



**Town of Aurora
Official Plan Amendment No. 30**

**Bayview Northeast Area 2B
Secondary Plan**

March 7, 2000

NOTE: The land use schedules for OPA 30 are kept up to date on Schedule "A" and "H" of the Consolidated Official Plan.

March 2008 Office Consolidation

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BAYVIEW NORTHEAST SECONDARY PLAN

PART I - THE PREAMBLE

Part I - The Preamble - explains the purpose and location of this Amendment, and provides an overview of the reasons for it. It does not form an operative part of the Amendment, as set out in Part II and the Schedules attached.

1. Purpose of Amendment

The purpose of this amendment is to amend the policies of the Official Plan to establish a Secondary Plan for the subject lands shown on Schedule "A" attached hereto and forming part of this amendment.

2. Location

The lands affected by this amendment are located within Part of Lots 20 to 26 Concession II, and Part of Lots 19 to 22 Concession III, in the Town of Aurora, as schematically shown on Schedule A.

3. Basis of the Amendment

- 3.1 In November 1996, Aurora Council adopted Official Plan Amendment No. 17 (OPA 17) to implement the Town's Growth Management Study and to guide growth to the year 2016. The Bayview East area is to accommodate much of that growth and two sub-areas - Bayview Southeast (Area 2A) and Bayview Northeast (Area 2B) - were identified for future secondary planning.
- 3.2 It was indicated in the Growth Management Study and recognized in OPA 17, that the entire northeast quadrant of Aurora, including environmentally-unconstrained lands from Bayview Avenue to Highway 404 and north of the Oak Ridges Moraine limit, will be needed for urban expansion in the longer term. Although the detailed secondary planning for the Bayview East urban expansion area has been occurring in phases, such secondary plans have considered municipal servicing, transportation, environmental management, fiscal impact and land use in the context of a broader, longer-term urbanization strategy for Bayview East.
- 3.3 In October 1997, Aurora Council adopted OPA 20, a secondary plan for the Bayview Southeast Area 2A. This secondary plan included lands south of Wellington Street and the existing Magna International corporate headquarters between Bayview Avenue and Leslie Street, that have a somewhat unique ownership and environmental sensitivity. In terms of comprehensive planning for Bayview East, OPA 20 was prepared and adopted recognizing that the full range of housing types and other supportive uses such as shopping, schools and parks typically associated with a secondary plan, would be addressed in part in the Bayview Northeast Area 2B.
- 3.4 In January 1998, Aurora Council considered the "*Secondary Plan Basis and Principles Report for Bayview Northeast Area 2B*" and directed that Town staff and consultants prepare a draft secondary plan for public consideration.
- 3.5 In February 1998, Council affirmed its decision not to complete detailed secondary planning for the Bayview Northeast Area 2C lands, and decided to review the Town's urban boundary in 2001 with a view to determining if the Bayview Northeast Area 2C lands (as shown on Schedule A) should be included.

- 3.6 In June 1998, Council held a public meeting to consider the Bayview Northeast Area 2B Secondary Plan. Council referred the Plan back to Town staff to work with landowners toward resolving concerns, where possible, taking into account input received from landowners, the general public and Council. Staff were to report back as progress was made.
- 3.7 In July 1998, Council passed a resolution with respect to the need to examine certain long-range planning issues related to the ultimate build-out of the Bayview Northeast Area 2C, particularly recreational needs and associated financial implications of such growth.
- 3.8 In September 1998, at a General Committee Meeting, staff provided a status report on the Bayview Northeast Area 2B Secondary Plan and requested a special General Committee Meeting be held in November 1998 to provide a further forum for discussion of issues raised at the June 1998 public meeting.
- 3.9 In November 1998, Town Staff, following direction received in September 1998, provided General Committee with an update on the status of the 2B secondary plan. General Committee directed that a meeting be scheduled in 1999 to discuss the following matters:
- a) Public comments from the June 1998 public meeting;
 - b) The Municipal Financial Impact Analysis, including servicing costs and the parkland and recreational cost implications of long-term growth in Bayview Northeast (including Area 2C);
 - c) Regional servicing issues, particularly water supply, and the arrangements and costs to extend servicing to Highway 404;
 - d) Potential land need implications of converting the Bayview Wellington North lands from industrial to residential; and,
 - e) Magna's proposed land use approach for the Wellington Street Corridor.

Staff advised that the Bayview Northeast Area 2B secondary plan should not be finalized until certain regional servicing issues with respect to water are determined, and the Municipal Financial Impact Analysis is completed.

- 3.10 On June 23, 1999 Council held a meeting regarding the completion of the Bayview Northeast Area 2B secondary plan. Council instructed Town staff and the consulting team to finalize the secondary plan with the following changes (paraphrased):
- a) Extend the Business Park designation northerly at Highway 404 to address the fact that the Bayview Wellington North lands are being converted to residential;
 - b) The Community Park designation be changed to the east side of the Holland River valley to provide for active play needs;
 - c) The road pattern be reconfigured to address environmental constraints and to disperse traffic more effectively in the long-term including two potential collector road crossings into the Area 2C lands;
 - d) Add a policy that the Secondary School location is conceptual and may be relocated to Bayview Northeast Area 2C when those lands are considered for planning and development in consultation with the school board(s);

- e) Incorporate Magna's suggested land use plan for Wellington Street, including appropriate land use policies;
- f) To not change the secondary plan approach for potential "regional serving commercial uses" at Highway 404;
- g) To consider adding a policy to address the phasing and rate of growth;
- h) That the Wildlife Park concept be endorsed in reduced extent and that the CAO's office be directed to continue to consult with landowners and interested parties;
- i) That further discussions take place regarding the means of apportioning servicing capacity beyond an interim 1,000 housing units with those owners "front-ending" required services.

Council directed that a revised final draft secondary plan for the Bayview Northeast Area 2B be presented to Council in August 1999 with a public meeting to be held in September 1999.

- 3.11 In August 1999, the Ministry of Natural Resources released a report determining that the Aurora East Wetland Complex was "provincially significant". Upon review of this new information with provincial and regional staff, in September 1999 the Town's environmental consultants working on the secondary plan were directed to prepare an update to the Environmental Management Strategy.
- 3.12.1 On September 23, 1999, a public meeting was held by Council to review key changes that had been made to the secondary plan since June 1998, discuss outstanding issues that needed to be resolved prior to finalizing the secondary plan, and receive public input. At that meeting, Council approved the following actions (paraphrased):
- Bring forward the proposed Official Plan Amendment for the secondary plan for Council consideration as expeditiously as possible subject to public comments received at the meeting and completion of the Environmental Management Strategy update addressing the Aurora East Wetland Complex.
 - Circulate a draft of the Environmental Management Strategy update to a number of interested parties for comment
 - Report back to Council on outstanding issues raised at the public meeting, including the possibility of bonusing, and achieving some flexibility in building height adjacent Highway 404.
- 3.13 Servicing considerations in the formulation of this Secondary Plan have been based on the "Master Servicing Plan" (October 1998) prepared for the Town by Cosburn Patterson Mather Limited and MacViro Consultants Inc.
- 3.14 Environmental management considerations in the formulation of this Secondary Plan have been based on the *Environmental Management Strategy* (November 1998) prepared for the Town by Cosburn Patterson Mather, Hemson Consulting Ltd., Hough Woodland Naylor Dance Leinster, Michael Michalski Associates and GOFFCO Limited, and an update to that document prepared in December 1999 to address the Provincially Significant "Aurora East Wetland Complex" as directed by Town Council in September 1999.

- 3.15 Municipal finance considerations in the formulation of this Secondary Plan have been based on the *Long Term Fiscal Impact Assessment of Growth* study prepared for the Town by C.N.Watson and Associates Ltd. (May 1999).

PART II - THE AMENDMENT

1.0 LOCATION AND DETAILS OF THE AMENDMENT:

1.1 Amendment to Schedules A and H of the Official Plan As Amended by OPA # 17:

- a) The area of amendment to Schedules A and H of the Official Plan as amended by OPA # 17 consists of approximately 37 hectares (90 acres) of land comprising Part of Lot 22, Concession III.
- b) Schedule A is amended by adding the lands to "Future Urban Expansion Area (Bayview East 2b)" as shown on Schedule "A" (OPA # 17 Revised) attached hereto and forming part of this amendment.
- c) Schedule "H" is amended by deleting the lands from the area subject to "Site Specific Policy (3.6.2d)", as shown on Schedule "H" (OPA # 17 Revised) attached hereto and forming part of this amendment.

