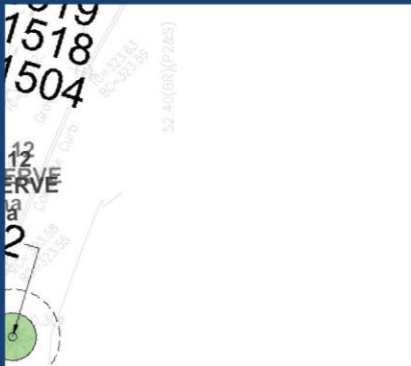
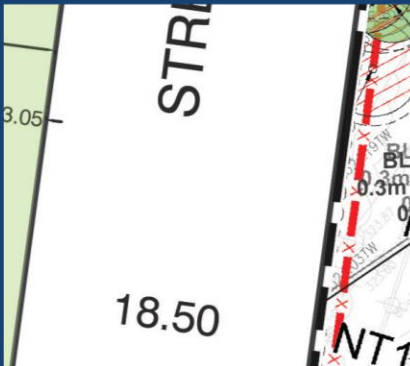
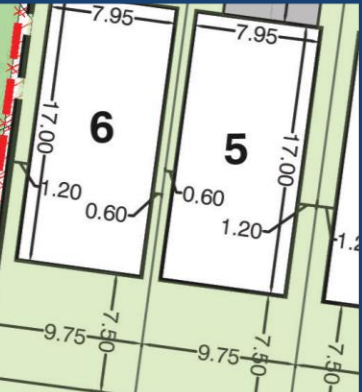


PLANNING RATIONALE REPORT

326 Old Bloomington Road, Townm of Aurora

PREPARED FOR: Centralpark Homes Inc.



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1.0 INTRODUCTION

The Biglieri Group Ltd. (“TBG”) has been retained by Central Parks Homes Inc. to prepare and submit planning applications and to obtain the municipal approvals required to facilitate a proposed residential development on the lands municipally identified as 326 Old Bloomington Road (“Subject Site”), in the Town of Aurora. This Planning Rationale Report has been prepared in support of an application for an Official Plan Amendment to the Town of Aurora’s Official Plan (2010), a Zoning By-law Amendment to the Town of Aurora’s Zoning By-law 6000-17, and a Draft Plan of Subdivision.

The Subject Site is located on the north side of Old Bloomington Road, (an east-west *Local Road* per Schedule I of the Town of Aurora Official Plan), which is parallel to Bloomington Road, a *Regional Arterial Road*, operated and maintained by the Regional Municipality of York. Bloomington Road provides access to Highway 404 to the east. The Subject Site is also located between Yonge Street and Bayview Avenue, which are designated as *Regional Arterial Roads* and serve as major transportation corridors for York Region.

The Subject Site is designated as *Oak Ridges Moraine Settlement Area* per OPA 48. *Woodlands* and *Woodlands Minimum Vegetation Protection Zone* are present on the northeast and central portions of the property. The Subject Site is currently designated through Official Plan Amendment 34 (“OPA 34”) Schedule A as *Cluster Residential* in the Town of Aurora Official Plan. The Subject Site is further defined as being located within the Yonge Street South Secondary Plan (“Secondary Plan”) area. The Secondary Plan was implemented through OPA 34. The Site is designated as a *Cluster Residential* and *Environmental Protection Area* in Schedule AA of

the Yonge Street South Secondary Plan. The Aurora Zoning By-law #6000-17 currently zones the Subject Site *Estate Residential (ER)*.

An Official Plan Amendment (“OPA”) is included in the submission. An OPA is required to allow the development to proceed in advance of a complete block plan for the entirety of Block “C” being approved. The Block Plan cannot be completed at this time as various landowners in Block “C” are not interested in participating in the same. However, in accordance with the intent of the Block Plan requirements imposed by the Town of Aurora in the Yonge Street Secondary Plan (“Secondary Plan”), the materials provided with the Official Plan Amendment application provide a blueprint for the creation of the Draft Plan of Subdivision which will not prejudice development elsewhere in the Block. Accordingly, two (2) Block Plan options are included in the submission, which provide a roadmap for future growth on the adjacent properties. The principal difference between the two options is road connectivity. Option 1 assumes westward extension of the road network on the Subject Site should environmental constraints allow it. While Option 2 assumes that environmental constraints will limit east-west connectivity to Old Bloomington Road. As said above, it is important to note that the development proposal does not seek to amend the *Cluster Residential* and *Environmental Protection Area* designations, permit increased density, or permit new uses.

A Zoning By-Law Amendment is required to facilitate the proposed residential development. The Zoning By-law Amendment (“ZBLA”) seeks to rezone the Subject Site to the *Detached Fourth Density Residential (R4)* and *Detached Fifth Density Residential (R5)* Zones to permit an appropriate residential built form pursuant to the *Cluster Residential* land use designation and associated policies. In addition, site-specific changes to the *R4* & *R5* zones are proposed, described in **Table 2**. The existing zoning does not adequately address the intent of the Official Plan, nor does it allow for the appropriate density per the *Cluster Residential* designation of the Official Plan. The *Detached Fourth Density Residential (R4)*

and *Detached Fifth Density Residential (R5)* Zones are more suitable zoning categories which align with the intent of the Official Plan's *Cluster Residential* designation.

The Draft Plan of Subdivision (“DPS”) application will create ten (10) individual lots, a block for Environmental Protection, a 0.3-metre reserve and a public road. The Environmental Protection block includes a varying 10-metre buffer to protect the environmental features on the Subject Site.

The OPA, ZBLA and DPS will facilitate a development that is comprised of ten (10) single-detached residential dwellings with lot frontages between 9.75 meters and 12.98 meters. Three (3) lots are proposed to front onto Old Bloomington Road, and the remaining seven (7) lots will be located internal to the Subject Site with access extending from Old Bloomington Road. A proposed public right of way, which would be conveyed to the Town of Aurora, consists of a crescent-shaped road that travels from southeast to northwest from Old Bloomington and terminates in a temporary cul-de-sac (labelled “Street A” on the Draft Plan of Subdivision). This right of way will provide road access to the internal lots. The north-south segment of the road is adjacent to the common eastern property line and will provide for future development on the lands to the east, being the easternmost lot within Block “C” designated *Cluster Residential*.

This Planning Rationale Report will evaluate the merits of the proposed development (including the OPA, ZBLA and DPS) in the context of all applicable Provincial, Regional, and Municipal policies. It will assess consistency with, or conformance to, the policy framework articulated in the Provincial Policy Statement (2020), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2020), the York Region Official Plan (2022), and the Town of Aurora Official Plan (2021).

