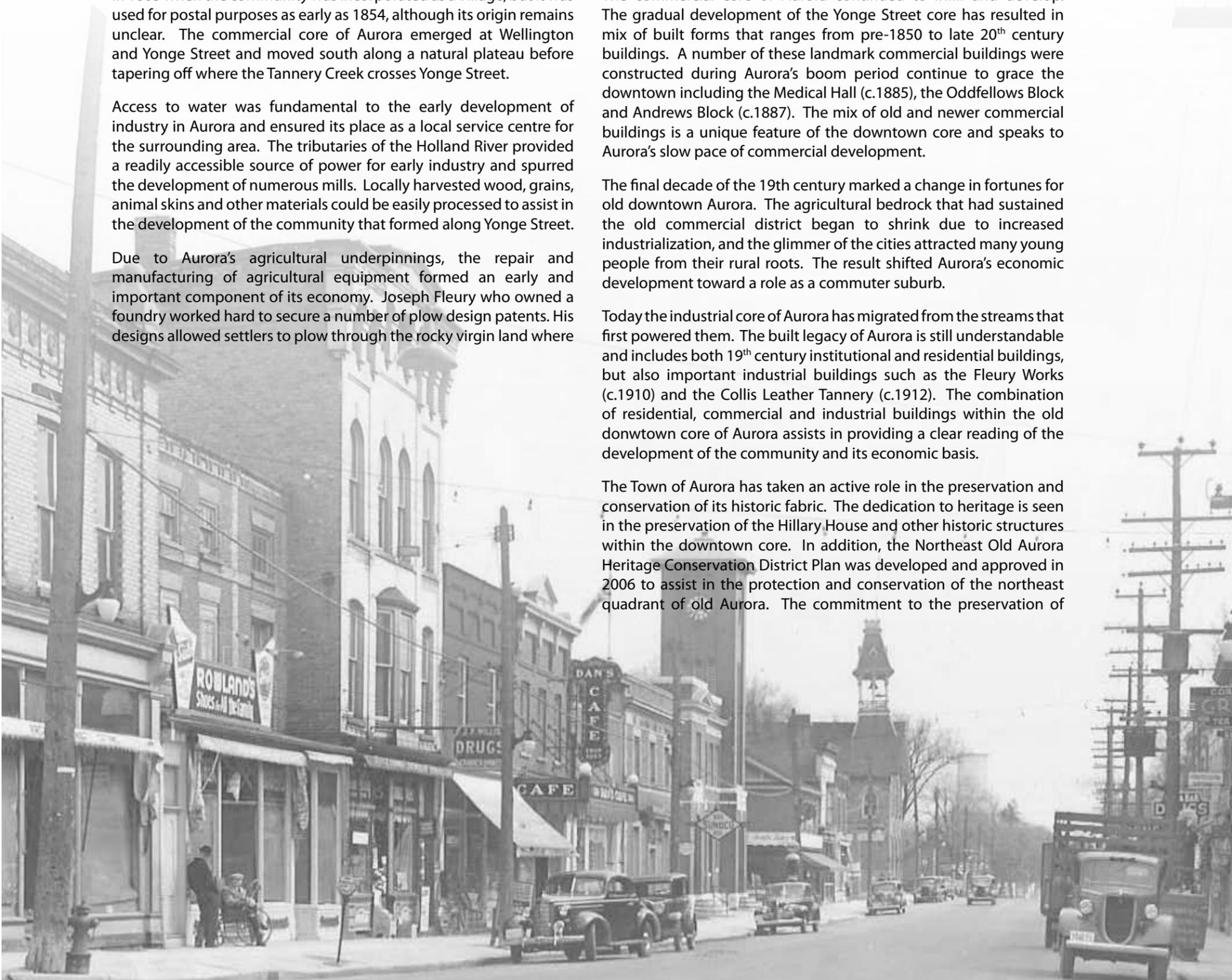
In 1853, the year the train first arrived in Aurora, two new subdivisions were registered east of Yonge Street and adjacent to Wellington Street ending at the railway (c.1870). Much of what is understood as "old Aurora" is contained within these two subdivisions and is the result of a boom period in the 1870s and 1880s. During this period Aurora was a largely working-class and middle-class community deeply connected to agriculture and the associated industry in the town. The prosperity brought about by the arrival of the railway led to the erection of numerous halls, churches and public buildings within the area including the Mechanics Hall (c.1883) at Mosley and Victoria Street, the First Presbyterian Church (c.1873), the Anglican Church (c.1883), Church Street Public School (c.1885), and the Armoury Drill Hall (c.1872). In addition, Aurora has a fine collection of homes from around this period including the Hillary House (c.1862) and Horton House (c.1875), which are both located on Yonge Street as well as the Henry Machell House (c.1861), which is located on Wellington Street East.

The commercial core of Aurora continued to infill and develop. The gradual development of the Yonge Street core has resulted in a mix of built forms that ranges from pre-1850 to late 20th century buildings. A number of these landmark commercial buildings were constructed during Aurora's boom period continue to grace the downtown including the Medical Hall (c.1885), the Oddfellows Block and Andrews Block (c.1887). The mix of old and newer commercial buildings is a unique feature of the downtown core and speaks to Aurora's slow pace of commercial development.

The final decade of the 19th century marked a change in fortunes for old downtown Aurora. The agricultural bedrock that had sustained the old commercial district began to shrink due to increased industrialization, and the glimmer of the cities attracted many young people from their rural roots. The result shifted Aurora's economic development toward a role as a commuter suburb.

Today the industrial core of Aurora has migrated from the streams that first powered them. The built legacy of Aurora is still understandable and includes both 19th century institutional and residential buildings, but also important industrial buildings such as the Fleury Works (c.1910) and the Collis Leather Tannery (c.1912). The combination of residential, commercial and industrial buildings within the old downtown core of Aurora assists in providing a clear reading of the development of the community and its economic basis.

The Town of Aurora has taken an active role in the preservation and conservation of its historic fabric. The dedication to heritage is seen in the preservation of the Hillary House and other historic structures within the downtown core. In addition, the Northeast Old Aurora Heritage Conservation District Plan was developed and approved in 2006 to assist in the protection and conservation of the northeast quadrant of old Aurora. The commitment to the preservation of



Yonge Street looking south at Wellington Street, 1940's



THE VISION

THE AURORA PROMENADE - VISION STATEMENT

The Aurora Promenade Urban Design Strategy provides a framework for shaping the future role, function and character of the study area. The vision statement defines a broad mission to guide the planning and design for The Aurora Promenade. It is intentionally broad in scope as it should have longevity for many years. It will be useful as a consistent frame of reference and reminder of the spirit and intent of The Aurora Promenade Urban Design Strategy.

The Aurora Promenade: Defining a Unique Sense of Place

The Yonge and Wellington corridors represent both the foundation of Aurora's rich and proud history, as well as the definition of its potential future. Centred on Aurora's historic heart at the intersection of the town's two original main streets, this area extends to encompass a significant and unique part of the community that in many ways represents its essence.

This is the place the people of Aurora call their 'town centre', '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 want to come to experience sophisticated culture, in a small town character.

To do so, this area must build on its assets to evolve into a vibrant place to live, shop, work, and play. It should be inviting to stroll or pause along its entire length, encouraging people to experience it on foot. It should be understood to be a passage into and through town where a narrative unfolds with every passing block, telling the story of Aurora past, present and future.

What ties all these elements together is The Aurora Promenade - evoking both a name to describe this vital part of town and a unifying vision of what it strives to become.

The Aurora Promenade
Hills & Streams, Villages & Greens, Markets & Squares, Shops & Fairs

Pillars of the Vision

The eight pillars of the vision serve as broad, yet tangible, objectives for shaping future growth in a manner and character that is desired. As the planning fundamentals, the pillars build on the area's inherent assets and strengths and are the supporting pillars of the key strategies that set a new direction for the continued evolution of The Aurora Promenade.

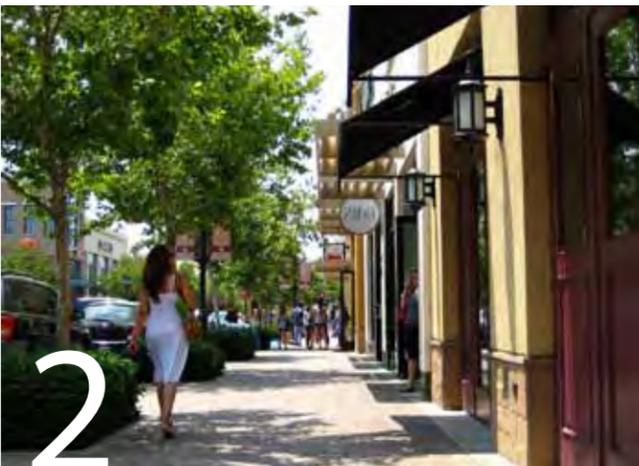


Distinct Heritage and Culture

The Town of Aurora has taken an active role in the preservation and conservation of its historic fabric. This dedication to heritage is seen in the creation of the Northeast Old Aurora Heritage Conservation District in 2006 and the preservation of Hillary House, which the Heritage Foundation of Canada recognized by awarding the Town the Prince of Wales Prize in 2008. Aurora was also recognized by the Lieutenant Governor of Ontario with a Heritage Award for Community Leadership in 2009. The Town has continued its commitment to the preservation and adaptive reuse of other historic buildings.

The study area has a number of arts and cultural facilities including the Town library and the Town's new Church Street School Cultural Centre - facilities that are essential for creating a vibrant urban area. The Aurora Promenade Urban Design Strategy seeks to leverage the distinct heritage and culture of Aurora as an attraction.

The Aurora Promenade Urban Design Strategy builds on the distinct heritage and culture of this community. It defines the heritage resources and provides guidance on methods to conserve, protect and reinforce the neighbourhoods, streetscapes and significant buildings.



Vibrant Places

Vibrant and dynamic places are memorable for people. An exciting street life with retail vitality and safe, well-used public spaces are essential building blocks for successful Downtowns and Main Streets. These are the key attributes that attract people to any given place, and that make a place memorable for visitors and residents alike.

Creating a highly mixed-use urban environment with the necessary infrastructure and critical mass will 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.



Beautiful Spaces

A town designed with beautiful civic spaces and parks, great streets and inspiring architecture can generate civic pride, create economic value and create a memorable impression for visitors. A key pillar of The Aurora Promenade Urban Design Strategy is to create beautiful civic spaces and parks by enhancing the existing amenities and establishing new opportunities to provide a connected system of outdoor public places.

Streets are significant public open spaces and the primary way urban places are experienced. While both Yonge and Wellington Streets must continue to accommodate cars, it should not be at the expense of the convenience, comfort, safety and visual appeal for pedestrians - which extends to transit users and bicyclists who's trips begin and end with walking. Streetscapes must provide a coherent and cohesive experience that balances all modes of movement, provide a setting for human scale buildings, a spine to connect civic spaces and parks and an enjoyable experience while on The Aurora Promenade.



Lifelong & Complete Community

A key pillar of The Aurora Promenade Urban Design Strategy is to promote a truly mixed residential community that houses people of different ages, backgrounds, lifestyles and economic status. A broad range of housing types and tenures, including affordable rental and ownership housing, will be encouraged to promote socioeconomic equality and a better living environment for all.

Through this Urban Design Strategy, The Aurora Promenade will become a lifelong community where people can remain through all their life stages, and a complete community by creating neighbourhoods where places of work, services, restaurants and shops are nearby with different options for reaching those amenities.

Liveable & Stable Neighbourhoods

A pillar of The Aurora Promenade is to ensure balanced growth and development, and the protection and stability of established residential neighbourhoods. The most successful “main street” business areas are intrinsically linked to their surrounding neighbourhoods. A stable and robust residential population within an easy walk of Yonge and Wellington Streets is essential to help support shops and services.

The Aurora Promenade Urban Design Strategy defines and affirms the character of the adjacent neighbourhoods and sets out a framework to ensure their protection.



Balanced Modes of Movement

Improved streetscapes are intended to enhance the experience on The Aurora Promenade, supplement the open space network, promote a culture of walking, support street level retail, reinforce visual and physical connections and strengthen special urban identities. Beautiful well-designed, pedestrian friendly streets can invite people to explore the shops, restaurants and services along The Aurora Promenade. Aurora is the only urban area through which the 200 kilometre Oak Ridges Trail passes directly.

The Aurora Promenade is already served by local and regional public transit. The Aurora GO Station provides connections to Downtown Toronto and the Regional Centres in Richmond Hill and Newmarket. VIVA and York Region Transit provide connections to the surrounding areas. The existing network will be further enhanced with the planned VIVA LRT along Yonge Street with stations on The Aurora Promenade.

A key pillar of The Aurora Promenade Urban Design Strategy is to accommodate 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.



Great Design & Architecture

The approach to guiding new development is primarily 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.

The form, scale and design of new buildings are important factors in shaping the look and feel of The Aurora Promenade. The location, massing, height and quality of buildings needs to be considered in the context of their impact on the character of open spaces, the street and adjacent properties. The Yonge and Wellington Street corridors have much to offer to the success and appeal of new development. It is expected that new development will contribute to Aurora by reinforcing the best qualities the area has to offer. The guidelines for built form in The Aurora Promenade Urban Design Strategy are informed by best practices in urban design and planning.



Towards a Sustainable Town

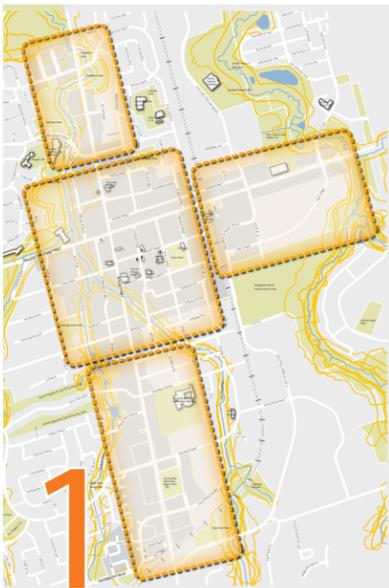
The Town of Aurora’s Strategic Plan provides direction and a long-term vision for the Town. A goal of the Strategic Plan is to “promote a sustainable community that respects its historic culture and character and embraces diverse cultural development and renewal in harmony with sound environmental management and business development activity”. The Aurora Promenade Urban Design Strategy is fundamentally about sustainable town building. The greatest impact that Aurora can make in moving towards a more sustainable future will be in directing compact and mixed use growth to The Aurora Promenade. In doing so, transit will be supported, walking will be encouraged and existing infrastructure and services will be more efficiently used. The Aurora Promenade already has a diversity of uses and amenities. However the area has a number of under used sites, one-storey buildings and vast surface parking areas. Greater densities are a planning imperative, given that it is a transit corridor, has a GO Station and has a broad range of shops and services. The Aurora Promenade can benefit from more people living and working in the area, creating more vibrant streets and ensuring the longevity of the area’s commercial businesses. The Aurora Promenade Urban Design Strategy sets out a framework for growth and intensification that is balanced, rational and mindful of the area’s treasured qualities.



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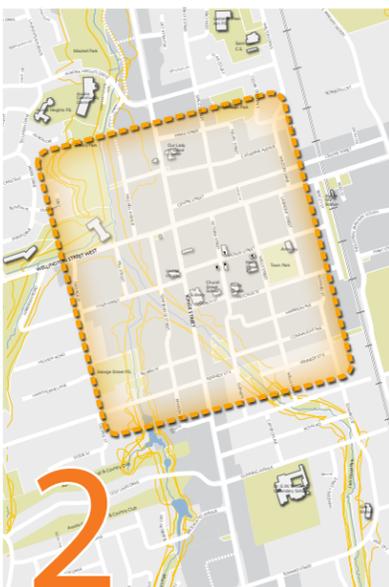
8 OVERARCHING STRATEGIES

The eight overarching strategies highlight the key aspects of the Urban Design Strategy that will shape the future of The Aurora Promenade. They give form to the pillars described in the previous chapter and point the way towards realizing the vision. These strategies are the important “big moves” that will help to achieve the long term planning and urban design objectives.



4 Distinct Character Areas

The Aurora Promenade is comprised of four distinct character areas. The Aurora Promenade Urban Design Strategy seeks to acknowledge and reinforce the best qualities of these areas as a framework for planning and design. The Old Town encompasses the historic Downtown Aurora, focused on Yonge and Wellington Streets, and supporting heritage residential neighbourhoods. This area presents opportunities for sensitive infill, continued preservation of the heritage character, improved streetscapes and exceptional public spaces. The North and South Yonge Street Promenades flank The Old Town and extend to the end of the study area. These areas are predominately strip malls and larger format retail with expansive surface parking that offer opportunities to transform into vibrant and walkable mixed use areas that support transit. The Wellington Street Promenade is predominantly industrial uses. The location of the GO Station in this area supports an opportunity to establish mixed and higher density residential, office and commercial uses. This area is also an important link between the Town's civic centre and The Aurora Promenade.



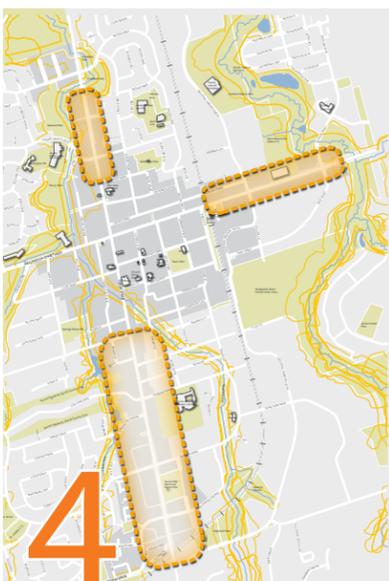
A Protected and Enhanced Heritage Core

The Old Town is recognized for its distinct heritage, and a key overarching strategy is to protect and enhance the resources in this area. The built legacy of Aurora is still evident and includes 19th century institutional and residential buildings, and important industrial buildings such as the Fleury Works (c.1876-1920) and the Collis Leather Tannery (c.1912). The Town of Aurora has taken an active role in the preservation and conservation of its historic fabric. The dedication to heritage is seen in the preservation of the Hillary House and other historic structures in the study area, as well as the identification of the Northeast Old Aurora Heritage Conservation District to assist in the protection and conservation of the northeast quadrant of old Aurora.



A Cultural Precinct

A key overarching strategy is to reinforce and enhance A Cultural Precinct. Within this three block area is the Aurora Public Library, the Church Street School Cultural Central, Trinity Church, The Wells Street school, the Armoury and the Town Park. There is an opportunity to leverage this concentration of these cultural assets as an attraction, reinforced by additional facilities, enhanced public spaces and distinct streetscape treatment.



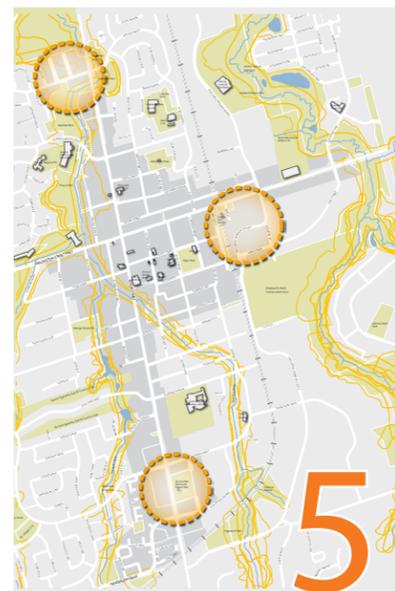
From Commercial Strip to Mixed-Use Promenades

A key overarching strategy is to develop a framework to guide the transformation of the commercial strip plazas to mixed use areas in The North and South Yonge Street Promenades and the Wellington Street Promenade. These areas are currently in flux and there is an opportunity to transform them from auto-oriented single uses to walkable places where people live, work, shop and play.

3 New Vibrant Transit Oriented Focus Areas

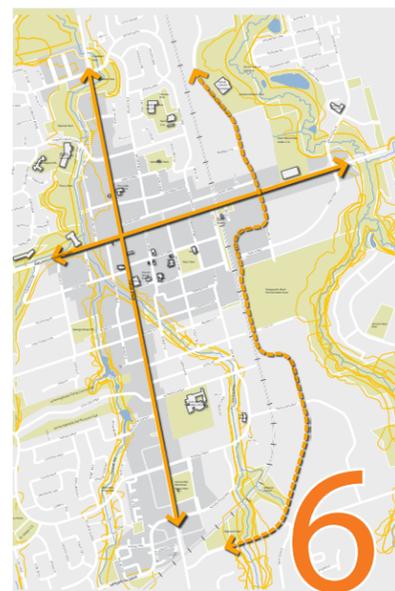
The Aurora Promenade is already served by local and regional public transit. The Aurora GO Station provides connections to Downtown Toronto, and the Regional Centres in Richmond Hill and Newmarket. VIVA and York Region Transit provide connections to the surrounding areas.

With the proposed Light Rapid Transit (LRT) on Yonge Street there will be stations that provide opportunities to focus development to support transit use. A key overarching strategy is to focus mixed use, higher density development in the north, south and east edges of The Aurora Promenade at transit stations. With a critical mass of people and pedestrian traffic from increased densities, these areas can serve as hubs of activity, services and amenities for the surrounding neighbourhoods.



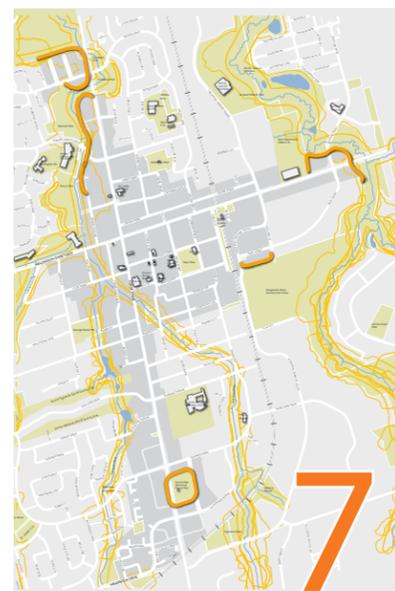
Creating a Pedestrian – Friendly Environment with Great Streets, Rear Lanes & Truck By-Pass

The Aurora Promenade is focused on Yonge and Wellington Streets. To evolve into a mixed use district, these streets must be safe, inviting and appealing places to walk. A key overarching strategy is to improve the pedestrian environment through streetscape improvements such as, framing the streets with beautiful buildings, planting street trees, minimizing individual driveway access to avoid conflicts with pedestrians, widening sidewalks and creating crosswalks. A key long-term strategy is to introduce a system of rear lanes to service new infill development while improving the pedestrian environment on the street. Another key aspect of this strategy is to minimize flow-through vehicle movement, in particular, truck traffic on Yonge Street by directing it to Industrial Parkway. By doing so, it helps to alleviate congestion and improve the walking experience.



Facing and Framing Major Open Spaces

The Aurora Promenade benefits from an abundance of major open spaces, including Machell Park, Fluery Park, Sheppard’s Bush Conservation Area and Aurora War Memorial Peace Park. However, currently development has turned the backs of buildings on these amenities. An overarching strategy is to face and frame these major open spaces with built form that includes shop windows, front doors, porches and balconies to better use and enhance their safety.



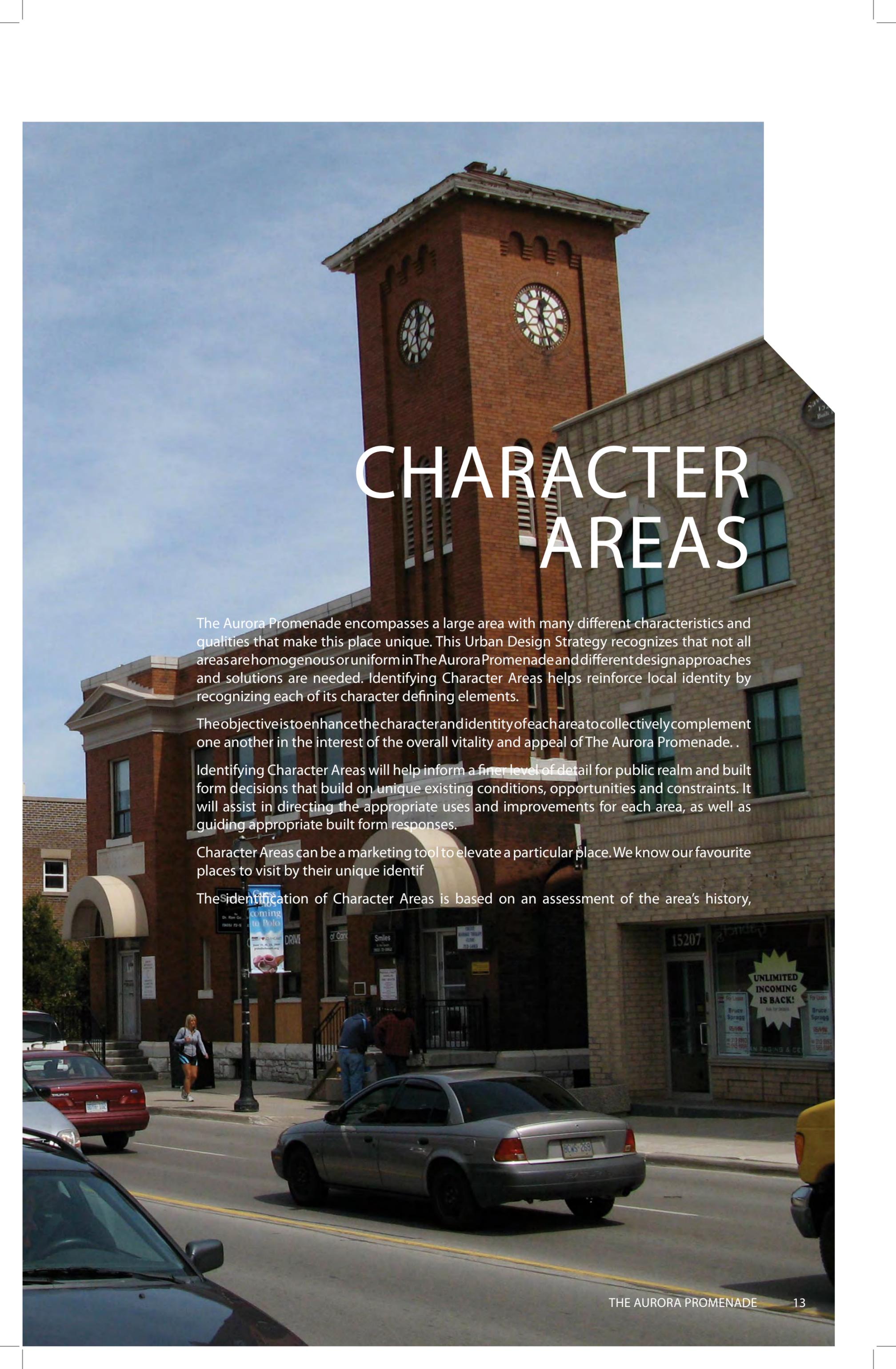
A Green Lattice

This strategy creates A Green Lattice by interconnecting parks, streets and open spaces to enhance pedestrian connectivity across The Aurora Promenade and to the surrounding neighbourhoods. Some streets have an important role to play in establishing a connected system of trails, parks and open spaces across The Aurora Promenade. Views along these streets terminate in an open space and as such help to clarify the pattern and organization of the Town’s urban structure. Special landscape treatment on these streets will help identify them as important connectors to support A Green Lattice.





Yonge Street looking north to Wellington Street



CHARACTER AREAS

The Aurora Promenade encompasses a large area with many different characteristics and qualities that make this place unique. This Urban Design Strategy recognizes that not all areas are homogenous or uniform in The Aurora Promenade and different design approaches and solutions are needed. Identifying Character Areas helps reinforce local identity by recognizing each of its character defining elements.

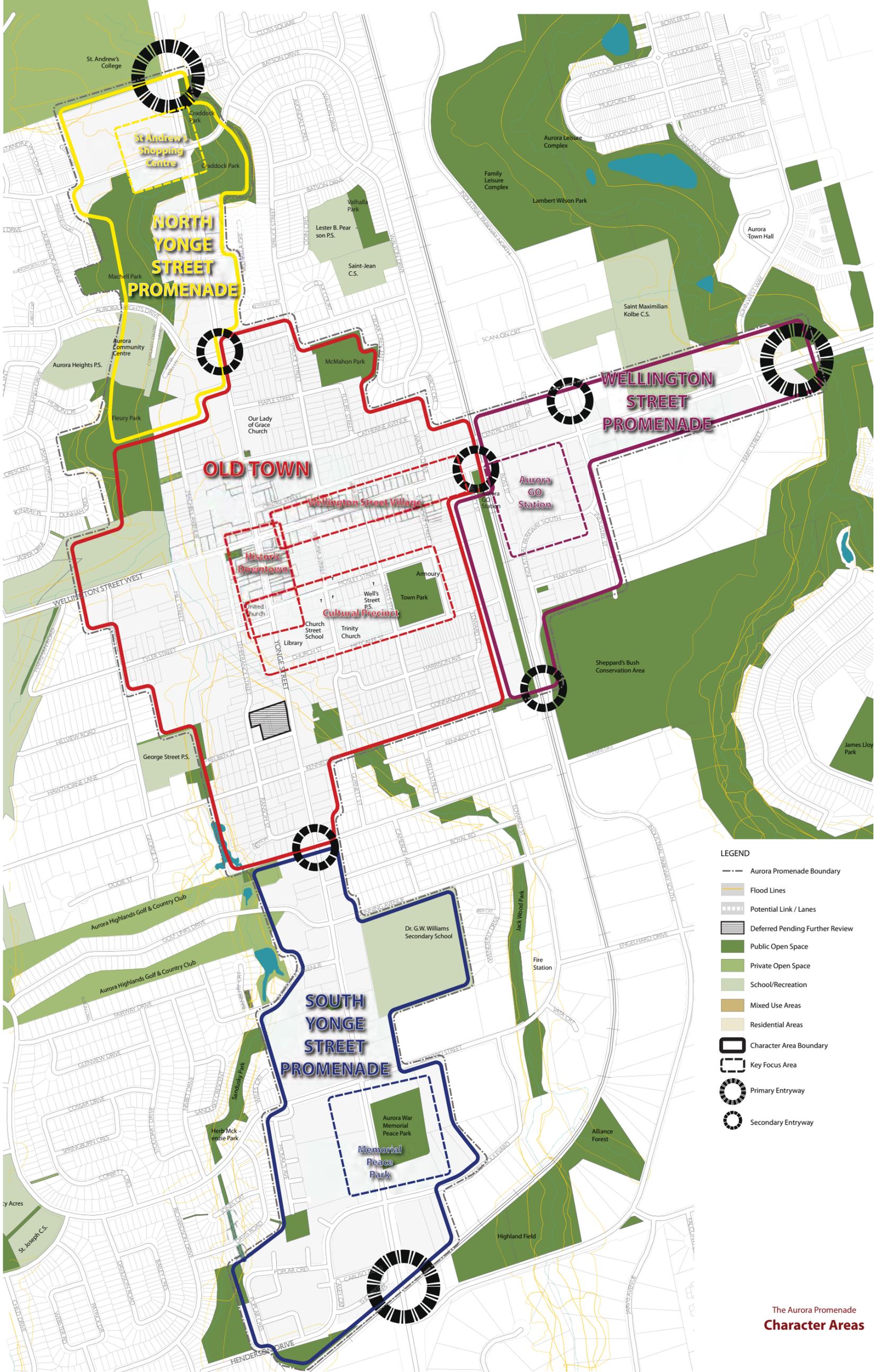
The objective is to enhance the character and identity of each area to collectively complement one another in the interest of the overall vitality and appeal of The Aurora Promenade.

Identifying Character Areas will help inform a finer level of detail for public realm and built form decisions that build on unique existing conditions, opportunities and constraints. It will assist in directing the appropriate uses and improvements for each area, as well as guiding appropriate built form responses.

Character Areas can be a marketing tool to elevate a particular place. We know our favourite places to visit by their unique identity.

The identification of Character Areas is based on an assessment of the area's history,

Character Areas



- LEGEND**
- Aurora Promenade Boundary
 - Flood Lines
 - Potential Link / Lanes
 - Deferred Pending Further Review
 - Public Open Space
 - Private Open Space
 - School/Recreation
 - Mixed Use Areas
 - Residential Areas
 - Character Area Boundary
 - Key Focus Area
 - Primary Entryway
 - Secondary Entryway

The Aurora Promenade
Character Areas

What We Heard



predominate and potential land uses, landmark buildings and / or places, historic associations or built quality. Based on this assessment, The Aurora Promenade can be defined according to four distinct character areas:

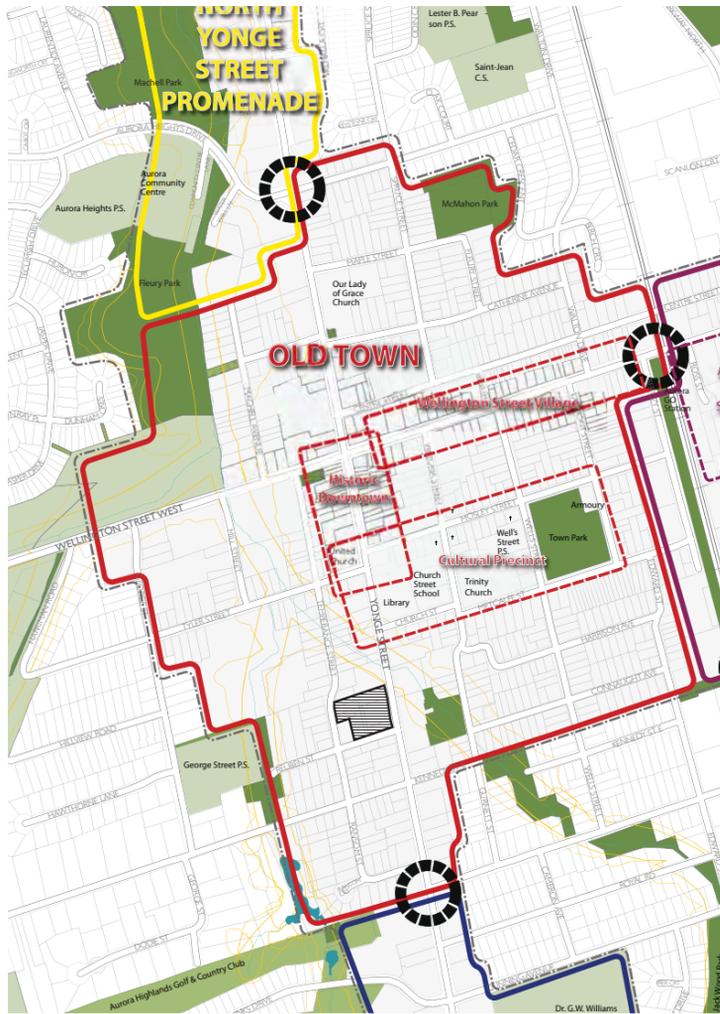
- Old Town
- South Yonge Street Promenade
- North Yonge Street Promenade
- Wellington Street Promenade

The following provides Character Area descriptions and long-term objectives specific to each of the four Character Areas within The Aurora Promenade.

OLD TOWN

General Character Area Description:

- Old Town is centred on the Yonge and Wellington Street intersection. It includes the Historic Downtown, the Wellington Street Village, the Cultural Precinct and the residential neighbourhoods.
- Most of the Town's historic buildings are in this Character Area.
- It also includes the Northeast Old Aurora Heritage Conservation District.
- The Historic Downtown is defined by a concentration of 1-3 storey buildings, built to the street edge, with a mix of uses in a fine grained rhythm of narrow, street oriented shops, restaurants and services.
- The Wellington Street Village and Yonge Street outside of the Historic Downtown are characterized by buildings mostly in house form, many of which have been converted to commercial uses. Landscaped front yards and side driveways are typical in these areas.
- The adjacent neighbourhoods were the earliest residential areas built in Aurora. They have a diverse mix of predominantly historic houses on tree lined streets.
- Focus Areas of Old Town include the Historic Downtown, Wellington Street Village and the Cultural Precinct.



Yonge Street looking south towards Mosley Street

Key Character Area Objectives:

- Continue to reinforce and leverage the "main street" look and feel and the intact heritage resources of the Historic Downtown.
- Reinforce the house form character of the Wellington Street Village.
- Reinforce the character of the residential neighbourhoods.
- Provide for transition in scale and use from Yonge and Wellington Streets to the adjacent residential neighbourhoods.
- Retain and celebrate the Town's heritage industrial past through adaptive reuse of historic industrial buildings.
- Enhance the streetscape character of Yonge, Wellington and the neighbourhood streets.
- Encourage new mid-block pedestrian connections particularly among the Downtown, adjacent neighbourhoods and the Cultural Precinct.
- Reinforce the Cultural Precinct with additional cultural facilities, wayfinding and enhanced streetscapes.