1.2 Amendment to establish the Bayview Northeast Secondary Plan:

- a) The area of the Secondary Plan comprises Parts of Lots 20 to 26 in Concession II and Parts of Lots 19 to 22 in Concession III, referred to as the Bayview East Urban Expansion Area-Northeast Area 2B. The Secondary Plan area includes two major areas connected by the Wellington Street East corridor:
 - i) land generally bounded by Bayview Avenue on the west, St. John's Sideroad on the north, the East Holland River Valley on the east, and the Magna International Corporate Headquarters to the south of Wellington Street East; and
 - ii) land to the north and south of Wellington Street East between Leslie Street and Highway 404.

The area of this Secondary Plan is more specifically indicated on SCHEDULE "A" - LOCATION, attached hereto.

- b) This Amendment also incorporates a Secondary Plan which establishes more refined policies and detailed pattern of land use as shown on Schedule "AA" - LAND USE PLAN, attached hereto.
- c) The location of public uses such as school and park sites, roads and other community facilities shown on Schedule "AA" are conceptual. These public uses may be relocated, or deleted where it can be demonstrated that a particular use is not needed, without an amendment to this Plan. In order to ensure that property owners contribute their proportionate share towards the provision of major community facilities such as schools, day care centres, bridges, roads and road improvements, external services and stormwater management systems, property owners will be required to enter into one or more agreements, as a condition of development of their lands, providing for the equitable distribution of the cost (including that of land) of required public uses and common facilities.

2.0 PURPOSE AND OBJECTIVES

2.1 Purpose

The purpose of this Secondary Plan is to establish land use structure and policies and by amending Schedules A and H of the Official Plan (as amended OPA # 17) with respect to the lands in Part Lot 22, Concession III, the area and by establishing a Secondary Plan for the subject lands shown on

Schedule “AA” attached hereto and forming part of this amendment. The Secondary Plan will guide the development of a new community (Bayview Northeast Area 2B).

- a) This Secondary Plan, therefore, provides:
 - i) a detailed land use plan as shown on Schedule “AA”;
 - ii) policies for the *guidance* of land use and development in the planning area in accordance with the RESIDENTIAL, MIXED USE, COMMERCIAL, BUSINESS PARK, INSTITUTIONAL, PARKS AND OPEN SPACES, and designations and other policies established in the Plan and all applicable policies of the Official Plan (1991) as amended;
 - iii) implementation policies; and
 - iv) interpretation policies.
- b) Urban Design Guidelines for the Wellington Street East Corridor shall be prepared for lands generally within 200 metres of the Wellington Street right-of-way between Bayview Avenue and Highway 404, and for lands designated Business Park fronting Highway 404. These guidelines may also include more detailed guidance with respect to the distribution of land use and density within the context of the designations and policies of this Secondary Plan.

2.2 Objectives

The overall objective of this Secondary Plan is to implement the second phase of the Bayview East urban expansion as recommended by the Urban Growth Management Study (GMS), in accordance with the Council-approved policies of Official Plan Amendment No. 17. Accordingly, this Plan addresses the following more specific aims including:

- a) the need to accommodate new residential neighbourhoods providing a range and mix of primarily at-grade housing;
- b) the need to provide additional employment land at Highway 404 and on Wellington Street in the vicinity of Magna International’s Corporate Headquarters and the intersection of Magna Drive;
- c) the need for additional commercial services, retail and office uses;
- d) the need to establish design guidelines for land fronting Wellington Street to address such considerations as:
 - i) Its role as a highly visible and accessible entryway to the Town, and key structural component and activity area of the new urban expansion area;

- ii) Opportunities to mix uses, provided it is done in a manner which complements and is compatible with the intended form and function of Wellington Street and adjacent development;
- iii) Ensuring that it does not develop into a strip or highway commercial area;
- iv) Promoting a development density and form that contributes to a high quality streetscape, supports the provision and use of transit, and complements the anticipated low profile development on adjacent land;
- v) Encouraging a high level of landscaping and pedestrian amenity along Wellington Street and with suitable transportation linkages to the adjacent land;
- vi) Examining community design and development opportunities that would allow for the emergence of a local centre at the intersection of Bayview Avenue and Wellington Street which recognizes and could complement the use and form already approved on the west side of Bayview Avenue including the community core of the Bayview-Wellington Secondary Plan (OPA No. 6) which accommodates the Town Hall, Civic Square, higher density mixed use development and a community shopping centre;
- d) The need to protect the East Aurora Wetland Complex and other environmental features as described in the Environmental Management Plan prepared for the Town dated November 1998, and the update to that document prepared in December 1999.
- e) The need to develop a road system that has appropriate connections to existing and future arterial road network, offers a choice and flexibility in routes, and provides continuous mid-block collectors, where possible;
- f) A system of walkways and bicycle paths recognizing the Town's desire to establish an east-west trail connection;
- g) An assessment of community and human service needs;
- h) The need for an overall servicing strategy, which is fulfilled by the Master Servicing Strategy prepared for the Town dated October 1998;
- i) The need for a municipal financial impact study, which is fulfilled by the Municipal Financial Impact Analysis prepared for the Town dated May, 1999.
- j) The need to provide certain additional and complementary uses, including parks and schools, that were not provided for in the Council-adopted Bayview Southeast Area 2A Plan (OPA 20) due, in part, to the unique environmental and ownership context of the Bayview Southeast lands;

In preparing this Secondary Plan, it is anticipated that future urban expansion into the Bayview Northeast (2C) lands as generally shown on Schedule "A" is likely in order to accommodate longer-term residential and employment growth, municipal infrastructure, roads and certain public services such as a secondary school and expanded neighbourhood park that may be needed to accommodate continued growth and development of the entire Bayview East urban expansion area.

It is Council's objective to review this Secondary Plan in 2001 to determine if the Bayview Northeast (2C) lands should be included within the Town's urban boundary. At that time, and in considering whether to expand the urban boundary, Council will consider, among other matters, the need for additional land, the rate and phasing of growth and the fiscal impact of such an expansion.

3.0 LAND USE AND DEVELOPMENT POLICIES

The following detailed policies are established in this Secondary Plan and apply to the lands specifically indicated on Schedule "AA" attached hereto and forming part of this Secondary Plan, and hereafter referred to as "The Bayview Northeast Area (2B) Secondary Plan".

3.1 The Bayview Northeast Area 2B Plan Concept

The Bayview Northeast Area 2B is intended to include: a primarily low intensity residential community; a multi-use corridor along Wellington Street with a high quality streetscape showcasing the Magna International Corporate Headquarters; protection of the East Aurora Wetland Complex; an open space corridor along the East Holland River Valley; community shopping and other services such as schools and parks; and, a prestigious new business park at Highway 404, the eastern gateway to the Town of Aurora.

3.1.1 Intent and General Characteristics

- a) It is intended that all land uses be developed on full urban services, unless otherwise permitted by this Plan.
- b) The development of lands at Highway 404 have been identified by Council as a high development priority and are designated Business Park to encourage high quality building and site design in the near to long term. A portion of these lands may also be attractive for Regional-serving Retail Commercial uses.
- c) The Wellington Street East corridor will fulfill a role as a major gateway to the Town from the east, a key structural component for the neighbourhoods of Bayview East, and as a superior urban setting complementing the Magna International Corporate Headquarters.
- d) Linear and Other Open Space will be provided along the Holland River East valley. This designation will provide a continuous open space corridor providing a general boundary for urban development within the secondary plan; protect and maintain the East Aurora Wetland Complex; provide significant opportunity for resource

management, habitat creation and enhancement; and a significant land base on which to create an “urban wildlife park” as endorsed by Council and described in the Environmental Management Plan and Environmental Management Plan update.