2.0 LOCATION & SURROUNDINGS

2.1 Subject Site

The Subject Site is located in southwest Aurora, abuts Old Bloomington Road, is 930 meters east of Yonge Street, and 990 meters west of Bayview Avenue. The Subject Site is approximately 2.04 hectares (4.96 acres) in size. Approximately 1.60 hectares (3.95 acres) of the Site is constrained by a woodlot and associated buffers (Figure 1). The developable portion of the Subject Site is vacant and is approximately 0.41 hectares (1.01 acres) in size. The developable land is located in the southern part of the Subject Site adjacent to Old Bloomington Road. The Subject Site has 50 meters of frontage on Old Bloomington Road and a lot depth of 407.42 meters. The Subject Site is legally described as Part Lot 71, Concession 1, East of Yonge Street, Whitchurch.

2.2 Surrounding Area

The surrounding land uses are as follows:

North: To the north of the Subject Site are low-density suburban residential homes along Hunters Glen Road. Further north is the Beacon Hall Golf Club and the Aurora Cemetery Corporation (Figure 2).

East: Low-Density Estate Residential homes line the subsequent kilometre of land along Old Bloomington Road. The road ends

before Bayview Avenue and Bloomington Road intersect. Another golf course, Bloomington Downs Golf Course, occupies the land just east of this intersection (Figure 3).

South: Bloomington Road, designated as an *Arterial Road* in the Town of Aurora Official Plan, is located just south of the Subject Site. Bloomington Road is the boundary between the Town of Aurora and the Municipality of Richmond Hill. A low-density residential community is located south of Bloomington Road in Richmond Hill (Figure 4).

West: Low-Density Estate Residential homes are also located to the West before Yonge Street. While the parcel of land immediately preceding Yonge Street is currently unoccupied, policies 3.8.2 and 4.3.2 in the Yonge Street South Secondary Plan indicate that this land may permit the use for a minor institution or cluster residential purposes (Figure 5).

2.2.1 Recent Developments

There are two (2) additional Planning Applications proposing changes to lands on Old Bloomington Road, near the Subject Site. The first proposal, located west of the Subject Site has been approved in principle for 50 single-detached lots on lands formerly known as 132 and 198 Old Bloomington Road. This development received an Official Plan Amendment, a Zoning By-law Amendment and Draft Plan of Subdivision approval. No Block Plan was provided in support of the application.

The second development is located on Yonge Street, northwest of the Subject Site. This development has been approved to build 27 single-detached residential condominium units.

2.2.2 Road Network

The Subject Site fronts onto Old Bloomington Road, a *Local Road* per Schedule “I” of the Aurora Official Plan. Old Bloomington Road is parallel to Bloomington Road, which is identified as an *Arterial Road* and separates the Town of Aurora and the Town of Richmond Hill. The Subject Site is also located between two *Arterial Roads*, which serve as major transportation corridors. To the west of the Subject Site is Yonge Street and to the east is Bayview Avenue. In addition, Highway 404 is approximately 4.5km east of the Subject Site.

Policy 14.2.2.d.v of The Town of Aurora Official Plan (“Town OP”) states that local roads are designed to accommodate low traffic volumes at low speeds with a right-of-way width of 18.00 to 22.00 meters. Sidewalks are not required for cul-de-sacs with less than 30 residents.

2.2.3 Transit Network

The Subject Site has access to local transit and Regional and Provincial higher-order transportation systems. Yonge Street, approximately 1 kilometre west of the Subject Site (**Figure 2**), is serviced by the Viva Rapid Transit Service (Blue A) and two York Region bus routes on Bayview Avenue (Bus 91/ 91A / 91B / 91E). Yonge Street is serviced by Bus 98 / 98E / 98-99 / 99. The Aurora GO Station is 5.50 kilometres from the Subject Site and is identified as a Major Transit Station Area (MTSA).

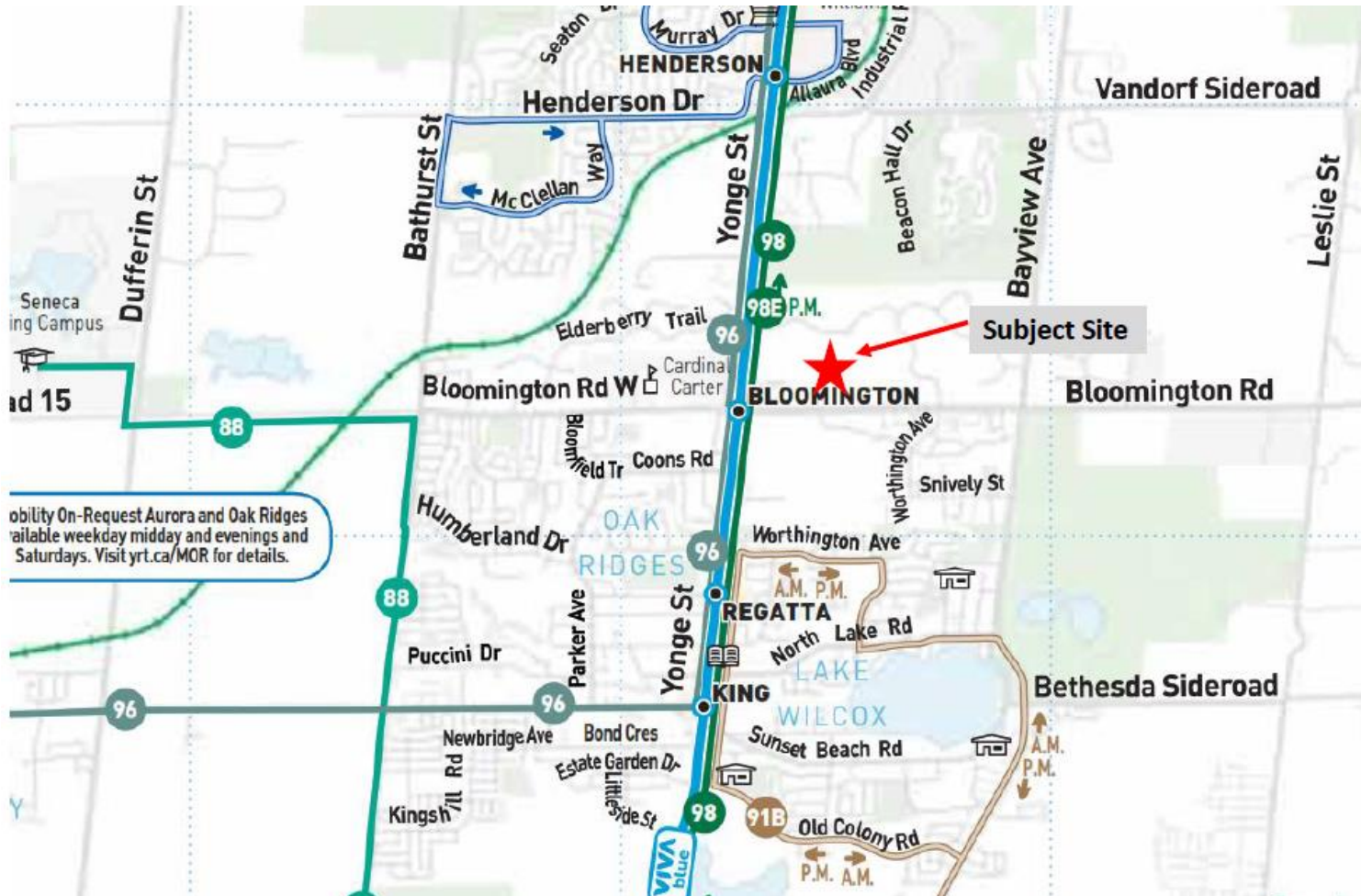
Furthermore, Bloomington Road West is part of the *Regional Road Cycling Network* and has dedicated cycling infrastructure, per the York Region Official Plan (2022). The dedicated cycling network on the *Arterial Road* connects to the Yonge Street Viva Rapid Transit System, which connects the Subject Site to the Aurora GO Station, located 5.50 kilometres from the Subject Site.