Town Park

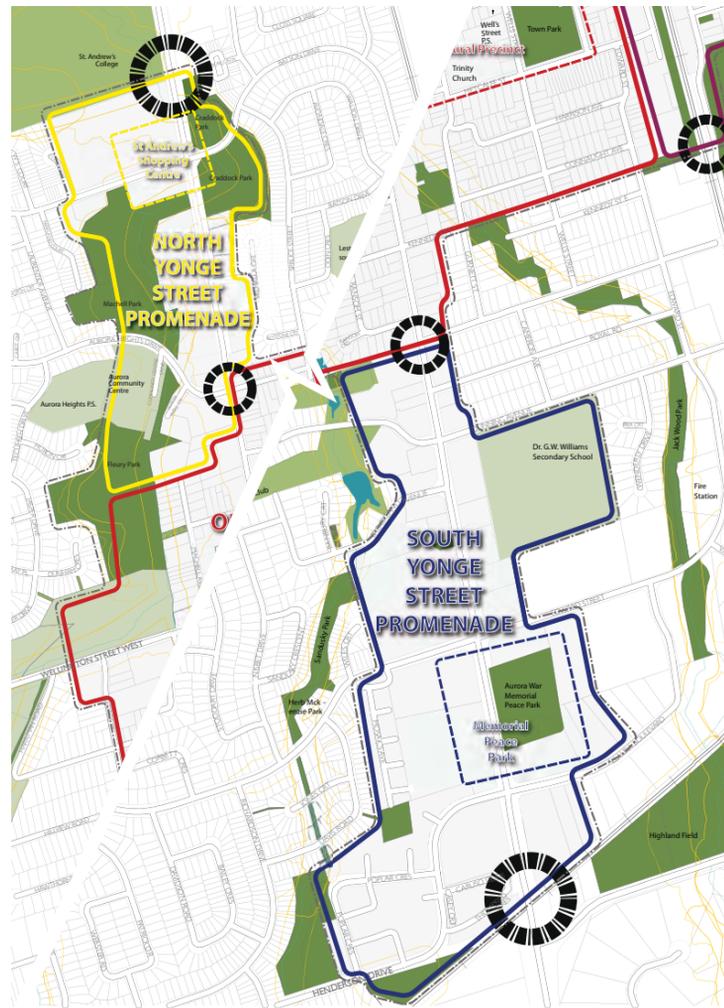


Larmont Street

NORTH & SOUTH YONGE STREET PROMENADES

General Character Area Description:

- The North Yonge Street Promenade is centred along Yonge Street and begins at approximately Aurora Heights Drive to the southern edge of St. Andrews College. The North Yonge Street Promenade also includes the Aurora Community Centre and portions of Fleury and Machell Parks.
- The South Yonge Street Promenade is centred along Yonge Street and begins at the CN Rail crossing on the south to Cousins Drive on the north including the properties on both the east and west sides of Yonge Street.
- Both the North and South Yonge Street Promenades contain mostly auto-oriented commercial uses.
- The prominent built form pattern is low-rise commercial buildings. The exceptions include a 4 storey hotel in the North Yonge Street Promenade, a 6 and 7 storey condominium building, and a 4 storey seniors' residence in the South Yonge Street Promenade.
- There are visible 'gaps' along the street edge as a result of the auto-oriented retail formats with expanses of visible surface parking in front.
- The Aurora War Memorial Peace Park is located in the South Yonge Street Promenade and is the primary passive open space for this neighbourhood.
- The Open Space Park system connecting Craddock, Machell and Fleury Park is a defining open space feature in the North Yonge Street Promenade.
- The South Yonge Street Promenade is bounded by newer established residential neighbourhoods to the west and industrial uses on the east. The North Yonge Street Promenade is bounded by newer established residential neighbourhoods on both the east and west sides.



War Memorial Peace Park



St. Andrew's Shopping Centre



Yonge Street looking north towards Murray Drive

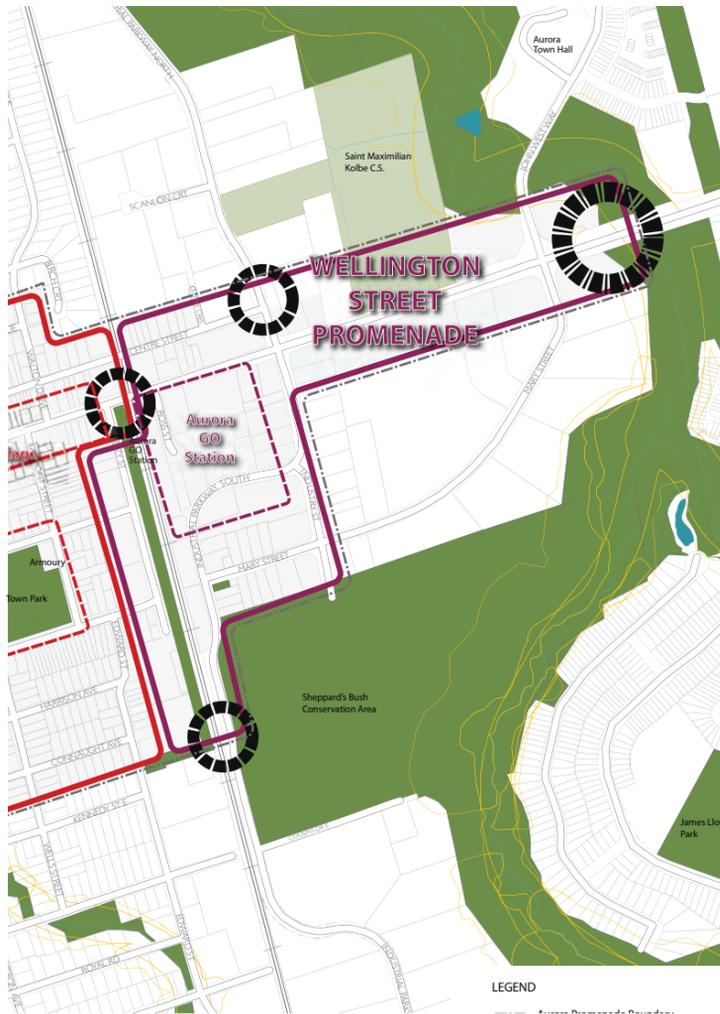
Key Character Area Objectives:

- Strengthen the entryway function for both the North and South Yonge Street Promenades as the primary north and south approaches into The Aurora Promenade.
- New developments should have a mix of uses and densities to support public transit, encourage walking and ensure the vitality of local business.
- New developments should provide an appropriate transition in scale to the adjacent established residential neighbourhoods and the historic Old Town.
- Enhance the streetscape by filling in the 'gaps' with mixed uses and at-grade retail to create a vibrant and inviting street life. Where auto-oriented built forms exist, encourage the retrofit / or redevelopment of these sites to better integrate with the surrounding area.
- Enhance existing open spaces by encouraging new developments to frame these spaces by facing and fronting onto them. Potential Links should be introduced where possible to open up access to these public open spaces.
- Higher density residential and commercial mixed uses should be located at Key Focus Areas to serve as a community focal point.

WELLINGTON STREET PROMENADE

General Character Area Description:

- The Wellington Street Promenade is bounded by the CN Rail Line to the west, the east side of John West Way to the east, and south to approximately Kennedy Street East. The Aurora GO Station and the new Saint Maximilian Kolbe High School are both located within the Wellington Street Promenade.
- A number of different uses exist, with employment related uses being the most predominate, but there are also a mix of commercial and residential uses.
- A handful of house form buildings exist on the north side of Wellington Street East with commercial and office uses. There is no consistent built form, with a mix of one storey industrial and retail commercial buildings, and a five storey residential building.
- The area is bounded by two large open spaces, the Sheppard's Bush Conservation Area to the south and Lambert Wilson Park to the north.
- A potential Focus Area is the lands around the GO Station.



Key Character Area Objectives:

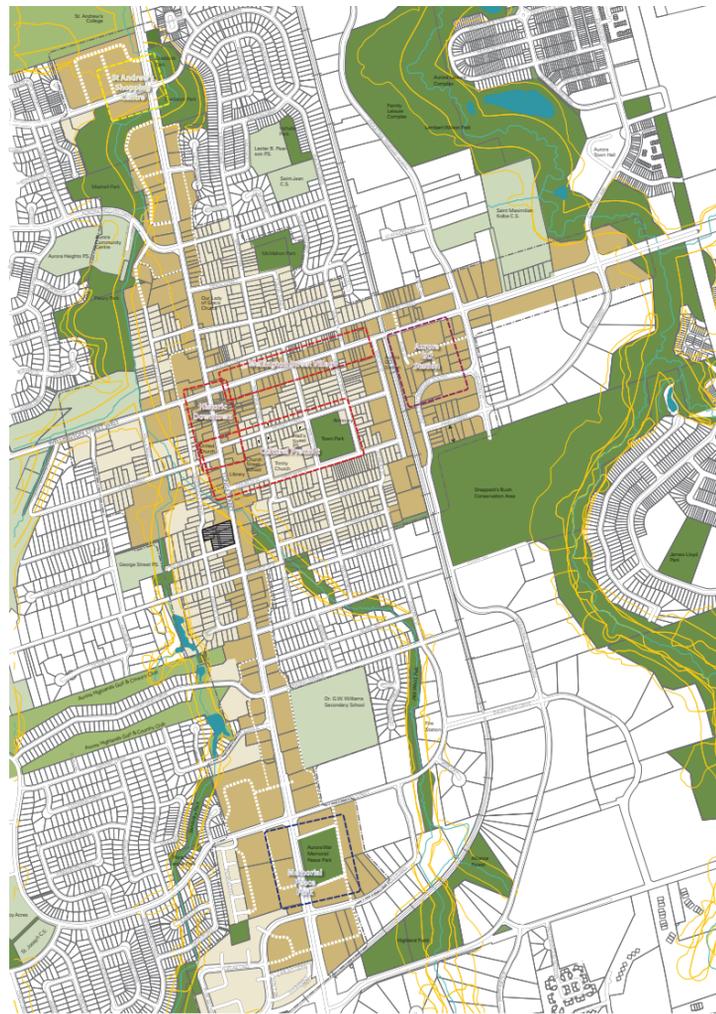
- Strengthen the connections between the Old Town and the Civic Centre, through elements such as streetcaping, and enhance the area's role as the eastern entryway into The Aurora Promenade.
- Create a new community focal area through the redevelopment and intensification of the lands around the Aurora GO Station.
- New developments should provide an appropriate transition in scale to the adjacent heritage neighbourhoods to the west.
- Enhance the streetscape by filling in the 'gaps' with mixed use developments with at-grade retail and service commercial to contribute to a vibrant animated streetscape and an inviting pedestrian environment.
- Densities for new developments should support public transit and should take full advantage of its proximity to the existing GO Train Station.
- Infill and redevelopment of underutilized sites and one storey commercial and industrial buildings to better define and engage with the street.
- Explore new open space opportunities to enhance the area's livability.



FOCUS AREAS

Description:

- Five Focus Areas have been identified: Memorial Peace Park, Cultural Precinct, Historic Downtown, Wellington Street Village, Aurora GO Station.
- Focus Areas are locations where existing or potential distinct land uses or built characteristics present opportunities to provide an identifiable focus for the Character Areas with respect to services, amenities, community entryway, culture or heritage.
- A Focus Area around Aurora's War Memorial Peace Park identifies the tremendous opportunities for infill development that fronts, faces and features the Park, while supporting the proposed transit station.
- The Cultural Precinct is the location of the Aurora Public Library, the Church Street School Cultural Centre, the Wells street School, the Armoury and the Town Park. With a concentration of cultural facilities, this area is ideal to focus additional arts and cultural facilities.
- The Historic Downtown Focus Area is concentrated on Yonge Street between Wellington Street and Tyler Street. This area has the most intact historic buildings that line the street edge with shops and services at grade and parking in behind.
- The Wellington Street Village Focus Area has a distinct house form with a mix of commercial and residential uses. The front yard landscape and side driveways create a special character of this area that is quite different from Yonge Street.
- The Aurora GO Station Focus Area is identified to seize the opportunity of intensifying mixed use development near the GO station.



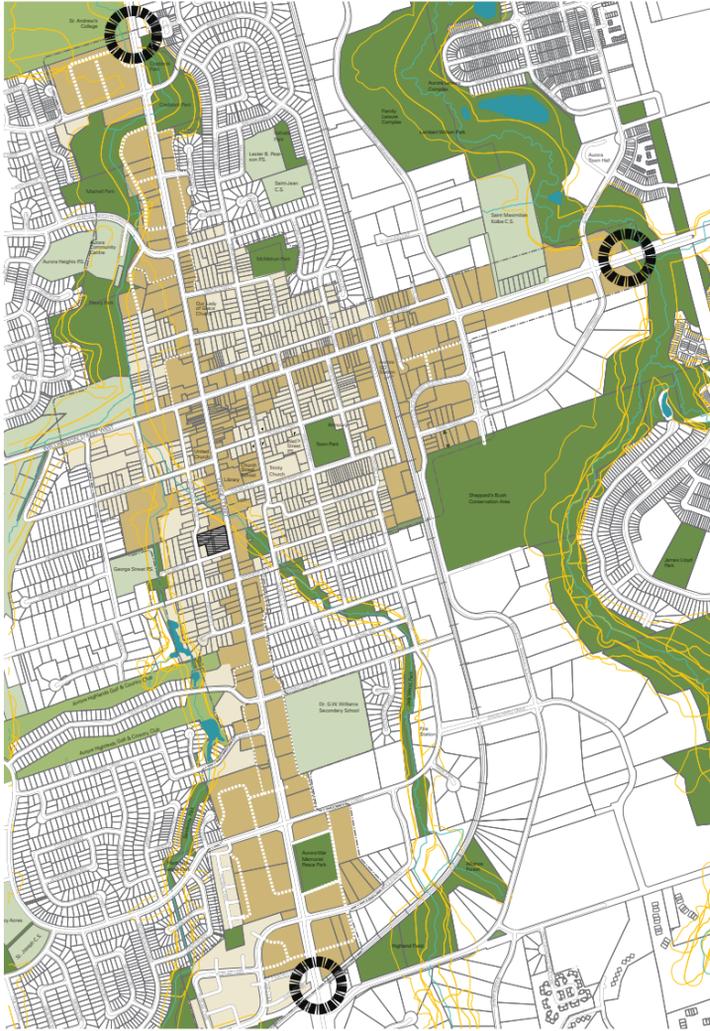
Focus areas provide opportunities to create a community focal point



Berczy Street in the Aurora GO Station Focus Area

Objectives:

- New buildings/ development in the Focus Areas should occur base on a comprehensive area plan to ensure compatible development, and in the case of the GO Station and the Memorial Peace Park a well planned street and block pattern, built form framework and public realm plan.
- In the Historic Downtown and Wellington Street Village development must be sympathetic and compatible with the heritage built form character.
- In the Aurora GO Station and Memorial Peace Park, development should extend and reinforce the human-scaled character of Aurora, in particular street edge buildings with an appropriate transition in scale to adjacent areas
- Enhance the streetscape to create an inviting pedestrian environment.



PRIMARY ENTRYWAYS

Description:

- Four entryways define the extent of The Aurora Promenade: south at the rail bridge, north at St. Andrew's Shopping Centre, west at the valley and east at John West Way.
- The entryways help to mark entrance to The Aurora Promenade.
- The entryways enhance orientation, lend to a sense of place and can generate civic pride.

Objectives:

- The entryways should act as identifiable entries into and landmarks for The Aurora Promenade
- The location of the west and east entryways are associated with natural features. In these locations, streetscape treatment, landscaping, public art and signage will be important
- The south entryway is located at the railway overpass. The overpass is an ideal location for signage that identifies the entrance to The Aurora Promenade.
- The north entryway at St. Andrew's Shopping Centre is an opportunity for coordinated site planning, streetscaping,

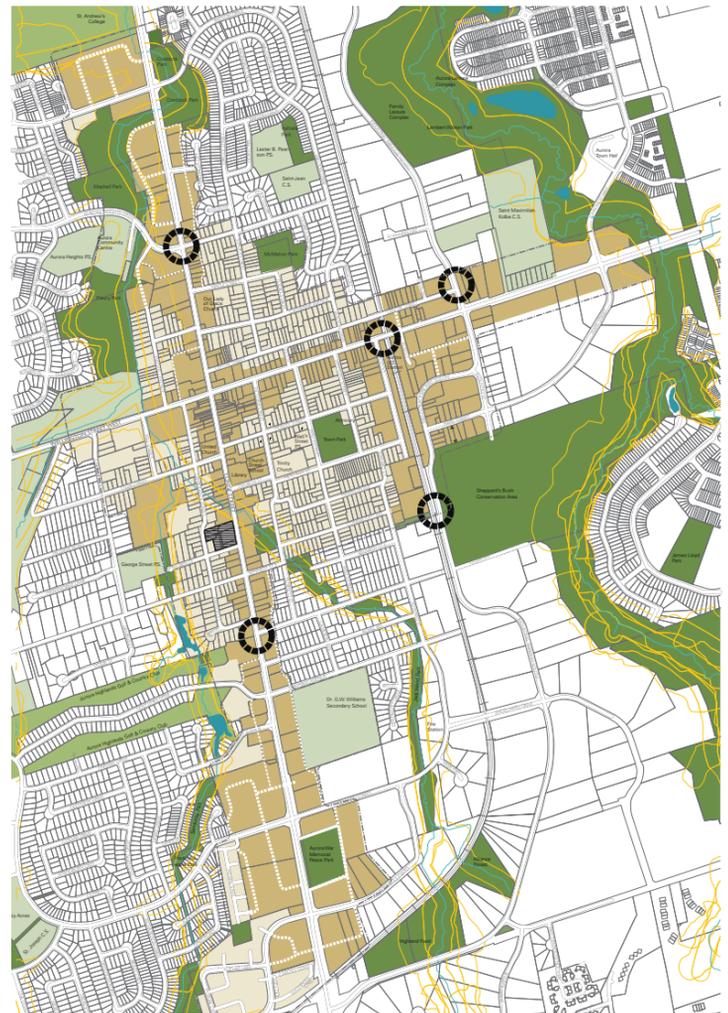
SECONDARY ENTRYWAYS

Description:

- Five Secondary Entryways have been identified, each corresponding to a key point of entry into or between Character Areas.
- Two are located along Industrial Parkway at the key entry points into the Wellington Street Promenade.
- Three Secondary Entryways are located at the key points of entry into the Old Town from adjacent Character Areas, providing an opportunity to create a transition and announce arrival in a manner that reflects the historical significance of this part of Aurora.

Objectives:

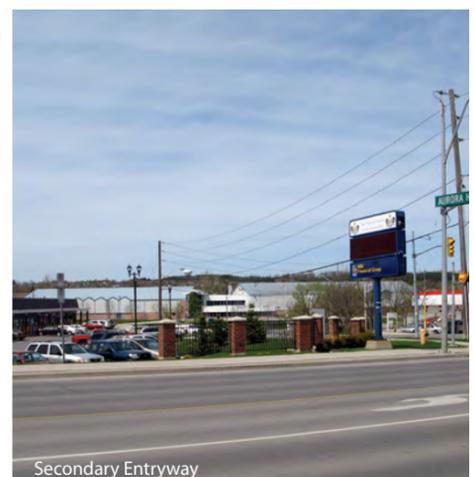
- Secondary Entryways mark entry into or provide a transition from one Character Area into another.
- Secondary Entryways are smaller and more intimate in scale than Primary Entryways and should be designed to create an experience that is well integrated with its location.
- These locations provide opportunities to coordinate the design, landscape, signage, public art and buildings to create a sense of entry and orientation.



Primary Entryway



Secondary Entryway



Secondary Entryway

Section

2

CHARACTER AREAS



GUIDING FRAMEWORKS

The primary purpose of the Guiding Frameworks is to provide comprehensive guidance for making planning, development and investment decisions that are consistent with the Vision. The Guiding Frameworks are comprised of a series of physical plans that define the desirable planning and urban design objectives over the long-term. The Guiding Frameworks include:

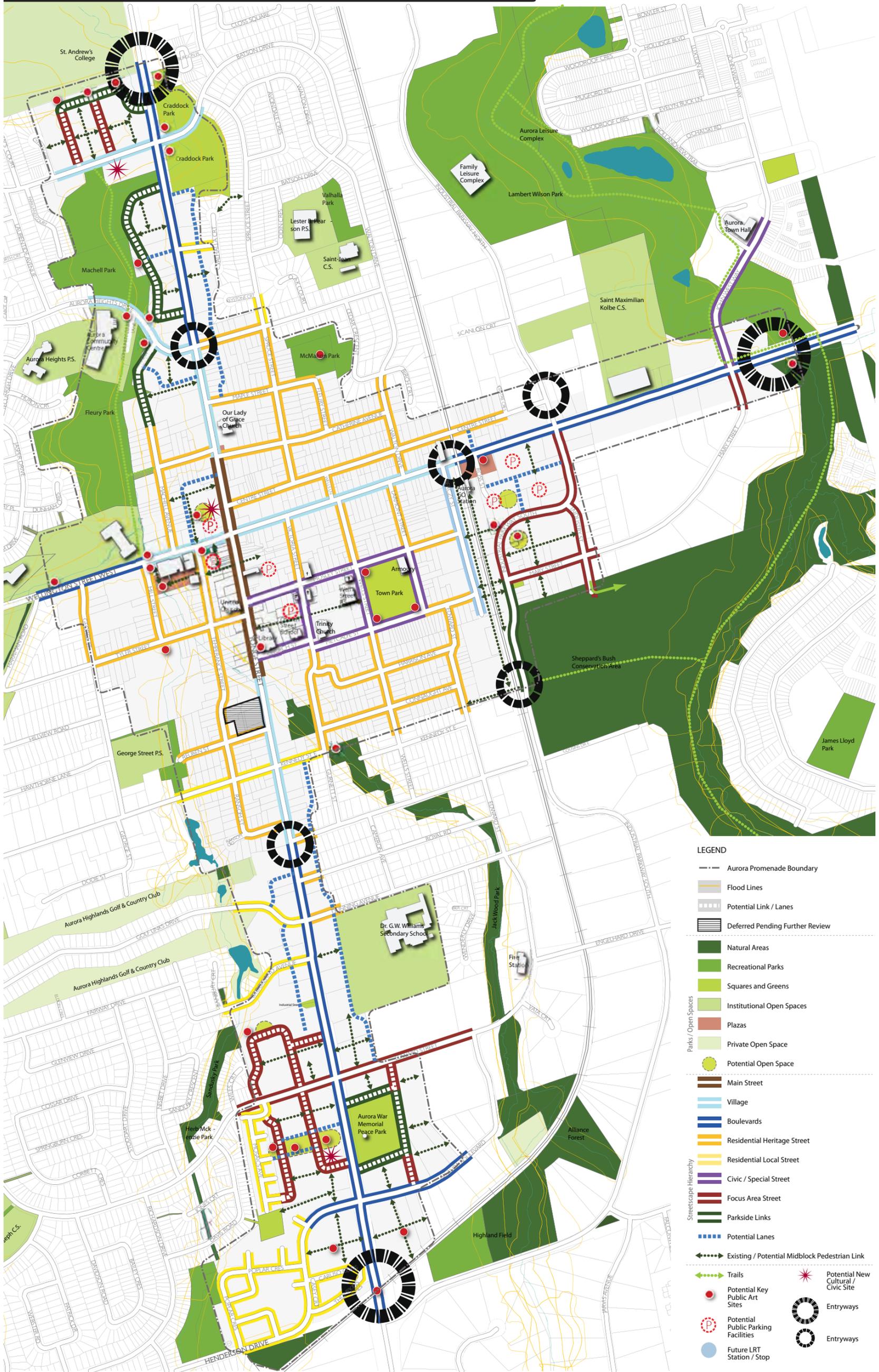
- Public Realm Framework
- Land Use & Built Form Framework
- Urban Design Framework

The Guiding Frameworks work in concert to define and direct the policies, tools and strategies for implementation. Specifically, the Guiding Frameworks inform decisions on land use, circulation, capital improvements, urban design and built form. They also serve to direct other relevant planning studies and initiatives that may have a bearing on The Aurora Promenade.

In some instances, the Guiding Frameworks are intentionally conceptual in nature and not meant to be considered rigid and inflexible. More often than not, they are meant to identify and define preferred strategies that can become goals to work towards. More importantly, they make certain that as implementation takes place incrementally over many years, the sum of all these changes will contribute to a cohesive and coherent environment. It is also important for these Guiding Frameworks to identify all possibilities to ensure that what may appear to be unrealistic now, might be considered in the future.

These Guiding Frameworks establish goals that may trigger further study, but will help to align efforts, guide change and generate momentum.

Public Realm Framework



- LEGEND**
- Aurora Promenade Boundary
 - Flood Lines
 - Potential Link / Lanes
 - Deferred Pending Further Review
 - Natural Areas
 - Recreational Parks
 - Squares and Greens
 - Institutional Open Spaces
 - Plazas
 - Private Open Space
 - Potential Open Space
 - Main Street
 - Village
 - Boulevards
 - Residential Heritage Street
 - Residential Local Street
 - Civic / Special Street
 - Focus Area Street
 - Parkside Links
 - Potential Lanes
 - Existing / Potential Midblock Pedestrian Link
 - Trails
 - Potential Key Public Art Sites
 - Potential Public Parking Facilities
 - Future LRT Station / Stop
 - ★ Potential New Cultural / Civic Site
 - ⊙ Entryways
 - ⊙ Entryways

3.1 PUBLIC REALM

The Public Realm Framework provides the long-term vision and guidance for the elements of The Aurora Promenade that are in public ownership. Accordingly, the primary focus is on the quality of streets and open spaces. The Public Realm Framework is a vital plan for the area because it shapes the most prominent and visible aspects of the physical environment.

Consistent with the Vision and Character Areas, the purpose of the Public Realm Framework is to ensure that the quality and character of the public realm and how it is experienced will enhance The Aurora Promenade’s livability, economic vitality, aesthetic quality and pedestrian environment. Therefore, it can make the greatest impact on the image and potential sustained success of The Aurora Promenade. The public realm is also where the Town can make the greatest investments in improving the look and feel of the area. The components that comprise the Public Realm Framework are organized according to the following overarching themes:

- Open Spaces;
- Circulation;
- Streetscapes and Connections;
- Public Art; and,
- Civic and Public Sites.

What We Heard



“An indoor marketplace for food and fine fare - I would call it Machell’s Marketplace.”

“Street furniture and enhancements should be improved to draw interest to the area.”

“Businesses require pedestrians traffic to thrive”

“Need for street entertainment, to promote downtown shopping.”

“Low maintenance and drought resistant plantings should be used.”

“More pedestrian friendly.”

“Include strong pedestrian, cycling and transit connections to promote the areas as a destination for residents, workers and clients.”

“We need to make these streets more attractive for pedestrians.”

“Provide additional green spaces especially with new development, and encourage citizen participation and responsibility in looking after them.”

“It would be nice to have substantial shade trees like maples planted in the sidewalks.”

3.1.1 Open Spaces

Open spaces that are successful can have a tremendous impact on the image and appeal of an area as well as introducing economic development potential. They are also fundamental to attracting and retaining a residential population. Fortunately for The Aurora Promenade, a number of significant park and open space systems are located within or in proximity to the area including: Machell Park, Fleury Park, Sheppards Bush Conservation Area, Lambert Wilson Park, Dr. G.W. Williams Secondary School Grounds and Town Park to name a few.

While there is sufficient large park and open spaces in The Aurora Promenade, a diversity of different park and open space types are missing. Schoolyards, courtyards, forecourts, plazas, squares and greens all help comprise a well-rounded open space network. This Strategy identifies a variety of existing and potential open spaces that collectively can provide residents and visitors with a variety of choices, appeal to a diversity of interests, and reinforce the vibrancy of the commercial areas. Supported by other plans in the Public Realm Framework, open spaces in The Aurora Promenade can be improved and expanded upon through a series of strategies:

- Improve and better utilize existing open spaces by improving visual and physical linkages.
- Identify new and strategic open space opportunities that can serve as catalysts for revitalization and address areas deficient in open spaces.
- Enhance visual and physical connectivity to existing and potential open spaces, including the East Holland River Valley and Lambert Wilson Park, Machell Park and Fleury Park, through streetscapes, pedestrian connections and orienting features such as public art.
- Ensure that open spaces are designed to be safe and in accordance with CPTED principles.
- Ensure private amenity spaces are provided and encourage publicly accessible spaces within new significant developments.
- Ensure streets continue to provide open space amenity through high quality streetscaping.
- Complement and strengthen the presence of key cultural attractions through special treatments to surrounding streets and open spaces.

Natural Areas

A number of significant natural areas exist within The Aurora Promenade. Natural Areas correspond to open space systems which feature environmental features such as woodlots or ravines. Natural Areas may provide passive recreational opportunities through the paths and trails network. Key objectives for Natural Areas include:

- Natural areas should be protected and enhanced, and physical and visual connections should be strengthened.
- New development should be respectful of Natural Areas, ensuring that any negative impacts are mitigated.

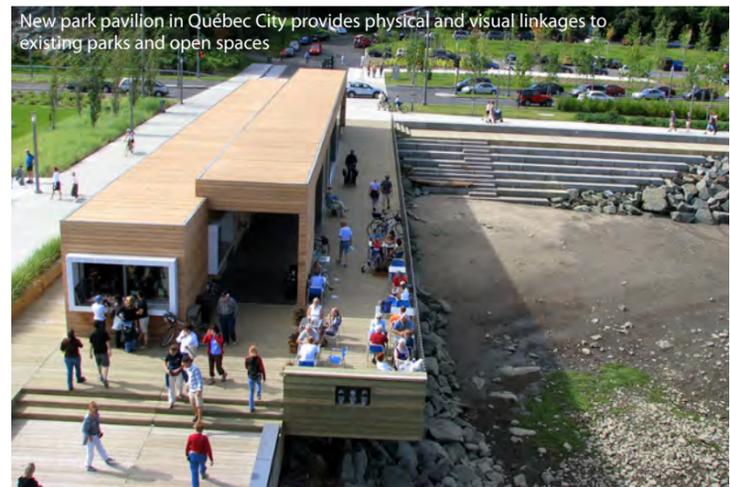
Recreational Parks

Parks and green open spaces are comprised of the formal parkland as well as the 'green' areas generally associated with institutions such as schools. They typically serve the community's passive and active recreational interests and come in a variety of scales and configurations. In The Aurora Promenade, the bulk of these spaces correspond to parkland along the East Holland River Valley and Fleury Park and Machell Park.

While The Aurora Promenade is built out, opportunities to provide new parks and green spaces do exist with redevelopments in the area. It is understood that most of these will be smaller and not of the same scale or function as those mentioned above, but this Strategy aims to encourage retention, enhancement, and full utilization of the existing parks and open spaces, including:



Existing trails and paths in The Aurora Promenade



New park pavilion in Québec City provides physical and visual linkages to existing parks and open spaces

- Considering the playing field and other 'green' areas associated with the schools as shared amenities for the community by providing for passive seating and other amenities.
- Enhancements can be made to improve the visual and physical linkages with the parks and associated trails, including wayfinding signage, improved streetscape links and crosswalks.

Squares and Greens

Squares are more formal green spaces that may also include hard surfaces, gardens, pavilions, memorials, fountains and modest concession stands. Squares and greens are more multi-purpose than recreational parks, providing potential spaces for both active and passive activities including farmer's markets and community fairs. In The Aurora Promenade, the most prominent Squares and Greens are Town Park, War Memorial Peace Park, Craddock Park and the potential for a new green space on the west side of the Aurora GO Train Station and tracks.

This Strategy identifies a number of existing and potential Squares and Greens serving The Aurora Promenade, including:

- Town Park should serve as the most active Square comprised of passive and active areas accommodating a wide variety of programming and uses.
- Enhancing the War Memorial Peace Park by improving the visual and physical linkages to the park by potentially introducing a new street that abuts the park with buildings that frame onto it, rather than turn their backs to it.
- War Memorial Peace Park should serve as important passive green space for The Aurora Promenade, although it can also accommodate occasional events.
- Potential new Squares and Greens associated with new development around the Aurora GO Train Station and Industrial Parkway South.

Institutional Open Spaces

Institutional Open Spaces are spaces associated with civic and/or cultural institutions and places of worship. Institutional Open Spaces include both paved and soft surfaces, varying in shape and size depending on their purpose. The majority of the Institutional Open Spaces in The Aurora Promenade correspond to the playing fields associated with the schools in the area, including Dr. G.W. Williams Secondary School. Other Institutional Open Spaces include the area surrounding the Aurora Community Centre and the York Region School Board Office. Key objectives for Institutional Open Spaces include:

- Enhance the amenities to provide for a diversity of active and passive recreational opportunities that will benefit both the institutional users, but also the entire community.
- Enhance physical and visual connections with other open spaces through improved signage, improved streetscape links and crosswalks.
- Ensure adjacent development enhances these open spaces by properly framing and addressing them.

Plazas

A plaza 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. Plazas generally serve high pedestrian traffic areas and/or where major events need to be planned or accommodated that generate large crowds. Year-round plazas function best when they are framed by highly animated uses such as shops, restaurants and cafés.

The Aurora Promenade Urban Design Strategy identifies a number of opportunities for new and improved plazas to reinforce the prominence of certain civic or commercial uses as well as accommodating occasional events. They include:

- Transforming the surface parking behind the Bacon Basketware building into a multi-use space comprised of a distinctive paving treatment that is consistent with the site's industrial heritage. This potential plaza is imagined to be lined with a mix of uses including restaurants with patios, to properly frame the space.
- A potential plaza east of the Aurora GO Train Station on both the east and west sides of Ross Street and Wellington Street East. The potential plaza would be associated with the redevelopment of the train station area and would serve the mix of uses in the area.
- Other potential plazas would be encouraged in association with mixed uses, particularly in transit-oriented focus areas.

Designing Safe Public Spaces

How open spaces are designed, programmed and interface with surrounding streets and land uses is crucial to their capacity to attract and delight a broad spectrum of users and to ensure that they are places where people feel safe and comfortable. Accordingly, principles that build on Crime Prevention through



Urban open spaces provide flexible settings to accommodate a range of activities

Environmental Design (CPTED) should be applied to all publicly accessible open spaces in The Aurora Promenade.

CPTED is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space. CPTED is a strategy used around the world and in essence, operates on common sense. CPTED advocates the proper design and effective use of the built environment to lead to a reduction in the incidence and fear of crime and in the overall improvement to quality of life.

The following CPTED policies and principles apply to the design of any publicly accessible open space, including:

- Ensure clear views of surrounding areas and of open spaces, by planting high canopy trees..
- Incorporate adequate lighting.
- Active building frontages on the open space, including entries and windows, are critical for eyes on the space, which enhances the sense of safety and security and discourages inappropriate behaviour.
- Design the space to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible and well used.
- Use legible signs and orienting devices such as landmarks and pathways.
- Include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance.

3.1.2 CIRCULATION

A key objective for The Aurora Promenade is its eventual transformation from an automobile-oriented and dependent, suburban format environment, to a vibrant pedestrian-oriented one. This objective is not only a function of good and sustainable planning, it is also a necessity given the constraints to road capacity and in keeping with the planned Yonge Street rapid transit plans. For many town residents, the Yonge and Wellington Street corridors are already congested routes and this increasingly be the case as growth continues to occur both in the Town and especially in adjacent communities.

Getting people to move about in a convenient and efficient manner and enable the revitalization and intensification of The Aurora Promenade will depend on greater numbers of people using active transportation choices. To do so, walking, transit and bicycling will need to become equal if not more attractive alternatives to driving, which underpins the following circulation strategy.

Maintain Existing Road Capacity

Road widenings are unlikely given the constraints to the existing street right-of-ways, particularly on Yonge and Wellington Streets through the Old Town. It is not uncommon for heritage areas throughout southern Ontario to be 'pinch points' along regional highways – this is the trade-off that often needs to be made to protect and strengthen these areas.

Widening roadways, including adding turning lanes, undermines enhancing the area's walkability objectives. These measures often only serve to alleviate congestion in the short-term but invariably result in attracting more vehicular traffic over the long-

term. Moreover, less space would be allocated to pedestrians and cyclists making these modes of movement less safe and appealing options. Over the long-term as more people shift to transit, walking and cycling, narrowing lanes widths, reduced turning radii, and even removing lanes may be warranted.

Extend and Complete the Street Grid

Old Town Aurora is organized along a fine-grained and highly interconnected street and block patterns that is ideal for promoting a dissemination of traffic and for walking. A number of new street linkages are recommended in association with redevelopment of automotive-oriented commercial areas. The linkages should serve to extend and complete the existing street grid. As much as possible, this pattern should serve as a template for newly developing areas.

Although measures can be introduced to limit through-traffic into neighbourhoods where streets are extended or connected, pedestrian and cycling movement should continue freely.

Wherever possible the design of these new links and the reconstruction of existing streets should be subject to the following principles for creating 'complete' streets:

- All modes of movement should be encouraged in a balanced manner with appropriately scaled sidewalks that can accommodate pedestrian amenities and wherever possible dedicated bike lanes.
- Alternative standards should 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.
- Block lengths should 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.
- Streetscapes inviting to pedestrians, transit users and cyclists is vital, including providing shade and landscaping, seating, pedestrian level lighting and well-defined and frequent crosswalks.
- Vehicle capacity increases is not an objective. The roadway network is to serve connectivity and accessibility needs of all critical modes of transportation in support of the planned uses

Introduce Service Lanes Wherever Possible

A key aspect of the circulation strategy is the introduction of service lanes, particularly where the redevelopment of large-scale commercial properties outside of the Old Town is contemplated. The benefits of creating service lanes include:

- Providing unsightly loading, servicing and parking access areas behind developments to enable a more appealing streetscape on key streets.
- Minimizing curb cuts for driveways along key streets will minimize vehicular and pedestrian conflicts and reduce the need for frequent turning lanes and reduce congestion on the primary roads.
- Introducing a finer-grain network of routes for pedestrian and vehicular movements.
- Enabling the revitalization and intensification of properties in an orderly manner.

Potential locations for lanes have been identified, however the location and alignments are only meant to be suggestive of logical opportunities. While implementing the lanes will be relatively straightforward on large-scale properties, it will require a more coordinated effort or may not be possible in older areas with smaller property configurations. In these areas, adequate rear setbacks will be required to protect for an eventual rear lane access that may take years to eventually implement. Given that access will be required at corner sites, the redevelopment of these locations should be a trigger to the initiation of a lane on a given block.

Transit Supportive Design & Development

There is a direct relationship between transit ridership and distance from a station or bus stop in a rapid transit corridor. Numerous empirical studies have found that the maximum ridership capture potential is achieved from development that is within a relatively short walking distance, typically measured in terms of a five-minute walk or approximately 400m. There is also a strong correlation between density and transit ridership- generally, the higher the density, the higher the transit ridership potential.

The Aurora Promenade has an extraordinary level of existing and future access to higher order transit – a GO Station and future planned rapid transit line along Yonge Street. The transit network affords Aurora easy access to major destinations in the Greater Toronto Area, such as downtown Toronto and York University. More importantly, the entire Study Area is within walking distance of one of these facilities. There is exceptional accessibility to, and support for, transit in the Old Town given the walkable street and block pattern and supportive densities and land uses. This Strategy seeks to further reinforce transit-supportive design and development throughout The Aurora Promenade in the following ways:

- Every transit trip begins and ends on foot warranting a high quality and inviting pedestrian environment to further encourage transit use.
- A fine-grained interconnected network of streets, lanes, mid-block pedestrian links, trails and open spaces to enhance convenient, direct and safe pedestrian routes to transit.
- Transit stations and stops should be supported by adjacent high quality, pedestrian-oriented, dense, mixed-use developments to not only provide for transit users, but to also serve the shopping, servicing and socializing needs of commuters in a convenient and appealing way. Accordingly, this Strategy identifies Focus Areas for such environments around these locations.
- Transit stations and stops serve tremendous numbers of people every day and this will only grow in the future. The design of these facilities ought to reflect their tremendous use and civic importance by ensuring they are highly visible, easily accessible, are safe places, provide adequate shelter from the elements, and are supported by complementary land uses such as shops, services, public uses and spaces.