- e) The community structure of the Bayview Northeast area recognizes the emerging Bayview-Wellington Centre. Access via street connections to the Bayview-Wellington Centre lands to the west is made possible at key locations and the design of uses on the east side of the Bayview-Wellington intersection shall have regard for the unique open space gateway to the existing urban area of the Town created by the Bayview-Wellington Secondary Plan and the North Bayview Residential Neighbourhood.
- f) A road system to connect to the arterial road network at appropriate locations, offering a choice and flexibility in routes and providing continuous mid-block connection is provided.
- g) A trail system will link the Bayview Northeast neighbourhoods internally and externally to the Aurora Trail within certain east-west collector roads, Wellington Street, and the Linear and Other Open Space area along the East Holland River Valley. Within the Linear and Open Space designation, this trail will not be permitted within the boundary of the East Aurora Wetland Complex.
- h) With the exception of lands within the East Holland River Valley and the East Aurora Wetland Complex, remaining lands within the Bayview Northeast Area 2B exhibit relatively few environmental constraints as detailed in the Environmental Management Plan and update.
- i) It is anticipated that the population and employment generated by the Bayview Northeast 2B Plan will contribute to achieving Aurora’s growth projections to the year 2016. The Secondary Plan will generally be phased in an orderly and efficient manner from west to east. The location and rate of growth will be managed recognizing the need to: maximize available capacity in existing municipal infrastructure first; extend services and allow development along Wellington Street to the Business Park at Highway 404 as a high priority; provide major new municipal infrastructure to service lands closer to the Holland River Valley and in the Bayview Northeast Area 2C; and, accommodate the cost of urban growth in a fiscally responsible manner. Final details with respect to the implementation of this Plan will be secured through future subdivision plans and agreements and any other agreements as required by the Town.
- j) The community structure of the Bayview Northeast area recognizes additional lands within Aurora to the north and east is likely to become urban in the long term. Planning for water and wastewater servicing, environmental management, transportation, commercial uses, parks and schools has broadly considered urban expansion beyond the planning horizon of this Secondary Plan to ensure a comprehensive approach.

3.1.2 Wellington Street East Corridor

Wellington Street East is a highly visible and accessible entryway to the Town from Highway 404 and points east. This role will become increasingly important as the Town grows. The Wellington Street East corridor is a key structural component of the entire Bayview East urban expansion area linking the Magna International Corporate Headquarters, new residential neighbourhoods to the north and south respectively, and the Highway 404 Business Park lands.

Urban Design Guidelines for the Wellington Street East Corridor may establish a more detailed distribution of land use and densities, and will establish specific urban design principles to guide new development generally within 200 metres of Wellington Street between Bayview Avenue and Highway 404, and lands designated Business Park fronting Highway 404. Urban Design Guidelines will be prepared to the satisfaction of the Town prior to the approval of the first draft plan of subdivision or site plan within the Wellington Street Corridor and will be approved by Council resolution as an addendum to this Plan. The Guidelines may be prepared by landowners provided they are completed in a comprehensive manner and are subject to a peer review by the Town, the cost of which shall be borne by the affected landowners.

The Urban Design Guidelines will have regard for the purpose, objectives and policies of this Plan and will address the following key design elements:

- a) The character of Wellington Street East is intended to be a broad avenue, quite formal for much of its length, showcasing high quality buildings which house a variety of urban activities including corporate business, shopping, residential, culture and recreation. A coherent streetscape will be achieved in large part by a landscaped median as well as by attention to landscape architectural elements within development areas. Maximum advantage should be taken of the undulating topography, such a distinctive feature of Aurora, to provide long views to the existing built area, to the countryside and opportunities for views of new landmark development within the corridor itself.
- b) Wellington Street East will not be developed as a traditional commercial “strip”, which typically include: unco-ordinated building design and placement; multiple driveways and access points; expansive, unscreened surface parking lots; numerous, large and unintegrated signage; little or no landscaping of public or private property; and little or no pedestrian amenity.
- c) The corridor will play an important role in achieving the Town’s employment objectives.
- d) The prominent character of Wellington Street East will be defined in part by a landscaped median between Bayview Avenue and Leslie Street to be installed when undertaking improvements and widening of the street. The median is to be well-landscaped and will assist in balancing the roles of the street: carrying large traffic volumes; providing the main activity “spine” for lands east of Bayview Avenue; and providing the major eastern gateway to Aurora. Opportunities to extend the landscaped

median from Leslie Street to Highway 404 will be pursued in concert with the Region and adjacent landowners.

- e) Wellington Street East will accommodate a mixture of land uses within an integrated overall concept for the Corridor. Residential, commercial, institutional and business park uses will be permitted in a manner that is compatible with the intended role of Wellington Street East and with adjacent development.
- f) Community Commercial uses will be concentrated at the Bayview-Wellington and Leslie-Wellington intersections.
- g) Medium-to-high residential densities and concentrated commercial and business park development, generally in low-to-mid rise built form, will contribute to a high quality streetscape, support the provision and use of transit, and complement the anticipated low rise development on adjacent land.
- h) New development located in the vicinity of the Magna International Inc. Corporate Headquarters will complement its built form and prestige character.
- i) The Bayview-Wellington intersection is the eastern gateway of the Bayview-Wellington Centre which includes the Town Hall Civic Square. Development on the east side of Bayview Avenue shall support this role by incorporating high quality building and site design. Site design will also have regard for the unique open space area that is planned on the west side of the intersection with Bayview Avenue.

3.2 Residential Policies

3.2.1 General Policies

- a) The residential community in Bayview Northeast shall be predominantly low intensity residential uses. The development and design of neighbourhoods shall have regard for the character of existing Aurora neighbourhoods and should provide a range and mix of primarily at-grade housing forms.

Along Bayview Avenue and Wellington Street East, medium to high density housing, primarily in the form of townhouses or low-rise buildings, some of which may contain ground floor commercial uses, is intended to ensure that a full range of housing types is offered in the urban expansion area east of Bayview Avenue.

- b) Two residential land use designations are established in this plan as described in Section 3.2.2 and illustrated on Schedule "AA":
 - i) Low-Medium Density Residential
 - ii) Medium-High Density Residential

- c) All forms of supportive housing including nursing homes, retirement home accommodation, senior citizens' homes, housing for persons with special needs, group homes, crisis type facilities and rooming, boarding and lodging houses may be permitted in residential designations. These uses shall be in conformity with the prevailing residential land use designation and subject to the requirements of the Zoning By-law. Supportive housing shall be appropriately located within the neighbourhood and will be encouraged to locate adjacent to commercial centres and integrated into the neighbourhood rather than located in large readily identifiable sites.
- d) Places of worship and community facilities, such as firehalls and libraries, may be permitted in residential designations subject to the review of a specific development proposal and rezoning, pursuant to the provisions of this Plan and which addresses criteria including traffic and parking impacts. Such uses shall be appropriately located within the neighbourhood and will be encouraged to locate close to commercial centres, institutional uses, and/or parks and open space.
- e) Accessory uses and home occupations which are accessory and subsidiary to the residential use and compatible with the amenity of the residential environment may be permitted in all residential areas. The physical appearance of the building, the number of accessory uses per lot and parking standards will be addressed in the Zoning By-law.
- f) Neighbourhood-oriented support services including schools, playgrounds and licensed child care facilities shall also be permitted in residential areas.
- g) Development of housing units shall be provided in accordance with the overall Residential Objectives of the Official Plan.
- h) Consideration shall be made in the phasing of development to encourage a balanced mix of housing densities for each stage of development in the Bayview East urban expansion area.
- i) It is the intention of this plan to generally concentrate relatively higher densities along certain parts of Bayview Avenue and Wellington Street East where commercial, recreational and transit facilities may be most accessible.
- j) The reuse of heritage buildings within residential areas is encouraged further to Section 3.8 of this Plan.
- k) Integration of the natural amenity area of the East Holland River Valley with the residential neighbourhood shall be achieved in terms of visual, physical and public access.
- l) All development shall comply with municipal topsoil and regional tree preservation by-laws.
- m) Noise attenuation measures may be required for development adjacent to arterial roads or collector roads to satisfy the requirements of the Ministry of the Environment and

Energy and the Regional Municipality of York. Such measures shall minimize negative aesthetic impacts on the streetscape.

3.2.2 Residential Designations

The following residential designations are established for lands within the Bayview Northeast Area 2B Secondary Plan.

a) Low-Medium Density Residential

- i) Low-Medium Density Residential shall include predominantly at-grade housing forms such as single detached dwellings, duplexes, semi-detached dwellings, triplexes, quadruplexes, street rowhouses and/or block rowhouses. In areas designated for Low-Medium Density Residential, a mix of housing types shall be provided, subject to the maximum density and building heights.
- ii) The overall density of development for lands designated Low-Medium Density Residential shall not exceed 25 units per net residential hectare (10 units per net acre). The maximum density for any individual residential lot and/or block on lands designated Low-Medium Density Residential shall be 44 units per net residential hectare (18 units per net acre).
- iii) The maximum proportion of multiple unit housing including triplexes, quadruplexes, street rowhouses and/or block rowhouses relative to the total number of dwelling units on land designated Low-Medium Density Residential shall be 25 per cent.
- iv) The least intensive residential uses are encouraged adjacent lands designated Linear and Other Open Space and the Recommended Environmental Protection Line as shown on Schedule "AA".
- v) Building heights shall not exceed three storeys.