Figure 1. Ariel view of the Subject Site



Source: Bing Maps, 2022

Figure 2. York Region- Transit Network



Source: York Region Draft Official Plan (York Region Official Plan, 2022)

Figure 3. North of Subject Site



Source: Google Maps, 2022- view from Hunters Glen Road.

Figure 4. East of Subject Site



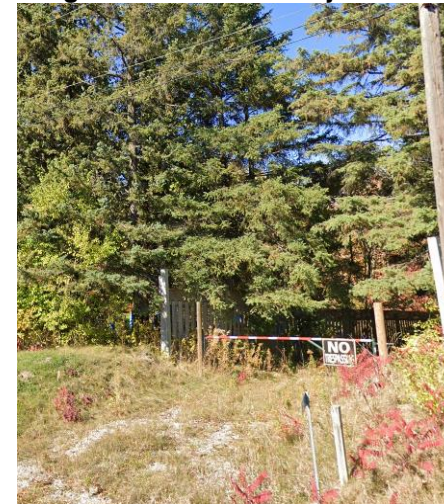
Source: Google Maps, 2022- view from Old Bloomington Road.

Figure 5. South of Subject Site



Source: Google Maps, 2022- view from Old Bloomington Road.

Figure 6. West of Subject Site

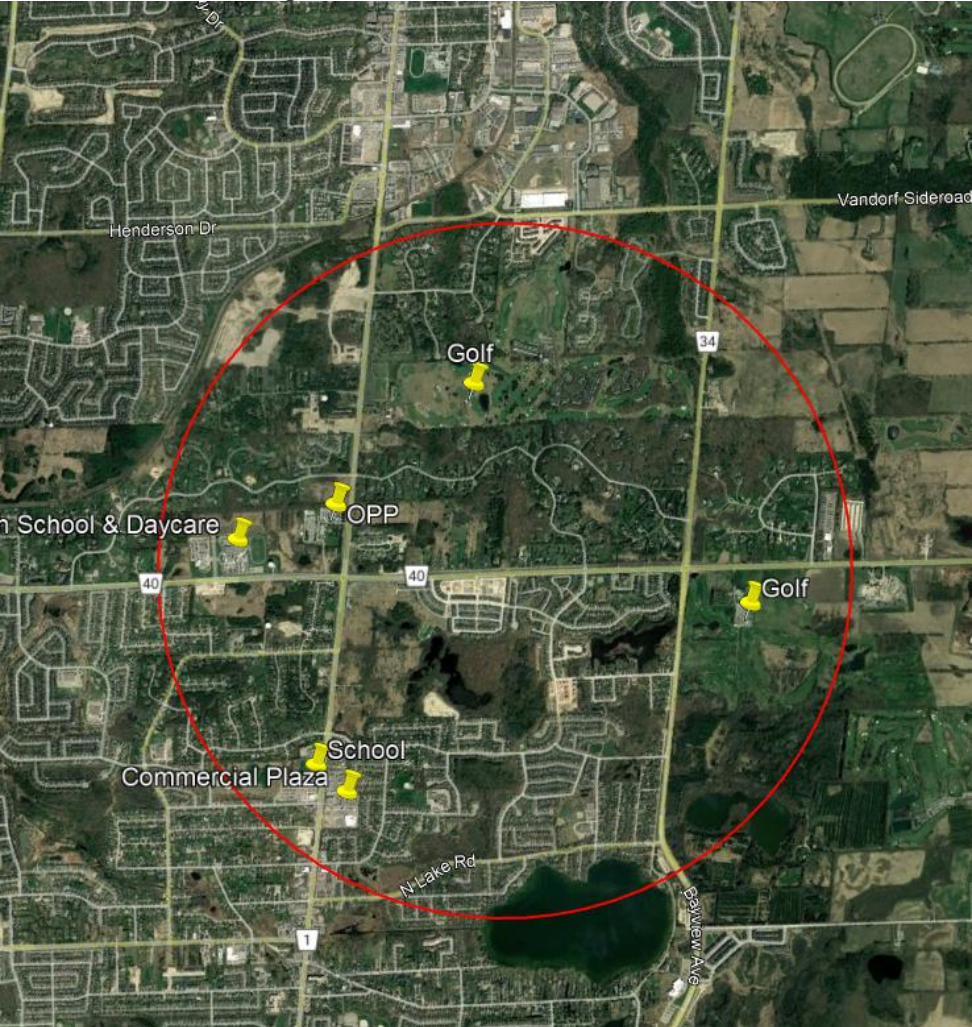


Source: Google Maps, 2022- view from Old Bloomington Road

2.3 Public Service Facilities

The Yonge Street South neighbourhood is near community services and facilities, including police services, schools, parks, open spaces and golf courses. **Figure 7** identifies the community services and facilities within 2 kilometres of the Subject Site. The Subject Site is approximately 1 kilometre east of the Ontario Provincial Police Highway Safety Division Headquarters. The Day Cardinal Carter Child Care Center and Cardinal Carters Catholic High School are approximately 1.7 kilometres west of the Subject Site, and the Bloomfield Junior Academy Montessori School is 2 kilometres west. Approximately 2 kilometres south on Yonge St. is the Dr. Better Stephenson Centre for Learning and a commercial plaza with a grocery store, restaurants, and other services. Two (2) Golf courses are also located within 2 kilometres of the Subject Site. This wide array of public services and existing, functional public utilities in the area indicate that the neighbourhood can accommodate the addition of ten (10) new dwellings.