Expand and Support the Bicycle and Trails Network

The Town is completing a Trails Master Plan and The Aurora Promenade embraces and supports the vision of connecting the Open Space areas, including the existing and proposed off-road trails with destinations such as schools, recreation, service, employment, shopping areas and the Historic Core. The trail network will be conducive to an urban form and structure which is friendly to non-motorized users and the environment.

The Aurora Promenade is afforded with major linear open spaces associated with valley lands that include recreational trails for pedestrians and cyclists, and which link this area to the surrounding neighbourhoods. Furthermore, The Aurora Promenade is one of the few downtown areas that has direct access to the regionally significant Oak Ridges Moraine Trail. While it is important to continue to build on this network of trails throughout The Aurora Promenade, it is equally important to strengthen the links to key destinations such as the Downtown, public uses and transit stations.

Although Yonge and Wellington Streets may not be appropriate for dedicated bike lanes, routes on parallel streets could serve as key links for cyclists to access this area from the broader trail network. In fact, the local grid pattern with its primary focus on reducing vehicle speeds will enable bicyclists to feel comfortable in sharing the paved surface. Furthermore, adequate bike parking facilities at key destinations will be critical to encouraging residents to not only cycle through the area, but also to stop and frequent the local shops and services. The bicycle parking should be public, but can be provided through private development. To support transit use, bicycle parking will be especially important at or near the stations and stops. In particular, the GO Station should eventually provide a

Bicycle Station where commuters have a choice of cycling to the train station enabled by secured long-term bicycle parking, lockers and even showers.

Formalize a Truck By-Pass

A key strategy for alleviating traffic congestion and improving the quality of the pedestrian environment on Yonge Street is to redirect unnecessary truck traffic to Industrial Parkway. The existence of Industrial Parkway as an alternative route is a unique asset of The Aurora Promenade, which ought to be better utilized for this purpose. To do so, the following is recommended:

- Pass a by-law designating Industrial Parkway as a truck by-pass, making it illegal for trucks not delivering or picking up within other areas of The Aurora Promenade to travel Yonge Street. By doing so, the Ontario Truck Association will inform its members of this by-law and the preferred alternate routing.
- Introduce signage and wayfinding for truck drivers identifying the Truck By-Pass at the appropriate locations – particularly at St. John’s Sideroad and Yonge Street south of the rail line.
- Ensure the necessary improvements to Industrial Parkway so that it can adequately and safely serve as a Truck By-pass, including the necessary realignments, intersection improvements and traffic calming measures associated with key public destinations such as schools and parks.

Tailored Approach to Downtown Parking

It is important to balance the supply of parking in concert with redevelopment through a comprehensive approach to planning and urban design. While, most of the larger scaled properties outside of the Old Town can provide for on-site parking, the Downtown area is far more challenging. The heritage assets and fine-grained configuration and pattern of property ownership make it extremely difficult to provide adequate on-site parking, if at all. The Downtown area requires a special approach to the provision of parking that, while meeting the needs of motorists, sustains and enhances the vision for the area.

Parking demand is typically reduced with the provision of higher-order transit and improved cycling and pedestrian routes. These are all important aspects of this Strategy. The valuable role parking plays in a strong downtown is not questioned, but this Strategy advocates that parking be planned, designed and located to create a diverse, thriving, pedestrian friendly area. Properly located, designed and signed parking that offers choice to motorists will augment the function of Downtown and will not result in the visual blight that often results from large surface parking lots or monolithic parking structures. Accordingly, parking strategies for the Downtown include:

- To enable the revitalization to properties in the Downtown, create an operational policy to permit cash in-lieu of parking to be allocated for the construction of shared public parking facilities in one or more of the locations identified in this Strategy.
- Consider the reduction of parking requirements and increase the opportunity for shared parking as a result of increased transit use and reduced vehicle travel demands from the potential for mixed use.
- Consider a Parking Authority to devise, control, monitor and upkeep the parking supply as the downtown evolves and the transit services mature.
- Partner with the developers of the site in the north west quadrant of Yonge and Wellington to provide for public parking in association with the redevelopment of the site.
- Work with property owners to consolidate existing parking areas internal to the blocks to provide for more efficient, safe and appealing parking layouts.
- Continue to provide on-street parking on all streets throughout and near the Downtown.

- Work with civic and institutional uses to potentially share their parking facilities when their parking demand needs are low or the use is not operating.
- Enhance signage and wayfinding to direct visitors to parking areas.

Parking in the Cultural Precinct

It is evident that the Library area has become a very successful node that attracts a lot of people. The people are attracted not only to use the library but to attend programmed events that are held in various public rooms available in the building. The parking demand for this particular area is quite high as pointed out by a detailed parking assessment review of the downtown. The peak parking demand to this area exceeds the available off-street parking supply provided by the library. The study, however, found out that available on-street parking in the overall area is sufficient to meet the total observed demand. The problem is that people do not want to park in a remote location and walk.

In the interim, travel demand management measures could be explored. For instance library and area staff could be asked to park on-street. This could free up substantial on-site parking to accommodate the public. People could be encouraged to walk or take transit. Employees could be encouraged to car-pool or be provided with subsidized transit.

The proposed introduction of a parking structure specifically at this location is also a solution to meet the generated parking demand. The supply, however, should be considered as a shared resource. The supply could be used in the evenings by other Yonge Street uses such as restaurants that are mostly active in the evening when the library has less activity.

Yonge Street and Wellington Street intersection

Numerous assessments of this intersection have been undertaken by York Region. In addition the Town has also investigated the operations of this intersection.

The Region has concluded that no physical modifications will be made to the intersection. The Town, primarily because of public input, continues to examine opportunities. At our public meeting several residents wanted to introduce a southbound right turn lane. This would be very similar to the westbound right turn lane that was introduced by taking up available boulevard space. The only reason that the southbound right turn lane remains on the table is that this is the only corner which does not have a building right at the corner. Existing buildings effectively eliminate any other feasible additions to either road.

There are numerous urban design and planning reasons for not wanting to take up boulevard space for a traffic lane. From a transportation perspective it is evident that Yonge Street is being re-focused to become a transit and pedestrian corridor. As much as people want to accommodate the automobile the reality is that transit is and will continue to be the primary mover of people in this corridor.

There is, as York Region has identified a solid reason for not introducing the southbound right turn lane. The reason is that if a southbound right turn lane were introduced the number of vehicles that could be accommodated would not increase much and the overall levels of service would also not experience any significant change. The reason for this is that both streets are controlled by reduced vehicle speed limits. Booth streets have to accommodate reasonably high pedestrian crossing flows. Both streets cannot introduce any more lanes of traffic.

In effect introducing a right turn lane simply means that a space is available where cars can store while they await the turn. It does not mean that more cars can complete the turn because they have to give way to pedestrians, and the volume of cars that can use the right turn lane are still governed by the speed limit and the volume of cars southbound on Yonge Street. In other words the intersection cannot pump through more cars to take advantage of the southbound right turn lane.

3.1.3 STREETSAPES & CONNECTIONS

Streetscapes are one of the most important aspects that shape and define the character of the built environment in any place. They are the primary ways in which people move about – by foot or in a vehicle, shaping how we experience a place. Streetscapes are also the most significant land area in public ownership.

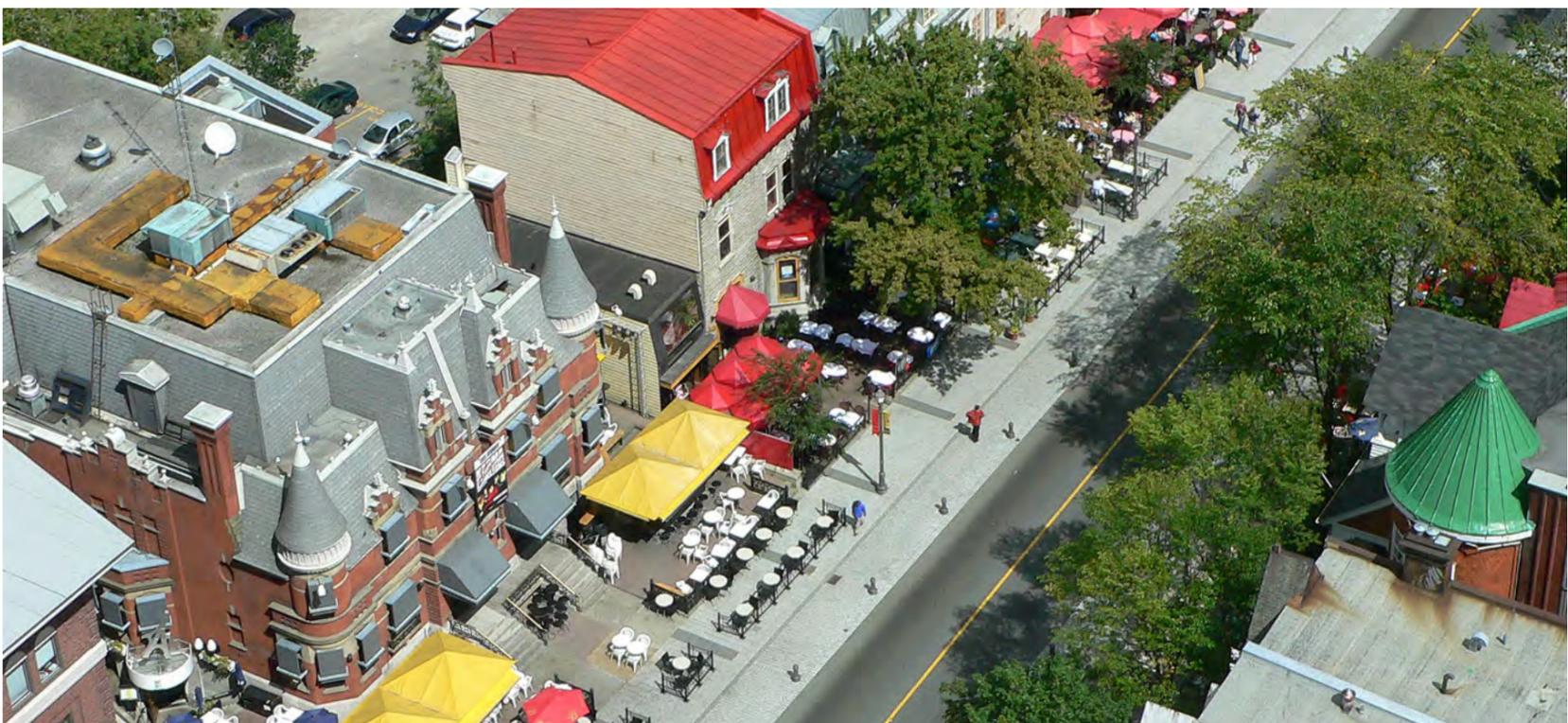
Given that a culture of walking is so fundamental to achieving a successful mixed-use environment, streetscapes ought to be designed to balance their pedestrian, transit, land use and civic functions, in addition to their vehicular function. Accordingly, a shift in conventional thinking about road design must take place, which considers their character as important to their capacity for traffic.

A comprehensive streetscape strategy defines and considers all the elements that together create the quality and character of the room that contains the street and includes sidewalks, trees and landscaping, lighting and furnishing, signage and the character and quality of the buildings that define the street wall.

The streetscape strategy identifies a hierarchy of design objectives for streets. The purpose of this section is to guide subsequent detailed studies for streetscaping. The hierarchy serves to provide consistency across The Aurora Promenade, while reinforcing distinctive streets, enhancing the quality of the pedestrian environment (sidewalks, crosswalks, landscaping) and defining appropriate built form and land use relationships. The proposed categories of streetscapes in The Aurora Promenade include: Main Street, Village, Boulevards, Residential Heritage Street, Residential Local Street, Civic/ Special Street, Focus Area Street, Parkside Links, Lanes, and midblock connections.

General objectives applicable to all streetscapes include:

- Where possible, streets should be lined with trees in increments of no more than 8.0 metres to enhance visual quality and provide shade, but also to serve as effective wind breaks.
- Wherever possible, sidewalks should “bump-out” at intersections to define on-street parking areas, lessen pedestrian crossing distances, and provide ample sidewalk widths at intersections for features such as public art, patios, concession stands and bus stops.
- Dedicated on-street parking should be distinguished in its paving treatment from the roadway to perceptively extend the pedestrian realm and visually mitigate the width of the roadway.
- Pedestrian convenience and amenities should be a principal consideration to ensure adequate sidewalk widths for the desired volume of use and in the siting, design and quality of furnishings, lighting, transit stops and shelters.
- Bike lanes are desirable but should only be considered at the expense of vehicular lanes and only after sidewalks are adequately widened.
- All sidewalks should provide a minimum 1.7 metre wide clearing for pedestrian passage, excluding those areas covered by Heritage Conservation District Guidelines.
- Where possible along retail/ commercial sections of the streetscape, a minimum 2 metre wide café/ market zone should be provided adjacent to the building. Patios are highly encouraged to further animate the streets during the warmer months.
- Street trees should be planted adjacent to the curb edge a minimum of 1.5 metres to the centre of the trunks.
- Visual clutter and unnecessary obstructions on sidewalks should be avoided and streetscape improvements should integrate lighting, furnishings, newspaper boxes, trash bins, signage and bike storage within a unified design vocabulary.
- Access to loading and parking should be provided via rear lanes where possible. Otherwise, driveway access should be carefully located, consolidated where possible and well designed to ensure pedestrian safety and support of the quality of the streetscape.



Streetscape enhancements, Québec City

Main Street

Main Street corresponds to the historic Downtown area. This segment of Yonge Street contains a dense mix of uses, including at-grade retail and buildings with minimal to no setback from the street. These characteristics result in a very traditional cross-section.

Streetscape characteristics include:

- Distinctly paved sidewalks and crosswalks;
- Unique lighting, banners, signage and furnishings to be compatible with the historic downtown;
- Continuous street trees where possible, otherwise planters in place of street trees for seasonal interest;
- On-street parking;
- Mixed-uses with at-grade retail and office or residential uses above grade or at the rear; and,
- Spill-out activity on the sidewalks such as sidewalk patios can be enabled by modest setbacks.

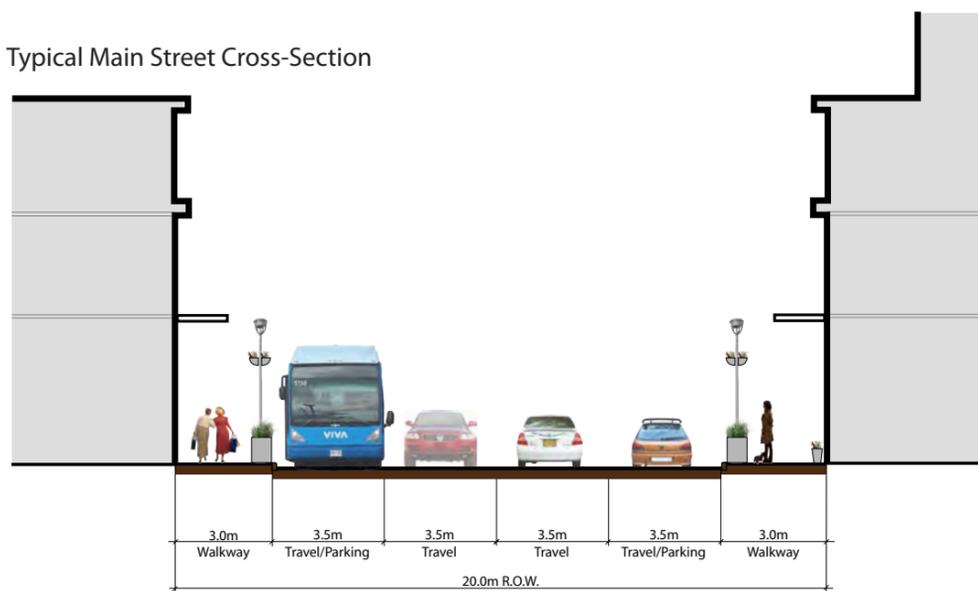


Yonge Street looking north towards Wellington Street

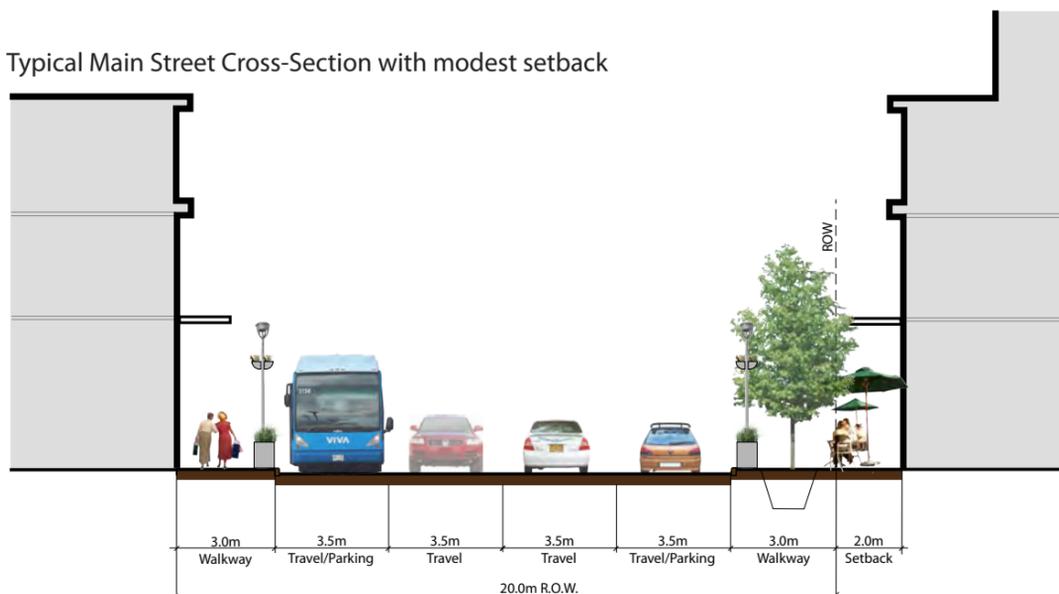


(Top and right) Precedents for buildings located at the street edge, streetscape treatment, sidewalk and on-street parking

Typical Main Street Cross-Section



Typical Main Street Cross-Section with modest setback



Village

Village Streets are the segments of streets that have a small-town, village-like atmosphere and character. Village Streets generally correspond to Yonge Street north and south of the Historic Downtown and Wellington Street east of Yonge Street. These areas are characterized by older house form buildings with a mix of residential, office and/ or retail businesses. The buildings are generously setback from the street, resulting in a more residential cross-section.

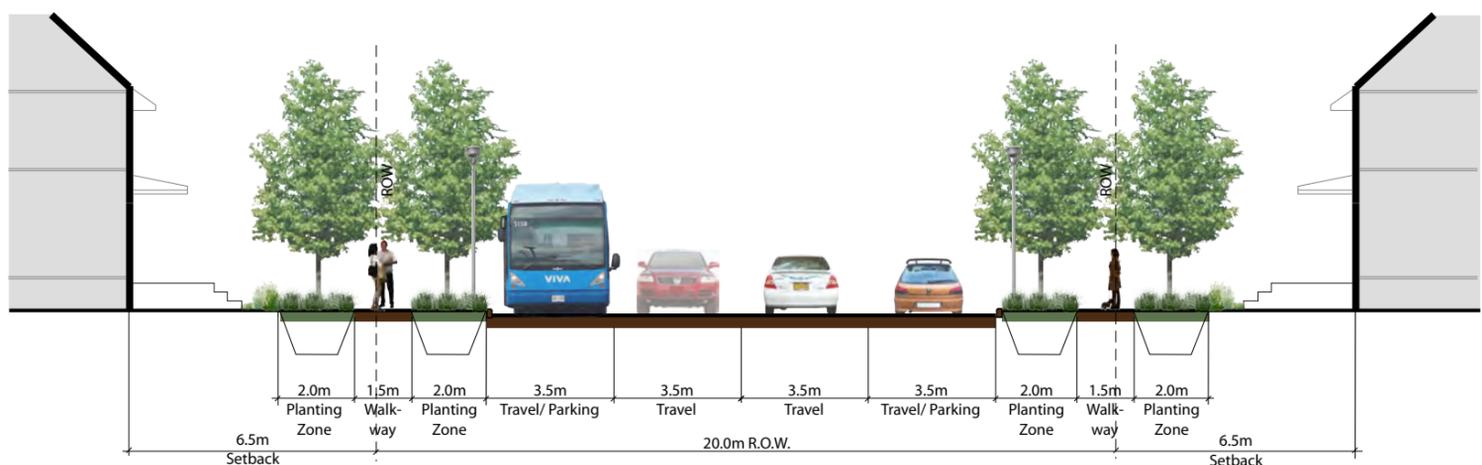
Streetscape characteristics include:

- Broad sidewalks with distinctively paved crosswalks at intersections;
- Unique lighting and signage compatible with the heritage character of the area;
- Continuous street trees,
- Flower beds and other landscaping features often planted in a sodded boulevard; and,
- On-street parking where possible.

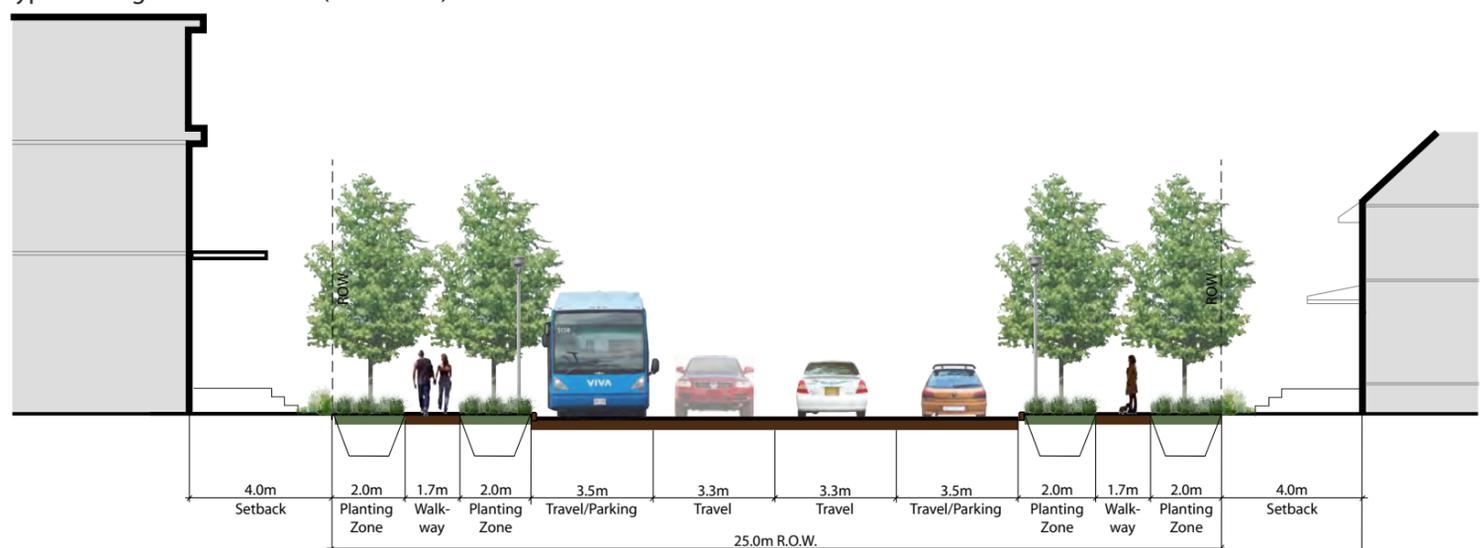


Wellington Street East with older house form buildings with a mix of uses.

Typical Village Cross-Section (20m ROW)



Typical Village Cross-Section (25m ROW)



Boulevards

Boulevards correspond to Yonge and Wellington Streets outside of the Old Town area. These streets serve a town-wide 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.

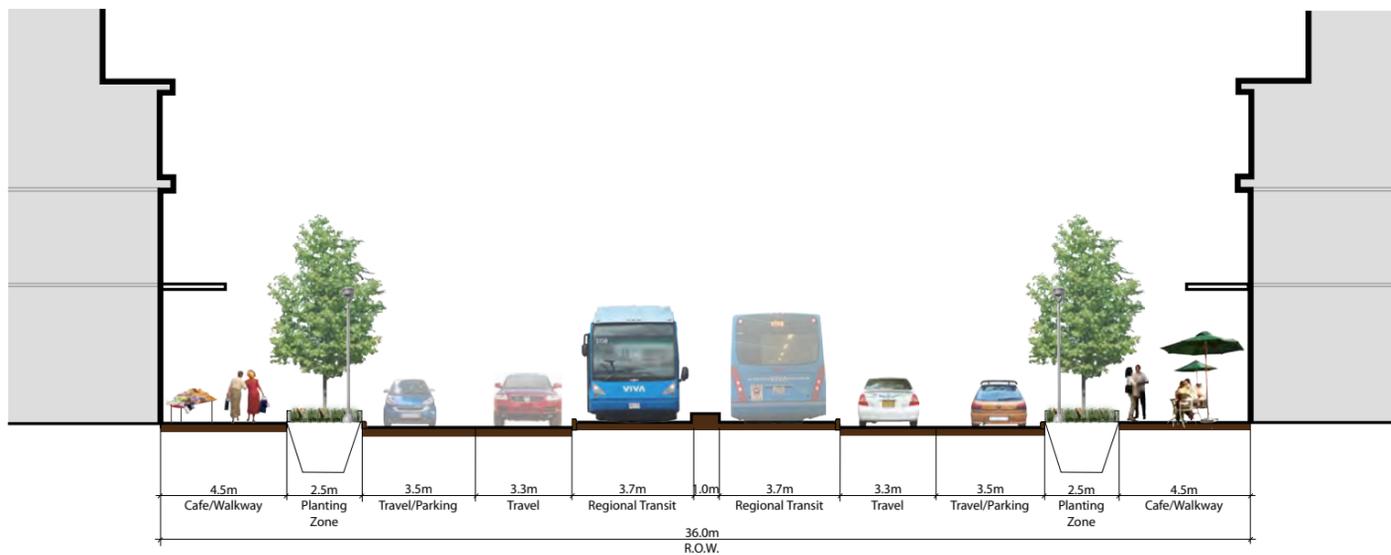
Streetscape characteristics include:

- Broad, distinctively paved sidewalks and crosswalks;
- Widened sidewalks, where possible;
- Tree-lined centre boulevard or dedicated rapid transit lanes where possible;
- Continuous street trees,
- Flower beds and landscaping features often planted in a sodded boulevard;
- Unique lighting, signage and furnishings; and,
- Buildings with a mix of uses, placed consistently at or close to the street edge.
- Off-peak parking where possible.



An example of an existing boulevard condition in the Town of Aurora along Wellington Street East.

Typical Boulevard Cross-Section



Precedent for landscape and sidewalk treatment for transit in a dedicated right-of-way



Precedent for streets with a significant landscape treatment



Civic/Special Street

Civic/Special Streetscapes are streets and segments of streets that provide visual and physical links to major cultural and civic landmarks and destinations in The Aurora Promenade. These streets include those associated with the Cultural Precinct and John West Way, which links the Study Area to the Town Hall. Special attention to the design and quality of the streetscape and street walls should identify and reinforce the civic importance of these streets.

Streetscape characteristics include:

- Distinctive paving along sidewalks, at crosswalks and across the roadway or at strategic civic locations such as the Town Park on Wells Street;
- Where paving extends across the roadway, it should seamlessly integrate with adjacent public space treatments;
- Sidewalk bump-outs at intersections;
- Unique lighting, signage, banners and furnishings;
- Continuous street trees, flower beds and landscaping features; and,
- On-street parking where possible.



(Top left and above) Precedents of streets with unique paving and streetscape treatments to denote a civic and / or special street.

Focus Area Street

Focus Area Streets are new streets associated with the coordinated redevelopment of properties in the Focus Areas. Focus Area Streets present an opportunity to introduce a new standard of complete streets. There is an opportunity to introduce alternative standards with a more urban cross-section, which will vary depending on the uses.

Streetscape characteristics include:

- 2 travel lanes;
- On-street parking;
- Continuous street trees with broad sidewalks;
- Buildings placed close to the street with consistent setbacks for mixed-uses; and,
- More generous setbacks with privacy measures such as grade shifts and landscaping for residential uses.



Parkside Links

Parkside Links are potential linkages framing significant parks. The objective is to enhance visual and physical connections to these open spaces and to ensure eyes on the space with fronting uses. For Memorial Peace Park, Machell Park and Fleury Park, these linkages can serve to provide an appealing address on the parks. In addition to residential uses, Parkside Links can also be appealing locations for restaurants, cafés and patios that provide views onto the open spaces.

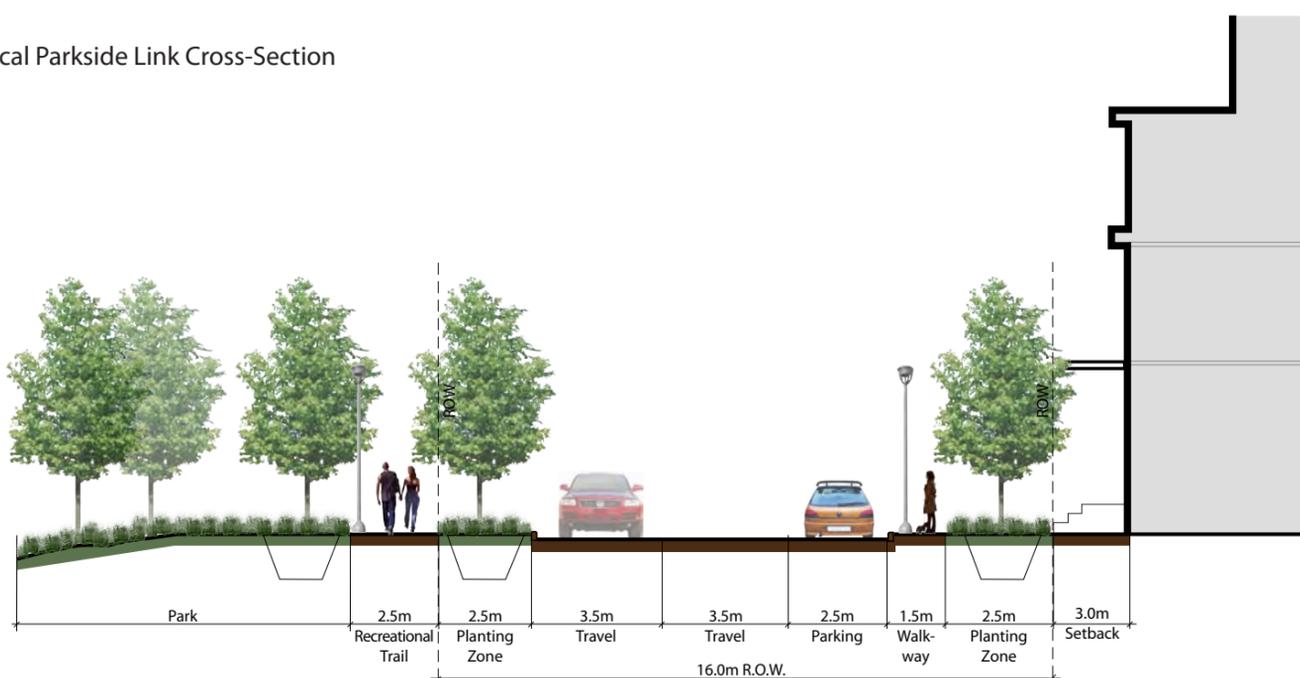
Streetscape characteristics include:

- Distinctive paving along sidewalks, at crosswalks and, if possible, across the roadway to the edge of the open space;
- Continuous recreational trail on the park side of the street;
- Sidewalk bump-outs at intersections;
- Continuous street trees;
- On-street parking; and,
- Other landscaping treatments such as flower beds where possible.



An example of a parkside street with buildings fronting on the park

Typical Parkside Link Cross-Section



(Top) Lanes can provide access to potential accessory units; (Right) Lanes can accommodate servicing and loading.



Lanes

While relatively common in many historic towns throughout Ontario and the eastern provinces, there is an absence of lanes within The Aurora Promenade. Where possible a network of lanes should be introduced behind properties fronting onto Yonge Street. Lanes can provide significant benefits for mixed-use areas, including:

- Accommodating utilities, storage, loading and parking access away from the primary street.
- Minimizing curb cuts for driveways off the primary street, enabling continuous tree planting, on-street parking and safer pedestrian environments.
- Providing access for potential accessory units.

Streetscape characteristics include:

- Minimum 6.0 metre right-of-way;
- Designated areas for snow storage;
- Adequate lighting;
- Maximize visibility and natural surveillance; and,
- Traffic calming measures such as speed bumps.



Residential Streets

Residential streetscapes primarily serve the residential neighbourhoods. These streets serve as important vehicular and pedestrian connections for local residents. The green amenity provided through the landscaped front yards resulting from building setbacks and the continuous street trees define these streets. Vehicles move at slower speeds and these streets generally experience lighter vehicular traffic. There are two types of residential streetscapes – Heritage and Local Streets, each with their own defining characteristics that will be retained.

Streetscape characteristics of Heritage Streets include:

- Residential in character, typically with 2 travel lanes;
- Continuous street trees with landscaped front yards;
- Varying building setbacks from the street;
- On-street parking; and,
- Primarily house forms with prominent porches and where garages exist, they are located to the side or rear.

Streetscape characteristics of Local Streets include:

- Residential in character with typically 2 travel lanes;
- Continuous street trees with landscaped front yards and consistent building setbacks from the street;
- On-street parking; and,
- Primarily house forms with front accessed garages.



Residential streets in The Aurora Promenade study area



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 walkable scaled blocks, primarily in the Old Town area, while others have larger blocks where opportunities exist to improve connections. The Aurora Promenade 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 mid-block connections include:

- Ensure mid-block connections and well-lit;
- Where possible, landscaping should be introduced that is consistent with CPTED principles of design; and,
- Mid-block connections should be well signed with clear and legible directions.



Precedent for the landscape treatment of mid-block pedestrian connections

3.1.4 Public Art

The Aurora Promenade Urban Design Strategy identifies visually strategic locations for public art installations including the terminus of view corridors, at entryways, on prominent corners, or in squares, parks and plazas.

Public art provides an opportunity to celebrate and showcase local arts and culture; establish a unique identity for The Aurora Promenade; and can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Objectives for Public Art include:

- Public art may include memorials, sculpture, water features, murals or individual art installations at visually prominent sites, open spaces, entryways, along sidewalks and in association with public buildings and school sites.
- Public art sites should be highly visible and, as such, these sites should include installations that serve as accents to The Aurora Promenade, as orienting devices for moving about or as focal points in public open spaces.
- The scale of the installation should correspond to the visual prominence of its site.
- Entryway sites serve as an important opportunity for significant public art installations to mark entry into The Aurora Promenade. The Town should consider a design competition to raise the profile of The Aurora Promenade and establish compelling entryways.



Precedents for public art

3.1.5 CIVIC / PUBLIC SITES

Museums, theatres, galleries, conference centres, places of worship, libraries and other public or private facilities that provide a civic or cultural attraction are valuable components of the Public Realm Framework that can contribute to enhancing The Aurora Promenade's distinction and appeal. Many of the other components of the Public Realm, including planned improvements to Streetscapes and Open Spaces, correspond to leveraging adjacent civic or cultural uses.

This Strategy identifies a number of potential sites throughout The Aurora Promenade as strategic locations for new civic or cultural attractions that may be contemplated. These sites include property in public ownership as well as sites generally associated with existing or potential complementary functions, in highly visible locations and/or adjacent to key pedestrian connections, destinations or linkages.

If in future a significant new facility is contemplated or proposed either by the Town, a private interest or in partnership, these sites ought to be considered. However, this list should not be considered rigid and the intent is not to dismiss an opportunity that arises tied to a specific site not identified on this Strategy. When these or alternative sites are contemplated for civic or cultural related uses, the following objectives should be considered with respect to the location and design:

- Leveraging its potential as a catalyst for other local improvements with strategic 'anchoring' sites and designs that enhance visual and physical connectivity to other areas of The Aurora Promenade to stimulate pedestrian movement and circulation.
- Incorporating other aspects that could contribute to the public realm such as a plaza, public art or parking facility.
- Ensuring excellence in architectural and material quality.



Precedents for civic and public buildings



3.2 LAND USE AND BUILT FORM FRAMEWORK

The Land Use and Built Form Framework builds on and reinforces the Vision, Character Areas and the Public Realm Framework to provide guidance for the use and form of new development in The Aurora Promenade. This Framework addresses the function, shape and character of buildings as well as their relationship to adjacent properties, streets and open spaces.

The purpose is to define a coherent, rational and integrated structure for guiding the future built quality and character of The Aurora Promenade as shaped by the use, massing, scale, typology and design of buildings. This will ensure that new development will reinforce a coherent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm.