The above-noted policies shall be evaluated and implemented through plans of subdivision and/or site plan approval for each land holding in the secondary plan area.

b) Medium-High Density Residential

- a. Medium-High Density housing shall include a range of predominantly above-grade housing forms such as stacked rowhouses, terrace houses, maisonettes, and garden apartments. In areas designated Medium-High Density Residential, a mix of housing types shall be provided, and may include street and/or block row houses in the Low-Medium Density designation.
- ii It is the intention of this Plan to locate Medium-High Density Residential designations on lands adjacent to certain parts of Bayview Avenue, St Johns

Sideroad near Bayview, and Wellington Street East where commercial, recreational, community services and transit facilities will be most accessible. The location and size of such areas are intended to allow for a wider range of housing choices in the Bayview East area, provide a strong built form presence along these major roads, and ensure an appropriate transition to the lower intensity housing comprising most of the community. In evaluating development plans, the Town shall seek appropriate vehicular circulation and parking arrangements in Medium-High Density Residential Designations.

- iii) The maximum net residential density for any individual lot and/or block designated Medium-High Density Residential shall generally not exceed 99 units per hectare (40 units per acre). Buildings heights shall generally not exceed four storeys. At certain locations along Wellington Street East, building heights may increase provided such an increase is considered appropriate as articulated in the Urban Design Guidelines and does not exceed seven storeys in height as set out in the Official Plan.

3.3 Mixed Use Policies

3.3.1 General Policies

- a. The Mixed Use designation is intended to accommodate a variety of uses, community services and facilities, all in close proximity to Wellington Street and in a manner that contributes to pedestrian activity and amenity.
- b. Retail and service commercial uses shall be encouraged on the ground floor of multi-storey buildings within all lands designated Mixed Use. Residential apartments and offices shall be permitted on the upper levels of multi-storey buildings where the ground floor is provided as commercial retail and service uses.
- c. Development within the Mixed Use designations shall generally not exceed four storeys in height. At certain locations on Wellington Street East, building heights may increase provided such an increase is considered appropriate as articulated in the Urban Design Guidelines and does not exceed seven storeys in height as set out in the Official Plan.
- d. All development shall comply with municipal topsoil and regional tree preservation By-laws.
- e. Outdoor parking shall be well-screened and buffered along Wellington Street East, with specific requirements determined through rezoning applications and the site plan approval process.
- f. Outdoor storage of materials shall not be permitted.

3.3.2 Permitted Uses

The following uses shall be permitted within the Mixed Use designation:

- a) Business and professional offices;
- b) Convention centres and banquet halls;
- c) Institutions, community services, civic and cultural uses, as established in Section 3.6 of this Plan;
- d) Sports, health, fitness and recreation facilities;
- e) Convenience and Community Commercial uses, as established in Section 3.4 of this Plan;
- f) Banks and financial institutions;
- g) Restaurants; and
- h) Medium-High Density Residential uses, as established in Section 3.2 of this Plan.

3.4 Commercial Policies

3.4.1 General Policies

- a) Commercial development is to be primarily focused on Wellington Street East to enhance the street's role as an important element in the new community. Commercial uses along Wellington Street East are intended to primarily serve the shopping and service needs of residents, businesses and employees of the new community, as well as elsewhere in Aurora. A key focus of commercial development in the Bayview Northeast Plan is the Bayview-Wellington intersection in order to emphasize the importance of this location in the Town's structure and to complement the commercial uses newly established and planned in the Bayview-Wellington Centre.
- b) The development of lands at Highway 404 has been identified by Council as a high priority, with an intent to encourage high quality building and site design in the near to long term. These lands, as shown on the attached Schedule "A", are designated for a combination of Business Park and Business Park - Regional Commercial Centre uses, in recognition of the high visibility and accessibility of lands between Leslie Street and Highway 404, and the attractiveness of this location for uses serving not only the growing population of Aurora but also the surrounding urban and rural areas. The development of these lands shall be subject to site plan approval to ensure pre-eminent site, building and landscape design.
- c) For the purposes of this Secondary Plan, the following commercial categories are hereby established:

- i) Community Commercial
- ii) Convenience Commercial
- iii) Business Park – Regional Commercial Centre

In addition to these commercial categories, restaurant, retail and service commercial uses are permitted within the Business Park designation subject to Section 3.5.2 c) and d) of this Secondary Plan.

- d) A high standard of building design and landscaping shall be encouraged in all commercial areas, particularly where those developments are adjacent to residential development. Buildings shall be sited, where feasible, close to the street lines in order to provide definition and enclosure to the street and mitigate the negative visual impact of extensive parking in front of a building. Design shall ensure that parking areas are landscaped, lit, shaded and screened to be visually attractive, safe and supportive for pedestrians.
- e) The 2% open space dedication provision under Section 42 of the Planning Act shall apply to all commercial sites.
- f) All development shall comply with municipal topsoil and regional tree preservation by-laws.
- g) Adequate parking shall be provided in accordance with the standards of the Zoning By-law.
- h) Development shall be served with full municipal services, unless otherwise permitted by this Plan.

3.4.2 Convenience Commercial

- a) The Convenience Commercial designation of land is intended accommodate uses which cater to day-to-day shopping needs including convenience stores, personal service establishments, drug stores and retail stores. Restaurants, places of entertainment, and offices shall also be permitted. Upper floor office and/or residential uses shall also be permitted.
- b) Where upper level residential or office uses are proposed, the maximum building height shall generally not exceed three storeys.

3.4.3 Community Commercial

- a) The Community Commercial designation applies to certain lands along Wellington Street East predominantly at the intersections of Bayview Avenue and Leslie Street. This designation is intended to provide opportunities for low-rise multi-tenant buildings to accommodate uses which generally cater to weekly shopping and service needs of residents and businesses in the community including: drug stores, specialty stores, retail stores, offices, places of entertainment, studios, personal services, and

recreational and health establishments, and uses permitted in the Convenience Commercial designation. Food stores and/or supermarkets are also permitted subject to the provisions of section 3.4.3 (d).

- b) Uses prohibited in a Community Commercial designation generally include automobile service stations, car washes, automobile repair uses, and large scale retail warehouses catering to a regional market. However, in the northeast and southeast corners of the Wellington-Leslie intersection automobile service stations and accessory car washes are permitted, subject to the following:
 - i) Development shall be of a very high quality and shall have regard for Section 3.9 Urban Design;
 - ii) Building and site design of service stations shall be designed to acknowledge the broader context of the Community Commercial and Business Park designations;
 - iii) A limited amount of retail goods and services and fast-food restaurant uses are permitted provided such uses are located within and accessory to the kiosk associated with the automobile service station.
- c) Outside storage or display of goods shall not be permitted.
- d) Council recognizes that food stores and/or supermarkets typically have an important role in the planned function of a Community Commercial designation. Accordingly, such uses will be permitted subject to re-zoning, and the provision of a study demonstrating that there is adequate market support for such use.
- e) Drive-through commercial uses, such as restaurants and financial institutions, are allowed provided they are designed as an integral part of the overall development, and are situated close to the street in a manner which assists in screening and buffering surface parking and contributing to an enhanced urban design.

3.4.4 Business Park - Regional Commercial Centre

- a) The Business Park - Regional Commercial Centre designation applies to certain lands along the north side of Wellington Street East between Highway 404 and Leslie Street as shown on Schedule "A" attached hereto. As detailed in subsections b) to h) inclusive below, this designation shall maintain underlying policy permissions for Business Park uses, while also enabling major, regional-serving retail/service commercial uses on the subject lands. This mix of permitted uses shall be designed and developed in a manner compatible with and complementary to the planned business park uses on adjacent lands to the east, as well as other planned business park development to the north and south. A key design objective shall be a cohesive overall development scheme which exhibits a high standard of urban design, commensurate with the prominent regional location of the site at this important gateway to Aurora. Development of the subject lands shall also

reflect due regard for the Urban Design Guidelines of the Wellington Street East Corridor.