Figure 7. Public Service Facilities.



Source: Google Earth, 2022- Ariel View

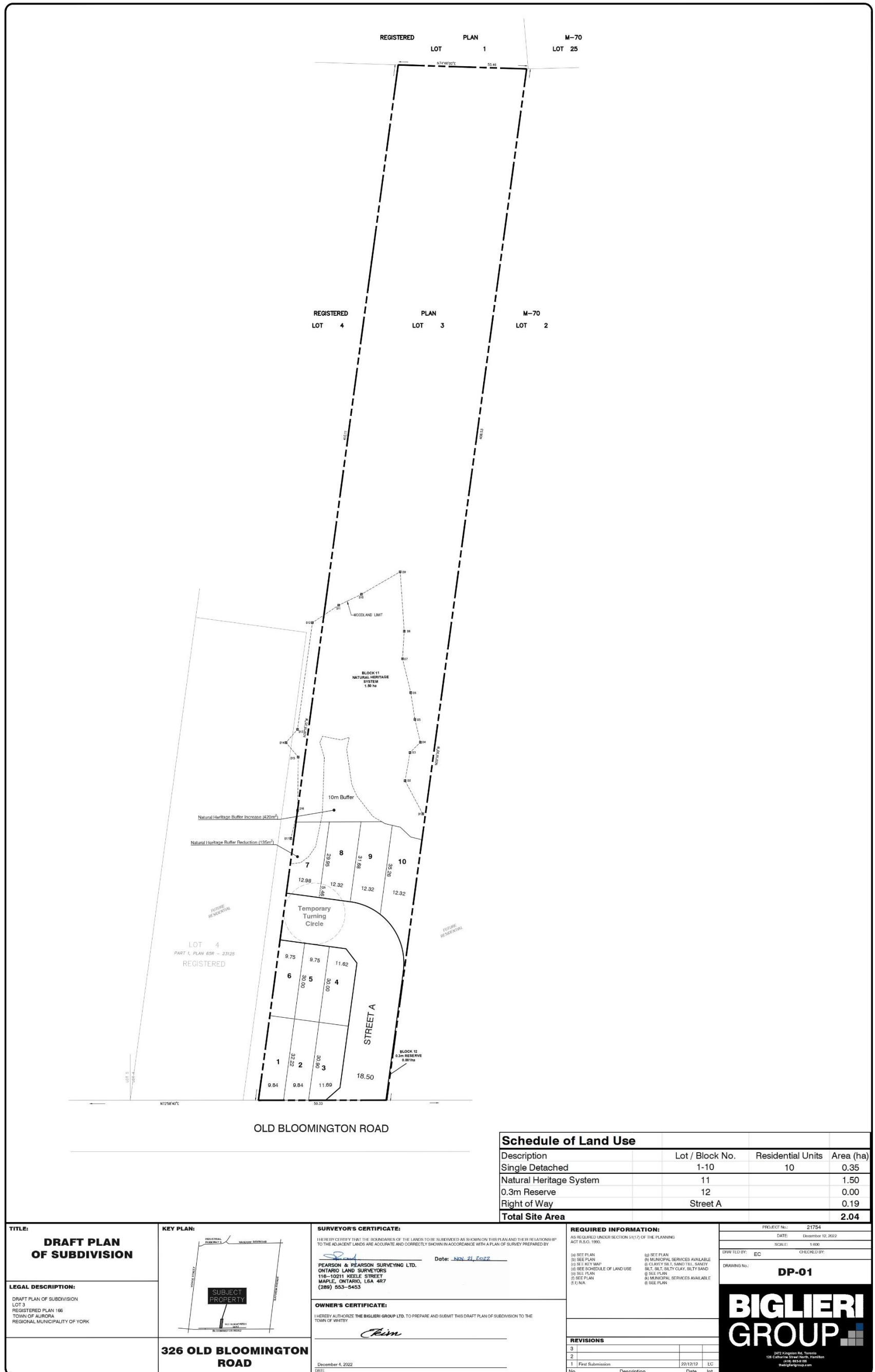
3.0 PROPOSAL

3.1 Description of the Proposed Development

The proposed development is for ten (10) single-detached residential dwellings ranging between 9.84 meters and 12.98 meters which propose to utilize a total of 0.35 hectares of the Subject Site's 2.04-hectare area. The density of the development will be 4.96 units per gross hectare (2.01 units per gross acre). The development will include one block consisting of 1.50 hectares of environmentally protected area. A public road (0.19 hectares) will service the development and will be conveyed to the Town of Aurora. The road terminates at a proposed temporary turning circle, which will become permanent should development of the Site to the west not prove possible based on the extent of environmental features thereon. A 0.30 metre reserve on the eastern edge of the road will be retained in private ownership.

The proposed low-density residential development seeks to maintain the character of the surrounding areas, provide for transition to the estate residential community to the north and east, contribute to the housing supply in the Town of Aurora, and maintain the natural heritage features of the area.

Figure 8. Proposed Draft Plan of Subdivision



Description	Lot / Block No.	Residential Units	Area (ha)
Single Detached	1-10	10	0.35
Natural Heritage System	11		1.50
0.3m Reserve	12		0.00
Right of Way	Street A		0.19
Total Site Area			2.04

TITLE:
DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:
 DRAFT PLAN OF SUBDIVISION
 LOT 3
 REGISTERED PLAN 166
 TOWN OF AURORA
 REGIONAL MUNICIPALITY OF YORK



SURVEYOR'S CERTIFICATE:
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN IN ACCORDANCE WITH A PLAN OF SURVEY PREPARED BY
PEARSON & PEARSON SURVEYING LTD.
 ONTARIO LAND SURVEYORS
 116-10211 KEELE STREET
 MAPLE, ONTARIO, L6A 4K7
 (289) 553-5453
 Date: Nov 21, 2022

OWNER'S CERTIFICATE:
 I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF WHITBY
Chim
 December 4, 2022

REQUIRED INFORMATION:
 AS REQUIRED UNDER SECTION 5(17) OF THE PLANNING ACT R.S.O. 1990.