Currently most of The Aurora Promenade is designated for commercial, residential and Industrial uses but are proposed to be re-designated into a hierarchy of mixed-use categories permitting a variety and mix of commercial, residential and office uses. These uses will support a vibrant pedestrian and transit supportive environment. This hierarchy will also help to inform the Secondary Plan policies for the area with respect to the scale of retail, densities, coverage and parking requirements. This section is also supported by the Urban Design Framework (Section 3.3) and Design Guidelines (Section 4). The Aurora Promenade is comprised of the following land use and built form categories:

- Downtown Area
- Downtown Shoulder Areas
- Promenade General Areas
- Neighbourhoods: Old Town & Promenade

Section

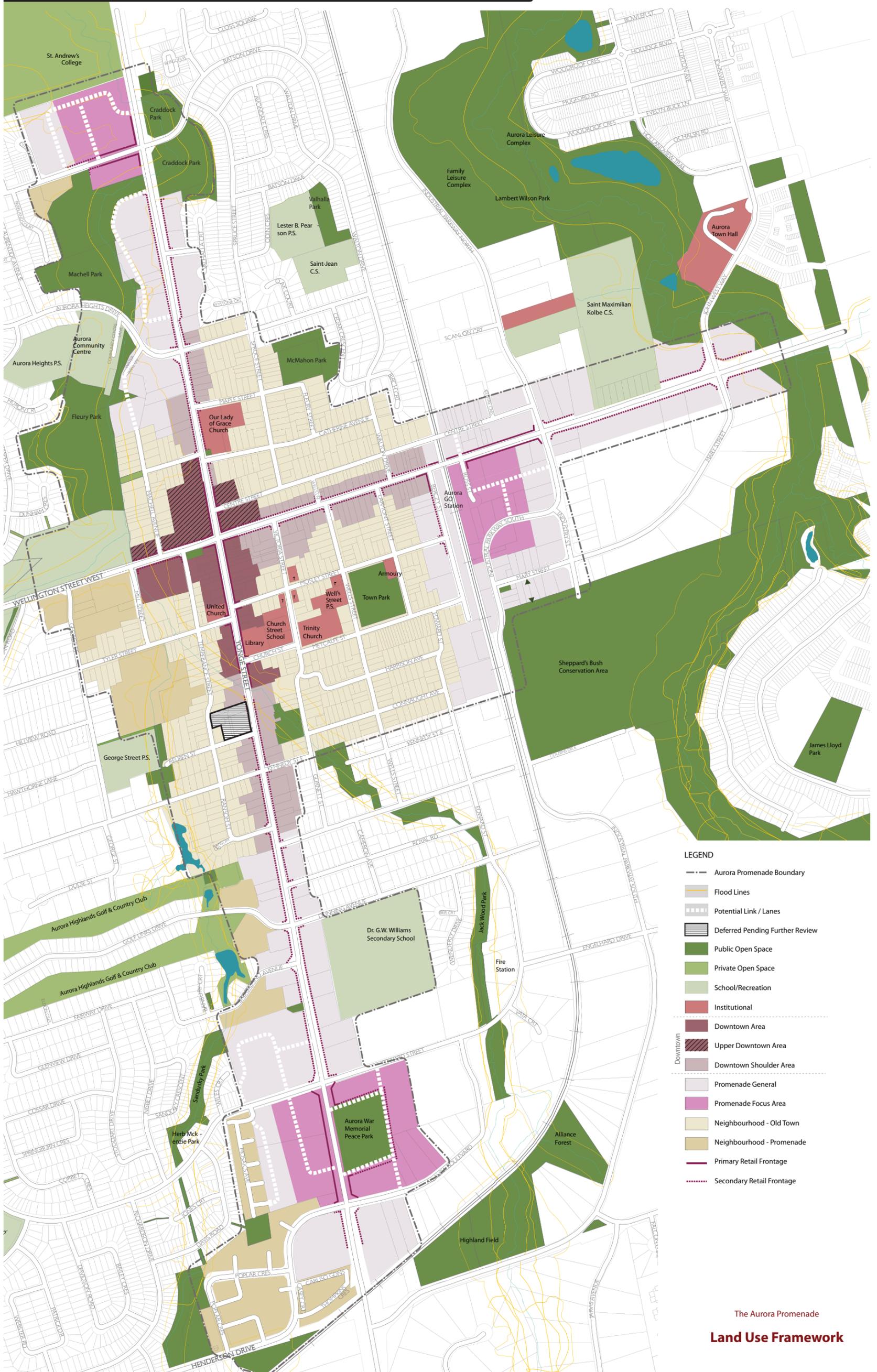


GUIDING FRAMEWORKS - LAND USE & BUILT FORM

What We Heard



Land Use Framework



- LEGEND**
- Aurora Promenade Boundary
 - Flood Lines
 - Potential Link / Lanes
 - ▨ Deferred Pending Further Review
 - Public Open Space
 - Private Open Space
 - School/Recreation
 - Institutional
 - Downtown Area
 - Upper Downtown Area
 - Downtown Shoulder Area
 - Promenade General
 - Promenade Focus Area
 - Neighbourhood - Old Town
 - Neighbourhood - Promenade
 - Primary Retail Frontage
 - ⋯ Secondary Retail Frontage

The Aurora Promenade
Land Use Framework

3.2.1 Downtown Area

The Downtown Area is the historic core and symbolic centre of the Town of Aurora. As the original settlement of the Town, it has a very distinct character and identity, in large part formed by the traditional 'main street' pattern of development. Specifically, low-rise buildings placed consistently at the street edge, continuous narrow shop fronts and office or residential uses located above. The area also includes a number of heritage properties, the historic foundry, and significant civic landmarks such as the United Church and the Aurora Public Library. Underutilized lands north of Wellington Street hold great potential to 'complete' and reinforce the Downtown experience with compatible pedestrian-oriented mixed-uses. The Downtown Area is envisioned to leverage its heritage assets and vibrant 'main street' experience to reinforce its function as the 'heart' of Aurora, primary community meeting point and tourist attraction.

The Historic Downtown, Upper Downtown and The Foundry areas are subject to Special Design Area design guidelines in Section 5 of this Strategy.

Key land use and built form objectives for the Downtown Area include:

- Protect and reinforce heritage 'main street' character and identity
- Infill and redevelopment sensitive to heritage resources and adjacent neighbourhoods
- Strengthening of the vibrant pedestrian-oriented retail environment with a focus on specialty shops and restaurants
- Encouraging entertainment and cultural venues to reinforce the area's attraction for residents and visitors
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment
- Introduction of more residential uses
- Introduction of rear lanes where possible
- Improving parking capacity through consolidated rear surface parking areas and/or in an integrated public parking facility

Additional direction for Secondary Plan Land Use designations are included in Section 5 - Implementation. A Summary Table of past and proposed land use policies have been provided as a reference in an Appendix following Section 5 - Implementation.



Land Use		<ul style="list-style-type: none"> • Mixed-use, retail, office, residential (not at-grade on Yonge or Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces • Retail required at-grade for frontages on Yonge and Wellington Streets • Restriction on size of retail to a maximum of 2,400 m² area. • Restriction on storefront frontage widths to a maximum of 15 metre retail frontages • Automotive-oriented uses and drive-thru's prohibited 		
		Current Official Plan Permission	Current Zoning Permission	Proposed
Height	Heights	<ul style="list-style-type: none"> • 5 Storeys 	<ul style="list-style-type: none"> • 5-storeys • 28 metres for Institutional uses 	<ul style="list-style-type: none"> • Min. 2-storeys • Max. 5-storeys subject to stepback at third storey
	Bonus	<ul style="list-style-type: none"> • Upper Downtown is 1-storey (subject to design guidelines to a maximum of 6-storeys) 		
Setbacks	Front	<ul style="list-style-type: none"> • 0.0m to 1.0m • 1.0m to 3.0m for corner and large sites (over 40.0m frontage) • Minimum 80% of the main front wall of the proposed building to be within the build-within zone 		
	Side	<ul style="list-style-type: none"> • 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 40.0m) • Minimum 60% of the exterior side wall of the proposed building to be within the build-within zone 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas) 		
Massing		<ul style="list-style-type: none"> • Street wall height of 2-storey minimum, 3-storey maximum • Minimum 3m from street wall, will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area • Exceptions for key Corners and Terminus Sites subject to Design Guidelines 		
Parking		<ul style="list-style-type: none"> • Rear or below-grade only • Public above-grade structures permitted subject to Design Guidelines 		

3.2.2 Downtown Shoulder Area

Historically, the Downtown Shoulder Area was comprised of residential uses surrounding the Downtown. Today, these areas continue to be predominantly residential in character, although the homes have been converted into a mix of uses, including retail and offices. Wellington Street east of Yonge Street to Berczy Street is a Shoulder area that has the most intact residential character, most of which is of heritage significance. On the other hand, the integrity of the Yonge Street Shoulder areas is less consistent with significant opportunities for sensitive infill. There are also pockets of converted homes to the southeast of Yonge and Wellington Streets, where over many years commercial uses have harmoniously encroached into the residential neighbourhood.

The residential character is a defining feature of the Downtown Shoulder areas that lends to their charm and appeal. These areas also serve as appropriate transition to the residential neighbourhoods of the Old Town, as well as a ‘threshold’ between the Historic Downtown and the future mixed-use areas to the north, south and east of The Aurora Promenade. Retaining the integrity of the Wellington Street ‘Village’ is an important objective of this Strategy, and the area is subject to Special Area design guidelines in Section 5.

Key land use and built form objectives for the Downtown Shoulder areas include:

- Protect and reinforce heritage ‘residential’ character and identity
- Infill and redevelopment sensitive to heritage resources and adjacent neighbourhoods
- Strengthening of pedestrian-oriented mixed-use environment with a focus on specialty shops, offices and restaurants
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment
- Introduction of rear lanes where possible



Land Use		<ul style="list-style-type: none"> • Mixed-use, retail, office, residential (not at grade on Yonge or Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces • Retail encouraged at-grade for frontages on Yonge and Wellington Streets • Maximum of 2,400m² retail area • Automotive-oriented uses and drive-thru's prohibited 		
Height	Heights	Current Official Plan Permission	Current Zoning By-law Permission	Proposed
	Bonus	N/A	<ul style="list-style-type: none"> • 3-7 storeys • 28 metres for Institutional uses 	<ul style="list-style-type: none"> • Minimum 2-storeys • Maximum 5- storeys (except on Wellington St. E. where the maximum height is 3-storeys).
Setbacks	Front	<ul style="list-style-type: none"> • 3.0m to 6.0m, minimum 1.0m from the front of heritage buildings on or adjacent to the property • Minimum 80% of the main front wall of the proposed building to be within the build-within zone 		
	Side	<ul style="list-style-type: none"> • Minimum of 0.78m to maximum of 3.0m • Minimum 60% of the exterior side wall of the proposed building to be within the build-within zone 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas) 		
Massing		<ul style="list-style-type: none"> • Street wall height of 2-storey minimum, 3-storey maximum • Minimum 3.0m from street wall, subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area • Exceptions for key Corners and Terminus Sites subject to Design Guidelines 		
Parking		<ul style="list-style-type: none"> • Rear or below-grade • Side yard parking permitted for house forms up to a maximum of 25% of the frontage 		

3.2.3 Promenade General Areas

The Promenade General Areas are comprised of predominantly automobile-oriented commercial retail plazas with some office uses. Generally, there is an undefined or generic character and identity with minimal to no significant heritage resources. The retail and commercial uses serve the broader community but with very minimal pedestrian activity. Yonge and Wellington Streets in these locations have broader right-of-ways relative to the Old Town. These areas are where the greatest transformation is anticipated over the long-term. The key objective is to transition these areas into vibrant, pedestrian-oriented, mixed-use environments, supported by transit and a high quality public realm. The Promenade General areas also present the greatest opportunity for introducing a critical mass of new residents to enhance the vitality of The Aurora Promenade and support local businesses and transit.

Key land use and built form objectives for the Promenade General areas include:

- Transformation into vibrant pedestrian-oriented mixed-use areas
- Ensuring transit supportive developments and uses around existing and planned transit stations
- Change will occur primarily through redevelopment that will see the introduction of higher densities in high-quality, mid-rise forms placed closer to the street, while providing for appropriate transitions to adjacent neighbourhoods
- Will continue to provide convenience retail and services in addition to restaurants, entertainment and cultural venues
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment
- Introduction of a variety of modest urban public spaces in the form of plazas, court yards and squares
- Introduction of new streets and rear lanes where possible
- Introduction of dedicated lanes for higher-order transit



Land Use		<ul style="list-style-type: none"> • Mixed-use, retail, office, residential (not at grade where fronting on Yonge and Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces • Retail encouraged at-grade for frontages on Yonge and Wellington Streets • Appropriate for a variety of retail formats integrated into pedestrian-oriented developments – larger formats directed to the rear or second level (For further guidance, please refer to the Urban Design Guidelines in Section 4) • Limits on automotive-oriented uses with drive-thru's prohibited 		
		Current Official Plan Permission	Current Zoning By-law Permission	Proposed
Height	Heights	<ul style="list-style-type: none"> • 5-7 storeys 	<ul style="list-style-type: none"> • 2-6 storeys • 28 metres for Institutional uses 	<ul style="list-style-type: none"> • Min. 2-storey • Max. 5-storey
	Bonus	<ul style="list-style-type: none"> • 1 storey (subject to design guidelines) and the following conditions: <ul style="list-style-type: none"> • Minimum frontage and depth of 40m • Meeting massing performance standards (angular planes, stepbacks, etc.) • Consistency with Design Guidelines • Providing a public benefit (heritage protection, public amenity, affordable artist spaces, etc.) • To a maximum height of 6-storeys • The Bonus does not apply to the lands on the east side of Yonge Street, north of Dunning Avenue 		
Setbacks	Front	<ul style="list-style-type: none"> • 2.0m to 4.0m • Minimum 80% of the main front wall of the proposed building to be within the build-within zone 		
	Side	<ul style="list-style-type: none"> • 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 4.0m) • Minimum 60% of the exterior side wall of the proposed building to be within the build-within zone 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas) 		
Massing		<ul style="list-style-type: none"> • Street wall height of 2-storey minimum, 4-storey maximum • Minimum 1.5m setback from street wall • Will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area • Exceptions for key Corners and Terminus Sites subject to Design Guidelines 		
Parking		<ul style="list-style-type: none"> • Rear or below-grade only 		

3.2.4 Promenade Focus Areas

Currently, Promenade Focus Areas generally share common characteristics with the Promenade General Areas but present exceptional opportunities afforded by their entryway locations, existing or planned transit infrastructure, and major community amenities/services.

The Wellington Street Entryway Focus Area is exceptional in that it is centred on the Aurora GO Station surrounded by surface parking and includes a mix of older and newer industrial uses, as well as some residential.

Both the St. Andrew's Entryway and Memorial Peace Square Entryway Focus Areas include some of the largest property consolidations in The Aurora Promenade.

These areas are comprised of predominantly automobile-oriented commercial retail plazas with some office uses. Generally, there is an undefined or generic character and identity with minimal to no significant heritage resources. The retail and commercial uses serve the broader community but with very minimal pedestrian activity. Yonge and Wellington Streets in these locations have broader right-of-ways relative to the Old Town. These areas are where the greatest transformation is anticipated over the long-term. The key objective is to transition these areas into vibrant, pedestrian-oriented, mixed-use environments, supported by transit and a high quality public realm. The Promenade Focus Areas also present the greatest opportunity for introducing a critical mass of new residents to enhance the vitality of The Aurora Promenade and support local businesses and transit.

Given the importance of coordinating development in these areas, these focus areas are subject to Special Area design guidelines in Section 5 of this Strategy.

Key land use and built form objectives for the Promenade General areas include:

- Transformation into vibrant pedestrian-oriented mixed-use areas
- Ensuring transit supportive developments and uses around existing and planned transit stations
- Change will occur primarily through redevelopment that will see the introduction of higher densities in high-quality, mid-rise forms placed closer to the street, while providing for appropriate transitions to adjacent neighbourhoods
- Will continue to provide convenience retail and services in addition to restaurants, entertainment and cultural venues
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment
- Introduction of a variety of modest urban public spaces in the form of plazas, court yards and squares
- Introduction of new streets and rear lanes where possible
- Introduction of dedicated lanes for higher-order transit

Land Use		<ul style="list-style-type: none"> • Mixed-use, retail, office, residential (not at grade where fronting on Yonge and Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces • Retail encouraged at-grade for frontages on Yonge and Wellington Streets • Appropriate for a variety of retail formats integrated into pedestrian-oriented developments – larger formats directed to the rear or second level (For further guidance, please refer to the Urban Design Guidelines in Section 4) • Limits on automotive-oriented uses with drive-thru's prohibited 		
		Current Official Plan Permission	Current Zoning By-law Permission	Proposed
Height	Heights	<ul style="list-style-type: none"> • 5-7 storeys 	<ul style="list-style-type: none"> • 2-6 storeys • 28 metres for Institutional uses 	<ul style="list-style-type: none"> • Min. 2-storey • Max. 5-storey
	Bonus	<ul style="list-style-type: none"> • 2 storeys (subject to design guidelines) and the following conditions: <ul style="list-style-type: none"> • Minimum frontage and depth of 40m • Meeting massing performance standards (angular planes, setbacks, etc.) • Consistency with Design Guidelines • Providing a public benefit (heritage protection, public amenity, affordable artist spaces, etc.) • To a maximum height of 7-storeys 		
Setbacks	Front	<ul style="list-style-type: none"> • 2.0m to 4.0m • Minimum 80% of the main front wall of the proposed building to be within the build-within zone 		
	Side	<ul style="list-style-type: none"> • 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 4.0m) • Minimum 60% of the exterior side wall of the proposed building to be within the build-within zone 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas) 		
Massing		<ul style="list-style-type: none"> • Street wall height of 2-storey minimum, 4-storey maximum • Minimum 1.5m setback from street wall • Will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area • Exceptions for key Corners and Terminus Sites subject to Design Guidelines 		
Parking		<ul style="list-style-type: none"> • Rear or below-grade only 		



3.2.5 Neighbourhood: Old Town

Neighbourhoods in the Old Town primarily consist of the historic residential areas surrounding the Downtown. These are Aurora's oldest and most treasured neighbourhoods, where the heritage character, architectural variety, prominent porches, and mature tree-lined streets all lend to their distinction, charm and appeal. Low-rise, house forms of varying setbacks generally characterize these areas with car parking located either to the side or rear, accessed by a side driveway. Not uncommon for heritage neighbourhoods near downtowns, is the harmonious inclusion of a variety of housing types and other uses such as professional offices, small shops and eating establishments located within a house structure. Along with churches and schools, all of these uses and characteristics are integral to the Old Town Neighbourhoods that ought to be protected and reinforced.

Although this Urban Design Strategy does not intend for significant change in these areas, modest infill and redevelopment within the Neighbourhood Areas will occur. Ensuring the stability of these areas and retention of their respective built characteristics should be a fundamental objective when any alterations or developments are proposed.

A key recommendation of this Strategy is for the preparation of infill and architectural guidelines that will provide a necessary resource for applicants when preparing plans and for the Town in assessing applications. At a minimum, these guidelines should provide a detailed assessment of historic and existing conditions, an inventory of architectural styles, and standards for the placement, scale and design of new buildings or additions. Guidance should also include colour, material, roof, detailing and landscaping palettes. To ensure the protection of existing heritage resources and sympathetic infill, a heritage conservation district for those areas of the Neighbourhood Old Town outside of the Northeast Old Aurora Heritage Conservation District may be warranted.

Key land use and built form objectives for Old Town Neighbourhoods include:

- Protect and reinforce heritage 'residential' character and identity
- Infill, additions and redevelopment sensitive to heritage resources and to be in keeping with the existing residential character
- Specialty retail and professional offices should continue to be permitted combined with a residence and without alteration to the residential character
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment

Land Use		<ul style="list-style-type: none"> • Residential in house forms such as detached, semi-detached and row houses • Institutional/public, open spaces • Professional offices and speciality retail combined with residential uses and occupying no more than 50% of the floor space may be located in certain areas such as the Cultural Precinct 		
		Current Official Plan Permission	Current Zoning By-law Permission	Proposed
Height	Heights	<ul style="list-style-type: none"> • Generally 3-4 storeys but up to 7-storeys 	<ul style="list-style-type: none"> • Up to 7 storeys 	<ul style="list-style-type: none"> • Minimum 1-storey • Maximum 3-storeys
	Bonus			
Setbacks	Front	<ul style="list-style-type: none"> • 3.0m to 6.0m, minimum 1.0 metre from the front of heritage buildings on or adjacent to the property 		
	Side	<ul style="list-style-type: none"> • Minimum 0.75m, maximum 3.0m 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m 		
Massing		<ul style="list-style-type: none"> • Front porches • Sloped roofs • Garages permitted at the side or rear accessed by a side drive, front yard garages situated in front of the main front building wall are not permitted 		
Parking		<ul style="list-style-type: none"> • Side or rear only • Side yard parking not to occupy more than 25% of the frontage 		

3.2.6 Neighbourhood: Promenade

There are pockets of existing and proposed residential areas within the Aurora Promenade that are not historic in character and are comprised of a variety of higher density housing types such as apartments and row houses. This variety and alternative to typical single-family homes is a vital aspect to the objective for creating ‘complete’ and ‘life-long’ neighbourhoods within the Aurora Promenade. The higher densities are also more appropriate given their proximity to transit and mixed-uses, and often they serve as buffers and transitions between the higher intensities and adjacent low-density neighbourhoods.

Most of the Promenade Neighbourhoods are built out with the exception of ‘The Tannery’ site and the lands on the west and south side of Berczy Street. Both these locations currently contain aging industrial uses and would be appropriate as sensitively designed higher density residential areas, if ever redeveloped. Accordingly they are subject to Special Area design guidelines in Section 5 of this Strategy.

Key land use and built form objectives for Promenade Neighbourhoods include:

- Maintain and promote the enhancement of existing residential developments
- Sensitive infill may be considered on existing ‘tower-in-park’ developments where generous setbacks may be better utilized for better transitioning and integrating these antiquated forms into the surrounding urban fabric
- New Promenade Neighbourhood developments should be design to be street-oriented and provide adequate transitions to adjacent residential areas.
- Enhancement of the public realm with a focus on creating an inviting pedestrian environment

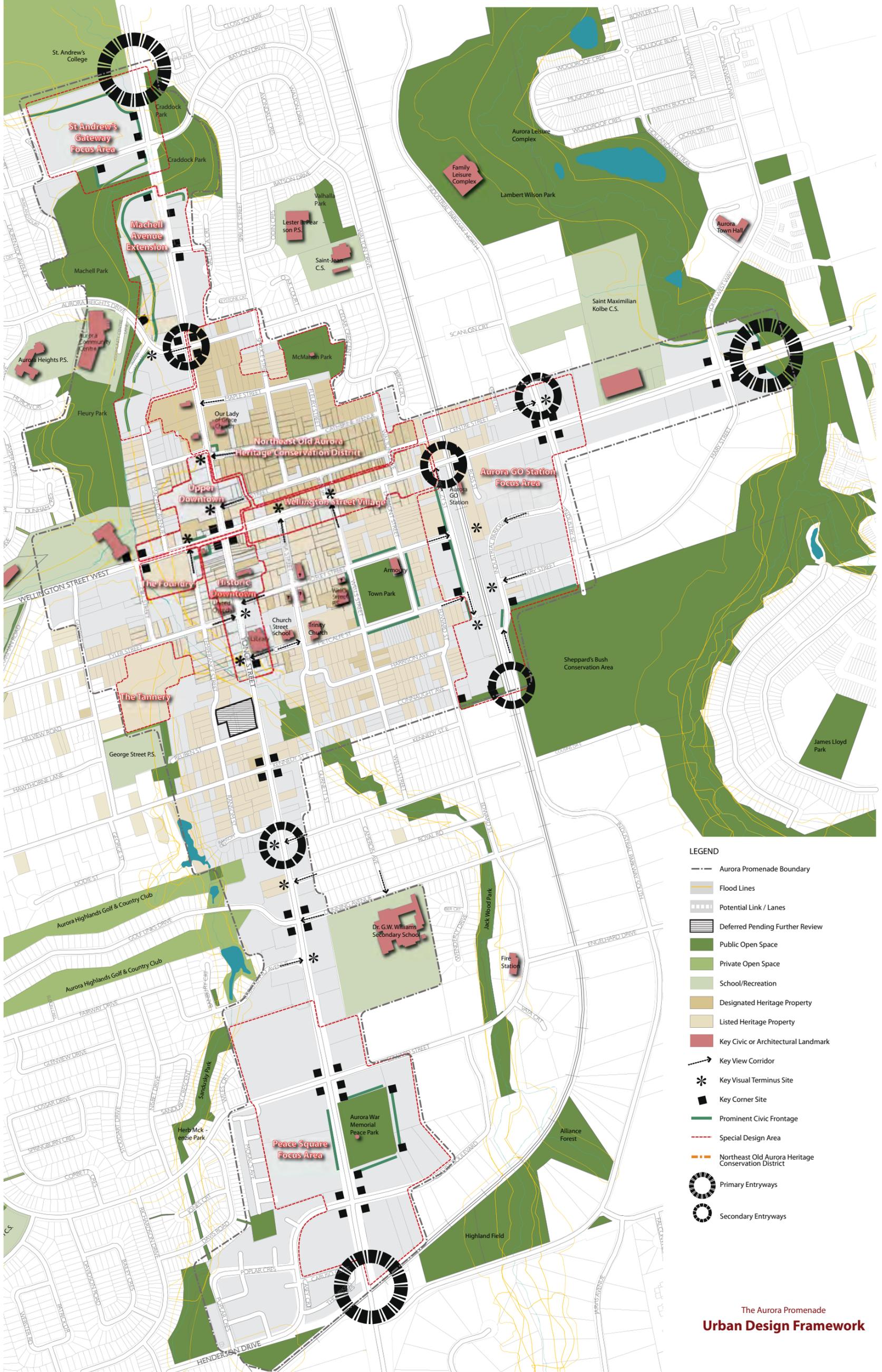
Land Use		<ul style="list-style-type: none"> • Residential in higher density forms such as row houses, stacked townhouse, and low-rise apartments • Institutional/public, open spaces • Convenience retail such as a corner store 		
		Current Official Plan Permission	Current Zoning By-law Permission	Proposed
Height	Heights	<ul style="list-style-type: none"> • 7-storeys 	<ul style="list-style-type: none"> • 5-7 storeys 	<ul style="list-style-type: none"> • Minimum 2-storey • Maximum 5-storeys
	Bonus			
Setbacks	Front	<ul style="list-style-type: none"> • 1.5 to 3.0m 		
	Side	<ul style="list-style-type: none"> • 0.0 for row houses, minimum 3.0m where interior facing windows 		
	Rear	<ul style="list-style-type: none"> • Minimum 7.5m 		
Massing		<ul style="list-style-type: none"> • Row houses and stacked townhouses: front porches are encouraged and front yard garages that sit proud of the main front building wall are not permitted • Apartments: <ul style="list-style-type: none"> • Street Wall – 2-storey minimum, 4-storey maximum • Above-grade setbacks – minimum 1.5m from street wall • Subject to 45-degree angular plane originating from the nearest property line within a low-rise residential area • Exceptions for key Corners and Terminus Sites subject to the Design Guidelines 		
Parking		<ul style="list-style-type: none"> • Row houses and stacked townhouses: Below grade or rear accessed by a lane. Front yard garages are not to occupy more than 50% of the frontage and must setback from the main front building wall • Apartments: Rear or below grade 		

Section



GUIDING FRAMEWORKS - LAND USE & BUILT FORM

Urban Design Framework



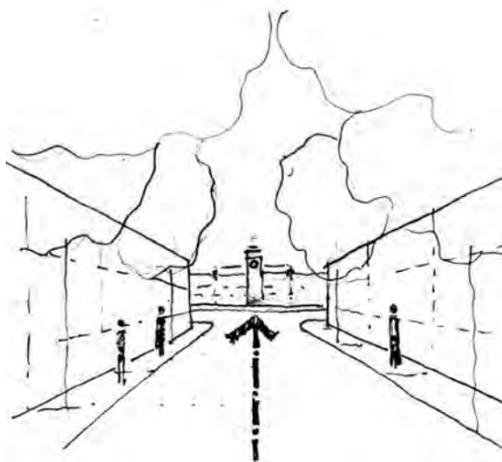
- LEGEND**
- Aurora Promenade Boundary
 - Flood Lines
 - Potential Link / Lanes
 - Deferred Pending Further Review
 - Public Open Space
 - Private Open Space
 - School/Recreation
 - Designated Heritage Property
 - Listed Heritage Property
 - Key Civic or Architectural Landmark
 - Key View Corridor
 - Key Visual Terminus Site
 - Key Corner Site
 - Prominent Civic Frontage
 - Special Design Area
 - Northeast Old Aurora Heritage Conservation District
 - Primary Entryways
 - Secondary Entryways

The Aurora Promenade
Urban Design Framework

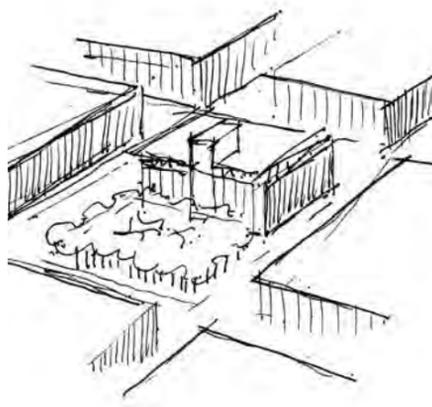
3.3 URBAN DESIGN

The Urban Design Framework ensures that the existing distinct qualities and assets of The Aurora Promenade as well as the potential civic design opportunities are protected, enhanced and reinforced. It is the combination of heritage, landmark and prominently sited well-designed buildings, as well as special design character areas, which will distinguish The Aurora Promenade and lend to its 'sense of place.'

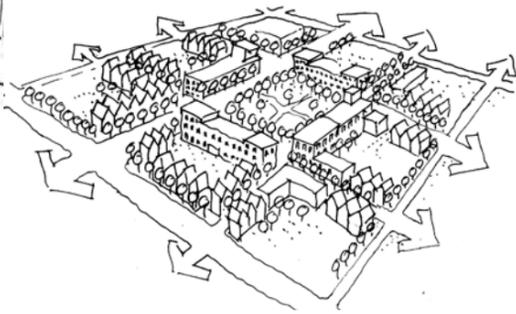
The Aurora Promenade is comprised of areas that are established and stable; dynamic and changing; and, areas that are underutilized and in need of revitalization. Much of the new development will not occur uniformly in scale, character or stages over time. The Urban Design Framework aims to provide predictability with respect to important characteristics that development ought to consider depending on location, adjacencies, distinct areas and/ or streets and desired land uses.



Views



Landmarks



Complete Neighbourhoods

What We Heard



3.3.1 Heritage

The Aurora Promenade has a rich and storied history that is reflected in the historic buildings showcasing the original settlement of the Town. These built heritage resources lend to the area's charm and helps define The Aurora Promenade's distinct character. Every possible effort should be made to retain and restore the heritage resources that still exist as they hold great symbolic importance to the entire Town and they lend to the novelty and distinction of the Old Town in The Aurora Promenade.

Designated Heritage Properties – are existing properties that are designated under the Ontario Heritage Act, which should be protected to the greatest extent possible and where abutting developments ought to provide appropriate transitions in scale and complementary design and material quality.

Listed Heritage Properties – are existing properties that have been listed by the Town of Aurora, for which development and building applications are subject to review by heritage planners with the Planning Department. Listing requires the owner to provide a 60-day notice of their intention to demolish a property. When listed properties are considered for intervention, or development is proposed adjacent to the property, a heritage impact assessment should be required to determine, what if any, aspects should be respected and/ or protected through designation.

Heritage Conservation District (HDC) – are contiguous areas with concentrations of designated, listed or potential heritage resources where interventions or new developments should be sensitive in scale, design and/ or material quality to ensure the defining heritage characteristics of the context remains visibly prominent.

In addition to the Northeast Old Aurora Heritage Conservation District, the remaining neighbourhoods that comprise the Old Town area should be considered for similar studies.

Where development is proposed on or adjacent to a designated heritage property, the following standards are recommended:

- To determine aspects to protect and mitigation measures, a heritage impact study should be a requirement of any proposal on or adjacent to heritage properties. A heritage expert will undertake an assessment to ensure mitigating measures are considered.

- Where an entire structure is designated, it should be retained and restored.
- Where a façade is designated, the base building height should be consistent with the height of the façade to ensure a seamless integration.
- Additions or adjacent developments should be sympathetic and subordinate to the heritage resource to maintain its visual prominence.
- Taller elements of a proposed development should visibly step down in height to adjacent designated heritage properties.
- Heritage properties should not be subject to any parking standard.
- Development may be subject to the design guidance provided for special design areas.



Church Street School, 1885



Hillary House remains one of the best and most complete examples of Picturesque Gothic known to exist in Ontario.

3.3.2 Key Civic & Architectural Landmarks

The Aurora Promenade is fortunate to have a number of significant public and civic landmarks including schools and places of worship, all of which introduce variety to the streetscape, enhance orientation, strengthen identity and lend to the diversity of uses and people in the area. These buildings should continue to exist into the future and every effort possible should be made to physically enhance their landmark qualities through restoration, façade improvements and complementary landscaping.

Where additions or external alterations of heritage significance is proposed, the design should be sympathetic and subordinate to the heritage aspects of the buildings while clearly distinguishing between that which is new and old. This can be achieved through the types of materials and scale of the proposed addition and/or alteration. To enhance their contribution to the vibrancy and character of The Aurora Promenade, publicly accessible and visible areas such as surface parking and landscaped setbacks should be designed to contribute positively to the streetscape and where possible should accommodate a multiplicity of purposes.



The Wells Street School (Top) and the War Memorial (above) are two significant landmarks that are located within The Aurora Promenade.

3.3.3 Key View Corridors & Terminus Sites

The Aurora Promenade has a unique pattern of development where a slight shift in the grid occurs on either side of Yonge and Wellington Streets. This shift in the grid creates a number of opportunities where streets terminate at Yonge Street and Wellington Street, providing opportunities to create a landmark treatment at the terminus to these ends of street conditions. Key terminus sites are those that are strategically located at the end of view corridors. The design of buildings on key terminus sites is subject to the following standards:

- Existing landmarks at terminus sites should be protected.
- To enhance the visual distinction and landmark quality of new buildings on key terminus sites, modest exceptions should be permitted to encourage massing and designs that accentuate the visual prominence of the site.
- Unique architectural treatments are strongly encouraged and can include vertical slender elements such as drums, spires and turrets.
- New developments on Key Terminus Sites should align design features to the view axis which, in addition to tall elements, can include aligned entries or portico openings.
- As new developments on terminus sites are highly visible, the highest possible standards in the design and material quality should extend to all aspects of the building within the view corridor.
- These sites do not necessarily warrant additional building height to make a visible impact, as they are already afforded with visibility that is free of interference.



The United Church (Top) and the Trinity Church (Above) are two existing landmarks at the ends of view termini that should be protected.



3.3.4 Key Corner Sites

The Town of Aurora already pays special attention to the design of key corner sites, as evidenced by the Public Library at the corner of Yonge Street and Church Street. Key corner sites correspond to prominent landmark sites located at key intersections and entryways. Articulating key corners through the massing and architectural design of buildings can enhance the civic quality and image of the area and serves to orient visitors. To enhance the visual prominence of corners, the design of buildings on these sites are subject to the following standards:

- To enhance the distinction and landmark quality of new buildings on corner sites, a 1.5 metre encroachment into the step back above the building base should be permitted at the corner of the building for up to 5.0 metres of frontage on either street face.
- An exception to the maximum height of no greater than 3.0 metres should be permitted for the corner massing treatment.
- Distinctive architectural elements are encouraged and can include slender elements such as drums, spires and turrets.
- New developments on key corner sites should orient to both street frontages with respect to storefronts and entries.



New buildings at prominent corner locations should include unique corner treatments.

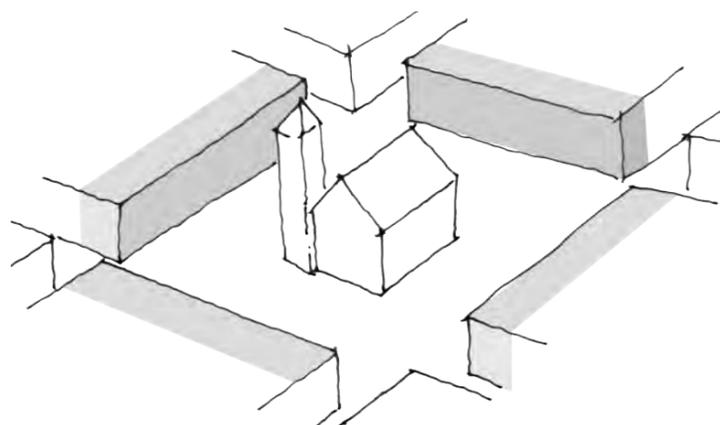
3.3.5 Prominent Civic Frontage

With a number of significant parks and open spaces in The Aurora Promenade, consideration for buildings of the highest quality should be made, and they should provide design continuity because they front onto these important public spaces and are highly visible. As such, new developments should comply with the following standards:

- Because of their visibility and role in framing public spaces, Prominent Civic Frontages have an obligation in ensuring the highest possible design and material quality to all extents of the building fronting the public space.
- Civic presence can be enhanced through distinctive architectural treatments such as belvederes, porticos, colonnades or archways.
- A high level of transparency and active at-grade uses such as retail, restaurants and cafés should be encouraged.
- As much as possible, continuity in street wall scale and character should be encouraged between adjacent buildings that collectively frame the open space.



Prominent civic frontage treatment at park edge



3.3.6 Special Design Areas

Within The Aurora Promenade there are areas of unique character or potential that require or would benefit from additional design direction. These areas include:

- Historic Downtown
- The Foundry
- Aurora GO Station Focus Area
- Upper Downtown
- The Tannery
- St. Andrew's Entryway Focus Area
- Wellington Street Village
- Peace Square Focus Area
- Machell Avenue Extension

Development in these Special Design Areas are subject to design guidelines and further guidance has been provided for in section 4 of this Strategy.