- b) The underlying use and development policies applicable to Business Park uses on the subject lands, as set out in Section 3.5 of this Secondary Plan, shall continue to apply. It is the intent of this Plan that the Business Park – Regional Commercial Centre be fully integrated and support the planned function of the surrounding lands designated Business Park. Expansions of the limits of the Business Park – Regional Commercial Centre shall not be permitted.
- c) In addition to the Business Park uses permitted in Section 3.5 of this Secondary Plan, also permitted on the subject lands are Regional Commercial uses, including a department store as an anchor along with a full range of complementary retail and service commercial, recreational, cultural, office, entertainment, institutional and hospitality service uses. Commercial uses are anticipated to include a mix of large-floorplate, mid-size and smaller operators.
- d) There shall be a minimum of two (2) primary (large-floorplate) retail operators having a minimum commercial floor area of 9,300 sq. m. and 7,000 sq. m. respectively; and,
 - i) the maximum aggregate commercial floor area for the Regional Commercial Centre component shall be approximately 50,200 sq. m.
 - ii) Development of regional-serving retail commercial uses shall occur on a phased basis, with the first full year of operation of the initial development phase not to occur before 2006. Appropriate phasing details shall be established on a site-specific basis through implementing zoning provisions.
- e) The primary uses shall be regional-serving in nature. The number and size of smaller retail uses (under 370 square metres) shall be controlled through the implementing site specific zoning by-law. It is not the intent of this Plan that the uses replicate or impair the planned functions of other existing commercial areas within the Town. In this regard certain uses such as liquor stores and beer stores are not permitted uses at this time in order to encourage these uses continue to provide anchor functions within the Yonge Street retail area. A beer store or liquor store may be established without an amendment to this Plan, if it is additional to any beer store or liquor store that exists in the Yonge Street retail area or if such use no longer exists in the Yonge Street retail area. Any proposal to permit a beer store or a liquor store may be considered through an application to the Committee of Adjustment.
- f) The development of the subject lands shall be consistent with the Wellington Street East Corridor (Area 2B) Urban Design Guidelines prepared by Brook McIlroy Inc. dated November 2002 and more specifically with the Aurora Gateway Business Park Urban Design Guidelines prepared by Turner Fleischer Architects Inc. dated May 2, 2005. The development of the lands shall be subject to a site plan agreement that shall be reviewed in accordance with the Urban Design Guidelines to ensure pre-eminent site, building and

landscape design. The master plan included within the Urban Design Guidelines is conceptual and may be revised during the site plan process provided such revisions are in accordance with the objectives of the Guidelines.

- g) The development of the site as implemented through a site plan agreement shall promote efficient on-site circulation to provide convenient pedestrian and vehicular access to parking areas, loading spaces, building entrances, adjacent streets, and future transit routes, having specific regard for the business park/office component.
- h) Subsection 3.5.2 e) is deleted in its entirety, and the subsequent subsections f), g) and h) are re-labeled e), f) and g), respectively.

3.5 Business Park Policies

3.5.1 General Policies

- a) The Business Park designation is intended to provide opportunities for a mix of high quality employment uses and a variety of supporting commercial and community facilities geared generally to satisfying the needs of residents, businesses and employees in the Town of Aurora and the Region.
- b) Development in the Business Park designation shall display high design standards and shall include uses such as corporate head office, research and development facilities. The visual attractiveness and consistent image of such areas are of prime importance. Restaurants, retail and service commercial activities will be strictly controlled by the implementing Zoning By-law. Other industrial uses and employment activities are also permitted within the Business Park designation subject to the more specific policies in Section 3.5.2.
- c) Business Park lands shall be planned, designed and built in an integrated campus-like setting to create a striking built presence on Highway 404 and Wellington Street East. Building and landscape design shall facilitate the establishment of distinctive, landmark buildings. Two key locations are envisioned:
 - i. Adjacent the existing Magna International Corporate Headquarters and along Wellington Street in the vicinity of Magna Drive; and
 - ii A new Business Park generally between Leslie Street and Highway 404 on both sides of Wellington Street East, and which provides a major gateway into the Town.
- d) To ensure a high quality of development, the Town shall have regard for the following planning considerations, and the Urban Design guidelines to be developed in accordance with Section 3.1.2 and Section 3.9 of this Plan:

- i) site planning of buildings, parking areas, access driveways, loading areas, landscaped areas and walkways, in a manner that enhances the campus-like setting of the Business Park;
 - ii) building and site design aimed to achieve a harmonious relationship with the surrounding natural environment and topography;
 - iii) on-site circulation to provide convenient pedestrian and vehicular access to parking areas, loading spaces, building entrances, adjacent streets, and possible future transit routes.
 - iv) lot grading and drainage; and
 - v) design and location of signs and external lighting.
- e) Buildings shall generally be low to mid-rise in form and shall generally not exceed four storeys in height. At certain key intersection locations on Wellington Street, building heights may increase provided such an increase is considered appropriate as articulated in the Urban Design Guidelines and does not exceed seven storeys in height. Council may also consider re-zoning applications for an increase in height beyond seven storeys on lands adjacent to Highway 404 provided:
- i) the lands are part of a contiguous and comprehensive development proposal;
 - ii any increase in height is terraced, and required to create a distinctive, landmark architectural design;
 - iii) will not create any adverse impact on adjacent land uses; and
 - iv) the proposal is consistent with Urban Design Guidelines prepared for the area.
- f) Large surface parking areas should not be highly visible from public streets.

3.5.2 Permitted Uses

The Business Park designation permits an integrated mix of employment activities and businesses that occur within buildings and on sites that are designed, and landscaped to present a high quality, prestige image.

a) Permitted uses include:

- business and professional offices;
- hospitality and accommodation related uses including hotels and motels, and other alternative forms providing extended-stay accommodation;
- limited retail and service commercial uses subject to in Section 3.5.2 (c)
- research, development, training facilities and laboratory uses;

- scientific, technological or communications establishments;
 - institutional uses including government services compatible with and complementary to the planned function and policies of the designation;
 - daycare centres; and
 - conference centres.
 - Industrial and other employment uses subject to Section 3.5.2(f)
- b) Lands designated Business Park may be approved to also permit the following uses, subject to the review of a specific development proposal and rezoning, pursuant to the provisions of this Plan:
- private and commercial schools;
 - community facilities;
 - banks or other financial institutions
 - places of worship;
 - sports, health and fitness recreational uses;
 - banquet halls; and
 - entertainment uses and night clubs, where internally integrated as a component of an office building or hotel or other compatible and complementary use.

In addition, uses permitted in the Mixed Use designation as established in Section 3.3.2 of this Plan may be permitted, with the exception of Medium-High Density Residential, provided they are part of a contiguous and comprehensive development proposal on adjacent lands designated Mixed Use.

- c) Limited retail sales and service commercial uses may be permitted as part of a hotel, a motel or an office building subject to satisfying the following criteria:
- i) the retail sales or service commercial use shall be designed as an integral part of and located internal to the hotel, motel or office building;
 - ii) primary access shall be provided from the interior lobby of the building;
 - iii) retail sales in an office building shall be limited to convenience goods necessary to serve the occupants;
 - iv) retail sales in a hotel or motel shall be those normally and customarily provided to cater to the exclusive needs of hotel or motel patrons; and
 - v) personal services shall be limited to those generally servicing businesses and employees within the Business Park designation such as barbershops, beauty salons and dry cleaning pick-up establishments.
- d) It is intended that restaurants be developed within hotel, motel or office buildings. Where free-standing restaurants are proposed, Council shall consider those applications based on the following:
- i) the proposal will not result in an undesirable concentration of such uses;
 - ii) the proposal will not create problems regarding traffic congestion, site access or on-site traffic circulation; and

- iii) the proposed building and site design of the restaurant is consistent with the character and quality of development in the Business Park.
- e) Industrial uses and other employment activities including such business activities as manufacturing, assembly, fabrication, processing, warehousing and storage of goods and materials are permitted within the Business Park designation provided they occur within buildings and on sites that have a high quality, prestige design standard. Accessory office uses will be permitted provided they are on the same lot and related to the main industrial use. Ancillary retail uses are permitted within this designation, provided that such retail uses are clearly accessory to the main permitted use and that the area from which the retail sale occurs is clearly separate from the area where the industrial use is carried out. Uses likely to cause air pollution, odour, or excessive noise shall be prohibited.
- f) The following uses shall be prohibited in the Business Park designation:
 - commercial "self-storage" warehouses;
 - outdoor storage;
 - auto commercial uses;
 - automobile service stations;
 - car washes;
 - automobile repair uses;
 - autobody paint and repair; and
 - retail uses involving accessory outdoor storage and/or display of merchandise.
- g) Development of lands in the Highway 404 Business Park designation which fall within the Oak Ridges Moraine Planning Area are recognized by this Secondary Plan as occurring within a significant and sensitive area. Planning and development considered in this area shall comply with the Oak Ridges Moraine Legislation and the Oak Ridges Moraine Conservation Plan.