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PROJECT No.: 21754
 DATE: December 12, 2022
 SCALE: 1:600
 DRAWN BY: EC CHECKED BY:
 DRAWING No.: **DP-01**

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Figure 9. Block Plan Option A

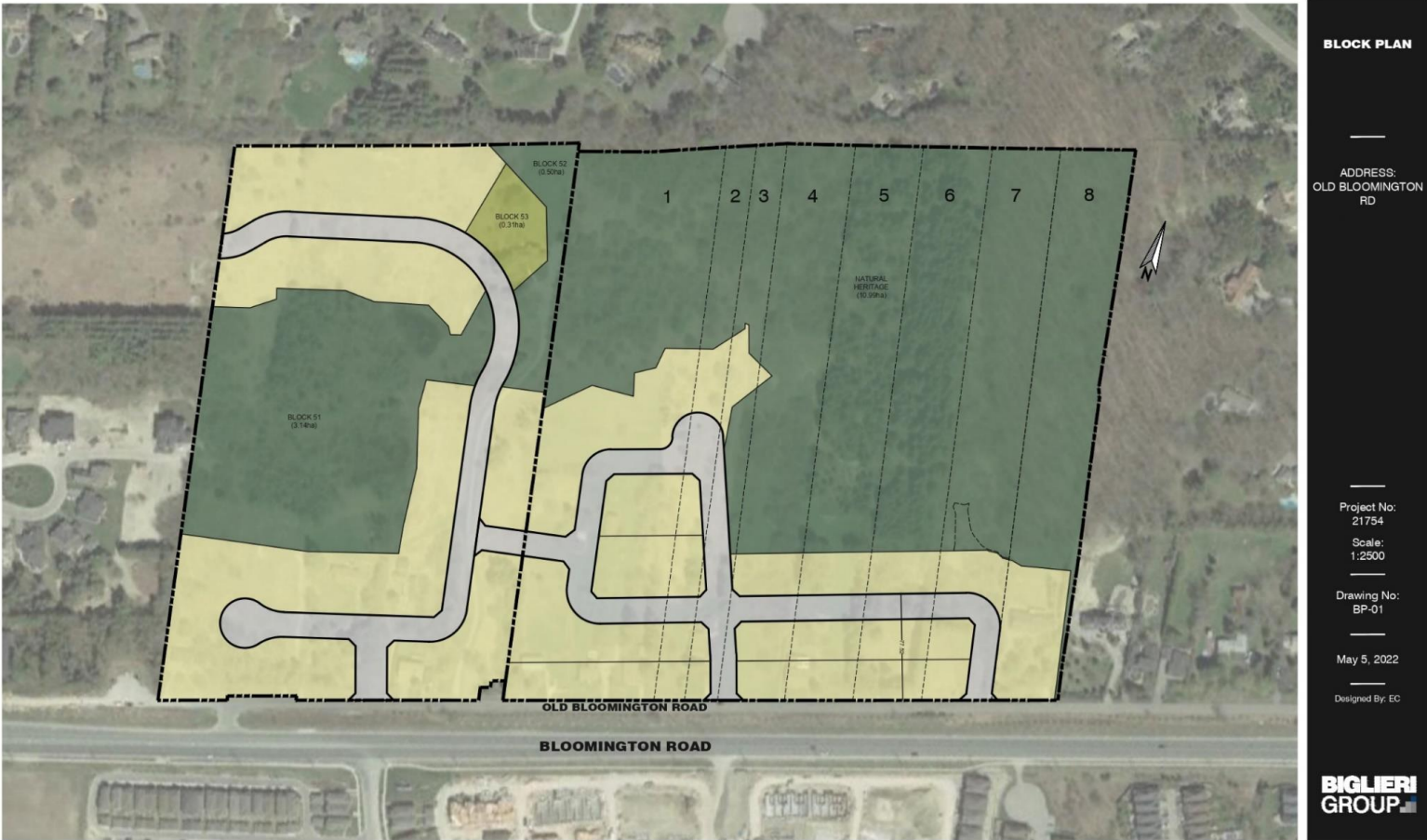
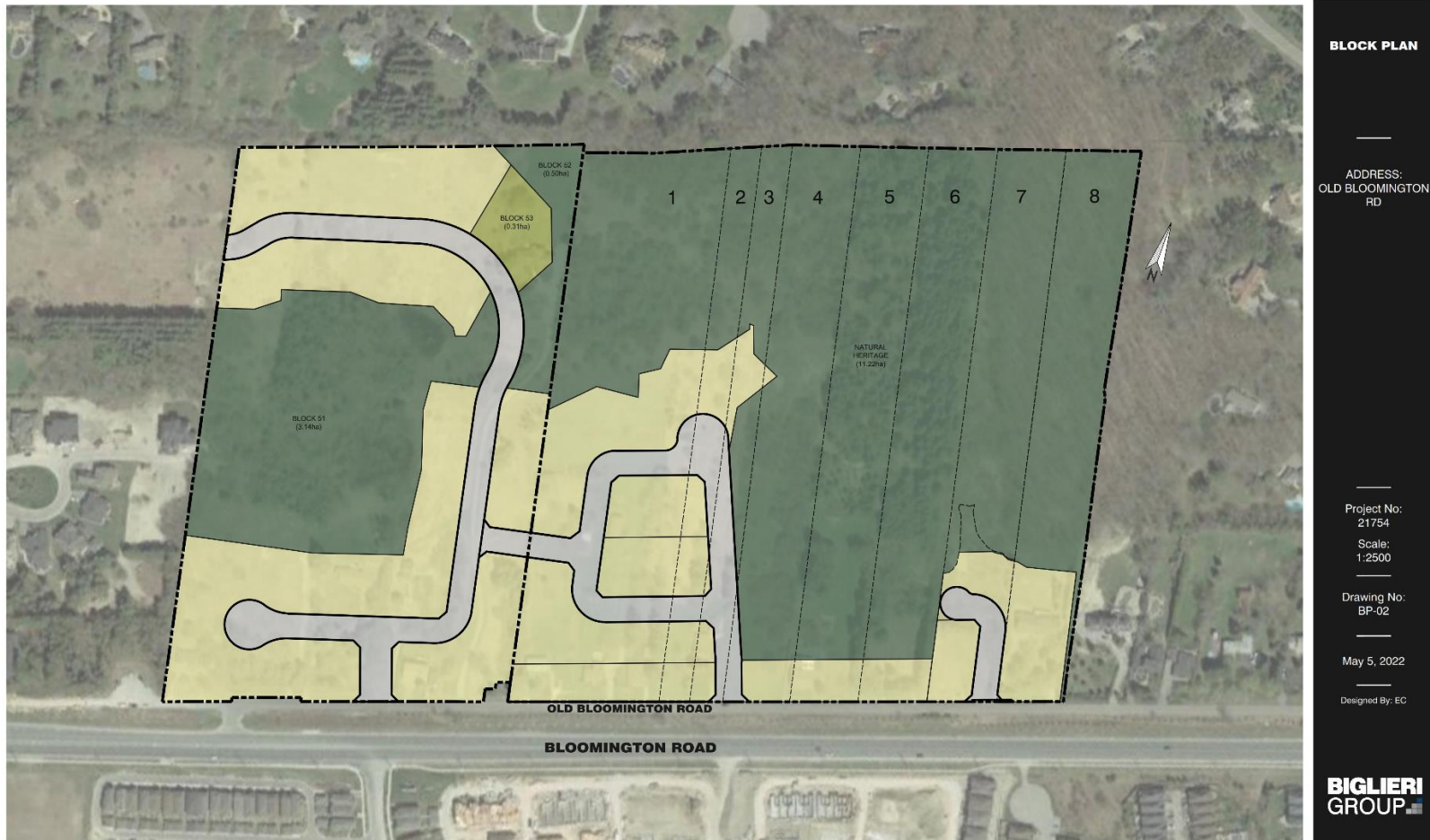