DINING ROOM

FAMILY ROOM

KITCHEN

R27 INSUL. MIN
6 MIL V.B. OR
WARM SIDE IN
FLOOR ASSEMBLY

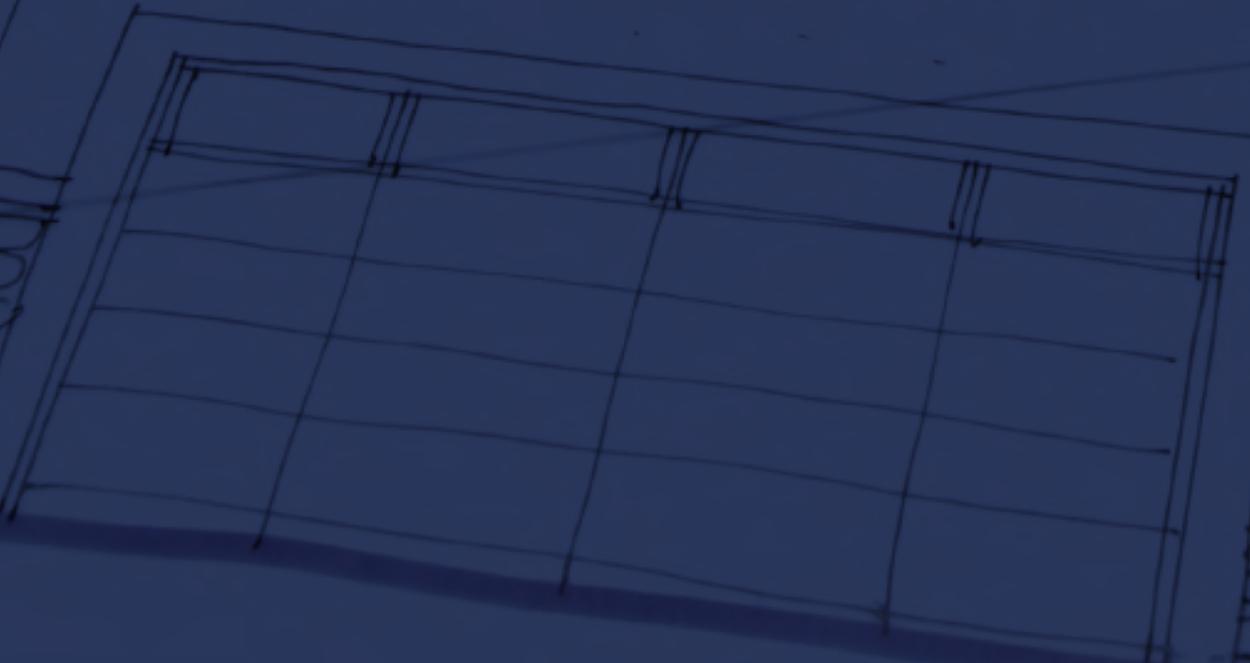
NEW STAIRS
MAX. RISE = 8"
MIN. RISE = 7"
MAX. TREAD = 11"
MIN. TREAD ROOM = 9"
MAX. NOSING = 1" @ 90°

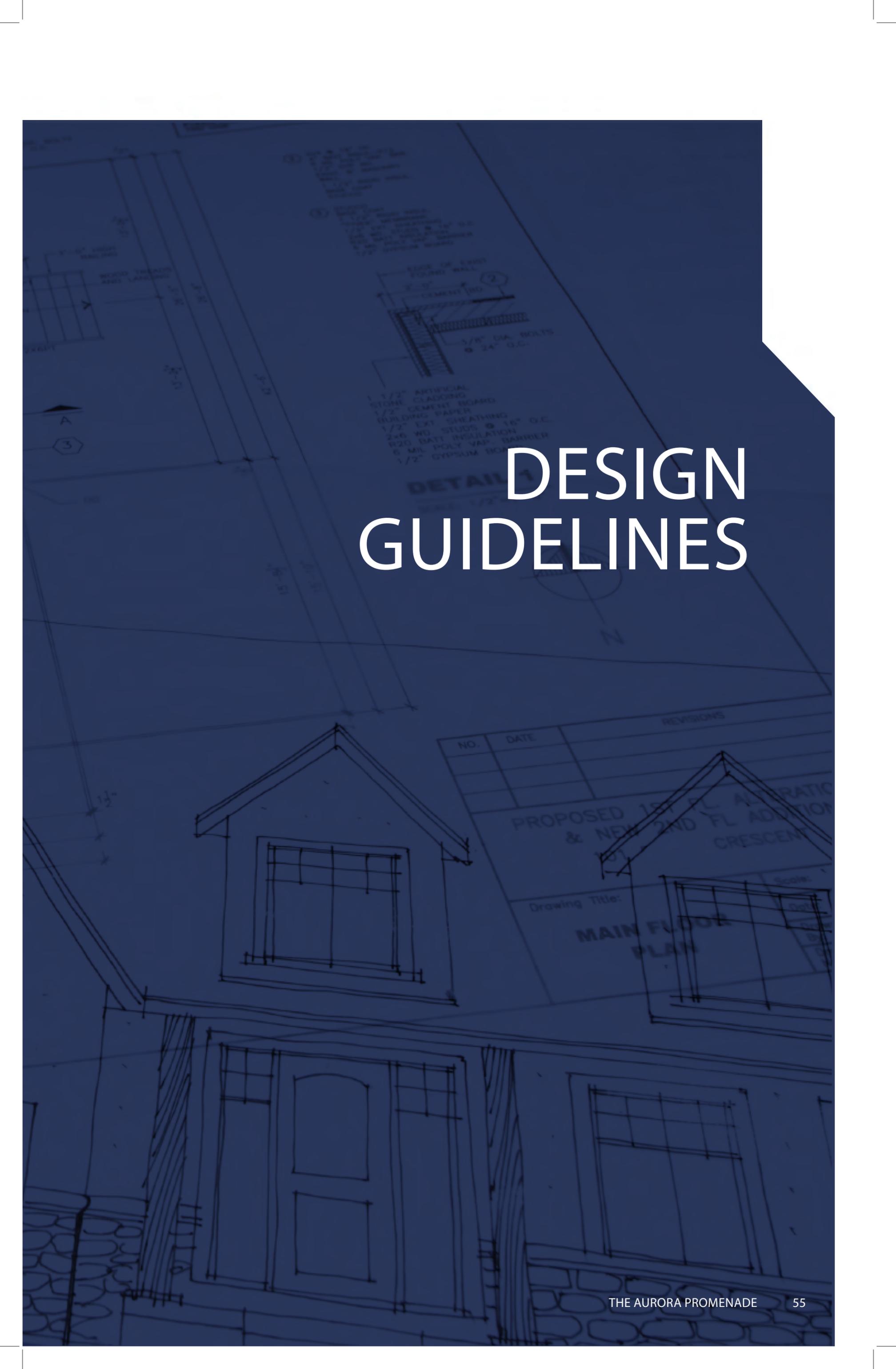
10" DIA. TUBE
6-1/2" DIA. VENT
1/2" DIA. TIE @ 8" O/C
1/2" DIA. CHASE @ 8" O/C

STUCCO
GEN. PL.
ABOVE GAR.

FIRST FL.

AV. GRADE





DESIGN GUIDELINES



4.1 DESIGN GUIDELINES

The purpose of these Design Guidelines is to provide the appropriate design guidance for new development in The Aurora Promenade. These guidelines are informed by and reinforce the objectives of the Guiding Frameworks that are in keeping with the community's desired vision for The Aurora Promenade.

While these guidelines are meant to provide design standards and benchmarks for development, they are also meant to provide flexibility within certain parameters, to encourage distinction, variety and creative architectural and design responses. The following Design Guidelines have been informed by best practices and tailored to the unique Aurora context. They include guiding for:

- Building Expression
- Angular Planes
- Grade Level Design
- Large Format Retail
- Weather Protection
- Surface Parking Areas
- Loading & Servicing Areas
- Landscaping
- Building Orientation and Placement
- Corner Sites and Terminus Treatments
- Small Format Retail
- Commercial Signage
- Sidewalk Cafes
- Above Grade Parking Facilities
- Architectural & Material Quality
- Sustainable Design

The Design Guidelines seek to provide a reasonable degree of predictability by establishing a common understanding of design criteria and development standards among developers, neighbours and the Town early in the design and planning of new developments.

How to Use the Guidelines

These Design Guidelines should be read in conjunction with the rest of The Aurora Promenade Urban Design Strategy. These Guidelines are intended to clarify the urban design objectives of this Strategy.

What We Heard



BUILDING EXPRESSION

Buildings should be designed to consist of three distinct parts that combine to make an integrated whole.

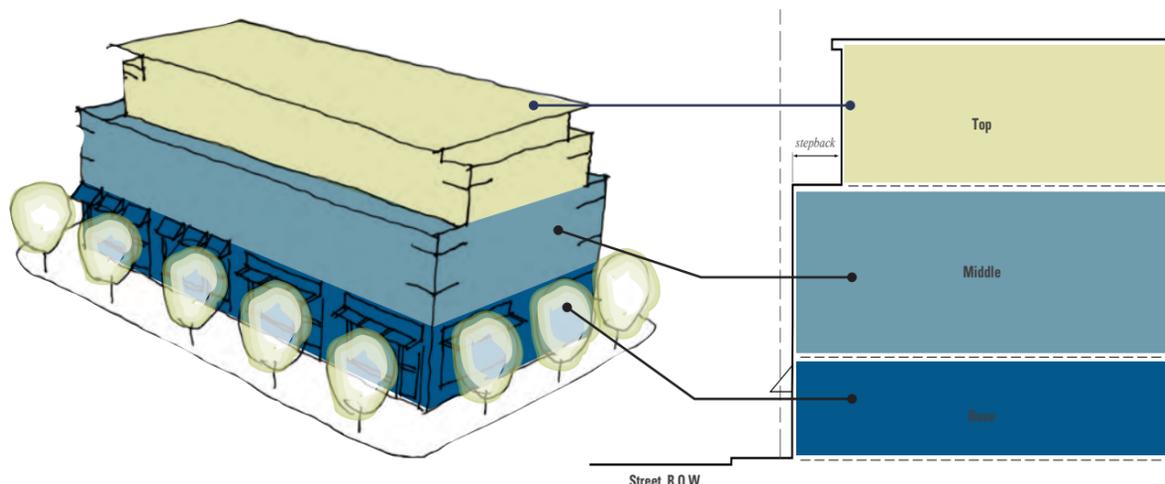
To encourage continuity in the streetscape and to ensure horizontal 'breaks' in the façade, buildings should be designed to reinforce the following key elements through the use of step backs, detailing:

- **Base** – Within the first three storeys a base should be clearly defined that positively contributes to the quality of the pedestrian environment in the level of animation, transparency, articulation and material quality. The Base should complement adjacent buildings, street, parks and open spaces.
- **Middle** – The middle or body of the building should contribute to the physical and visual quality of the overall streetscape. The design of the middle or body should consider the appropriate dimensions that are appropriately suited for its location and orientation on its site and in relationship to the base building.
- **Top** – The roof condition, expressed as an upper storey or roof feature should be designed to contribute to the visual quality of the streetscape. Rooftop mechanical systems should be integrated into their design wherever possible.

Buildings should seek to contribute to the mix and variety of high quality architecture. The articulation of building mass through vertical and horizontal recesses or projections, datum lines, and changes in materials, texture or colour should be encouraged.



Examples of buildings with clearly articulated base, middle and top components



ORIENTATION AND PLACEMENT

The orientation and placement of buildings along the street help to clearly define the public realm and enhance the pedestrian environment by providing visual animation and a sense of enclosure. Aurora's traditional urban pattern is of buildings aligned parallel with the street. Key guidelines for the orientation and placement of buildings are as follows:

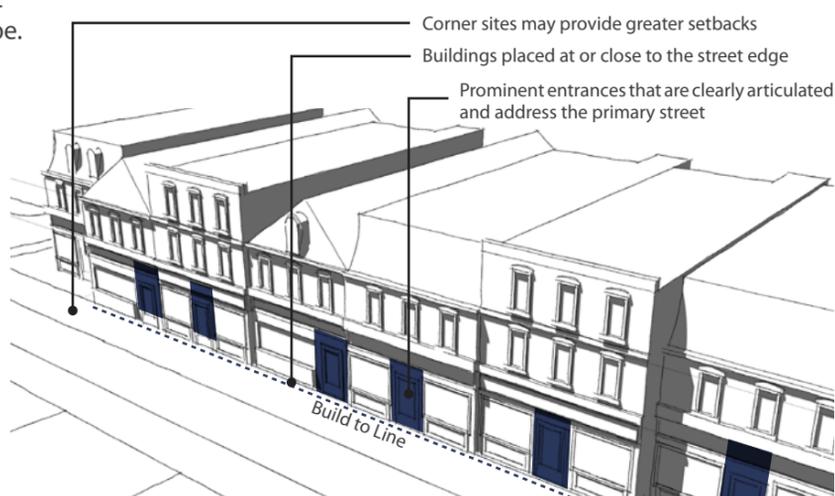
- All buildings should orient to and address the street with clearly defined entry points that directly access the sidewalk.
- Buildings should be placed at or close to the street edge.
- Development of an entire block or at corner sites may provide greater setbacks to widen sidewalks without compromising the visual continuity of the streetscape.
- Entrances to buildings should address the primary street and should be clearly articulated and expressed.



Building oriented to the street and placed at a consistent build-to-line



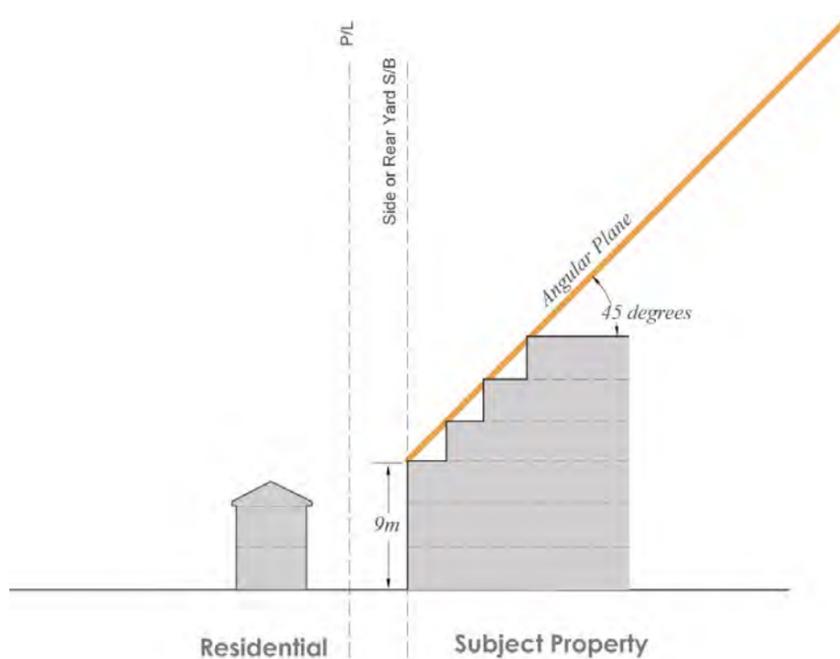
Buildings oriented to the street with clearly defined entrances



Angular Planes

Angular planes apply to all new development in the Downtown, Upper Downtown, Downtown Shoulder, Promenade General, and Promenade Focus Areas. The use of angular planes are recommended in conjunction with height and massing controls. Angular planes are commonly used to define appropriate transitions to adjacent low-rise areas. Specifically, the angular plane is intended to define the extents of the development envelope to guide above-grade building step backs. New developments that are subject to the angular plane guidelines should be massed with good form within these envelopes.

The massing of the development including the Base Building will be subject to 45-degree angular plane originating from 9m above the setback to the nearest low-rise residential property line within an adjacent residential area.



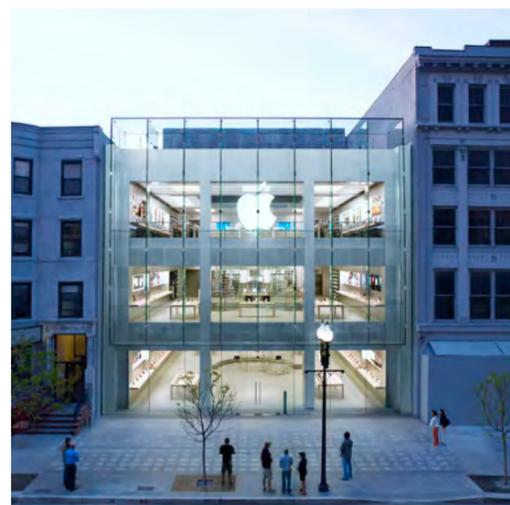
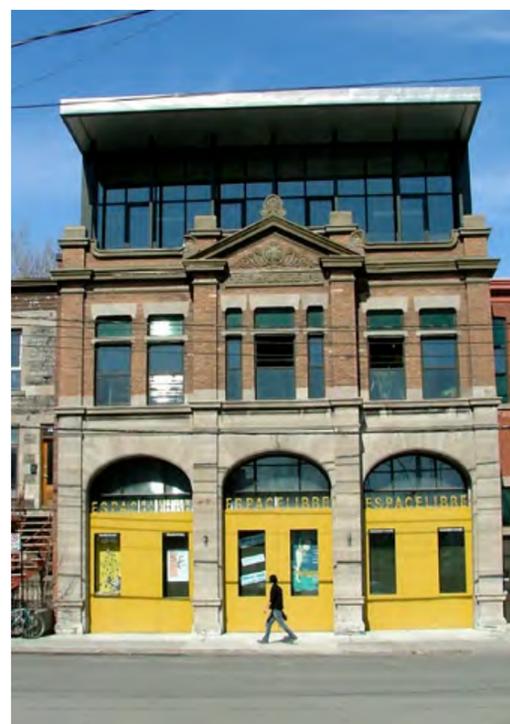
Angular Plane Diagram

HERITAGE INTEGRATION

Aurora has a deep-rooted history that has shaped the Town we see and experience today. The Aurora Promenade Urban Design Strategy encourages new development to respect and enhance the existing heritage character by encouraging the design of new buildings to be sensitive and complementary. These Design Guidelines help ensure new buildings contribute rather than detract from the distinct character of heritage significant properties. These guidelines apply to development proposed in The Aurora Promenade adjacent to a designated, listed or identified heritage property. Key guidelines for integration with adjacent heritage buildings are as follows:

General Guidelines:

- New development proposed in The Aurora Promenade adjacent to an identified, listed or designated heritage property or identified landmark buildings should have a design that is sensitive and complementary.
- Where a building is being designed to reflect a historic architectural style, it should be consistent and true to all aspects of that era. It should appear to be architecturally authentic (e.g., Victorian or Edwardian).
- New buildings should consider and respect the scale, material and massing of adjacent heritage significant buildings.
- Setbacks of new buildings will be permitted in certain conditions where such placement will enhance the prominence of the adjacent heritage building, and provide an opportunity to create a benefit to a business (for example, a restaurant seating area).



Clockwise from top: Addition to a heritage resource that respects the existing character; New buildings should consider and respect the scale of adjacent heritage significant buildings; New buildings should respect the architectural rhythms of existing heritage significant buildings while using materials that avoid mimicry



CORNER SITES & TERMINUS TREATMENT

Corner buildings have a greater visual prominence given that they front onto two streets and frame intersections. Corner buildings also potentially provide more than one entrance to different parts of a building and therefore provide special opportunities for the design and uses they contain.

Similar to corner sites, buildings sited at the ends of streets that terminate a view are visually prominent. Buildings that terminate the views down a street are significant in the role they play orienting visitors to a place. Historically, landmark and key buildings such as churches were placed at these prominent locations.

Key corner and terminus treatment sites are identified in Section 3. All corner and terminus sites warrant special consideration. Guidelines include:

General Guidelines:

- To enhance the distinction and landmark quality of new buildings on corner or visual terminus sites, modest exceptions to stepbacks and height restrictions could be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural elements can include tall slender elements such as spires and turrets.

Corner Sites:

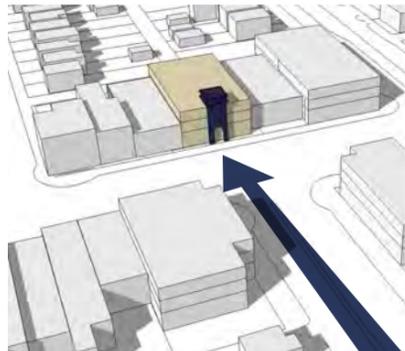
- Uses should address both street frontages through entries or glazing.
- Special attention should be made to the quality of the design and materials used to recognize the importance of new buildings on corner sites.

Terminus Sites:

- New development on terminus sites should align design features to the view axis which, in addition to tall architectural elements, can include aligned entries or portico openings.
- Most of the Old Town is built on a grid network of streets. Anywhere that a street terminates at a building is a unique condition and special attention should be made to the design quality and materials used to recognize this distinction.



Buildings on corner sites should address both frontages and include distinctive architectural elements



Buildings on terminus sites should align design features to the view axis

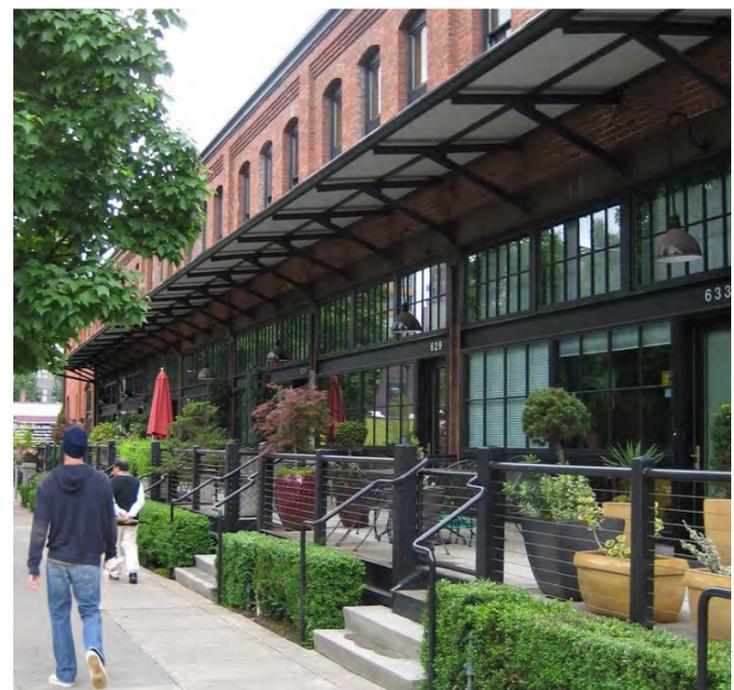


Example of buildings on corner sites that address both frontages

GRADE LEVEL DESIGN

How the first three storeys of a building meets the street plays the important role in how people will experience The Aurora Promenade. Floor height on the first floor of buildings is equally as important as the uses that occupy them. Ensuring adequate grade level heights on the first floor will ensure the appropriate level of transparency, resulting in a heightened level of animation along the street. For commercial uses, in addition to animating the street through an adequate level of transparency, ensuring adequate grade level heights is also important for ensuring commercial uses have a visible presence on the street. Key guidelines for grade level design of commercial and residential uses are as follows:

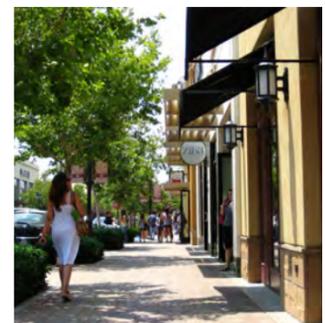
- Grade level heights of no less than 4.5 metres for commercial and 4.0 metres for residential uses. Ensuring a minimum grade level height of 4.5 metres builds in adaptability by ensuring the commercial spaces can remain flexible as the area matures and evolves and business needs change.
- At-grade retail uses should be consistent with the design guidelines for small and large format retail.
- Where residential at-grade uses are appropriate, they should include units that directly access the sidewalk with appropriate privacy measures such as porches, setbacks and landscaping.



At-grade residential uses that have entries onto the street



Residential uses that have entries onto the street



Active retail uses at-grade are encouraged

STOREFRONTS

Well proportioned and designed storefronts can contribute positively to the pedestrian environment by providing animation and visual interest at the sidewalk. Key guidelines for storefronts are as follows:

- Storefronts should generally have a frontage in the range of 4.5 to 7.5 metres, but not greater than 15 metres to reflect the existing character and context.
- Where storefronts are greater than 7.5 metres, they should articulate narrow storefronts in the design of the façade.
- Storefronts should have a high level of transparency, with a minimum of 75% glazing to maximize visual animation.
- Clear glass should be used for wall openings (e.g., windows and doors) along the street-level façade, dark tinted, reflective or opaque glazing should be discouraged for storefronts.
- An identifiable gap or breaks could be provided between the street-level uses and the upper floors of a building. This break or gap may consist of a change in material, change in fenestration, or architectural detailing such as lintles or cornices. The identifiable gap or break can emphasize the storefront while adding visual interest and variety to the streetscape.
- Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances are strongly discouraged.
- Weather protection from inclement weather that is consistent with the weather protection guidelines.
- Storefront signage should add diversity and interest to the street and not overwhelm either the storefront or the streetscape and should be consistent with the Commercial Signage Guidelines.



to left: An example of small format retail.

Above: Large format retail integrated into mixed-use developments.

Right: Large format located on the upper storeys, lined with smaller active uses on the ground floor.

Far Right: Large format located on the upper storeys, lined with smaller active uses on the ground floor.



LARGE FORMAT RETAIL

Large format retail is a term applied to large floor plate, retail buildings that locate on larger sites. Large format retail is also commonly referred to as "Big-Box" stores.

Some larger format retail already exists within The Aurora Promenade, primarily at the North and South Yonge Street Promenades. These guidelines are meant to provide guidance for the siting, orientation and design where future large format retail is proposed and/or where existing large format retail is expanded. These guidelines assist in creating a more welcoming environment for pedestrians. Key guidelines for large format retail are as follows:

- Buildings should be placed close to the street with windows and doors to make the street-level façade highly transparent.
- Active uses such as restaurants, specialty in-store boutiques, food concessions and waiting areas should be located at-grade.
- Building façades should be designed with multiple uses so that each use is defined separately through individual signage, individual entrances and individual canopies. Where storefronts are greater than 7.5 metres, narrow storefronts should be articulated in the design of the façade to visually break up the massing of large buildings.
- Wherever possible, larger store frontages should be integrated with the prevailing rhythm and scale of existing frontages along streets. Wrapping the larger retail unit with smaller retail units will help achieve this. The larger retail unit may be located on the second floor with an entrance at grade level to ensure the rhythm and continuity of the streetscape is maintained with smaller, active storefronts at grade level.
- Provide active, transparent and articulated street edges. Blank walls fronting public areas is prohibited.
- Design treatments to the form, colour or texture of the buildings should be incorporated to add variety, moderate their large scale and to provide visual interest from varying distances. Interest can also be added through roof forms as well as façades, and parapets can be used to conceal service equipment.
- Design an internal circulation pattern that allows for the logical movement throughout the site that will accommodate, and not preclude, intensification over time. The internal circulation pattern should be integrated with the surrounding area by providing direct connections to surrounding streets.
- Parking areas should be located below grade, to the side or rear of buildings.
- Site circulation should be designed to minimize conflicts between pedestrians and vehicles by orienting vehicular parking spaces in such a way as to minimize the number of traffic aisles that pedestrians must cross. Pedestrian access points should be located at prominent and convenient locations.



Commercial Signage

Commercial signage is essential for creating a strong identity for both businesses and the area in which they are located. The design and quality of the signage help contribute colour, variety and detail to an area and are important elements in contributing to a beautiful public realm. Guidelines for signage need to be sensitive to its surroundings while allowing enough flexibility and freedom to permit creative approaches and brand identity. Signage should be compatible with heritage buildings and districts, where appropriate.

The following guidelines apply to commercial signage within The Aurora Promenade:

- All signage should conform to Town of Aurora policies and guidelines, which shall be amended to include:
 - Commercial signage should not overwhelm the building or storefront.
 - Signage should be restricted to the horizontal signage band and to lettering painted on awnings, display windows and storefront doors. Buildings designed for commercial uses should be designed to include defined spaces to accommodate signs that respect the buildings scale, architectural features and streetscape.
 - Well proportioned and designed projecting signs should also be permitted.
 - Signage should not obscure windows, cornices or other architectural elements.
 - Backlit sign boxes, billboards, revolving signs and roof signs should not be permitted.
 - Temporary or portable signage, billboards, revolving signs and roof signs should not be permitted.



Examples of commercial signage

Weather Protection

Viable contiguous weather protection with a minimum width of 1 metre should be encouraged on streets and exterior midblock connections that carry high volumes of pedestrian traffic either related to the commercial uses that line these routes or because they are the common paths used to move through The Aurora Promenade. In a region with four seasons, protecting pedestrians from the elements should be an important consideration in all new developments.

Canopies can provide shade in the summer months, and shelter pedestrians from the elements during inclement weather.



Example of awnings for weather protection

Sidewalk Cafés

Sidewalk cafés add vitality to the street and can transform an area into a destination. By providing for sidewalk cafés, they become neighbourhood amenities, providing another form of interaction in urban areas. While not all areas of The Aurora Promenade will be able to accommodate sidewalk cafés, they should be encouraged in all areas that can. Key guidelines for sidewalk cafés are as follows:

- Sidewalk cafés should be encouraged throughout The Aurora Promenade provided there are no conflicts with adjacent land uses and are able to be accommodated within the existing sidewalk width dimensions without encumbering pedestrian movement. A minimum sidewalk clearance of 1.7 metres should be provided.
- Where permitting, small sidewalk cafés should be encouraged along streets with narrower sidewalks as well. Small sidewalk cafés generally require 1.4 metres for a single row of tables and chairs.
- Sidewalk cafés should be designed to contribute and integrate into the streetscape. Tall fencing or landscaping should be avoided. Material and landscaping choices should be of the highest possible quality.
- In heritage areas, open storefront restaurants and sidewalk cafés shall be encouraged.

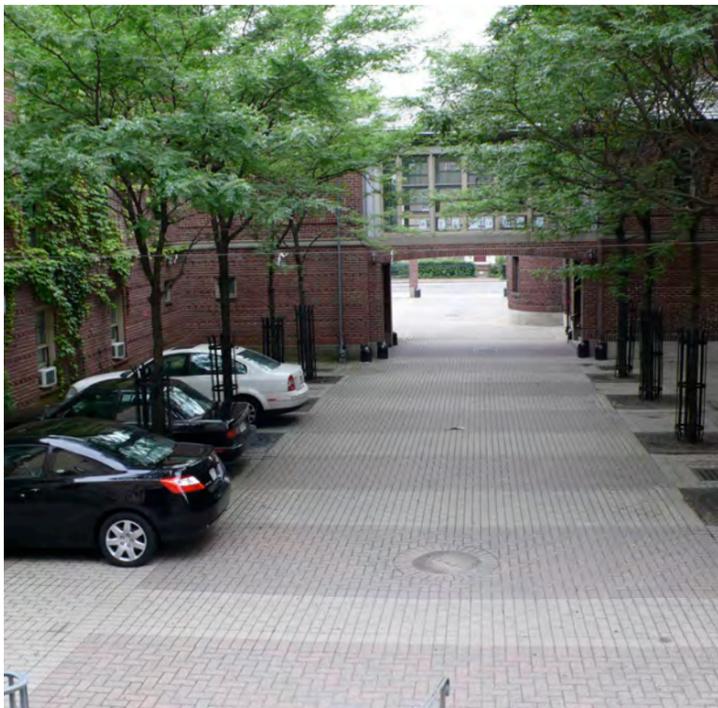


Examples of sidewalk cafés

Surface Parking Areas

The primary objective for the design and location of surface parking areas is to minimize their visibility and reduce potential conflicts with pedestrians. Parking is one of many elements that are needed in order for retail commercial areas to thrive. Surface parking areas serve this function and meet the demand in the interim, but as new developments occur, public parking should be accommodated in above or below grade structures. To ensure that surface parking areas are designed in a manner that contributes to a pedestrian friendly and pleasing streetscape, the following are key guidelines for surface parking areas:

- Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings.
- Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. At least one tree for every 2 stalls is encouraged.
- Directions to access these surface parking areas should be adequately signed, making them easily accessible for patrons.
- Provide at least one active frontage containing a high proportion of clear glazing to building edges along the side or rear of the surface parking areas.
- Ensure parking areas are adequately lit at night. Avoid light spill from these areas to adjacent residential areas.
- Reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities.
- Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion.
- Use layout, vegetation and signage to make large areas of vehicular parking legible to drivers.



Examples of surface parking treatments

Above Grade Parking Facilities

The following guidelines address the design and quality of above grade parking structures if contemplated within The Aurora Promenade:

- Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic.
- Where an above-grade parking facility fronts on a street, the ground-level frontage should incorporate retail, public or other active uses.
- Above-grade parking structures should be designed in such a way that they reinforce the intended built form character and blend into the streetscape through façade treatments that conceals the parking levels and gives the visual appearance of a multi-storey building articulated with 'window' openings.
- In the Downtown, above-grade parking structures should provide articulated bays in the façade to create a fine-grain storefront appearance.
- Above-grade parking structures should provide pedestrian amenities such as awnings, canopies and sheltered entrances.
- High quality materials should be utilized that are compatible with other mixed-use buildings.
- For all parking, stairways, elevators and entries should be clearly visible, well lit and easily accessible.
- Signage and wayfinding should be integrated into the design of public parking structures, integrating public art and lighting of architectural features should also be considered. This will reinforce its unique identity and aid visitors in finding them upon arrival.



Examples of integrated above-grade parking structures

Loading & Servicing Areas

In mixed-use areas one of the primary objectives is to make certain that the functional requirements to support the retail and commercial uses do not conflict with creating a pleasing and inviting environment for pedestrians. To this end, the following guidelines apply to the design of loading and servicing areas within The Aurora Promenade:

- Locate service bays, site storage and access points for waste collection away from public spaces, streets and residential areas. Rear service lanes are the preferred means of accessing those areas.
- Use measures to provide buffers such as appropriate landscaping to reduce the visual impacts on adjoining sensitive uses.
- Wherever possible, enclose all utility equipment within buildings or screen them from both the public street and private properties to the rear. Sound attenuation measures should also be taken to minimize the impact on adjacent uses. Utility equipment includes, but is not limited to utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.
- Lighting of loading and storage areas should be designed so that there is no light that spills, glares or casts over adjacent uses.
- To maximize space efficiencies, service and utility areas should be shared between different users within a single building, or, wherever possible, between different buildings.
- The design of loading and servicing areas should also consider areas for temporary snow storage and ensure they do not conflict with the site's circulation, landscaping and utility boxes.

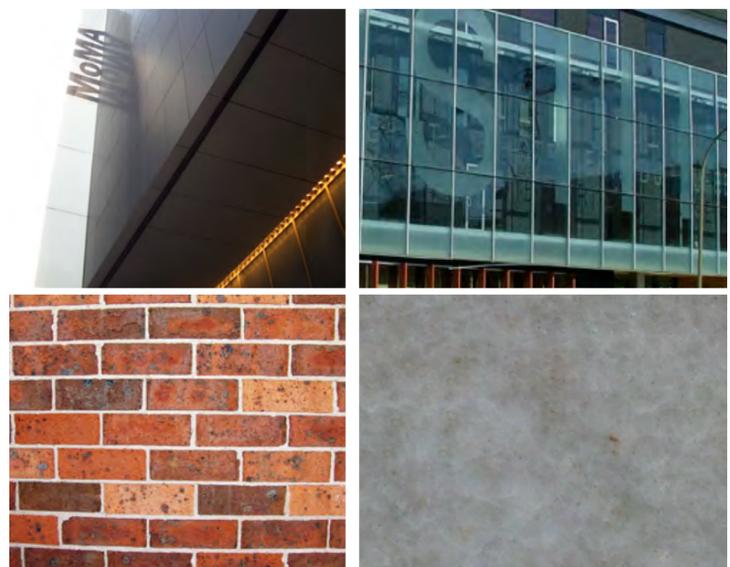
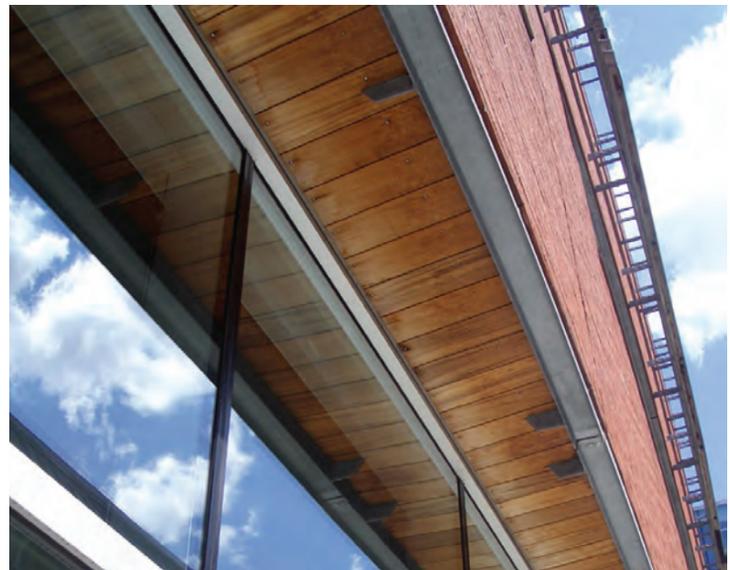
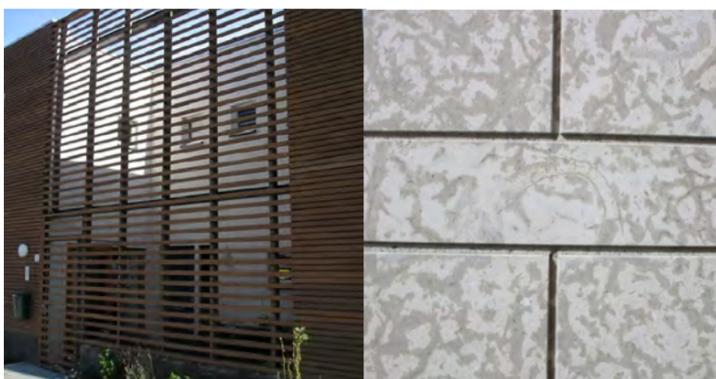


Example of well designed loading and service area concealed from view

Architectural & Material Quality

The Aurora Promenade has a rich variety of architectural styles evident throughout the Town and new developments should seek to contribute to this mix and variety. New developments should be mindful of ensuring excellence in architectural design in the use of high-grade materials, particularly at street level. A key objective of the The Aurora Promenade Urban Design Strategy is to achieve a balance between consistencies in design quality and street interface, while enabling individual expression in new developments. Key guidelines for architectural and material quality include:

- Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance.
- Building materials recommended for new construction include brick, stone, wood, glass, in-situ concrete and precast concrete
- In general, the appearance of building materials should be true to their nature and should not mimic other materials.
- Vinyl siding, plastic plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.



Examples of high quality materials

Sustainable Design

Sustainable design can be defined as architecture and engineering that establishes the conservation of natural resources and systems as a primary consideration in the planning, design and construction process. Sustainable design enables neighbourhoods and wider urban systems to minimize their impact on the environment to create places that last. To achieve this goal, all proposed projects should strive for sustainable building practices. Consideration needs to be made on both natural and human-made elements. This includes public as well as private development, and encompasses parks, streets and buildings.