3.6 Institutional Policies

3.6.1 Schools

- a) Provision shall be made in the Bayview Northeast Area 2B for two public and one separate elementary school sites as shown schematically on Schedule "AA". The location and configuration of school sites to support the community structure and patterns of land use shall be further defined through plans of subdivision, in consultation with and approval of the School Boards.
- b) Council recognizes that a new secondary school is expected to be needed for students in the Bayview East urban expansion areas. A possible location for the secondary school within Bayview East Area 2B has been schematically shown on Schedule "AA". Council acknowledges that the secondary school may be relocated when

detailed secondary planning for the Bayview East Area 2C lands occurs. Any alternate location should be centrally located within the Bayview Northeast area, and should have access on a major collector road. The final location and configuration of the secondary school should support the community structure and pattern of land use and shall be further defined through plans of subdivision, and in consultation with and approval of the public School Board.

- c) Joint use sites and multiple use buildings among schools, day care centres, parks and other community services will be encouraged.
- d) Council will encourage high quality site planning and architectural design of all school buildings in order to:
 - i) promote safety and interest for pedestrians;
 - ii) provide efficient transit, school bus and private automobile drop-off functions to allow the unrestricted flow of through traffic;
 - iii) provide attractive vistas for collector or local streets; and
 - iv) provide exposure and access to public use areas.
- e) Land for schools shall be set aside according to procedures outlined in the Planning Act and the Development Charges Act in consultation with and approval of the School Boards.
- f) In the event that all or part of a Secondary School or Public Elementary School site is not required by a School Board, the site may be developed for Low-Medium Density housing, in conformity with all policies of this Secondary Plan. An amendment to this Secondary Plan, to reflect the approved change in land use shall not be required.

NOTE: Also see site specific policy 3.4.2c of the Official Plan of the Town of Aurora.

3.6.2 Other Community Services

- a) A full range of community support services shall be permitted within the Bayview Northeast area including, but not limited to, child, social and health care agencies; a private hospital; performing arts theatre, or other cultural centre; fire hall; libraries, ambulance facilities and recreation centres.
- b) These community services, particularly those requiring larger areas or buildings that may serve residents from beyond the Bayview East communities, shall be encouraged to locate within the Community Commercial and Mixed Use designations of the Wellington Street East corridor. Council may require traffic studies to demonstrate adequacy of parking and acceptability of traffic impacts.

- c) Places of worship and community facilities are permitted subject to Sections 3.2.1 d) and 3.5.2 b) of this Plan.
- d) Council may award density bonuses under Section 37 of the Planning Act to ensure the provision of facilities, space or capital costs for social or recreational services which will benefit the community subject to Section 4.5 of this Plan. This may include services such as workplace child care, or other neighbourhood or community-based services, not provided for through other provisions of the Planning Act or the Development Charges Act.

3.7 Parks And Open Spaces

3.7.1 General Policies

- a) The Parks and Open Space designations in this Secondary Plan, in conjunction with the road system and trails conceptually shown on Schedule “AA” of this Plan, will provide a continuous green way system throughout the community which links neighbourhood parks, community facilities, and adjacent development, as appropriate. Such designations also generally serve to protect the Holland River Valley system and specifically the East Aurora Wetland Complex, while providing the foundation for a Wildlife Park.
- b) Having regard for Schedule I: Aurora Trail Network Concept of the Official Plan, this Secondary Plan identifies a trail system to be created along the East Holland River Valley with street connections to the existing community in the west and the proposed community to the south, acknowledging possible future connections to the north and east. The trail along the Holland River Valley may be established within the buffer areas adjacent to the East Aurora Wetland Complex, but not within the Wetland Complex, as identified in the Environmental Management Plan and update.
- c) For the purposes of this Secondary Plan, the following Parks and Open Space categories are established in this Secondary Plan:
 - i) Linear and Other Open Space
 - ii) Neighbourhood Parks
 - iii) Parkettes
 - iv) Wildlife Park
- d) Lands designated Parks and Open Space and shown schematically on Schedule "AA" have been determined in consultation with the Town’s Leisure Services Department, having regard for the Town of Aurora Culture and Recreation Master Plan, and the Bayview Northeast Master Servicing Plan, Environmental Management Plan and update, and the Municipal Financial Impact Study. Detailed boundaries for these designations, particularly the Environmental Protection Line as shown on Schedule

“AA” and as identified in the Environmental Management Plan update, shall be finally determined in accordance with Section 3.7.2.a.

- e) Woodlots and tree stands worthy of preservation may be incorporated as areas for passive recreation, in addition to the minimum amount of clear land required by the Town to accommodate the desired active recreational facilities. Where a park is entirely or partly established to preserve wooded areas only passive recreational uses and supportive conservation practices approved by the Town shall be permitted within those wooded areas.
- f) Stormwater management facilities may be incorporated into Parks and Open Space designations but shall generally not be accepted as part of the parkland dedication, nor shall be allowed within the East Aurora Wetland Complex and the required setback areas adjacent to it.
- g) Park design, including layout, parking, landscaping, equipment, lighting and signage, shall contribute to the safe enjoyment of all open spaces and ensure the privacy and amenity of adjacent residents.

3.7.2 Parks and Open Space Categories

Where appropriate, functions and facilities of the Parks and Open Space categories may be combined or integrated.

a) Linear and Other Open Space

The Linear and Other Open Space designation generally consists of the East Holland River Valley which is identified as an Environmental Protection Area on Schedule “D” of the Official Plan.

It also includes part of the East Aurora Wetland Complex, which has been identified as being of provincial significance. The Linear and Other Open Space designation also provides a natural limit for urban development along the west side of the Holland River valley. Uses within this designation shall generally be restricted to passive recreation, including trails along the Holland River and in the setbacks adjacent to the East Aurora Wetland Complex, and other uses and activities that contribute to conservation and enhancement of the natural landscape and features.

No development and site alteration will be permitted in the Aurora East Wetland Complex. As a first priority, development proponents shall stake and survey the wetland boundary of the provincially significant East Aurora Wetland Complex. In addition, a development setback from the boundary of the Aurora East Wetland Complex and other lands designated Linear and Open Space along the Holland River Valley, shall be provided as shown by the Recommended Environmental Protection

Line on Schedule “AA”. For greater certainty the limit of the recommended Environmental Protection Line on Schedule “AA” shall be defined more precisely as part of the implementing Zoning By-law and subdivision approval process based on a mandatory environmental impact statement satisfactory to the Town, Region of York and Conservation Authority. In no case, however shall such limit be less than the development setback shown on Schedule “AA”. This setback is intended to protect and maintain all wetland features and functions that contribute to its evaluation as provincially significant in accordance with the Provincial Policy Statement.

In addition to this development setback, the following environmental management policies shall apply:

- i) The adjacent development setback area should be significantly landscaped with a mixture of conifer and deciduous planting so as to ensure the open water ponds are effectively screened from adjacent development.
 - ii) The two southerly ponds should be rejuvenated to achieve wetland values and enhance wildlife habitat.
 - iii) Water levels in the two northern ponds should be maintained at lower management levels than present to enhance wetland vegetation and habitat.
 - iv) A program for managing water levels on a regular basis should be developed and maintained for all pond areas.
 - v) Part of the existing conifer plantation on the east side of the central pond on lands adjacent to this secondary plan and referred to as Bayview Northeast Area 2C should be managed to increase diversity and provide more open field habitat.
 - vi) Only one road crossing of the Linear and Other Open Space designation should be provided in the location conceptually shown on Schedule “AA”, so as to minimize impacts on the East Aurora Wetland Complex and reduce fragmentation of this natural open space corridor along the Holland River valley.
- b) Neighbourhood Parks
- i) The Neighbourhood Park designation is established in accordance with Official Plan Section 3.5.2.3.
 - ii) Neighbourhood Parks will generally be located adjacent to schools, as shown on Schedule "AA", to facilitate multi-purpose shared use of community facilities and where possible are to be accessible by the trail system.
 - iii) Joint, shared or multiple use of functions and facilities of Neighbourhood Parks and Community Parks shall be encouraged.