Figure 10. Block Plan Option B



3.2 Required Approvals

Based on our review of the proposed development, in the context of all applicable provincial and municipal requirements and in consultation with Town of Aurora staff, a Zoning By-Law Amendment, Official Plan Amendment, and Draft Plan of Subdivision (**Figure 8**) are required to permit the proposed residential development.

3.2.1 Official Plan Amendment

The Subject Site is designated *Cluster Residential* and *Environmental Protection Area*, per Schedule AA of the Yonge Street Secondary Plan ('Secondary Plan'). The development proposal does not seek to amend the *Cluster Residential* and *Environmental Protection Area* designations, or the uses and density policies provided to the property in the Secondary Plan. However, an OPA is required to permit the proposed development to proceed, in advance of a complete Block Plan for the entirety of Block "C" being approved. The proposed Official Plan Amendments are listed in **Table 1**.

Policy 3.2.7 of OPA 34 requires that prior to the approval of an application to permit new development (including a rezoning, consent application, plan of subdivision, plan of condominium, or a site plan) within a *Cluster Residential* designation, a Block Plan must be approved by the Town. The intent of the Official Plan with respect to the Block Plan policies is to ensure orderly development in the Block "C" area and ensure that development does not prejudice future development of the Block as a whole. A Block Plan cannot be completed at this time as neighbouring landowners in Block "C" are not interested in participating in this exercise – which involves several land-based studies such as Environmental Impact Assessments, Natural Heritage Evaluations, Geotechnical Report and Hydrogeological Reports. That said, in support of the development

proposal, two (2) Block Plan options, have been included in the submission materials provided (**Figures 9 & 10**). The two Block Plan options have also been assessed from transportation, engineering and urban design perspectives in the materials provided with this submission. These materials demonstrate that the proposed development will be coordinated with, and will not limit/prejudice, development in the balance of Block "C". The proposed Block Plan options provide a roadmap for future growth within the adjacent properties of the Subject Site. The principal difference between the two options is road connectivity. Option 1 assumes westward extension of the road network on the Subject Site should environmental constraints allow. While Option 2 assumes that environmental constraints will limit east-west connectivity to Old Bloomington Road.

It should also be noted that four (4) other developments in Block "C" have progressed and been approved without the need for a comprehensive Block Plan.

3.2.2 Zoning By-law Amendment

The Zoning By-law Amendment seeks to rezone the Subject Site from *Estate Residential* to the *Residential Fourth Detached Density Zone (R4)* and the *Residential Fifth Detached Density Zone (R5)*. **Tables 2a and 2b** demonstrate that the lots and proposed buildings will comply with the pertinent provisions of the *R4* and *R5* zone. Site specific amendments as related to Landscape Open Space and Daylight Triangles will be required.

Table 1. Proposed Official Plan Amendment

	<i>Cluster Residential</i>	Proposal
Permitted Uses	Single detached, Semi-detached, townhouse (among others per Policy 3.6.1)	Single Detached lots
Gross Residential Density Max.	5 units per hectare (2 units per acre)	4.6 units per hectare
Building Coverage Max.	12% of all the lands within the Cluster Residential designation	~10% of the total property area
Lot Area Max.	Preserve minimum of 40% of the lot area	Preserve minimum of 40% of the lot area per proposed zoning standards
	<i>Environmental Protection Area</i>	Proposal
Permitted Uses	See Policy 6.3	No development proposed.
	Official Plan Requirement	Proposal
Block Plan Requirements	As indicated in Policy 3.2.7	Notwithstanding Policy 3.2.7 , development of the Subject Site shall be permitted to occur in advance of a Block Plan for the area shown as Block 'C' .

Table 2a. Proposed Zoning By-Law Amendment – Lots 1-6

	Estate Res. (ER)	R5	Lots 1-6
Permitted Uses	Single Detached	Single Detached	Single Detached
Lot Area	8000 m ² (10)	250 m ² (10)	292 m ² (10)
Lot Frontage	45 m	9 m	9.75 m
Front Yard (FY)	15 m	3.5 m (1) 5.5 m (2)	3.5 m (1) 5.5 m (2)
Rear Yard	22 m	7.5 m	7.5 m
Interior Side Yard	9 m (4) 4.5 m (5)	1.2 m (4) 0.6 m (5)	1.2 m (4) 0.6 m (5)
Exterior Side Yard (ESY)	15 m	3 m (1) 5 m (3)	3 m (1) 5 m (3)
Coverage (maximum)	15 %	50%	50 %
Height (maximum)	10 m	11 m	11 m
Daylight Triangle	N/A	N/A	FY & ESY to be calculated based on a projection of the Exterior Side Lot Line and the Front Lot Line to a point of intersection.
Landscape coverage	N/A	N/A	Minimum 40.0% of the lot to be preserved in an open landscaped condition.