The Town of Aurora should urge LEED-certified (Leadership in energy and environmental design) levels of sustainable design and encourage the private sector to meet that challenge. In line with the sustainable strategies and LEED, opportunities exist to rehabilitate underused or deteriorating historic resources with new functions through adaptive reuse to strengthen the unique character of the area. As a principle of sustainability, new additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize the property. The new work should be differentiated from the old and should be compatible with the historic materials, features, size, scale, height, proportion and massing to protect the integrity of the property and its environment.

A typical sustainable design standard to pursue is a LEED-CaGBC (Canada Green Building Council) certified, silver, gold or platinum. This requires all buildings achieve at least 50% of the available LEED credits for sustainable design. More information on this program is available at the Canada Green Building Council's website at <http://www.cagbc.org>.

The following general sustainable design guidelines apply for new developments within The Aurora Promenade:

- New development should aim to achieve the LEED-CaGBC guidelines or alternative criteria.
- Initiatives should be incorporated into the design of new development to reduce their environmental impact including recycling of waste material and water, efficient use of energy and water, mix of uses and higher densities that make better use of the existing land resources.
- Low environmental impact materials should be used as much as possible in new developments. Sustainable building materials with low embodied energy, or materials that are easily recycled should be used where possible.
- Given the proximity of all areas of The Aurora Promenade to public transit, all new development should be designed as Transit Oriented Developments (TOD) that encourage transit use. TOD's provide a mix of uses in a compact, pedestrian oriented form in proximity to transit.
- Maximize the microclimatic conditions of the site (e.g., solar access, wind, shade trees, etc) through the design of the site and buildings.
- Consider incorporating green roofs in the design of new buildings to reduce solar gain (which contributes to the urban heat island effect) and to reduce run off and the quantity of water entering the storm drain system.
- Existing buildings, wherever possible, should be re-used, adapted or integrated into new projects to retain the architectural character of The Aurora Promenade.
- New development should be designed with buildings oriented to take advantage of daylight and solar energy for illumination and heating.
- New buildings should be designed to minimize energy impact on adjoining developments such as over-shadowing.
- Incorporate on-site landscape elements that help reduce energy use and enhance livability.
- Use plantings on-site that are native and whenever possible, salvaged from the site.



Green Roofs



Roof gardens that collect storm water and provide amenity spaces



Dedicated bike storage



Dedicated bike storage



Using recycled and salvaged materials



Using energy efficient or LED lighting

Special Design Areas



- LEGEND**
- Aurora Promenade Boundary
 - Flood Lines
 - Potential Link / Lanes
 - Deferred Pending Further Review
 - Public Open Space
 - Private Open Space
 - School/Recreation
 - Special Design Area

The Aurora Promenade
Urban Design Framework

4.2 SPECIAL DESIGN AREAS

Within The Aurora Promenade there are areas of unique character or potential that require or would benefit from additional design direction. These areas include:

- Historic Downtown
- Upper Downtown
- Wellington Street Village
- The Foundry
- The Tannery
- Peace Square Focus Area
- Aurora GO Station Focus Area
- St. Andrew's Entryway Focus Area
- Machell Avenue Extension

The purpose of these guidelines is to ensure consistency with the vision for The Aurora Promenade, recognizing the need in some cases to tailor design objectives to the unique circumstance of a particular site or area. These guidelines are to be considered in concert with all other sections and guidelines contained in the Urban Design Strategy. Where questions of consistencies or conflicts arise, these guidelines are to take precedent.



4.2.1 HISTORIC DOWNTOWN

The Historic Downtown corresponds to Aurora's historic commercial area along Yonge Street and generally bounded by Wellington Street to the north and to just south of Church Street. The defining characteristics of the area generally include continuous 2 to 3-storey narrow buildings with small retail shops at grade, placed close or at the street edge. A number of institutional landmarks also exist, such as the historic United Church and Library, also placed relatively close to the street.

Design Objectives

The design objectives for new developments in the Historic Downtown is primarily to maintain and reinforce the 'small town' and 'human-scaled' character of the area, as defined by the low-rise buildings at the street edge and continuous rhythm of narrow storefronts.

Design Guidelines

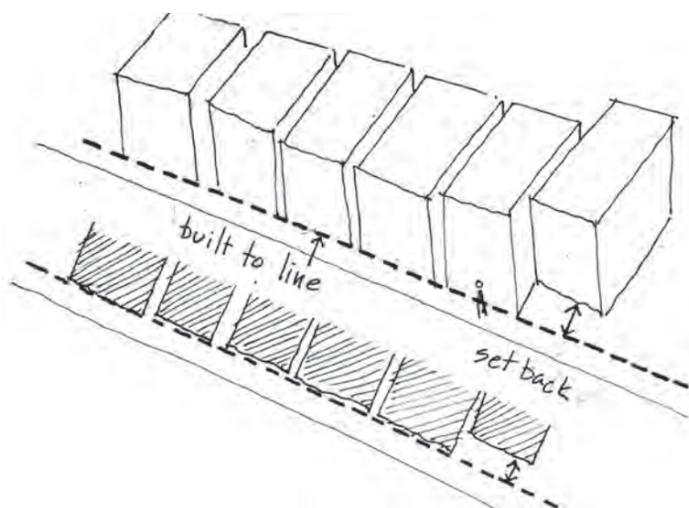
The design guidelines for the Historic Downtown focus on appropriate forms of infill in this historic 'main street' context, so that new building contribute rather than detract from the area's distinct character. Guidelines to ensure sensitive and complementary new developments include:

General Guidelines

- New buildings should consider and respect the scale, material and massing of adjacent heritage significant buildings.
- Although 1-storey buildings exist, a minimum 2-storey and maximum of 3-storey street wall is required to ensure an appropriate enclosure to the street.
- Levels above 3-storeys must setback minimum 3.0 metres from the base building fronting the street to reinforce the historic low-rise street wall.
- New buildings should avoid historical misrepresentation. Buildings tell the story of historical development of the area. It is important that the historical record does not get confused through the mimicry of past architectural styles.
- New buildings should be designed so that they do not appear to have been constructed earlier than they were.

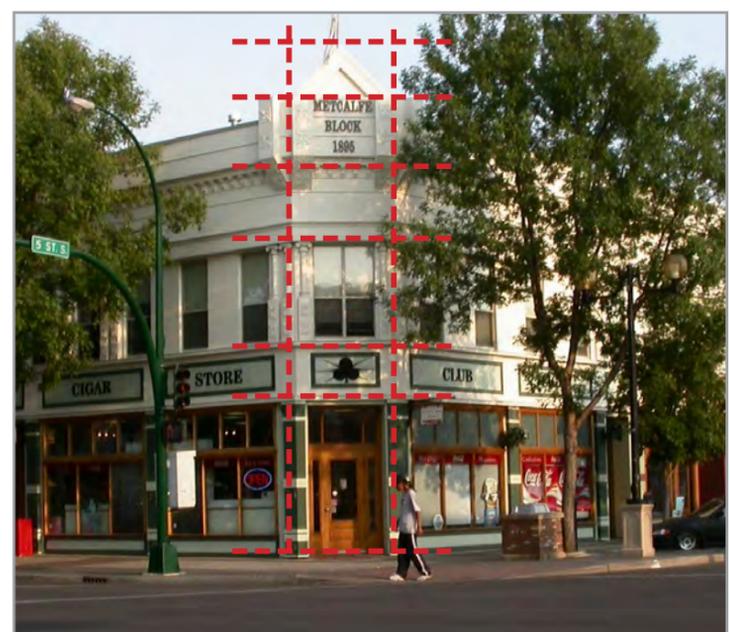
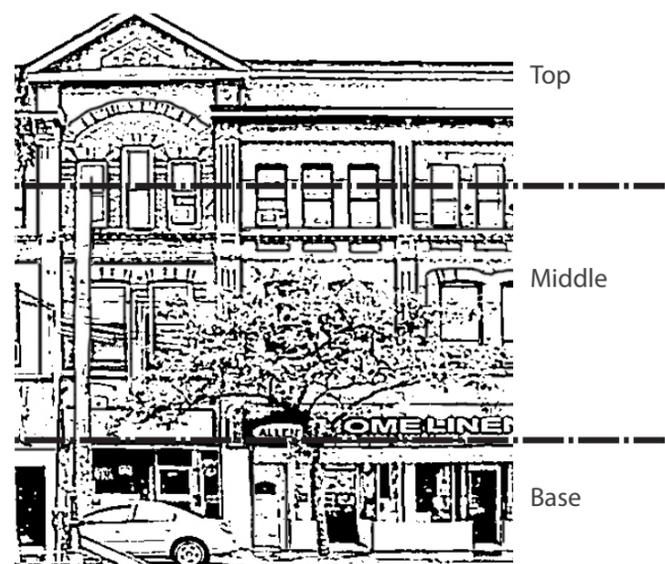
Orientation & Placement

- All buildings shall orient to and address the street with clearly defined entry points that directly access the sidewalk.
- Buildings are to be placed at or close to the street edge consistent with adjacent buildings.
- Development of an entire block or at corner sites may provide greater setbacks to widen sidewalks without compromising the visual continuity of the streetscape.
- To discourage fragmentation of the street wall, 100% building coverage of the front-yard is required for buildings addressing Yonge Street.



Façade Articulation

- New buildings should respect the pattern of façade division by ensuring the horizontal and vertical architectural orders are aligned with neighbouring heritage significant buildings.
- New buildings should have entries and display windows at regular intervals consistent with the established pattern on the block.
- Windows should be vertically aligned from floor-to-floor and horizontally aligned with the neighbouring heritage buildings.
- New buildings should include a cornice that is carefully aligned with neighbouring heritage significant buildings and of similar proportions.



Façade Materials

- New buildings should consider the pallet of materials and colours evident in existing heritage significant properties.
- Building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance. Materials should also be chosen for permanence. Vinyl siding, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should be discouraged.

Storefronts

A defining characteristic of the Historic Downtown is the mix and variety of storefront styles and types. What are most commonly shared however are the narrow widths and high level of transparency that lends to the vibrancy and animation of Yonge Street. New developments should reinforce these characteristics according to the following guidelines:

- To reflect the existing character and context, storefronts should generally have a frontage in the range of 4.5 to 7.5 metres, but not greater than 15 metres.
- Where retail frontages are greater than 7.5 metres, they should articulate narrow storefronts in the design of the façade.
- Storefronts should have a high-level of transparency, with a minimum of 75% glazing to maximize visual animation.
- Clear glass should be used for wall openings (e.g., windows and doors) along the street-level façade. Dark tinted, reflective or opaque glazing should be discouraged for storefronts.
- An identifiable break or gap could be provided between the street-level uses and the upper floors of a building. This break or gap may consist of a change in material, change in fenestration, or similar means. The identifiable gap or break can emphasize the storefront while adding visual interest and variety to the streetscape.
- Storefront entrances should be highly visible and clearly articulated. Entrances should be located at or near grade. Split level, raised or sunken entrances are strongly discouraged.
- On corner sites, storefronts should address both street frontages through entries or glazing.

Signage

With appropriate design, signage can greatly enhance the quality of the streetscape in the Historic Downtown. Over the years, inappropriate signage has occurred which detracts from the heritage character of the area. Guidelines for signage includes:

- Back lit illuminated rectangular sign boxes are not permitted.
- Large freestanding signs (such as pylons), roof signs, and large-scale advertising (such as billboards) are not permitted.
- Signage should not obscure windows, cornices or other architectural elements.
- Signage on heritage buildings should be sympathetic in design and consistent with traditional sign placement such



Examples of signage in heritage contexts

as on a sign band, window lettering, projecting/hanging or within the existing architectural orders.

- Signs should be well maintained and constructed using high quality materials.

Rear Parking Areas

- Surface parking areas internal to the blocks, should consolidated to enhance the efficiency and organization of the parking stalls; to minimize access points; and, to coordinate the overall improvement to the quality of the parking area with respect to landscaping, lighting and pedestrian access.
- Where adequate lands are available, a parking structure subject to these guidelines should be considered to provide adequate parking capacity for existing and future local businesses and public services.

Pedestrian Mid-Block Connections

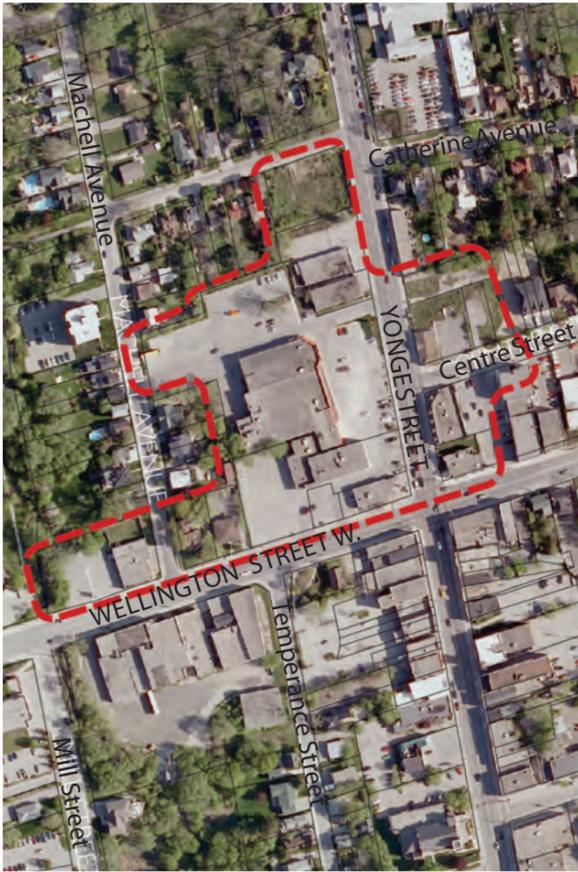
- Existing mid-block pedestrian connections should be maintained and improved with respect to cleanliness, paving, landscaping, lighting.
- Where possible, these connections should be framed by animated uses such as doorways and storefronts to enhance their use and safety.

Amenities & Lighting

- Pedestrian-scale lighting should light the sidewalks and help to create an appealing environment.
- Lighting fixtures should be compatible with the character of the area.
- Banners can be used to identify a neighbourhood and/or area and can be used to advertise special events.
- A family of elements should be introduced such as benches, waste receptacles and transit shelters that are compatible with the character of the area. The design and materials chosen should complement one another to contribute to a coordinated streetscape.



Examples of pedestrian amenities and lighting appropriate for the Historic Downtown



Upper Downtown



Urban Design Framework Diagram

Existing



Upper Downtown

Demonstration of Guidelines



View looking south on Yonge Street towards Wellington Street



View looking south on Yonge Street towards Wellington Street showing possible redevelopment with mixed-use development and ground-floor retail.

4.2.2 UPPER DOWNTOWN

The Upper Downtown corresponds to an area directly north of Aurora's historic commercial area. The area generally includes properties fronting onto Yonge between Wellington Street and Catherine Avenue, as well as properties fronting on the north side of Wellington Street between Mill Street and just east of Yonge Street. Despite its close proximity to the Historic Downtown, this area lacks the same built form integrity and includes a variety of automobile-oriented uses such as small and large format commercial buildings and large surface parking areas. This area has great potential to extend and complete Downtown Aurora by building on the best qualities of the adjacent Historic Downtown area.

Design Objectives

The design objectives for new developments in the Upper Downtown is primarily to extend and reinforce the 'small town' and 'human-scaled' character of the accompanying Historic Downtown to the south. Specifically, this includes an expression of low-rise buildings at the street edge and a continuous rhythm of storefronts. Of particular importance will be the appropriate enclosure and defining of the intersection of Wellington and Yonge Streets, as well as the providing for adequate transitions in scale and intensity to adjacent low-rise residential areas.

Design Guidelines

The design guidelines for the Upper Downtown include general and site specific recommendations. Developments in this area are subject to the Development Framework diagram and the following guidelines:

Retail Uses

- Complementary to the Historic Downtown, retail uses are required at grade along Yonge Street and should also be expressed as narrow storefronts.
- Where larger format retail is proposed, they should be directed to the second level.
- Where pedestrian midblock connections or interior courtyards are proposed adjacent to Yonge Street, they should also be animated by retail uses.

Publicly Accessible Open Spaces

- Where the scale and depth of the properties permit it, such as former Price Chopper site, a publicly accessible open space such as a courtyard, forecourt, or plaza, should be provided as an amenity to the development and surrounding area.
- These spaces should be designed according to CPTED principles, be visible from the street and animated by retail uses and/or access to grade-level residential units.

Vehicular Access & Parking

- As much as possible, vehicular access to the developments and parking should be consolidated into rear lanes, shared drives and/or accessed off the local streets to minimize conflicts with pedestrians.
- When a consolidation of properties at the northwest corner of Yonge and Wellington Streets occurs, a continuous roadway may be considered with limited access points off Yonge Street just north of Centre Street and off Wellington Street at an alignment with Temperance Street.
- Parking areas should be provided below-grade or at the rear concealed from view.
- Parking provided in above-grade structures are subject to the design guidelines for parking structures.
- Where possible public parking provided in concert with new developments should be considered for the properties on the northwest corner of Yonge and Wellington Streets.
- Where possible a taxi stand should be incorporated either on site or as a lay-by off Yonge or Wellington Streets.

Pedestrian Mid-block Connections

- A pedestrian mid-block connection should be provided through the former Price Chopper site to enable a direct link through the site between Yonge and Machell Streets.

- This connection should link to any publically accessible open spaces and be framed by animated uses such as doorways and storefronts to enhance its use and safety.

Built Form at the Yonge-Wellington Intersection

This is the Promenade's most important intersection, historically and symbolically. However, it fails to resonate as such due to the manner in which the single storey bank pavilions that are out of character with the Historic Downtown occupy both north corners. If and when these sites are redeveloped, the following guidelines apply:

- The recent addition of turning lanes has compromised the integrity of the pedestrian environment as it has widened the road and minimized sidewalks. No further widening should take place. When possible, the turning lanes should be removed to re-establish an inviting pedestrian environment.
- Buildings should be placed close to the sidewalk and sit prominently at the corner through massing and/or architectural treatments.
- To reinforce the importance of these sites, the base height should be no less than 3-storeys and permitted up to 4-storeys as a corner treatment not extending more than 10.0 metres along either street frontage.
- Where possible, entries should be directed towards the corner to animate this intersection.
- The civic importance of these sites warrants the highest level of material and architectural quality.

Machell Avenue Frontage

- To ensure appropriate transitions and fit within this established residential area, the development of the former Price Chopper site should infill this frontage with built form that complements residential uses on the west side of the street.



At Yonge and Wellington Streets, buildings should frame this prominent intersection



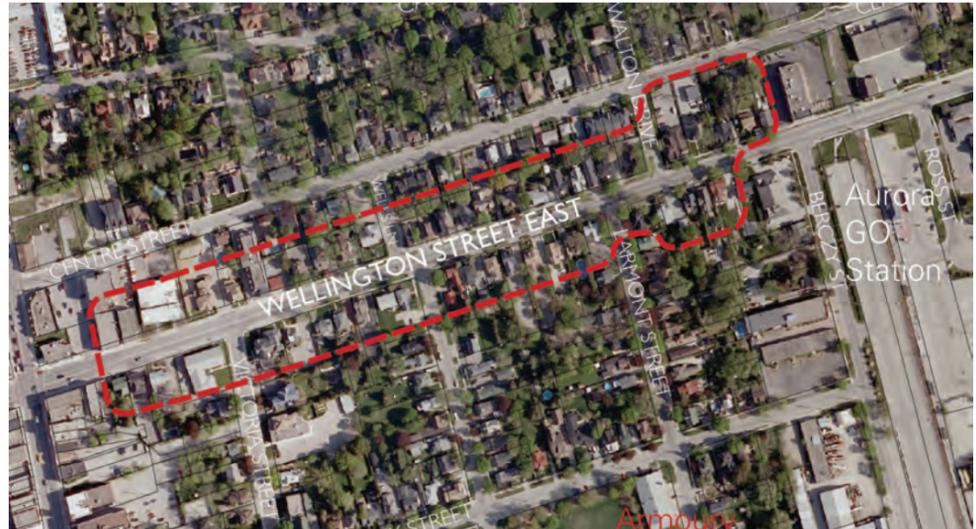
Mid-block connections framed by animated uses

4.2.3 WELLINGTON STREET VILLAGE

The Wellington Street Village generally corresponds to properties fronting onto Wellington Street between Berczy Street to the east and to just east of Yonge Street. The defining characteristics of this area include predominantly heritage house forms of a wide variety of styles and configurations that have been sensitively readapted to facilitate a mix of office and commercial uses. This combination of residential form, heritage integrity and commercial uses lend to the sense of a ‘village’ character.



Existing house form buildings with mixed-uses along Wellington Street East



Wellington Street Village

Design Objectives

The Wellington Street Village is one of the Promenade’s most treasured areas in its current form. Significant change is not anticipated here and the corridor should be subject to a Heritage Conservation District study, as most of the properties are either listed or designated. Infill, additions and redevelopment of non-heritage properties should be carried out with the utmost respect and sensitivity to the defining ‘village’ qualities.

Design Guidelines

Infill, additions and redevelopments of non-heritage properties are subject to the following guidelines:

Built Form

- New construction should be sympathetic and subordinate to the heritage characteristics of abutting or adjacent buildings, including height, massing, roof forms, architectural orders and detailing, materials, and colours.
- New buildings should be of traditional house-form with porches, pitched rooflines and of equal or better material qualities to that of adjacent heritage buildings.
- The height, massing, coverage, front and interior setbacks of new buildings should be consistent with that of adjacent heritage buildings.

Parking

- Parking garages and drives to be directed to the side or rear of the property and as visually concealed as possible.
- As much as possible, surface parking should be directed to the rear of the property and where visible from the street, concealed with landscaping.
- Front yard surface parking should not be permitted.

Commercial Signage

- Modestly scaled freestanding signage with painted or raised lettering is preferred.
- Back lit illuminated rectangular sign boxes are not permitted.
- Signage on heritage buildings should be sympathetic in design and should not obscure windows, cornices or other architectural elements.



Existing house form buildings with mixed-uses along Wellington Street East

4.2.4 THE FOUNDRY

The Foundry area generally corresponds to the property containing the assembly of industrial structures on the former foundry site. It also extends to include the west side of the properties on the east side of Temperance Street. Although currently in use by businesses, this collection of brick and beam buildings are remnants of the town's distinctive industrial Victorian past that ought to be retained, enhanced and promoted.

Design Objectives

Given The Foundry's proximity to the Historic Downtown, there is a potential opportunity to restore these buildings in association with development opportunities to create a unique attraction comparable to the adaptive reuse of such areas in other towns and cities. These structures may function as bases to mixed-use developments where shops, galleries, artisan studios, and restaurants locate in the industrial structures with residential uses added above. With enhancements to the spaces between the structures and to the parking area and parkette on the east side of Temperance Street, a multi-use plaza can be created where the roadway and/or parking area are occasionally closed to accommodate events and markets. The parking area on the east side of Temperance Street is also identified as a potential public parking structure location that, if constructed, would be designed with at-grade retail uses to complement the design objectives for The Foundry.

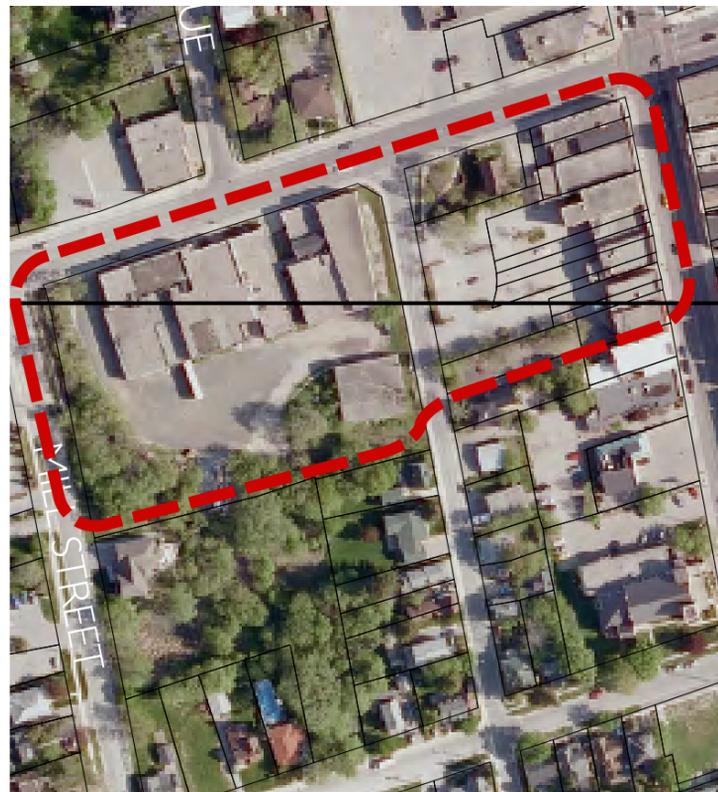
Design Guidelines

Alterations, additions and developments in The Foundry area are subject to the Development Framework diagram and the following guidelines:

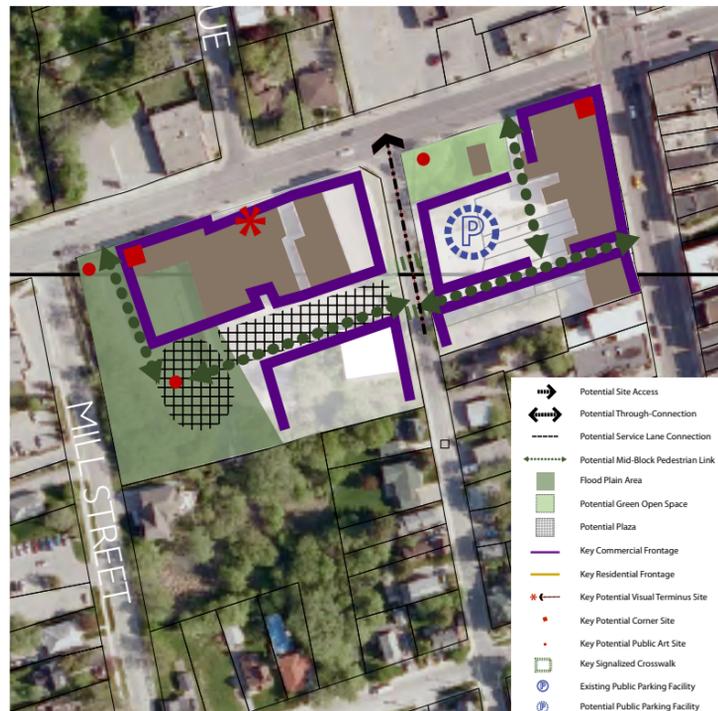
- As much as possible, the heritage industrial structures should be retained and adaptively reused to accommodate commercial, gallery, artist studios and other complementary uses.
- The heritage industrial structures can serve as base building for mixed-use developments where visual distinction between old and new are reinforced through a combination of setbacks, and different uses of material and architectural expression.
- Feature paving to unify the area and complement its historic importance should be applied throughout the site and extended to the east side of Temperance Street to link the parking area and pedestrian link to Yonge Street.
- Animated and visible commercial frontages should be introduced on all public space and along Wellington Street.
- The Temperance Street Parkette is underutilized and can serve as a gathering place for the Downtown. Design enhancements could include more urban landscaping, concession stands with outdoor seating and a public washroom.
- The parking area on the east side of Temperance Street should be enhanced to complement The Foundry, including its design to function as a plaza for occasional events and festivals. In the event that this site is developed as a public parking structure, it would be subject to the design guidelines for parking structures with animated at-grade uses provided on Temperance Street and fronting on the parkette.



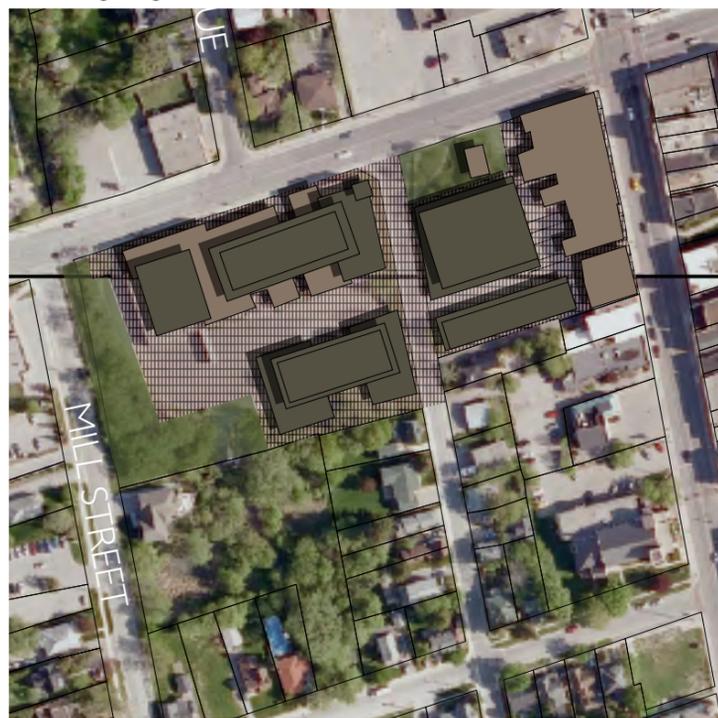
Examples of heritage industrial buildings or districts that have been readapted into mixed-use areas



The Foundry



Urban Design Diagram



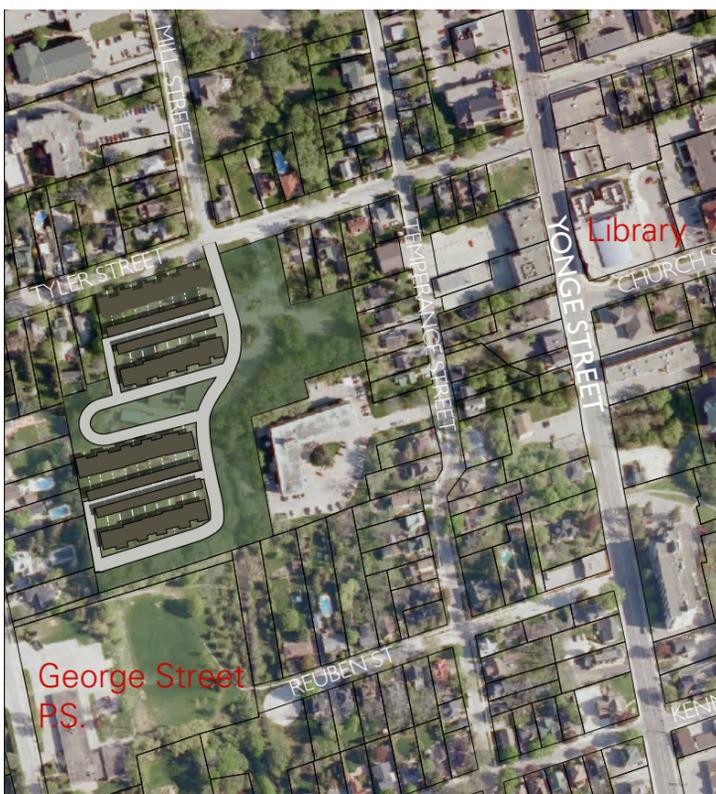
Demonstration of guidelines

4.2.5 THE TANNERY

The Tannery area generally corresponds to the property that was once associated with the historic tannery site at the southern terminus of Mill Street. Although a business currently operates on the site, it may be considered in future for redevelopment for which guidance should be provided. Of particular importance for consideration are the adjacent residential uses and environmental constraints associated with the flood plain running through the property.



The Tannery



Demonstration of guidelines

Design Objectives

If redevelopment of this property is contemplated, it should serve as an opportunity for residential infill that would be well served given its proximity to the Downtown. Portions of the property within the flood plain and to its east could serve as a key open space link between Tyler Street and the George Street public school while providing a significant amenity to the new residents and the neighbourhood. Given the significant amount of land that would be given over to open space, the possible need to address contaminated soils and the proximity to the Downtown, higher densities than the surrounding context would be warranted. However, the building types and site design should reinforce and positively contribute to the heritage character of the area.

Design Guidelines

The redevelopment of The Tannery site is subject to Development Framework diagram and the following guidelines:

- Lands associated with the regulated flood plain combined with the balance of the property to the east of the watercourse should remain as green open space providing a formalized pedestrian link between Tyler Street and the St George public school.
- Access into the site should be provided as an extension of Mill Street and aligned to frame the open space area to enhance its accessibility and safety.
- The balance of the lands should be of residential uses in low-rise house forms that are compatible with the surrounding neighbourhood, such as row houses and garden apartments.
- All buildings should front or flank the streets and open spaces.
- Cultural and built heritage resources should be retained and/or adapted to new uses where possible.
- A heritage interpretive element should be provided to identify the site's significance in Aurora's industrial history.



Urban Design Diagram

4.2.6 FOCUS AREAS & MACHELL AVENUE EXTENSION

The Peace Square, Aurora Go Station, and St Andrew's Entryway Focus Areas, and the Machell Avenue Extension define significant contiguous areas outside of the Old Town, where transformation over the long-term can serve to greatly enhance the experience, economic viability and liveability of the Aurora Promenade. Although currently comprised of mostly aging automobile-oriented commercial and industrial uses, these areas hold great potential given the scale of the properties, accessibility, and proximity to major

Design Objectives

The primary design objectives for the Focus Areas and the Machell Avenue Extension are to transform these areas into appealing, walkable and sustainable mixed-use neighbourhoods. The proximity to an abundance of amenities and public transit; a high quality public realm defined by a network of 'complete' streets, plazas, parks and pedestrian links; and the creation of animated places to meet and gather will afford residents, workers and visitors with an enriched urban experience and quality of life. By providing for a variety of housing choices and at higher densities, these areas can ensure that the Aurora Promenade provides for 'life-long' neighbourhoods, while providing the critical mass of people needed for the viability of the area's retailers. These are also entryway areas into the Old Town and their development and design should serve to enhance and complete that experience.

Unlike the incremental development on a site-by-site basis that will be the predominant manner in which change will occur in other parts of the Aurora Promenade, these areas will need to evolve in a more coordinated fashion to fully realize their development and civic potential. Accordingly, they are subject to the following urban design principles:

Connected

Streets and open spaces should create an interconnected and continuous circulation network that disperses vehicular traffic, offers a variety of safe and comfortable routes for pedestrians, and connects to the surrounding network of streets.

Complete

Offer a full range of land uses, including but not limited to, residential, local shopping for staple goods, recreation, community gathering, public institutions, and employment functions.

Distinct

Provide a unique 'sense of place' through the distinctive design and assembly of streets, open spaces, public art landmarks, and high quality architectural features and buildings.

Diverse

Provide a range of housing choices in types and tenures for people at all stages of their life cycle, and provide for a mix of land uses that will provide residents, employees and visitors with a variety of amenities from parks to shops to jobs to services.

Pedestrian-Oriented

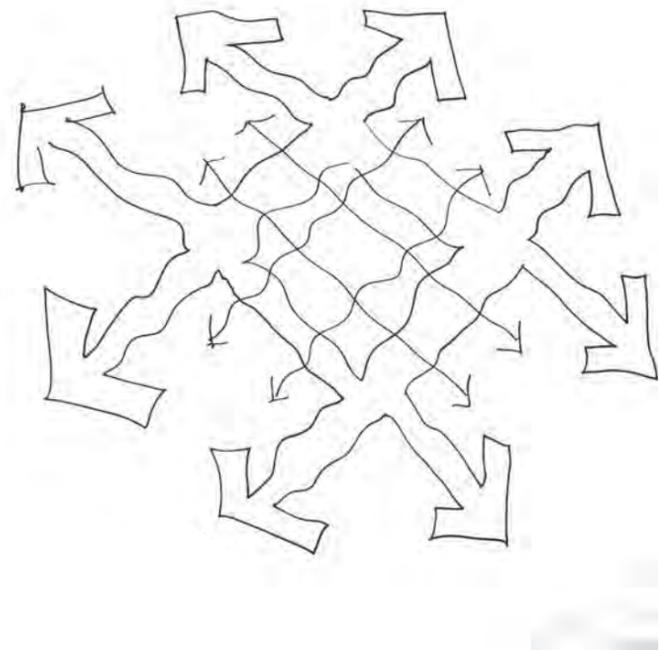
Ensure neighbourhood amenities and public transit are central organizing features that are easily accessed within short walking distances. Provide human-scaled buildings with animated frontages at the street edges and ensure a high quality public realm that provides pedestrians with convenience, safety, comfort and visual delight.

Integrated

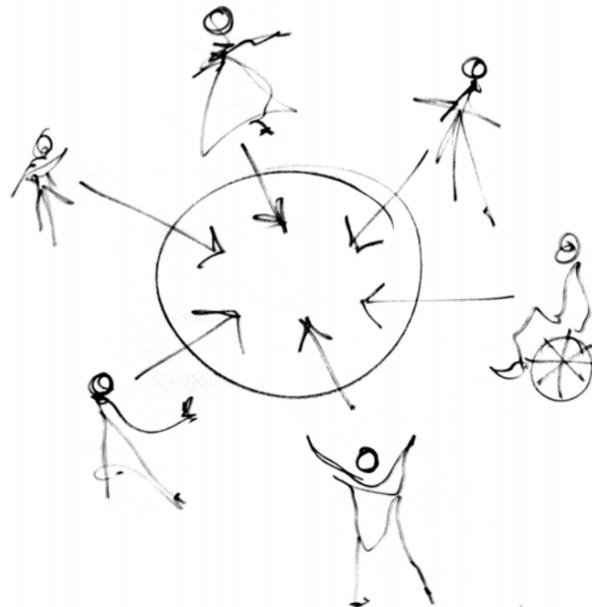
Ensure a seamless integration with the surrounding urban fabric where development transitions in scale and intensity to adjacent neighbourhoods. New developments should result in significant and measurable benefits to the community by repairing fragmented urban environments and enhancing local amenity.

Design Guidelines

The design guidelines for the Focus Area and the Machell Avenue Extension serve to ensure consistency with the above Urban Design Principles. They include general guidelines applicable to all these areas as well as site-specific guidelines supported by Development Framework diagrams.