- iv) Council recognizes that a Community Park, as defined in the Official Plan, will not be needed in the Bayview Northeast Area 2B.
 - v) Notwithstanding 3.7.2 (b) iv) above, Council has identified the need to provide an expanded Neighbourhood Park on the east side of the Holland River valley just south of the proposed east-west collector road crossing, to supplement and complement the smaller Neighbourhood Parks schematically shown on Schedule “AA”, and to provide for some of the needs of larger-scale, active, outdoor recreation including basketball, soccer, baseball, tennis and playgrounds for Bayview Northeast 2B residents as the area grows. This Neighbourhood Park shall have direct access to a collector road and shall be located and planned to minimize adverse impacts on the potential Wildlife Park.
 - vi) Council anticipates the need to expand the larger scale Neighbourhood Park identified schematically on the east side of the Holland River valley, so as to accommodate a potential Community Park that could serve residents of both the Bayview Northeast Areas 2B and 2C over the longer term. Council will, accordingly, protect for this potential parkland expansion during any future secondary planning of the Bayview Northeast Area 2C. The park’s final location, size and configuration will be determined by the Town’s Leisure Services Department, in consultation and agreement with affected area landowners.
- c) Parkettes
- i) Small park spaces over and above those designated as Neighbourhood and Community parks on Schedule "AA" will be encouraged to be incorporated into development along Wellington Street as urban design elements and amenities for residents, employees and shoppers, and/or as connecting links with the open space system.
 - ii) Parkettes must be of a high quality of design. The inclusion of seating, planting areas, sculptures, fountains and other visual amenities is encouraged by the Town. Parkettes deemed acceptable by the Town shall be accepted toward the parkland dedication requirement.

d) Wildlife Park

Council endorses the concept of a Wildlife Park, a significant natural base for which is provided in the general vicinity of the East Aurora Wetland Complex and other environmental protection areas within the Linear and Other Open Space designation as identified on Schedule “AA”.

The western boundary of the Wildlife Park shall be consistent with the Recommended Environmental Protection Line as shown on Schedule “AA” of this

Plan, and will staked and surveyed in accordance with the recommendations of the Environmental Management Plan update.

In considering expanded opportunities for the Wildlife Park, the following policies shall apply:

- i) Natural features east of the Holland River valley within lands referred to as Bayview Northeast Area 2C, including its extensive forested areas, fields and tributaries, should be identified and evaluated in detail and development setbacks determined. Such a study should occur prior to, or in concert with, any future secondary planning for the Bayview Northeast Area 2C area.
- ii) Investigate opportunities to naturalize stormwater management facilities located immediately west of the Linear and Other Open Space designation, as additional open space areas that could improve wildlife habitat and provide enhanced visual and physical buffers to the East Aurora Wetland Complex.
- iii) In addition to allowable parkland dedications under the Planning Act, creatively explore other regulatory controls and methods of protecting or securing additional open space either independently or in combination, including:
 - Bonusing provisions, as set out in Section 4.5 of this Plan
 - Conservation Easement Agreements, as provided for in Conservation Land Act
 - Conservation Land Tax Rebate Program
 - Voluntary Land Dedication, as provided for in the federal Income Tax Act
 - Fundraising and sponsorship
 - Municipal purchase through general tax revenue

No further amendments to this Plan will be required should additional lands designated for urban uses west of the Recommended Environmental Protection Line, be negotiated and secured for the purpose of broadening and enhancing the Wildlife Park.

3.8 Heritage

- a) Ten heritage resource structures or sites have been identified by the Town within this Secondary Plan area by Schedule “C” of the Official Plan. Prior to recommending draft approval of a plan of subdivision for the lands on which these resources are located, Council shall obtain the recommendation of the Local Architectural Conservation Advisory Committee as to whether the resource should be retained, removed or can be demolished.
- b) Retention and conservation of buildings of architectural and/or historical merit on their original sites is encouraged and the integration of these resources into new development proposals in their original use or an appropriate adaptive re-use is promoted.

- c) Retention of natural heritage resources of historical, aesthetic and/or scenic value is encouraged for integration into new development.

3.9 Urban Design

- a) Development of lands fronting onto and generally within about 200 metres of Wellington Street East will have regard for Urban Design Guidelines which will be prepared to the satisfaction of the Town prior to the approval of the first draft plan of subdivision or site plan within the Wellington Street corridor and will be adopted by resolution of Council as an addendum to this Plan. The Guidelines may be prepared by landowners provided they are completed in a comprehensive manner and are subject to a peer review by the Town, the cost of which will be borne by the affected landowners.
- b) In several locations within the Secondary Plan area, especially adjacent to the East Holland River Valley and east of Leslie Street, lands reflect the rolling topography which is characteristic of Aurora. Long range views are afforded from a number of vantage points.
 - i) Protection of views and view corridors shall be determined as part of the submission of applications for plans of subdivision, condominium and/or site plan approval, to the satisfaction of the Town.
 - ii) Development within the Secondary Plan area shall conform to the principles of landform conservation to preserve the unique visual qualities of the area.
 - iii) Minimizing disruption to landform and landscape, minimizing grading and changes to topography, and clustering of development on less sensitive areas of the site shall be encouraged as a policy of this Secondary Plan.
- c) In order to assist in assessing the proposed development of an automobile service station and accessory uses, it is anticipated that Council will have adopted Urban Design Guidelines. In the event that the proposed development for an automobile service station use within the Wellington Street Corridor precedes the adoption of such Guidelines, the Town will consider undertaking the preparation of Urban Design Guidelines specifically for automobile service station uses, based on contemporary practices in other municipalities.

3.10 Transportation

3.10.1 Roads and Circulation

- a) The proposed transportation network servicing the Secondary Plan area shall include public roads, pedestrian walkways, and pedestrian and/or bicycle trails. Private roads internal to developments will directly access this network. Transit routes will be accommodated on public roads as determined by the Town.

- b) The road network shall generally be comprised of a grid of roads which connect to existing major arterial roads (Bayview Avenue, Wellington Street East, Leslie Street and St. John's Sideroad) at intersections with existing and proposed roads within adjacent communities to the west and south.
- c) The alignment of collector roads, as shown schematically on Schedule “AA” and the location of local roads, shall be determined as part of the submission of applications for plans of subdivision, condominium and/or site plan approval, to the satisfaction of the Town and the Region. In addition the need for additional collector roads will be determined at the subdivision, condominium and/or site plan stage by the Town and Region through the review of detailed traffic studies. Collector roads shall generally have rights-of-way width of 20 to 26 metres. The specific function, alignment and design may be subject to further study. The rights-of-way of all roads in and bordering the Secondary Plan area shall be protected and dedicated in accordance with the requirements of the Town and the Region of York. Minor adjustments to the proposed roads as shown on Schedule "AA" shall not require an amendment to this Plan provided that in general a grid-like circulation pattern of collector roads is maintained.
- d) The location and design of proposed road connections to Wellington Street East will be determined by the Town and Region, in consultation with affected landowners and having regard for the planning and design objectives for the Wellington Street East Corridor and Urban Design Guidelines.
- e) Local roads will generally not connect directly to arterial roads.
- f) In order to minimize negative impacts on the East Aurora Wetland Complex and as described in the Environmental Management Plan and update, only one crossing of the East Holland River Valley, designed to function as a collector road, will be allowed in a northerly location as conceptually shown on Schedule “AA”.
- g) Roads terminating at the East Holland River Valley shall be designed to provide open vistas to the valley at the valley edge, wherever possible.
- h) Roads shall be designed to showcase Aurora's topography subject to Section 3.9 b).
- i) Alternative road development standards, are encouraged where such reduced standards complement the policies of this Plan and are acceptable to the Town of Aurora and the Region of York.
- j) Locations for mid-block pedestrian walkways shall be identified as part of the submission of applications for plan of subdivision, to the satisfaction of the Town.