Table 2b. Proposed Zoning By-Law Amendment – Lots 7-10

	Estate Res. (ER)	R4	Lots 7-10
Permitted Uses	Single Detached	Single Detached	Single Detached
Lot Area	8000 m ² (10)	370 m ² (10)	388.8 m ² (10)
Lot Frontage	45 m	11 m	12.98 m
Front Yard	15 m	3 m (1) 5.5 m (2)	3 m (1) 5.5 m (2)
Rear Yard	22 m	7.5 m	7.5 m
Interior Side Yard	9 m (4) 4.5 m (5)	1.2 m (4) 0.6 m (5)	1.2 m (4) 0.6 m (5)
Exterior Side Yard	15 m	3 m (1) 5 m (3)	3 m (1) 5 m (3)
Coverage (maximum)	15 %	50%	50%
Height (maximum)	10 m	11 m	11 m
Daylight Triangle	N/A	N/A	FY & ESY to be calculated based on a projection of the Exterior Side Lot Line and the Front Lot Line to a point of intersection.
Landscape coverage	N/A	N/A	Minimum 40.0% of the lot to be preserved in an open landscaped condition.

4.0 POLICY CONTEXT

4.1 Overview

The proposed development has been reviewed in the context of the requirements and policies of the Provincial Policy Statement (2020), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2020) (“Growth Plan”), Oak Ridges Moraine Conservation Plan (2017) (“ORMCP”), York Regional Official Plan (2022) (“Regional OP”), and the Town of Aurora Official Plan (2010) (“Town OP”).

The proposed development makes efficient use of underutilized land, provides for a diversification of the area’s housing typology and contributes to the increase in available housing options, within the built boundary and in an area planned for residential intensification. Further, the existing and planned servicing and transportation network (including higher-order transit such as the GO Transit system) can support the proposed development pursuant to the FSR and TMP. Furthermore, the proposed development prioritizes protection of the environmentally sensitive lands on the northern portion of the Subject Site.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act (1990) and provides provincial guidance and direction on matters of provincial interest regarding land use planning and development in Ontario. The current PPS came into effect on May 1st, 2020. Decisions related to planning matters,

including Official Plan Amendments and Zoning By-law Amendment applications made under the *Planning Act*, shall be consistent with the PPS. Based on our analysis below, the proposed development is consistent with the policies of the PPS.

The PPS encourages support for healthy, livable and safe communities by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities while accommodating an appropriate and market-based range and mix of residential types. Policy 1.1.3 of the PPS states that “settlement areas shall be the focus of growth and development” (Policy 1.1.3.1). Further, “land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources, are appropriate for the infrastructure and public service facilities planned or available, support active transportation and are transit supportive where transit is planned, exists or may be developed” (Policy 1.1.3.2). Additionally, “land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment” (1.1.3.2).

With respect to housing, Policy 1.4.3. of the PPS requires that “Planning authorities shall provide for an appropriate range and mix of housing options and densities” by “permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents” further, it is stated that planning authorities should be “directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs” and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”.

The proposed development supports the achievement of policies related to growth and settlement areas, housing, proximity to public service facilities, transit, and protection of natural features in the PPS. The proposed development is located within a *Settlement Area*, in the *Delineated Built-Up Area* where growth and development is directed by the PPS. The proposed low-density residential development introduces an expanded range of housing types to the neighbourhood but also maintains the integrity of the surrounding land uses, particularly with respect to the single-detached dwellings located east and west of the Subject Site. The proposed development also represents the efficient use of land and resources as it is near existing public transportation, water, and sanitary servicing infrastructure. Furthermore, existing public services and facilities within a 10-kilometer radius are accessible to the proposed development.

The PPS addresses the effective use of public service facilities (such as recreation centres and police/fire) and infrastructure (such as sewage and water services and transportation). Policy 1.6.6.2 states, “within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services”. Further, transit and land use shall be considered to promote density and a mix of uses that work towards decreasing vehicle trips and increasing active transportation. As demonstrated in the FSR and TMP the Subject Site can be adequately serviced and do not prejudice appropriate servicing of the remainder of Block ‘C’.

Policies 2.1.1 & 2.1.2 of the PPS encourage the long-term protection of natural features and their associated long-term ecological function, which is to be maintained or restored where possible. The proposed development does not impact any natural heritage features on the Subject Site and proposes a varying 10 metre buffer to the limits of the same. Further to this, in the northwest corner of Lot 7, a buffer swap is proposed to regularize

the development limits. The proposed buffer swap results in a net 285m² increase in environmentally protected lands (420m² increase, 135m² decrease). The protection of environmental features will promote a harmonious blend between the built environment and nature.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was approved under the Places to Grow Act (2005) and came into full force and effect on June 16th, 2006. The Growth Plan was updated in May 2017, May 2019, and again on August 28th, 2020.

The Growth Plan provides direction on where and how to grow, the provision of infrastructure to support growth, protecting natural systems and cultivating a culture of conservation. The Growth Plan works in tandem with the principles and policies of the PPS, including but not limited to transit, land use and conservation. These policies serve to manage growth to the year 2051 and are to be read in conjunction with the policies of the PPS.

The Subject Site is in the *Delineated Built-Up Area*, and in a *Settlement Area* per the Growth Plan. A broad range of goals and policies are outlined in the Growth Plan contingent upon implementing and adhering to a set of core guiding principles for new development as outlined in Policy 1.2.1. Chief among these guiding principles is supporting the achievement of compact, vibrant, complete communities. These communities can be achieved by optimizing existing and new infrastructure to support growth and a range and mix of housing options. Policy 1.2.1 of the growth plan states that it supports “a range and mix of housing

options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households. Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.” Policy 2.2.1.4 states that the Growth Plan aims to support the creation of complete communities through the following actions:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- c) Provide a diverse range and mix of housing options;
- d) Expand convenient access to a range of transportation options, including active transportation; and;
- e) Provide for a more compact built form and a vibrant public realm, including public open spaces.

Policy 2.2.2.1.a further states that “at least 50% of all residential development should be within the *Built-up Areas*”. Lastly, Policy 2.2.6.2 directs municipalities to support the achievement of complete communities by considering the range and mix of housing options and densities of existing housing stock.

The proposed development conforms to the above noted Policies (1.2.1, 2.1.4, 2.2.2.1.a, and 2.2.6.2), as it adds to the range of housing options in the neighbourhood (currently dominated by estate residential uses) and is located within a *Settlement Area* and *Built-up Area*. The density of the development (4.96 units per gross hectare) is in keeping with the maximum of 5 units per hectare as identified by the Secondary Plan. By providing additional residential housing on an underutilized lot, the proposed development aids in meeting the long-term needs of future and existing residents. The proposed development will occupy an underutilized piece of land, efficiently use the land, utilize existing and planned municipal water and wastewater infrastructure and support public transit usage in one of Ontario’s fastest growing regions. Further, it has convenient

access to local stores, services, and other public service facilities. It is also located proximate to the Bloomington Road bike lane and the VIVA Rapid Transit System on Yonge Street.