Connected



Diverse



Pedestrian-Oriented

Special Area Plans

- No development application should proceed in these Special Design Areas 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 traffic or heritage impacts.
- The purpose of the design guidelines and supporting Development Framework diagrams is to provide appropriate standards and rational organizing elements to inform the preparation of more detailed Comprehensive Plans. However, upon more detailed study, consideration may be given for alternate design approaches where the urban design objectives and principles are equally satisfied.
- 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:
 - Be prepared in consultation with affected adjacent landowners and the Town.
 - Define a logical study area that is adequately comprehensive to the satisfaction of the Town.
 - Demonstrate a street and block, open space and built form plan consistent with these design guidelines.
 - Provide an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation.
 - Be supported by other applicable studies that may be deemed necessary.

Street & Block Network

- Provide an interconnected pattern of streets to maximize connectivity and convenience for pedestrians.
- Where appropriate, link new streets with the existing or planned surrounding street network to integrate with adjacent neighbourhoods while providing for pedestrian access from those areas.
- Ensure short walkable block lengths, generally no more than 150 metres in length.
- Where blocks extend more than 150 metres, provide for mid-block pedestrian connections.
- Align streets to frame and provide views to open space or prominent buildings.
- Parks, plazas and squares should be defined by streets on two or more sides.
- Provide prominent “green” streetscapes to link with planned or existing local destinations, including parks, transit and public uses.
- A network of rear lanes should be provided to service and access developments without compromising the quality of the streetscapes and the pedestrian environment.
- Design ‘complete’ streets to encourage active transportation choices:
 - Adequate sidewalks widths for intended land uses and densities
 - Narrowed travel lanes and on-street parking to calm traffic and buffer pedestrians
 - Distinguished on-street parking lanes to minimize asphalt
 - Well defined and articulated crosswalks at all intersections
 - Minimal turning radii and sidewalk bump-outs at intersections to minimize crossing distances

- Street trees that are frequently spaced and continuous to create an appealing green canopy
- Pedestrian-scaled lighting

Open Space Network

- Create a network of publicly accessible open spaces - linkages that can also include midblock pedestrian connections and 'green' streetscapes.
- As much as possible, link new open spaces to the surrounding network of existing open spaces, key destinations and transit stations.
- Provide a range of public open spaces, such as passive greens, formal squares, paved plazas, promenades and intimate pocket parks.
- Ensure open spaces are accessible and safe with natural surveillance afforded through design that ensures views, framing streets, animated at-grade building frontages (such as entries and shops) and windows facing the space.
- Encourage private outdoor amenity spaces including patios, balconies, forecourts, courtyards, and rooftop gardens.

Land Uses & Built Form

- The greatest intensity of mixed-uses should be directed to major transit stations.
- Where development fronts onto an existing residential area, it will be of a compatible scale and character.
- To ensure an animated pedestrian environment, smaller format retail uses should be at-grade level with larger formats below or above grade, particularly near transit stations.
- Developments should enhance the pedestrian environment by ensuring a human-scaled street wall and fine-grain rhythm of uses and visual interest at the street edge.
- Place buildings at or near the edge of the sidewalk and fronting onto open spaces, with frequent entrances and windows for animation and natural surveillance of the public realm.
- The scale and height of new buildings should be compatible with and provide visual transition to adjacent low-rise residential neighbourhoods.
- Massing and heights should ensure adequate sunlight penetration to the retail street and to private properties in adjacent neighbourhoods.
- Identify opportunities for built form to enhance arrival, wayfinding and distinct places through architectural features and landmarks at key corners, view termini, civic uses and gathering spaces.
- Parking and loading areas should be directed to the rear so as to not be visible from key streets and open spaces.
- Below grade parking is preferred however, above grade parking is acceptable subject to the design guidelines for these facilities.

Aurora GO Station Focus Area



- The greatest intensity of uses should be directed to the block defined by Wellington Street, Industrial Parkway and the rail line.
- The existing surface parking areas associated with the station should eventually be replaced with parking structures integrated with mixed-use developments consistent with the design guidelines for parking structures.
- The new GO parking structure should be integrated with future adjacent developments to lessen its visual impact, including the introduction of at-grade retail uses along Wellington Street.
- A 'entryway' plaza should be created adjacent to the Go Station and off Wellington Street that integrates pedestrian and vehicular access into the area, passenger drop-off, and some short-term parking stalls.
- Only low-rise residential uses should be considered along the west extent of the Focus Area to provide a transition area to the existing adjacent neighbourhoods.
- To encourage walking, formalized pedestrian crossings should be provided across the rail line at Mosley Street, Metcalfe/Mary Streets and just south of Connaught Street.
- The surface parking area on the east side of Berczy Street could be developed into a linear open space to serve as both an amenity to future development as well as a major north-south pedestrian link for the Focus Area. Redevelopment of the west side of Berczy Street should only occur in conjunction with securing this open space amenity. Prior to removal of any parking, a traffic and parking management plan should be completed to ensure appropriate parking is provided. Only then, will the extent of the linear open space be confirmed.

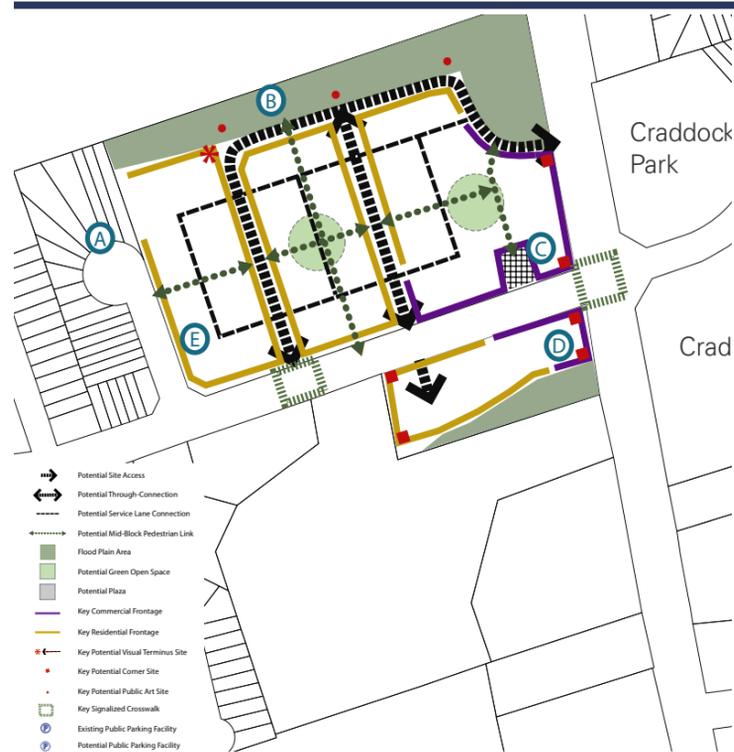
Existing



Demonstration of Guidelines



St. Andrew's Entryway Focus Area



- Only low-rise residential uses should be considered along the west extent of the Focus Area to complement the existing adjacent neighbourhoods.
- The north and south sides of the Focus Area within the flood plain should remain as open space linking to the larger network of parks. To enhance accessibility and safety, streets and buildings should define and address this natural feature.
- The greatest intensity of uses should be directed to the intersection of Yonge Street and Orchard Heights Boulevard.
- A potential plaza may be considered near the Yonge Street and Orchard Heights Boulevard intersection and future transit station.
- The east side of Press Court should be in-filled with housing that is in keeping with the character of the existing housing on that street.

Machell Avenue Extension

- A. To enhance accessibility, safety and utilization of Fleury Park and Machell Park, Machell Avenue should be extended northward and aligned with the east edge of the flood plain. While it is not necessary that this be a continuous vehicular route, it should provide for a continuous public frontage and pedestrian route along the park edge. All new buildings should address this frontage providing entries and windows facing onto the park.
- B. A signalized pedestrian crossing should be provided at Yonge Street and Valhalla Court.
- C. The west side of Valhalla Court should be in-filled with housing that is in keeping with the character of the existing housing on that street.



Urban Design Diagram

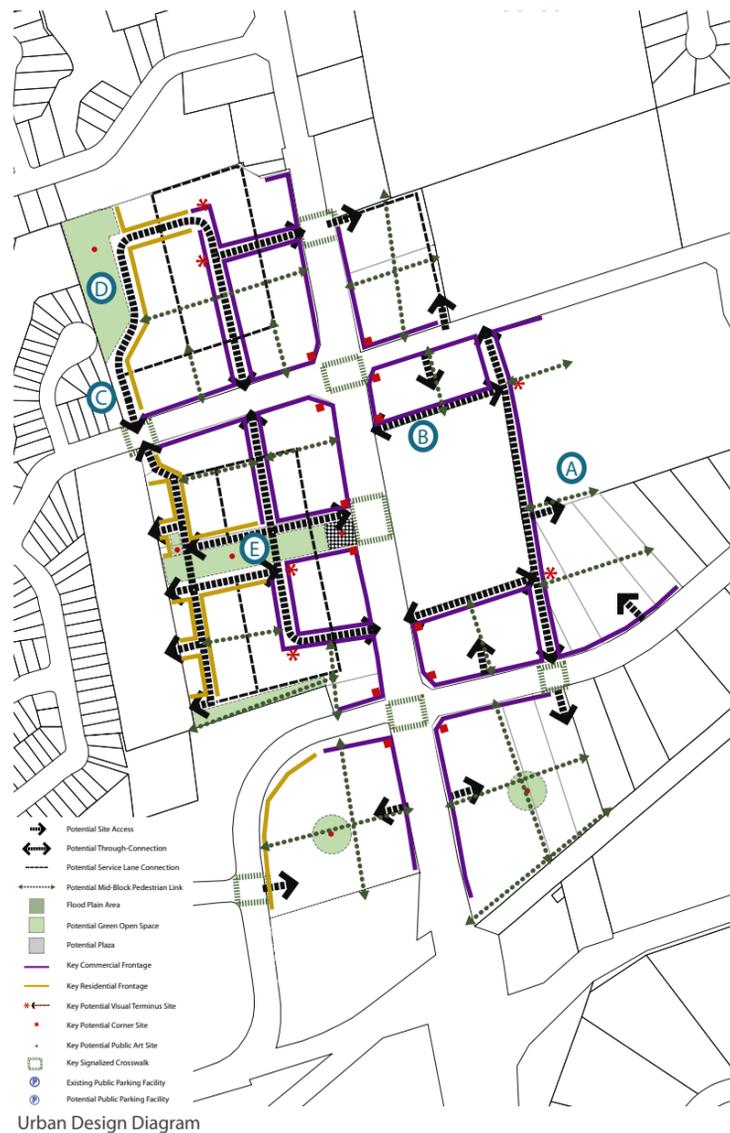
Peace Square Focus Area

- A. The east side of the Park within the industrial lands would be suitable for prestigious offices afforded with great visibility and proximity to amenities.
- B. To enhance the prominence, accessibility and safety of the Aurora Memorial Peace Park, it should be framed by streets or mews with on-street parking and fronted on all sides by mixed-use developments with animated at-grade uses.
- C. Only low-rise residential uses should be considered along the west extent of the Focus Area to provide a compatible transition to the existing adjacent neighbourhoods.
- D. A new open space should be provided at the northwest extent of the Focus Area as an extension and link to Sandusky Park and to provide an appealing termination to Wiles Court.
- E. An east-west linear park aligned with the existing open space on Mosaics Avenue and on view with the cenotaph should be considered to visually and physically link Memorial Peace Park with the potential developments on the west side of Yonge and the neighbourhoods beyond. A new signalized crosswalk on Yonge Street should be provided to link the open spaces.

Existing



Demonstration of Guidelines



Urban Design Diagram



Looking towards the south end of the War Memorial Peace Park



Looking towards the south end of the War Memorial Peace Park with possible new mixed-use development with ground floor retail

Building Typologies



- LEGEND**
- Aurora Promenade Boundary
 - ▨ Deferred Pending Further Review
 - Public Open Space
 - Private Open Space
 - School/Recreation
 - Large Site
 - Large-Shallow Site
 - Small Half Block Site
 - Small Through Block Site

The Aurora Promenade
Building Typologies

4.3 MODEL BUILDING TYPOLOGIES

The Model Building Typologies provide further guidance with respect to the intended built form outcomes of this Strategy. Development will occur incrementally as infill or redevelopment over the very long term. In the older areas where properties are smaller, consolidation will often be necessary for developments to fully maximize their potential. However, these guidelines provide a demonstration of how new buildings and associated parking areas ought to be placed and massed depending on the scale and configuration of the property, and in the present day conditions.

For the purposes of these demonstrations, four property category types have been identified:

- Large Sites
- Large-Shallow Sites
- Small Half Block Sites
- Small Through-Block Sites

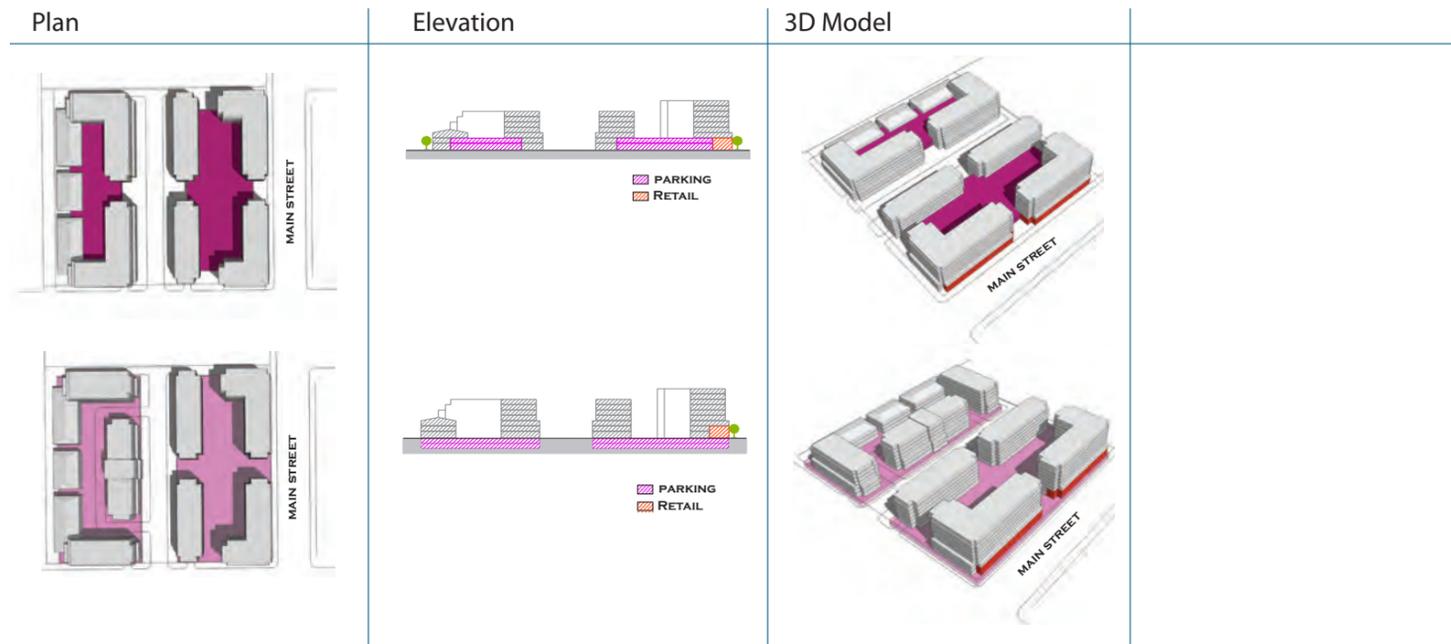
Although not all properties in The Aurora Promenade have been categorized, these guidelines can help to inform appropriate development typologies if consolidation occurs.



LARGE SITE BUILDING PROTOTYPE

LARGE SITE BUILDING PROTOTYPE exhibits the following characteristics;

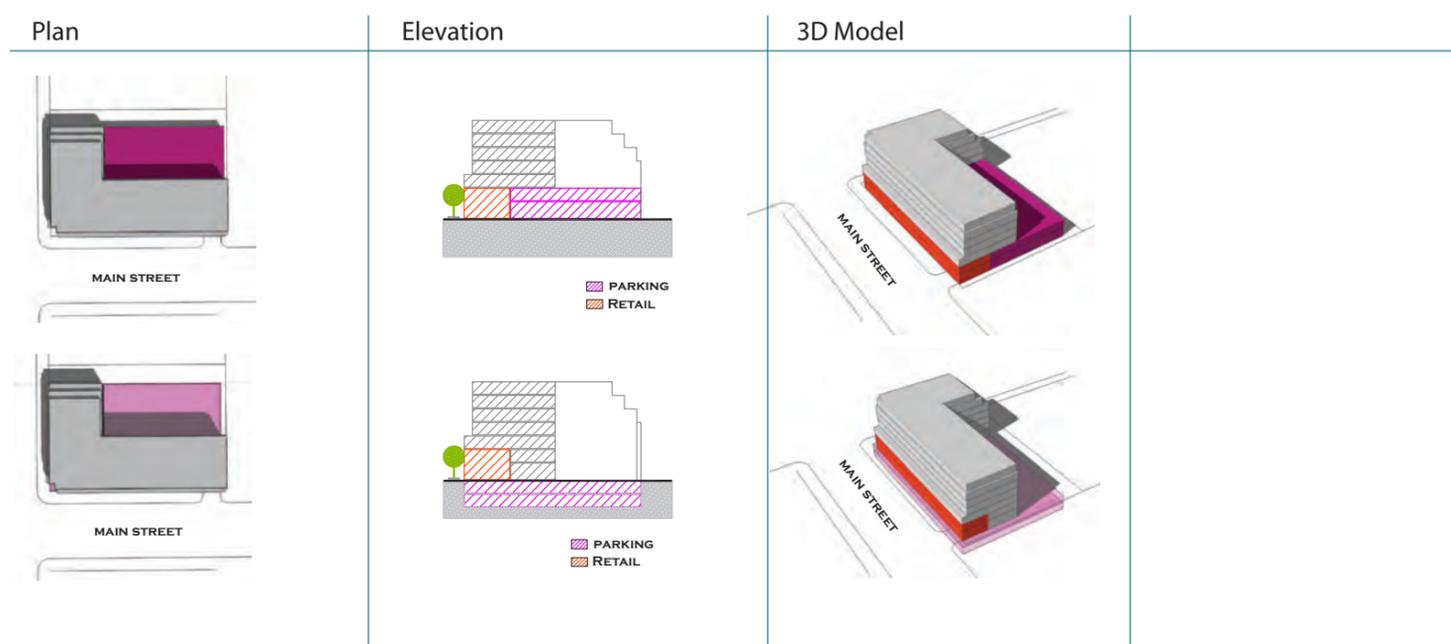
- Greater than 150m frontage.
- A fine grained street network.
- Mixed-use buildings facing the primary street.
- Corner buildings oriented to both street frontages.
- Retail at the grade level.
- A 2 to 3 storey street wall height above which the remaining height of the building is stepped back.
- Below grade parking or above grade parking.
- Where the parking is in the form of an above grade parking deck, at-grade uses are provided at the street edge.



LARGE-SHALLOW SITE BUILDING PROTOTYPE

LARGE-SHALLOW SITE BUILDING PROTOTYPE exhibits the following characteristics:

- Greater than 40m frontage.
- The building or buildings facing the primary street.
- Retail at the grade level.
- A 2 to 3 storey street wall height above which the remaining height of the building is stepped back.
- Below grade parking or above grade parking.
- Where the parking is in the form of an above grade parking deck, at-grade uses are provided at the street edge.

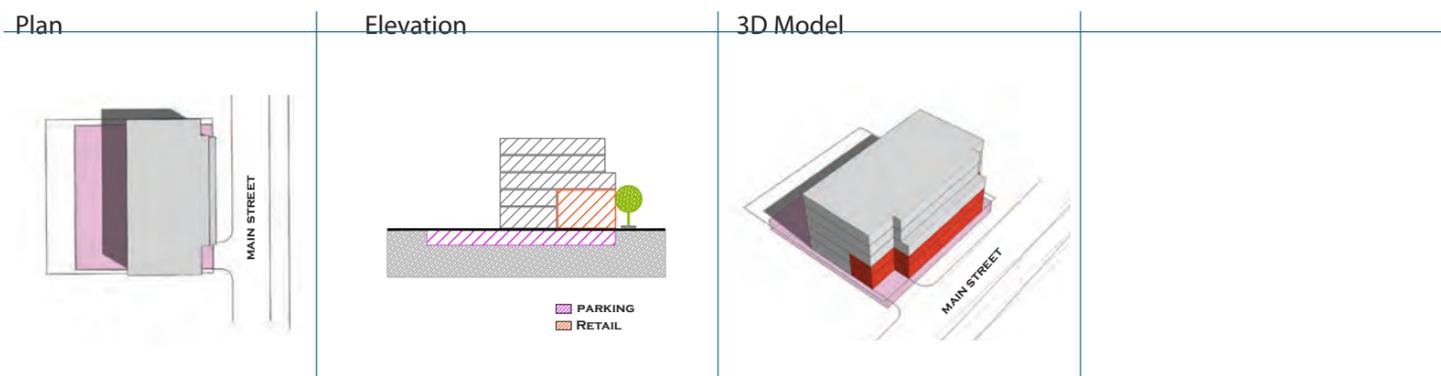


SMALL HALF-BLOCK SITES BUILDING PROTOTYPE

SMALL HALF-BLOCK SITES BUILDING PROTOTYPE exhibits the following characteristics:

- Less than 40m frontage.
- The building faces the primary street.
- Retail at the grade level.
- Parking below grade or to the rear.

- A 2 to 3 storey street wall height above which the remaining height of the building is stepped back.

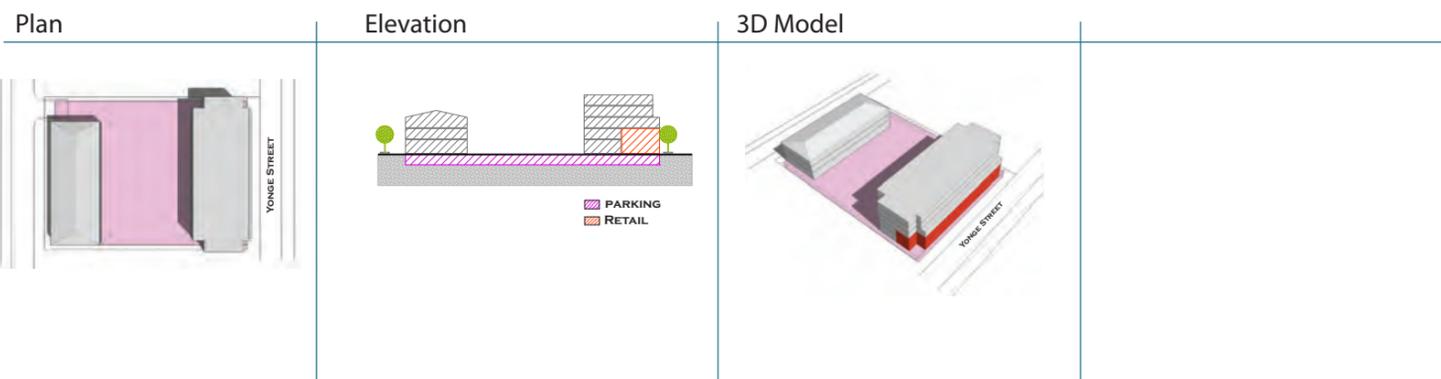


SMALL THROUGH-BLOCK SITE

SMALL THROUGH-BLOCK SITE exhibits the following characteristics:

- Less than 40 metre frontage.
- The site has frontage on two parallel streets.
- Generally there will be mixed-uses with retail at grade on the primary streets, and residential uses on parallel secondary streets.
- Parking below grade or internal to the property.

- A 2 to 3 storey street wall height above which the remaining height of the building is stepped back.







IMPLEMENTATION

This document outlines both broad approaches and specific methods to implement the goals of the Downtown Secondary Plan and The Aurora Promenade Urban Design Strategy. While far-reaching change is not likely to occur overnight, it is anticipated that demand for downtown development will continue to grow as public investments are made in the area.

The implementation process will be partly carried out by using a broad range of tools available in the Planning Act, including the Official Plan updates, Zoning by-laws, and a Community Improvement Plan. Other aspects of implementation include the potential for another Heritage Conservation District south of Wellington Street East, a Business Improvement Area and direct investment in the public realm. Wherever possible, multiple tools should be used in an interrelated manner to implement the coordinated application of both incentives and increased regulation and control. The harmonizing of various documents is also key to providing the public with a clear vision and policies.

The Official Plan as the most authoritative statement of the Town's goals, must be amended to articulate the goals of The Aurora Promenade in a clear and compelling manner. All other policies will thereby emanate from the Official Plan.

The application of the following three fundamental approaches will be key to the achievement of the vision of The Aurora Promenade:

1. Establish the environment for change

A predicate for improvements to The Aurora Promenade is to establish political will and a broad culture of awareness of the necessity for change. To date, the Town has taken the initiative to begin the process, and has strongly voiced its support for improvements to the public and private realm by recognizing The Aurora Promenade as a priority. This sends a powerful message. However, the Town must continue to lead the way, quickly moving on short-term goals and keeping the long-term goals at the forefront of the public agenda. Local residents, businesses, downtown workers, community groups, landowners and developers should all be intimately involved in all parts of the planning process.

In the immediate future, the adoption of the Downtown Secondary Plan and The Aurora Promenade Urban Design Strategy will set the scene for significant public realm improvements, active historic restoration and sensitive private infill development. Other immediate actions are outlined in the “Quick Wins” section below.

The long-term vision for an active urban core with a rich quality of life needs to be kept alive as it is gradually implemented over the coming years, especially through Town investment in the public realm. People who move downtown often trade off suburban amenities (large yards and extensive parking, for example) for quality of life, and the Town must ensure that they find that choice a rewarding one.

2. Reduce the cost of development

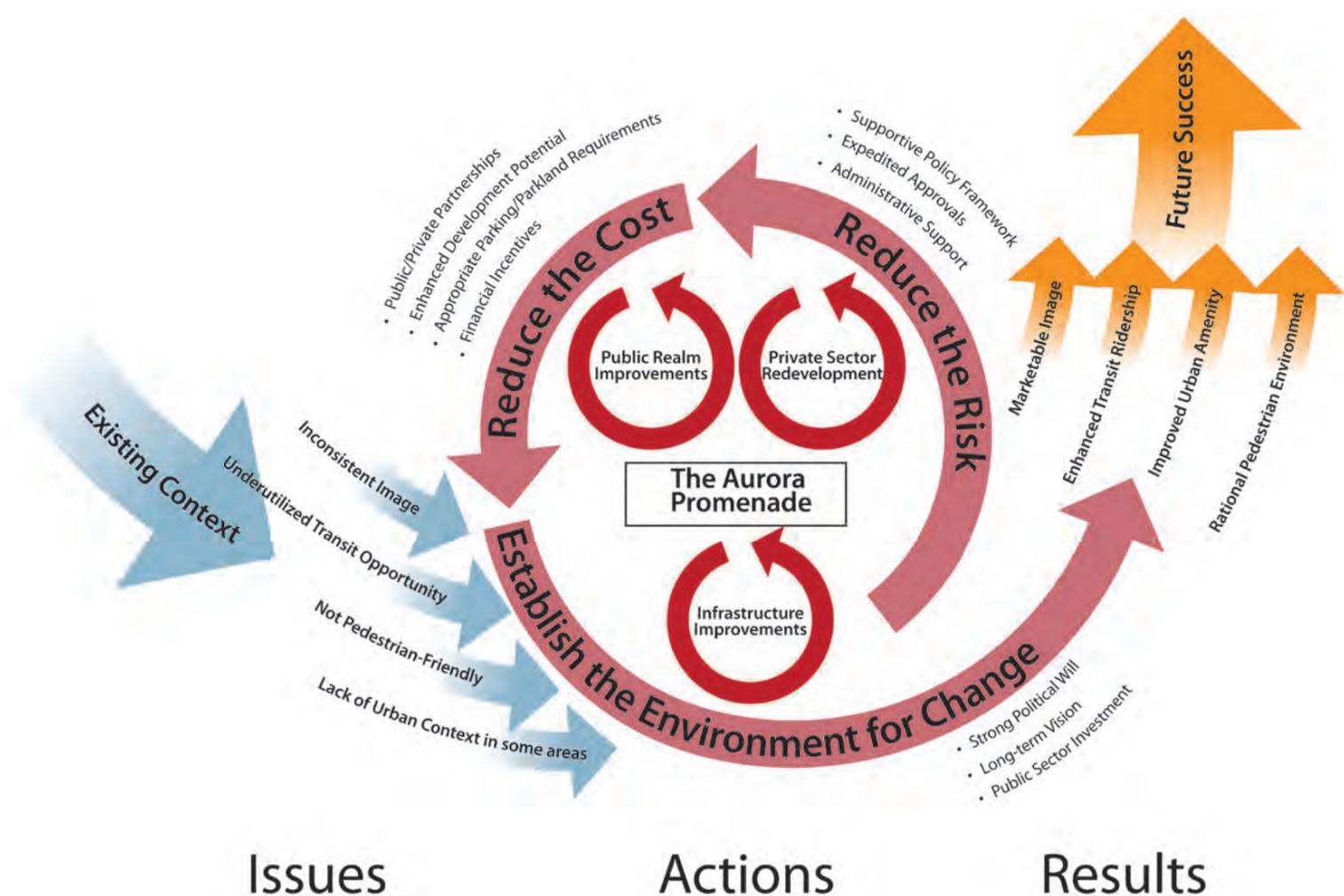
Higher density and high quality development is more expensive than typical suburban construction. In order to attract the types of development that The Aurora Promenade needs, incentives need to be offered to potential developers. These assist in reducing developer costs and increasing the economic sustainability of investment in The Aurora Promenade. Means of reducing costs could include:

- Providing financial incentives, such as grants, tax reductions and the waiving of certain fees. Some of these could be provided through the formation of a Community Improvement Plan.
- Consideration of the reduction of parking requirements, in acknowledgement of the significant availability of public parking and greater concentration of public transit and active transportation alternatives downtown.
- Consideration of the reduction of park dedication requirements, in acknowledgement of the lesser quantity of open spaces associated with downtown areas.
- Consideration of the reduction or waiving of development charges.
- Entering into public-private partnerships (such as agreements for some public parking to be made available in private buildings).

3. Reduce the risk of the approvals process

As well as high costs, private developers also face regulatory risks. In order to reduce risk and increase attractiveness to developers, the Town should establish an environment of certainty. This could include:

- Easily understandable communication of municipal policy, such as the use of illustrated zoning by-laws.
- Pre-zoning The Aurora Promenade immediately, to harmonize it with the land use and built form restrictions outlined in the Secondary Plan. This would clearly identify what will be permitted and what will not, and reduce the risk of Ontario Municipal Board appeals later in the redevelopment process.
- The Official Plan update that enacts the Secondary Plan should also clearly outline permitted heights, built form and incentives too encourage development.



IMPLEMENTATION STRATEGIES

Detailed Studies

- A Heritage Conservation District (HCD) study should be undertaken for the remaining areas of the Old Town Character Area, to assess their merit as potential future Heritage Conservation District(s). Such a designation would help protect the area's historic character, while allowing the Town greater control over the design of new infill development. It also opens up avenues of funding to private landowners as an incentive to restore heritage or historically contributing buildings.
- In conjunction with HCDs or as stand-alone guidance, infill guidelines specific to heritage neighbourhoods should be prepared to ensure appropriate new buildings, additions or alterations with respect to the authentic architectural styles represented in the area.
- A detailed streetscape study should be completed for Yonge Street with the specific goal of accommodating the Light Rail Transit and integrating it with the established historic character of the Old Town Character Area.
- A detailed streetscape study should be completed for Wellington Street.
- A study should be carried out to identify branding or marketing opportunities for The Aurora Promenade.
- A cultural master plan should be prepared as a way of promoting and aligning efforts regarding the arts, heritage and cultural community.
- Detailed façade guidelines should be developed.
- A feasibility study and detailed design guidelines for parking structures in The Aurora Promenade should be carried out.
- A feasibility study on potential new uses for the former public library including integration of a potential public parking facility should be carried out.
- A wayfinding and signage strategy should be undertaken for The Aurora Promenade.
- Prepare Special Area Plans for the Focus Areas and the Machell Avenue Extension.

Governance

- Establish The Aurora Promenade Advisory Group as an advisory committee to the Town's Economic Development team.
- In the longer term, the Town should work with the business owners to establish a Business Improvement Area. Business Improvement Areas are a means for a commercial district to invest in promoting and improvements so as to enhance the area's appeal for shoppers and ultimately to generate more business. Once a BIA has been established, money is raised through a tax levy which is then used to promote and improve the area. Streetscape improvements, decorative lighting, planting, banners, festivals and special events are some of the ways that BIAs invest in their communities. In general, BIAs focus on beautification, as well as general upkeep and maintenance of streets and open spaces; promoting and marketing the area; programming and events to attract traffic; and, advocacy for the interests of business in the area.
- Consideration of a standing committee on Downtown Development should be formed to oversee the application of the Urban Design Strategy.
- Consideration of a Design Review Panel should be established to review applications for new development, ensuring that they conform with the Urban Design Guidelines and any future architectural control guidelines, providing advice to planning staff. The panel would be composed of professionals from the fields of architecture, landscape architecture and urban design.
- In the long-term, the Town may consider the establishment of a parking authority with the mandate of planning, building and operating parking facilities, lots and on-street parking in The Aurora Promenade.

Policy

- The currently proposed Secondary Plan should be adopted, as a first step in positively shaping the future of The Aurora Promenade.

- The Town should complete a detailed review of the Secondary Plan every five years, starting from its approval date.
- The Zoning By-law and Official Plan should be amended to reflect the land use and built form policy outlined in the Secondary Plan.
- To take full advantage of private development or redevelopment projects in The Aurora Promenade, the Town should make use of the provisions in Section 37 of the Planning Act. Section 37 enables additional development rights in exchange for public benefits, such as:
 - Non-profit arts, cultural, community or institutional facilities;
 - Parks or park improvements;
 - Streetscape improvements (in proximity to the development);
 - The conservation of heritage resources;
 - Public art;
 - Public access to natural areas and tree plantings on public land;
 - Improvements to transit facilities and pedestrian connections to transit;
 - Child care facilities;
 - Land for other municipal purposes; or,
 - Any other improvements identified in a Community Improvement Plan.
- The Town should amend the Official Plan to enact a Community Improvement Policy (CIP) for The Aurora Promenade Secondary Plan area. This would open the door to the use of financial incentives to private landowners to conform new development to the Design Guidelines. The types of incentives potentially offered by a CIP include:
 - A Redevelopment Tax Rebate Program to offset increases in property tax that are caused by property reassessment following redevelopment.
 - A Planning and Development Fees Rebate Program to provide rebates for municipal application fees.
 - A Façade Improvement Program to help commercial building owners or businesses to improve the quality of facades.
 - A Study Grant Program to offset the costs of studies.
 - A Landscape Improvement Grant Program to encourage landscape upgrading.
 - A Residential Loan/Grant Program to improve residential properties.
 - A Commercial Grant/Loan Program to improve commercial properties.
 - A Heritage Grant Program to assist in the improvement of heritage buildings.
 - A Municipal Property Acquisition/Rehabilitation Program to acquire or rehabilitate properties.
- The Town should more strictly enforce property standards controls and by-laws to ensure that private properties in the Secondary Plan area contribute to an atmosphere of safety and cleanliness.
- A By-law should be passed to designate Industrial Parkway as a truck bypass and prohibit trucks from entering The Aurora Promenade except for the purpose of making deliveries or pickups. Appropriate signage additions and improvements should be made to Industrial Parkway.

Other

- Subject to an update of the Recreation Master Plan and in consultation with the Leisure Services Advisory Committee and local community, consideration should be given to replacing the existing fenced base ball field in the Town Park with a less formal field so as to restore the park to its historic civic function.
- Complete significant upgrades to the public realm, including new sidewalk paving treatments, lighting, wayfinding and street furniture replacements.
- Conduct a design competition to establish a recognizable and compelling treatment for entryways.
- Formalize the Cultural Precinct, using streetscape wayfinding to help identify it and develop a marketing strategy to specifically promote it.

QUICK WINS

Priority Action Suggestions for The Aurora Promenade

1	Improve Downtown Signage and Banners	0 TO 3 MONTHS
2	Paint and refurbish any railings or stairways which require maintenance or repair	
3	Replace garbage bins and newspaper boxes with more design/ context appropriate bins and boxes	
4	Installation of historic markers/ signage which identifies areas or points of significance in the Downtown Area	
5	Pass by-law to designate Industrial Parkway a truck bypass.	
6	Undertake a wayfinding and signage strategy to link key destinations and areas and to help orient visitors.	
7	Initiate and complete a Streetscape Study.	
8	Initiate a Façade Improvement Plan	3 TO 6 MONTHS
9	"Clean Up Aurora" Campaign	
10	Establish The Aurora Promenade Advisory Group.	
11	Form a Design Review Panel	
12	Conduct branding/marketing study.	
13	Give priority to a entryway sign on the railway bridge at the south end of the Town	6 TO 12 MONTHS
14	Designate The Aurora Promenade as a Community Improvement Area	
15	Establish a Cultural Precinct.	

QUICK WINS

Priority Action Suggestions for the Downtown Area

Beautification:

- Old Town or Downtown entryway treatments – signage & landscaping
- Communities in Bloom program – local landscaping competitions
- Streetscape improvements to Yonge:
- Double the landscaping efforts
- New permanent planter boxes with seasonal landscaping
- Sidewalk paving improvements (extend treatments similar to Library)
- Implement a historically sensitive signage by-law
- Up-lighting of key heritage landmarks

Marketing & Promotions

- Start a festival for every season – cultural, food, arts, sidewalk sales etc

Parking & Accessibility:

- Info Map & Signage strategy
- Coordinated surface parking area consolidation and improvements
- Negotiate with the land owners of the northwest quadrant of Yonge and Wellington Streets to include public parking facility
- Begin feasibility study on parking structure
- Bike storage facilities – provide as public art installations (create a buzz)

Civic Attractions:

- Temperance Street Parkette – concession, redesign, tourist booth, washroom
- Consider uses to repurpose the former library after use as office space for the Town for the next 3 years.
- Monitor future disposition of the Wells Street School. Provide input on appropriate community uses that are compatible with the neighbourhood.
- Begin to study the idea of acquiring or partnering on The Foundry site and the potential for a Market Square, Galleries, Museum etc.

Built Form Improvements:

- Begin to campaign for filling in the gaps – partnerships & incentives
- Façade improvement program – matching funds for awnings, storefronts, restoration, paint, signage, etc.