- k) The east-west collector road connecting the Bayview-Wellington Centre is an important entrance to the new community and a potential connecting east-west link in the trail system. Its entrance design east of Bayview Avenue to approximately the first north-south collector road shall be comparable to Hollidge Boulevard on the west side of Bayview Avenue. The right-of-way could be up to 30 metres through this section in order to accommodate a landscaped median, vehicular traffic, a bicycle path, sidewalk and landscaped boulevard. East of the first north-south collector road, the collector road right-of-way may be reduced to 20 to 26 metres, subject to further subdivision design and review.
- l) Where residential development occurs adjacent to arterial roads or collector roads, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the Town, in consultation with the Region and the Ministry of Environment and Energy.
- m) The Town recognizes that the deletion of a portion of the designated east-west collector road, located south of Wellington Street along the southern boundary of the “Mixed Use” and “Business Park” designations, re-enforces the need for the implementation of the portion of the collector road system linking Bayview Avenue to Wellington Street in order to maximize accessibility to the abutting lands to the west without compromising traffic operations of the intersection. The Town shall require the collector road to be in place prior to, or at the same time as the development of the abutting lands to the west.
- n) The Ministry of Transportation expects that future widening of Highway 404 will occur within the existing highway median and should not impact the secondary plan area. The Ministry will review traffic studies and drainage plans prior to approval of draft plans of subdivision within the secondary plan area to assess potential impacts on highway volumes and interchange areas. Setbacks from Highway 404 and permits will be required for buildings in certain areas proximate to the highway and interchange in accordance with Ministry policy.

3.10.2 Transit

- a) The Secondary Plan has been designed to encourage more intensive activities and development along Wellington Street and Bayview Avenue to encourage the provision of transit. The internal configuration of collector roads has also been generally designed in a grid to facilitate the provision of transit on roads internal to the community.
- b) Design of pedestrian circulation in all developments shall have regard for access to possible future transit routes along Wellington Street, Bayview Avenue, and along collector roads within the residential neighbourhoods.

3.11 Services

- a) The Bayview Northeast Area 2B Secondary Plan lands shall be developed on the basis of full municipal services including piped water, sanitary services, storm drainage facilities, utilities and street lights, unless otherwise provided for in this Plan and approved by the Town. Roads are to be developed with curbs, gutters and sidewalks unless otherwise approved by the Town.
- b) The Secondary Plan lands shall be serviced in accordance with the Master Servicing Plan and any modifications or amendments made thereto that are acceptable to the Town and Region.
- c) Development approvals, including the subdivision of land and site plan control, shall require implementation of the findings and recommendations of the Master Servicing Plan and Environmental Management Plan, and any updates made to those Plans. The number and location of stormwater management facilities on Schedule “AA” is conceptual based on the Master Servicing Plan, and Environmental Management Plan and update. The precise number, location and design of the stormwater management plan will be determined through future subdivision planning subject to the criteria set out in the Master Servicing Plan and the Environmental Management Plan and update.
- d) The number of crossings of the East Holland River will be minimized and the detailed location of such crossings will have regard for the Environmental Management Plan and any updates to it, and be designed to the satisfaction of the Town and the Lake Simcoe Region Conservation Authority.
- e) The Town will consider private servicing arrangements for lands designated Community Commercial on the southeast corner of Wellington Street and Leslie Street on an interim basis only, provided such arrangements are satisfactory to the Town and do not preclude connection to municipal services when such services are extended.

4.0 IMPLEMENTATION

4.1 Phasing of Growth

Due to the scale, location and costs associated with extending municipal services to the Bayview Northeast Area 2B lands and beyond, the Town considers it appropriate to provide for a logical, co-ordinated and cost-effective expansion of urban development. The Town shall monitor development and assess the suitability of policies of this Plan, in the context of future planning objectives, required municipal infrastructure and the financial impact of growth.

The phasing or sequencing of growth within the Bayview Northeast Area 2B Secondary Plan will be implemented generally in accordance with the following considerations:

- i) The initial phase of urban expansion shall encompass development that can be serviced by gravity into the existing Aurora East sanitary trunk system;
- ii) It is a municipal priority to extend sanitary and water services to lands designated Business Park at Highway 404 as soon as possible;

- iii) The equivalent of approximately 1,000 units of interim water capacity will be allocated to only those landowners participating in the “front-ending” of serviced required for the Highway 404 Business Park. The Town agrees to work closely with the Region and affected landowners to make available additional water capacity beyond this initial interim allocation.
- iv) It is acknowledged that the build-out of certain lands in the Bayview Northeast Area 2B and lands in the Bayview Northeast Area 2C, will require major infrastructure improvements including a new trunk sanitary sewer generally along the Holland River valley, and an alternative long-term water supply, as described in more detail in the Master Servicing Plan prepared for the Town.

The Town, in consultation with the Region, other agencies, and affected landowners will manage the phasing of growth through the subdivision approval process, and any related agreements that may be necessary. The Owners of Developer’s group will be required to submit staging plans that identify the necessary road improvements at the start of each phase.

4.2 Official Plan

The provisions of the Official Plan, as amended from time to time, relating to Implementation shall apply in regard to this Secondary Plan, insofar as they affect the subject area.

4.3 Zoning By-law

This Secondary Plan shall be implemented by amendment to the Zoning By-law to zone the lands in accordance with the policies of this Plan.

4.4 Site Plan Control

All lands within the Amendment area shall be subject to the site plan control provisions of Section 41 of the Planning Act, in accordance with the policies of the Official Plan.

4.5 Bonusing

Council may authorize bonuses (increases in the height and density of development) under Section 37 of the Planning Act, in accordance with Section 4.5 of the Official Plan. Council will have specific regard for the potential use of such bonuses where they facilitate the protection and securement of additional lands for the Wildlife Park concept endorsed by Council and described in Section 3.7(d).

4.6 Densities

Subject to all other provisions in this Plan, areas for a range of residential densities are shown on Schedule "AA" attached hereto. Minor modifications to the area and location of

the lands so designated may be permitted without an amendment to this Plan, provided that the intent of the Plan is maintained. Specific densities shall be determined as part of the development review process in accordance with Section 3.2 Residential Policies.

4.7 Development Charges

The Town may enter into “front ending” agreements contemplated in the Development Charges Act to provide for the construction and oversizing of services required to service lands external to this Secondary Plan area.

4.8 Cost Sharing

In addition to Development Charges capital contributions, the Town will require the use of Developer Cost Sharing Agreements or other suitable arrangements amongst landowners to address infrastructure and other public uses and services among related Plans of Subdivision in order to implement development of the secondary plan area and equalize the cost of development. Such costs may include secondary plan component studies, other common studies, infrastructure, facilities and works, including the establishment of school and park sites.

The Town will not negotiate or be a party to such arrangements but must be assured that the document assigns cost sharing in an equitable manner. The issuance of approvals or the release of lands for development may be subject to the finalization, execution or registration of such cost sharing agreements, as appropriate.

5.0 INTERPRETATION

- a) The provisions of the Official Plan, as amended from time to time, relating to Interpretation, shall apply in regard to this Secondary Plan insofar as they affect the subject area.
- b) Notwithstanding any other provisions contained elsewhere in the Official Plan, in the event of any apparent conflict or inconsistency between the provisions of this Secondary Plan and the provisions of the Official Plan, the provisions of the Secondary Plan shall prevail.
- c) All policies of this Secondary Plan must be considered together when determining conformity. Individual policies should not be read or interpreted in isolation, and at all times policies should be interpreted in a manner that has regard for the objectives and intent of this Plan as set out in Sections 2.0 and 3.1.1.
- d) In this Secondary Plan metric measurements are the operative measurements; corresponding imperial measurements, typically shown in brackets, are provided for convenience only.
- e) In accordance with Section 4.14.1 of the Town’s Official Plan, Council recognizes that some flexibility regarding the urban boundary of the secondary plan shown on Schedule “AA” on the north side of Wellington Street between the Holland River Valley and Leslie

Street may be appropriate when evaluating future development proposals in this area, provided it can be demonstrated that the inclusion of any additional lands beyond the general boundary shown is:

- i) complementary and accessory to the land uses designated by this Plan for Wellington Street;
- ii) an integral part of land owned by the proponent within the Wellington Street corridor and is not separated from Wellington Street by a clearly discernable physical feature within the same ownership
- iii) beneficial to the Town's overall goals and objectives for Wellington Street and has been considered as part of the Urban Design Guidelines prepared for the corridor;
- iv) directly serviced with local municipal roads and other services from Wellington Street and will not preclude or have an adverse impact on the potential ability to service lands to the north as may be required in the longer term
- v) insignificant in terms of the Town's overall population and employment growth and will not have an adverse municipal financial impact.

NOTE: The land use schedules for OPA 30 are kept up to date on Schedule "A" and "H" of the Consolidated Official Plan.