Others:

- Incentives programs needed – grants and tax abatements to encourage private sector investment (Community Improvement Plan)
- HCDS for remaining areas in the Old Town.

Section

5

IMPLEMENTATION



THE AURORA PROMENADE

Suggested Framework for Land Use Designations

	DOWNTOWN AREA	DOWNTOWN SHOULDER AREA
LAND USE		
Permitted Uses	<ul style="list-style-type: none"> Mixed use (commercial residential) Commercial offices Retail Residential (not at-grade on Yonge or Wellington streets or in rear) Institutional/public. Public open spaces 	<ul style="list-style-type: none"> Mixed use (commercial residential) Commercial offices Retail Residential Institutional/public Public open spaces
Prohibited uses	<ul style="list-style-type: none"> Drive-through facilities of any kind; Any other automotive-oriented uses. Retail uses over 2400 square metres in floor area; and, Retail uses with storefront frontage widths that exceed 15.0 metres. 	<ul style="list-style-type: none"> Drive-through facilities of any kind Any other automotive-oriented uses Retail uses over 2400 square metres in floor area
At Grade Uses	<ul style="list-style-type: none"> Retail uses required at grade. 	<ul style="list-style-type: none"> Retail uses encouraged at grade on Yonge and Wellington Streets.
BUILT FORM - HEIGHT & DENSITY		
Density	<ul style="list-style-type: none"> Not regulated 	<ul style="list-style-type: none"> Not regulated
Building Height	<ul style="list-style-type: none"> Min. 2 storeys Max. 5 storeys (subject to stepback at third storey) 	<ul style="list-style-type: none"> Min. 2 storeys Max. 5 storeys (except on Wellington Street East where the max. height is 3 storeys).
Height Bonus	<ul style="list-style-type: none"> 1 storeys (subject to design guidelines) in the Upper Downtown Must provide public benefit 	
Building Step-back	<ul style="list-style-type: none"> Main front wall and exterior side wall stepped back a min. of 3 m above the 3rd storey No stepbacks allowed below top of 2nd storey 	<ul style="list-style-type: none"> Main front wall and exterior side wall stepped back a min. of 3 m above the 3rd storey No stepbacks allowed below top of 2nd storey
Angular Planes	<ul style="list-style-type: none"> 45 degree angular plane measured from a point 9 m above the rear and side yard set back in a Heritage or Stable Neighbourhood area 	<ul style="list-style-type: none"> 45 degree angular plane measured from a point 9 m above the rear and side yard set back in a Heritage or Stable Neighbourhood
Exceptions	<ul style="list-style-type: none"> May be allowed for key corner or terminus sites, subject to discretion of Town and in adherence to Design Guidelines. 	<ul style="list-style-type: none"> May be allowed for key corner or terminus sites, subject to discretion of Town and in adherence to Design Guidelines.
LOCATION OF BUILDINGS ON A LOT		
Lot Frontage		
Lot Coverage by Buildings	<ul style="list-style-type: none"> Min. 50% Max. 90% 	<ul style="list-style-type: none"> Min. 35% Max. 80%
Lot Coverage by Surface Parking Lots	<ul style="list-style-type: none"> Max. 25% Parking must be located at the rear or below grade. (Public above-grade parking structures may be permitted subject to Design Guidelines). 	<ul style="list-style-type: none"> Max. 25% Parking must be located at the rear or below grade. (Public above-grade parking structures may be permitted subject to Design Guidelines). Exception: Side-yard parking is permitted for house-form buildings only. Must not exceed 25% of lot frontage.

PROMENADE GENERAL	PROMENADE FOCUS
<ul style="list-style-type: none"> Mixed use (commercial residential) Commercial offices Retail (larger formats directed to rear or second level) Residential (not at-grade on Yonge or Wellington streets or in rear) Institutional/public Public open spaces 	<ul style="list-style-type: none"> Mixed use (commercial residential) Commercial offices Retail (larger formats directed to rear or second level) Residential (not at-grade on Yonge or Wellington streets or in rear) Institutional/public Public open spaces
<ul style="list-style-type: none"> Drive-through facilities of any kind Any other automotive-oriented uses limited 	<ul style="list-style-type: none"> Drive-through facilities of any kind Any other automotive-oriented uses limited
<ul style="list-style-type: none"> Retail uses encouraged at grade on Yonge and Wellington Streets. 	<ul style="list-style-type: none"> Retail uses encouraged at grade on Yonge and Wellington Streets.
<ul style="list-style-type: none"> Not regulated 	<ul style="list-style-type: none"> Not regulated
<ul style="list-style-type: none"> Min. 2 storeys Max. 5 storeys 	<ul style="list-style-type: none"> Min. 2 storeys Max. 5 storeys
<ul style="list-style-type: none"> 1 storey to a maximum of 6 storeys (subject to design guidelines) Only applicable to properties with frontage and depths over 40.0 metres Must meet massing performance standards Must provide public benefit The Bonus does not apply to the lands on the east side of Yonge Street, north of Dunning Avenue 	<ul style="list-style-type: none"> 2 storeys to a maximum of 7 storeys (subject to design guidelines) Only applicable to properties with frontage and depths over 40.0 metres Must meet massing performance standards Must provide public benefit
<ul style="list-style-type: none"> Main front wall and exterior side wall stepped back a min. of 1.5 m above the 4th storey No stepbacks allowed below top of 2nd storey 	<ul style="list-style-type: none"> Main front wall and exterior side wall stepped back a min. of 1.5 m above the 4th storey No stepbacks allowed below top of 2nd storey
<ul style="list-style-type: none"> 45 degree angular plane measured from a point 9 m above the rear and side yard set back in a Heritage or Stable Neighbourhood area 	<ul style="list-style-type: none"> 45 degree angular plane measured from a point 9 m above the rear and side yard set back in a Heritage or Stable Neighbourhood area
<ul style="list-style-type: none"> May be allowed for key corner or terminus sites, subject to discretion of Town and in adherence to Design Guidelines. 	<ul style="list-style-type: none"> May be allowed for key corner or terminus sites, subject to discretion of Town and in adherence to Design Guidelines.
<ul style="list-style-type: none"> Min. for any new development is 18 m 	<ul style="list-style-type: none"> Min. for any new development is 18 m
<ul style="list-style-type: none"> Min. 50% Max. 90% 	<ul style="list-style-type: none"> Min. 50% Max. 90%
<ul style="list-style-type: none"> Max. 25% Parking must be located at the rear or below grade. 	<ul style="list-style-type: none"> Max. 25% Parking must be located at the rear or below grade.

	DOWNTOWN AREA	DOWNTOWN SHOULDER AREA
(CONT'D FROM PREVIOUS PAGE)		
Front and Exterior Side Build-Within Zone/ Setbacks	<ul style="list-style-type: none"> Build within zone is located between 0.0 and 1.0 metres from the front and/or exterior side lot line Exception: Between 1.0 and 3.0 metres for large lots (over 40.0 m wide) Min. 80% of main front wall and 60% of exterior side wall located in the Build-Within Zone 	<ul style="list-style-type: none"> Build within zone is located between 3.0 and 6.0 metres from the front and/or exterior side lot line If heritage building is present on lot or adjacent lot, front of new building or addition must be setback 1.0m behind front of heritage building Min. 80% of main front wall and 60% of exterior side wall located in the Build-Within Zone
Interior Side Yard Setback/ Space Between Buildings	<ul style="list-style-type: none"> No interior side yard setback permitted. Exception: If lot has greater than 40.0 m frontage, max. interior side yard setback is 3.0 metres 	<ul style="list-style-type: none"> Min. 0.75 metres Max. 3.0 metres
Rear Yard Setback	<ul style="list-style-type: none"> Min. 7.5 metres 	<ul style="list-style-type: none"> Min. 7.5 metres
Encroachments	<ul style="list-style-type: none"> Permitted to encroach into the pedestrian realm subject to approval from the Town: <ul style="list-style-type: none"> Awnings Outdoor cafés and seating for restaurants Semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage attached to the building Permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined pedestrian realm 	<ul style="list-style-type: none"> Permitted to encroach into the pedestrian realm subject to approval from the Town: <ul style="list-style-type: none"> Awnings Outdoor cafés and seating for restaurants Semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage attached to the building Permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined pedestrian realm
Parkland Dedication	<ul style="list-style-type: none"> All new development exempt 	<ul style="list-style-type: none"> Alternative parkland dedication provided in the Planning Act of 1 hectare per 300 dwellings is not applied Typical Planning Act requirement of 5 percent of the land area for residential and 2 percent of the land area for all non-residential is applied. For mixed-use developments, dedication will be calculated on the percentage of GFA of each use.
Plazas		<ul style="list-style-type: none"> Min. frontage on the abutting sidewalk of 5 metres and a depth of 5 metres Large sites may include single, large scale plaza and/or a series of smaller plazas
PARKING, ACCESS + SERVICE		
Parking Requirements	<ul style="list-style-type: none"> New non-residential and residential uses developed within an existing building are exempt from additional parking requirements Min. 1.0 space and a maximum of 2.0 spaces per 100 square metres of Gross Floor Area of new non-residential development Min. 1 space and a maximum of 1.25 parking spaces per unit in new residential, inclusive of visitor parking Institutional uses may provide parking at an alternative standard, subject to further specification in the Official Plan and/or implementing Zoning By-law 	<ul style="list-style-type: none"> New non-residential and residential uses developed within an existing building are exempt from additional parking requirements Min. 2.0 spaces and a maximum of 3.0 spaces per 100 square metres of Gross Floor Area of new non-residential development Min. 1.0 space and a maximum of 1.25 parking spaces per unit in new residential, inclusive of visitor parking Institutional uses may provide parking at an alternative standard, subject to further specification in the Official Plan and/or implementing Zoning By-law
<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial</p> <p>Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000 sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>		
Parking on a Site in Proximity		<ul style="list-style-type: none"> Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25%

PROMENADE GENERAL	PROMENADE FOCUS
<ul style="list-style-type: none"> • Build within zone is located between 2.0 and 4.0 metres from the front and/or exterior side lot line • Min. 80% of main front wall and 60% of exterior side wall located in the Build-Within Zone 	<ul style="list-style-type: none"> • Build within zone is located between 2.0 and 4.0 metres from the front and/or exterior side lot line • Min. 80% of main front wall and 60% of exterior side wall located in the Build-Within Zone
<ul style="list-style-type: none"> • No interior side yard setback permitted. • Exception: If lot has greater than 40.0 m frontage, max. interior side yard setback is 3.0 metres 	<ul style="list-style-type: none"> • No interior side yard setback permitted. • Exception: If lot has greater than 40.0 m frontage, max. interior side yard setback is 3.0 metres
<ul style="list-style-type: none"> • Min. 7.5 metres 	<ul style="list-style-type: none"> • Min. 7.5 metres
<ul style="list-style-type: none"> • Permitted to encroach into the pedestrian realm subject to approval from the Town: <ul style="list-style-type: none"> • Awnings • Outdoor cafés and seating for restaurants • Semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage attached to the building • Permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined pedestrian realm 	<ul style="list-style-type: none"> • Permitted to encroach into the pedestrian realm subject to approval from the Town: <ul style="list-style-type: none"> • Awnings • Outdoor cafés and seating for restaurants • Semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage attached to the building • Permanent structural components of the building (colonnades and balconies) are not permitted to encroach into the defined pedestrian realm
<ul style="list-style-type: none"> • Alternative parkland dedication provided in the Planning Act of 1 hectare per 300 dwellings is not applied • Typical Planning Act requirement of 5 percent of the land area for residential and 2 percent of the land area for all non-residential is applied. • For mixed-use developments, dedication will be calculated on the percentage of GFA of each use. 	<ul style="list-style-type: none"> • Alternative parkland dedication provided in the Planning Act of 1 hectare per 300 dwellings is not applied • Typical Planning Act requirement of 5 percent of the land area for residential and 2 percent of the land area for all non-residential is applied. • For mixed-use developments, dedication will be calculated on the percentage of GFA of each use.
<ul style="list-style-type: none"> • Min. frontage on the abutting sidewalk of 5 metres and a depth of 5 metres • Large sites may include single, large scale plaza and/or a series of smaller plazas 	<ul style="list-style-type: none"> • Min. frontage on the abutting sidewalk of 5 metres and a depth of 5 metres • Large sites may include single, large scale plaza and/or a series of smaller plazas
<ul style="list-style-type: none"> • All permitted retail uses (with the exception of hotels) - a minimum of 3.5 and a maximum of 4.5 spaces per 100 square metres of Gross Floor Area • Hotels – a minimum of 1.25 and a maximum of 1.5 spaces per room • All permitted office and institutional uses – a minimum of 2.5 and a maximum of 3.0 spaces per 100 square metres of Gross Floor Area • Condominium-based residential uses – a minimum of 1.0 and a maximum of 1.5 spaces per unit, inclusive of visitor parking • Freehold residential uses – a minimum of 1.5 spaces and a maximum of 2.0 per unit • Institutional uses may provide parking at an alternative standard, subject to further specification in the Official Plan and/or implementing Zoning By-law 	<ul style="list-style-type: none"> • All permitted retail uses (with the exception of hotels) - a minimum of 3.5 and a maximum of 4.5 spaces per 100 square metres of Gross Floor Area • Hotels – a minimum of 1.25 and a maximum of 1.5 spaces per room • All permitted office and institutional uses – a minimum of 2.5 and a maximum of 3.0 spaces per 100 square metres of Gross Floor Area • Condominium-based residential uses – a minimum of 1.0 and a maximum of 1.5 spaces per unit, inclusive of visitor parking • Freehold residential uses – a minimum of 1.5 spaces and a maximum of 2.0 per unit • Institutional uses may provide parking at an alternative standard, subject to further specification in the Official Plan and/or implementing Zoning By-law
<ul style="list-style-type: none"> • Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25% 	<ul style="list-style-type: none"> • Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25%

	DOWNTOWN AREA	DOWNTOWN SHOULDER AREA
(CONT'D FROM PREVIOUS PAGE)		
Further Parking Requirements Reductions		<ul style="list-style-type: none"> • Required parking may be provided on any lot within 100 metres of the development that is being served • Where on-street parking is provided, the number of spaces may be deducted from the parking requirements of the abutting development
Cash-In-Lieu of Parking	<ul style="list-style-type: none"> • Permitted according to Town's discretion, based on min. requirements • Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade 	<ul style="list-style-type: none"> • Permitted according to Town's discretion, based on min. requirements • Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

PROMENADE GENERAL	PROMENADE FOCUS
<ul style="list-style-type: none"> Required parking may be provided on any lot within 100 metres of the development that is being served Where on-street parking is provided, the number of spaces may be deducted from the parking requirements of the abutting development 	<ul style="list-style-type: none"> Required parking may be provided on any lot within 100 metres of the development that is being served Where on-street parking is provided, the number of spaces may be deducted from the parking requirements of the abutting development
<ul style="list-style-type: none"> Permitted according to Town's discretion, based on min. requirements Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade 	<ul style="list-style-type: none"> Permitted according to Town's discretion, based on min. requirements Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

APPENDIX A

SUMMARY TABLE OF LAND USE, BUILT FORM AND PARKING CRITERIA

DOWNTOWN AREA

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed
Land Use	<ul style="list-style-type: none"> Community Commercial Centre – Historic Core Institutional 	<ul style="list-style-type: none"> Central Commercial (C2) Zone Note – site specific C2 exceptions zones are located in the area Institutional (I) Zone 	<ul style="list-style-type: none"> Mixed-use, retail, office, residential (not at-grade on Yonge or Wellington Streets) or at the rear as an ancillary use, institutional/ public, public open spaces Retail required at-grade for frontages on Yonge and Wellington Streets Restriction on size of retail to a maximum of 2,400 m² area. Restriction on storefront frontage widths to a maximum of 15 metre retail frontages Automotive-oriented uses and drive-thru's prohibited
Setbacks	Front	<ul style="list-style-type: none"> C2 – Nil I – 10 m 	<ul style="list-style-type: none"> 0.0m to 1.0m 1.0m to 3.0m for corner and large sites (over 40.0m frontage)
	Side	<ul style="list-style-type: none"> C2 – Nil I – ½ the height of the building and in no case less than 4.5 m 	<ul style="list-style-type: none"> 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 40.0m)
	Rear	<ul style="list-style-type: none"> C2 – 7.5 m I – 15 m 	<ul style="list-style-type: none"> Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas)
Massing	<ul style="list-style-type: none"> Community Commercial Centre – Historic Core: Building heights generally between 2 and 3 storeys at the street façade (a height limitation of 5 storeys including bonusing) Institutional: Council may award density bonuses under section 36 of the Planning Act to ensure the provision of facilities, space or capital cost for social or recreational services which will benefit the community 	<ul style="list-style-type: none"> C2 – Maximum 3 storeys notwithstanding a maximum of 5 storeys shall be permitted provided that the fourth and fifth storeys are setback a minimum of 3 metres from the main front and exterior sidewalls of the third storey. I – Not specific 	<ul style="list-style-type: none"> Min. 2-storeys Max. 5-storeys subject to stepback at third storey Height Bonus: Upper Downtown is 1-storey (subject to design guidelines to a maximum of 6-storeys) Street wall height of 2-storey minimum, 3-storey maximum Minimum 3m from street wall, will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area Exceptions for key Corners and Terminus Sites subject to Design Guidelines

DOWNTOWN AREA PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial</p> <p>Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000 sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Max. 25% surface coverage by parking lots Parking must be located at the rear or below grade. (Public above-grade parking structures may be permitted subject to Design Guidelines). New non-residential and residential uses developed within an existing building is exempt from additional parking requirements Min. 1.0 space and a maximum of 2.0 spaces per 100 square, metres of Gross Floor Area of new non-residential development Min. 1 space and a maximum of 1.25 parking spaces per unit in new residential , inclusive of visitor parking Cash-in-lieu of parking will be permitted according to Town's discretion, based on min. requirements Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

DOWNTOWN SHOULDER AREA

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed
Land Use	<ul style="list-style-type: none"> Community Commercial Centre Community Commercial Centre – Historic Core Urban Residential Institutional General Industrial 	<ul style="list-style-type: none"> Central Commercial (C2) Zone Note – site specific C2 exceptions zones are located in the area Service Commercial (C3) Zone (Urban) Institutional (I) Zone General Industrial (M2) Zone Special Mixed Density Residential (R5) Zone Note – site specific R5 exceptions zones are located in the area Row Dwelling Residential (R6) Zone Note – site specific R6 exceptions zones are located in the area 	<ul style="list-style-type: none"> Mixed-use, retail, office, residential (not at grade on Yonge or Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces Retail encouraged at-grade for frontages on Yonge and Wellington Streets Maximum of 2,400m² retail area Automotive-oriented uses and drive-thru's prohibited
Setbacks	Front	<ul style="list-style-type: none"> C2 – Nil C3 – 10 m I – 10 m M2 – 3 m R5 – 6 m R6 – 7.5 m 	<ul style="list-style-type: none"> 3.0m to 6.0m, minimum 1.0m from the front of heritage buildings on or adjacent to the property
	Side	<ul style="list-style-type: none"> C2 – nil C3 – 3 m, where abutting residential uses – 10 m I – ½ the height of the building and in no case less than 4.5 m M2 – 3 – 6 m R5 – 2.5 m R6 – 1.5 m 	<ul style="list-style-type: none"> Minimum of 0.78m to maximum of 3.0m
	Rear	<ul style="list-style-type: none"> C2 – 7.5 m C3 – 7.5 m, where abutting residential uses – 10 m I – 15 m M2 – 9 m R5 – 7.5 m R6 – 7.5 m 	<ul style="list-style-type: none"> Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas)
Massing	<ul style="list-style-type: none"> Community Commercial Centre: Height limitation of 5 storeys including bonusing Community Commercial Centre – Historic Core: Building heights generally between 2 and 3 storeys at the street façade (a height limitation of 5 storeys including bonusing) Urban Residential: Low density areas shall contain predominantly detached and semi-detached dwellings; Medium density areas shall contain predominantly triplexes, fourplexes, townhouses and other building forms; High density areas shall contain a form of multiple units not exceeding 7 storeys, including bonuses Institutional: Council may award density bonuses under section 36 of the Planning Act to ensure the provision of facilities, space or capital cost for social or recreational services which will benefit the community General Industrial: Not specific 	<ul style="list-style-type: none"> C2 – Maximum 3 storeys notwithstanding a maximum of 5 storeys shall be permitted provided that the fourth and fifth storeys are setback a minimum of 3 metres from the main front and exterior sidewalls of the third storey. C3 – Nil I – Nil M2 – Nil R5 – Nil R6 – Nil 	<ul style="list-style-type: none"> Minimum 2-storeys Maximum 5-storeys Street wall height of 2-storey minimum, 3-storey maximum Minimum 3.0m from street wall, subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area Exceptions for key Corners and Terminus Sites subject to Design Guidelines

DOWNTOWN SHOULDER AREA PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial</p> <p>Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq. metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000 sq. metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq. metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Max. 25% surface coverage by parking lots Parking must be located at the rear or below grade. (Public above-grade parking structures may be permitted subject to Design Guidelines). <ul style="list-style-type: none"> Exception: Side-yard parking is permitted for house-form buildings only. Must not exceed 25% of lot frontage. New non-residential and residential uses developed within an existing building is exempt from additional parking requirements Min. 2.0 spaces and a maximum of 3.0 spaces per 100 m² of Gross Floor Area of new non-residential development Min. 1.0 space and a maximum of 1.25 parking spaces per unit in new residential, inclusive of visitor parking Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25% Cash-in-lieu of parking will be permitted according to Town's discretion, based on min. requirements <ul style="list-style-type: none"> Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

PROMENADE GENERAL AREAS

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed
Land Use	<ul style="list-style-type: none"> Community Commercial Centre Service Commercial 	<ul style="list-style-type: none"> Service Commercial (C3) Zone (Urban) Note – site specific C3 exceptions zones are located in the area Shopping Centre Commercial (C4) Zone Note – site specific C4 exceptions zones are located in the area Industrial Commercial (C5) Zone Note – site specific C5 exceptions zones are located in the area Institutional (I) Zone Note – site specific I exceptions zones are located in the area Restrictive Industrial (M1) Zone Note – site specific M1 exceptions zones are located in the area General Industrial (M2) Zone 	<ul style="list-style-type: none"> Mixed-use, retail, office, residential (not at grade where fronting on Yonge and Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces Retail encouraged at-grade for frontages on Yonge and Wellington Streets Appropriate for a variety of retail formats integrated into pedestrian-oriented developments – larger formats directed to the rear or second level (For further guidance, please refer to the Urban Design Guidelines in Section 4) Limits on automotive-oriented uses with drive-thru's prohibited
Setbacks	Front	<ul style="list-style-type: none"> C3 – 10 m C4 – 12 m C5 – 9 m I – 10 m M1 – 3 m M2 – 3 m 	<ul style="list-style-type: none"> 2.0m to 4.0m
	Side	<ul style="list-style-type: none"> C3 – 3 m, where abutting residential uses – 10 m C4 – 7.5 m C5 – 6 m I – ½ the height of the building and in no case less than 4.5 m M1 – 3 m interior buildings up to 10 m in height, 6 m interior buildings up to 15 m in height; 3 m interior side yard M2 – 3 m interior buildings up to 10 m in height, 6 m interior buildings up to 15 m in height; 3 m interior side yard 	<ul style="list-style-type: none"> 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 4.0m)
	Rear	<ul style="list-style-type: none"> C3 – 7.5 m, where abutting residential uses – 10 m C4 – 7.5 m C5 – 9 m I – 15 m M1 – 9 m M2 – 9m 	<ul style="list-style-type: none"> Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas)
Massing	<ul style="list-style-type: none"> Community Commercial Centre: Height limitation of 5 storeys including bonusing Service Commercial: Nothing specific 	<ul style="list-style-type: none"> C3 – Nil C4 – Nil C5 – Nil I – Nil M1 – Nil M2 – Nil 	<ul style="list-style-type: none"> Min. 2-storey Max. 5-storey Height Bonus: 1 storey (subject to design guidelines) and the following conditions: <ul style="list-style-type: none"> Minimum frontage and depth of 40m Meeting massing performance standards (angular planes, setbacks, etc.) Consistency with Design Guidelines Providing a public benefit (heritage protection, public amenity, affordable artist spaces, etc.) To a maximum height of 6-storeys Street wall height of 2-storey minimum, 4-storey maximum Minimum 1.5m setback from street wall Will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area Exceptions for key Corners and Terminus Sites subject to Design Guidelines

PROMENADE GENERAL AREAS PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial</p> <p>Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Max. 25% surface coverage by parking lots Parking must be located at the rear or below grade. All permitted retail uses (with the exception of hotels) - a minimum of 3.5 and a maximum of 4.5 spaces per 100 m² of Gross Floor Area Hotels – a minimum of 1.25 and a maximum of 1.5 spaces per room All permitted office and institutional uses – a minimum of 2.5 and a maximum of 3.0 spaces per 100 m² of Gross Floor Area Condominium-based residential uses – a minimum of 1.0 and a maximum of 1.5 spaces per unit, inclusive of visitor parking Freehold residential uses – a minimum of 1.5 spaces and a maximum of 2.0 per unit Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25% Cash-in-lieu of parking will be permitted according to Town's discretion, based on min. requirements Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

PROMENADE FOCUS AREA

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed
Land Use	<ul style="list-style-type: none"> Community Commercial Centre Service Commercial General Industrial Urban Residential 	<ul style="list-style-type: none"> Service Commercial (C3) Zone (Urban) Note – site specific C3 exceptions zones are located in the area Shopping Centre Commercial (C4) Zone Note – site specific C4 exceptions zones are located in the area Industrial Commercial (C5) Zone Note – site specific C5 exceptions zones are located in the area Residential Commercial (C7) Zone Restrictive Industrial (M1) Zone Note – site specific M1 exceptions zones are located in the area General Industrial (M2) Zone Third Density Apartment (RA3) Zone Note – site specific RA3 exceptions zones are located in the area 	<ul style="list-style-type: none"> Mixed-use, retail, office, residential (not at grade where fronting on Yonge and Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces Retail encouraged at-grade for frontages on Yonge and Wellington Streets Appropriate for a variety of retail formats integrated into pedestrian-oriented developments – larger formats directed to the rear or second level (For further guidance, please refer to the Urban Design Guidelines in Section 4) Limits on automotive-oriented uses with drive-thru's prohibited
Setbacks	Front	<ul style="list-style-type: none"> C3- 10 m C4 – 12 m C5 – 9 m C7 – 3 m M1 – 3m M2 – 3 m RA3-1/2 the height of the building and in no case less than 9 m from the street line 	<ul style="list-style-type: none"> 2.0m to 4.0m
	Side	<ul style="list-style-type: none"> C3- 3 m, where abutting residential uses – 10 m C4 – 7.5 m C5 – 6 m C7 – 1.5 m to Wellington, 10 m to Centre M1 - 3 m interior buildings up to 10 m in height, 6 m interior buildings up to 15 m in height; 3 m interior side yard M2 - 3 m interior buildings up to 10 m n height, 6 m interior buildings up to 15 m in height; 3 m interior side yard RA3 – ½ the building height and in no case less than 9 m 	<ul style="list-style-type: none"> 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 4.0m)
	Rear	<ul style="list-style-type: none"> C3- 7.5 m, where abutting residential uses – 10 m C4 – 7.5 m C5 – 9 m C7 – 20 m M1 – 9 m M2 – 9 m RA3 – 9 m 	<ul style="list-style-type: none"> Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas)
Massing	<ul style="list-style-type: none"> Community Commercial Centre: Height limitation of 5 storeys including bonusing Service Commercial: Nothing specific General Industrial: Not specific Urban Residential: Low density areas shall contain predominantly detached and semi-detached dwellings; Medium density areas shall contain predominantly triplexes, fourplexes, townhouses and other building forms; High density areas shall contain a form of multiple units not exceeding 7 storeys, including bonuses 	<ul style="list-style-type: none"> C3- Nil C4 – Nil C5 – Nil C7 – Nil M1 – Nil M2 – Nil RA3 – Nil 	<ul style="list-style-type: none"> Min. 2-storey Max. 5-storey Height Bonus: 2 storeys (subject to design guidelines) and the following conditions: <ul style="list-style-type: none"> Minimum frontage and depth of 40m Meeting massing performance standards (angular planes, stepbacks, etc.) Consistency with Design Guidelines Providing a public benefit (heritage protection, public amenity, affordable artist spaces, etc.) To a maximum height of 7-storeys Street wall height of 2-storey minimum, 4-storey maximum Minimum 1.5m setback from street wall Will be subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area Exceptions for key Corners and Terminus Sites subject to Design Guidelines

PROMENADE FOCUS AREA PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial</p> <p>Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Max. 25% surface coverage by parking lots Parking must be located at the rear or below grade. All permitted retail uses (with the exception of hotels) - a minimum of 3.5 and a maximum of 4.5 spaces per 100 m² of Gross Floor Area Hotels – a minimum of 1.25 and a maximum of 1.5 spaces per room All permitted office and institutional uses – a minimum of 2.5 and a maximum of 3.0 spaces per 100 m² of Gross Floor Area Condominium-based residential uses – a minimum of 1.0 and a maximum of 1.5 spaces per unit, inclusive of visitor parking Freehold residential uses – a minimum of 1.5 spaces and a maximum of 2.0 per unit Where new development is proposed within 150 m of an existing public parking facility, the Town may reduce the min. parking requirement by an amount established on a case by case basis of up to an additional 25% Cash-in-lieu of parking will be permitted according to Town's discretion, based on min. requirements Cost of each space will be determined by Town, and funds raised will be used solely for public parking within The Aurora Promenade

NEIGHBOURHOOD: OLD TOWN

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed	
Land Use	<ul style="list-style-type: none"> Community Commercial Centre Community Commercial Centre – Historic Core Urban Residential 	<ul style="list-style-type: none"> Central Commercial (C2) Zone Detached Dwelling Second Density Residential (R2) Zone Special Mixed Density Residential (R5) Zone 	<ul style="list-style-type: none"> Residential in house forms such as detached, semi-detached and row houses Institutional/public, open spaces Professional offices and speciality retail combined with residential uses and occupying no more than 50% of the floor space may be located in certain areas such as the Cultural Precinct 	
Setbacks	Front	<ul style="list-style-type: none"> Community Commercial Centre: Not specific Community Commercial Centre – Historic Core: Commercial buildings built flush to the front lot line or at par with adjacent commercial buildings. Urban Residential: Not specific 	<ul style="list-style-type: none"> C2 – Nil R2 – 6 m R5 – 6 m 	<ul style="list-style-type: none"> 3.0m to 6.0m, minimum 1.0 metre from the front of heritage buildings on or adjacent to the property
	Side	<ul style="list-style-type: none"> Community Commercial Centre: Not specific Community Commercial Centre – Historic Core: Not specific Urban Residential: Not specific 	<ul style="list-style-type: none"> C2 – Nil R2 – 1.2 m R5 – 2.5 m 	<ul style="list-style-type: none"> Minimum 0.75m, maximum 3.0m
	Rear	<ul style="list-style-type: none"> Community Commercial Centre: Not specific Community Commercial Centre – Historic Core: Not specific Urban Residential: Not specific 	<ul style="list-style-type: none"> C2 – 7.5 m R2 – 7.5 m R5 – 7.5 m 	<ul style="list-style-type: none"> Minimum 7.5m
Massing	<ul style="list-style-type: none"> Community Commercial Centre: Height limitation of 5 storeys including bonusing Community Commercial Centre – Historic Core: Building heights generally between 2 and 3 storeys at the street façade (a height limitation of 5 storeys including bonusing) Urban Residential: Low density areas shall contain predominantly detached and semi-detached dwellings; Medium density areas shall contain predominantly triplexes, fourplexes, townhouses and other building forms; High density areas shall contain a form of multiple units not exceeding 7 storeys, including bonuses 	<ul style="list-style-type: none"> C2 – Maximum 3 storeys notwithstanding a maximum of 5 storeys shall be permitted provided that the fourth and fifth storeys are setback a minimum of 3 metres from the main front and exterior sidewalls of the third storey. R2 – Nil R5 – Nil 	<ul style="list-style-type: none"> Minimum 1-storey Maximum 3-storeys Front porches Sloped roofs Garages permitted at the side or rear accessed by a side drive, front yard garages situated in front of the main front building wall are not permitted 	

NEIGHBOURHOOD: OLD TOWN PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000 sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Side or rear only Side yard parking not to occupy more than 25% of the frontage

NEIGHBOURHOOD: PROMENADE

Category	Current Official Plan Permissions	Current Zoning Permissions	Proposed
Land Use	<ul style="list-style-type: none"> Urban Residential Institutional 	<ul style="list-style-type: none"> Second Density Apartment Residential (RA2) Zone Note – site specific RA2 exceptions zones are located in the area Third Density Apartment (RA3) Zone Note – site specific RA3 exceptions zones are located in the area Detached Dwelling Second Density Residential (R2) Zone Special Mixed Density Residential (R5) Zone Row Dwelling Residential (R6) Zone 	<ul style="list-style-type: none"> Residential in higher density forms such as row houses, stacked townhouse, and low-rise apartments Institutional/public, open spaces Convenience retail such as a corner store
Setbacks	Front	<ul style="list-style-type: none"> RA2 – ½ the height of the building and in no case less than 9 m from the street line RA3 – ½ the height of the building and in no case less than 9 m from the street line R2 – 6 m R5 – 6 m R6 – 7.5 m 	<ul style="list-style-type: none"> 1.5 to 3.0m
	Side	<ul style="list-style-type: none"> RA2 – ½ the building height and in no case less than 9 m RA3 – ½ the building height and in no case less than 9 m R2 – 1.2 m R5 – 2.5 m R6 – 1.5 m 	<ul style="list-style-type: none"> 0.0 for row houses, minimum 3.0m where interior facing windows
	Rear	<ul style="list-style-type: none"> RA2 – 9 m RA3 – 9 m R2 – 7.5 m R5 – 7.5 m R6 – 7.5 m 	<ul style="list-style-type: none"> Minimum 7.5m
Massing	<ul style="list-style-type: none"> Urban Residential: Low density areas shall contain predominantly detached and semi-detached dwellings; Medium density areas shall contain predominantly triplexes, fourplexes, townhouses and other building forms; High density areas shall contain a form of multiple units not exceeding 7 storeys, including bonuses Institutional: Council may award density bonuses under section 36 of the Planning Act to ensure the provision of facilities, space or capital cost for social or recreational services which will benefit the community 	<ul style="list-style-type: none"> RA2 – Nil RA3 – Nil R2 – Nil R5 – Nil R6 – Nil 	<ul style="list-style-type: none"> Minimum 2-storey Maximum 5-storeys Row houses and stacked townhouses: front porches are encouraged and front yard garages that sit proud of the main front building wall are not permitted Apartments: <ul style="list-style-type: none"> Street Wall – 2-storey minimum, 4-storey maximum Above-grade setbacks – minimum 1.5m from street wall Subject to 45-degree angular plane originating from the nearest property line within a low-rise residential area Exceptions for key Corners and Terminus Sites subject to the Design Guidelines

NEIGHBOURHOOD: PROMENADE PARKING

General Principles	STANDARDS	
	Existing Standards as per Zoning Bylaw	Proposed Standards
<ul style="list-style-type: none"> Minimize the visibility of surface parking areas from the street by placing them to the side or to the rear of buildings. Large expanses of surface parking should be broken up with buildings and landscaping to reduce their visual prominence. To reduce the amount of space required, where appropriate, parking areas should be shared between adjoining facilities. Where possible, provide multiple entry and exit points from streets to off-street surface parking to reduce congestion. Direct access for parking from high traffic pedestrian streets should be discouraged. Parking entrances should be located along rear laneways or along secondary streets with less pedestrian traffic. 	<p>The current Zoning By-law permits the following parking standards for C2- Central Commercial Shopping Centre (more than one use)</p> <p>A) Shopping Centre (gross leasable area not exceed 28,000 sq.metres and a food store does not exceed 50% of the floor area) - 4.5 spaces / 100 square metres</p> <p>B) Shopping Centre (gla exceeds 28,000 sq. metres) - 5.4 spaces / 100 square metres</p> <p>C) Shopping Centre (gla does not exceed 28,000 sq.metres and the food store exceed 50 % of the floor area) - 6.0 spaces / 100 square metres of the food store and 4.5 spaces / 100 sq. metres of the other commercial floor area</p> <p>Stand Alone Uses</p> <p>Banks - 8.0 spaces / 100 sq. metres devoted to the use</p> <p>Business and Professional Offices - 3.3 spaces / for each 90 sq. metres of commercial floor area</p> <p>Commercial Schools - 6.0 spaces / 100 sq. metres of commercial floor area</p> <p>Clinics - 6.5 spaces / 100 sq. metres of commercial floor area</p> <p>Restaurants - 1 space / 5 seats</p> <p>Restaurant (no fixed seats) - 10 spaces / 90 sq.metres of floor area devoted to public use</p> <p>Retail Stores - 6 spaces / 100 sq. metres of commercial floor area</p> <p>Supermarket - see above under Shopping Centre</p> <p>Apartment building, maisonette, Row House or a building containing both commercial and residential uses</p> <p>1.5 spaces for each dwelling unit and a minimum of 20 % of the spaces provided shall be set aside for and visually identified as visitor parking.</p>	<ul style="list-style-type: none"> Row houses and stacked townhouses: Below grade or rear accessed by a lane. Front yard garages are not to occupy more than 50% of the frontage and must setback from the main front building wall Apartments: Rear or below grade

APPENDIX B: DEMONSTRATION CONCEPT PLAN

The Demonstration Concept Plan provides a hypothetical rendering of the long-term built-out of The Aurora Promenade to demonstrate the implementation of the Urban Design Strategy. The purpose of the Demonstration Concept Plan is to illustrate one scenario of how The Aurora Promenade might transform over many years with adoption and implementation of the Plan. Although it is meant to be demonstrative and not proscriptive, the Demonstration Concept Plan serves as a tangible and compelling illustration of the Plan's intended outcome.



Legend

- Potential New Buildings
- Existing Buildings
- Heritage Buildings
- Civic / Landmark Building
- Civic / Landmark Building (Heritage)
- Plaza Paving Treatment
- Open Space
- Structure Parking
- Prominent Intersection



A Vision for the Revitalization of the
Yonge and Wellington Corridors