In summary, the proposed residential development conforms to the Growth Plan regarding growth management because:

- It is located on underutilized land within the *settlement area* for the Town of Aurora;
- The layout of residential dwellings and overall Draft Plan of Subdivision Design encourages active, healthy living that complements the creation of a vibrant, thriving community; and,
- Its compact built form is sensitive to the protection of surrounding natural heritage systems and water resources, provides for appropriate transition to areas of different development density to the east, and represents an efficient use of land.

Based on a review of the above policies of the Growth Plan, it is our professional opinion that the proposed development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020.

4.4 Oak Ridges Moraine Conservation Plan (2017)

The Oak Ridges Moraine Conservation Plan (2017) (“ORMCP”) was established by Ontario Regulation 140/02 pursuant to the Oak Ridges Moraine Conservation Act (2001). An update to the Ontario Regulation 140/02 was approved in 2017. The lands to which the ORMCP applies overlap with lands subject to the Greenbelt Plan Area. The Greenbelt Plan, in tandem with the Growth Plan, builds on the PPS to establish a land use planning framework for the

Greater Golden Horseshoe region that supports a thriving economy, a clean and healthy environment and social equity.

The ORMCP is an ecologically based plan that provides land use and resource management direction for the 190,000 hectares of land and water within the Oak Ridges Moraine (ORM). The ORM is one of Ontario's most significant landforms. This irregular ridge stretches 160 kilometres from the Trent River in the east to the Niagara Escarpment in the west. The vision of the ORM "is that of a continuous band of green rolling hills that provides form and structure to south-central Ontario, while protecting the ecological and hydrological features and functions that support the health and wellbeing of the region's residents and ecosystems".

The ORMCP divides the Moraine into four land use designations: *Natural Core Areas* (38% of the Moraine), *Natural Linkage Areas* (24%), *Countryside Areas* (30%) and *Settlement Areas* (8%).

Approximately 31% of the York Region is within the Oak Ridges Moraine and is subject to ORMCP policies regulating development. Per Policy 2.2.14 in ORMCP, development or site alteration is not permitted in *key natural heritage features* and *key hydrologic features* or associated *vegetation protection zone* on the Oak Ridges Moraine. No *key hydrologic features* have been identified on or adjacent to the site. The northern portion of the Subject Site is designated as having *high aquifer vulnerability*; however, no development will occur in that area.

The proposed development is designated as a *Settlement Area* in the ORMCP. *Settlement Areas* are described in the ORMCP as areas that "reflect a range of existing communities planned by municipalities to reflect community needs and values. Urban uses and development as set out in municipal official plans are allowed".

Per Policy 18.1 the purpose of *Settlement Areas* is to manage urban growth by:

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

The Subject Site's location and the proposed environmental buffer conform to the intent of the ORMCP. The Subject Site is underutilized, and the proposed development supports appropriate growth in the area while minimizing the impact on the surrounding ecological functions.

Policy 18.2a states that "*Settlement Areas* have the objectives of: maintaining, and where possible improving or restoring, the health, diversity, size and connectivity of *key natural heritage features*, *key hydrologic features* and the related ecological functions". Further, Policy 18.2b states additional objectives such as "promoting strong communities, a strong economy, and a healthy environment".

Development and site alteration to land within *key natural heritage features* are generally prohibited. However, for lands designated within ORMCP *Settlement Areas*, the intention is to "focus and contain urban growth" by encouraging the development of complete communities, including a full range of housing options and minimizing the encroachment and impact of development on the ecological functions and hydrological features of the plan area.

The *key natural heritage feature* and ecological functions will be maintained in the northern portion of the Subject Site. The maintenance of this land will be vital in creating a healthy environment. These lands may be used to form part of a larger trail network once the balance of Block “C” is developed and the City or Lake Simcoe Regional Conservation Authority (LSRCA) is in possession of all the environmentally constrained lands. The proposed housing typology will assist in the development of a complete community by providing additional housing options in the neighbourhood while limiting the encroachment and impact on the natural environment.

Further, *Policy 18.3* states that “with respect to land in *Settlement Areas*, all uses permitted by the applicable official plan are permitted, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4)”. The provisions provided through subsections 19(3) relates to protecting the ecological and hydrological integrity of the ORM, while subsection 31(4) discusses *Settlement Areas* and their land use policies.

Under subsection 19(3), it is noted that *Significant Woodlands* are considered a *key natural heritage feature* and that development is prohibited in these areas. The proposed development will conform to the ORMCP by incorporating an environmental buffer between the Subject Site and the woodlot in the northern portion of the Subject Site. Further, the ORMCP requires a Natural Heritage Evaluation (NHE) if the proposed development is within 30 meters of the *key natural heritage feature*. Due to the 10-meter setback proposed for this development, a Natural Heritage Evaluation was prepared by Beacon Environmental Limited in September, 2022. The NHE concluded that the proposed development does not impact any *key natural heritage features* or *key hydrologic features* and that the variable buffer as proposed is appropriate.

In addition, the ORMCP states that *key hydraulic features* and *subwatersheds* must be considered before development. This caveat is not applicable to the proposed development as no *key hydraulic features* or *subwatersheds* are located on the Subject Site. Further, the Subject Site is not within an area of *high aquifer vulnerability*, as indicated in **Figure 12**.

Subsection 31(4) refers to wellhead protection, servicing and stormwater management. Further analysis is not required as the Subject Site is not within a Wellhead Protection Area. A Stormwater Management Plan is required for lands located within Settlement Areas. RVS prepared a Functional Servicing Report in July 2022. The report demonstrates how the future development will be serviced from a sanitary, water and storm drainage perspective. This report serves as the required Stormwater Management Plan.

The Subject Site lands are also designated as a *Category 1 – Complex Landform Class* in the Oak Ridges Moraine Plan. This designation indicates that the land is associated with a conservation area. This classification caps the amount of developable area per site. Per Section 30 (5) and 30 (13) of the ORMCP:

- (5) “An application for development or site alteration with respect to land in a landform conservation area (Category 1) shall identify planning, design and construction practices that will keep disturbance to landform character to a minimum, including,
- (a) maintaining significant landform features such as steep slopes, kames, kettles, ravines and ridges in their natural undisturbed form;
 - (b) limiting the portion of the net developable area of the site that is disturbed to not more than 25 per cent of the total area of the site; and

(c) *limiting the portion of the net developable area of the site that has impervious surfaces to not more than 15 per cent of the total area of the site.*"

"(13) With respect to land in *Settlement Areas*, in considering applications for development or site alteration within landform conservation areas (Category 1 and 2) the approval authority shall consider the importance of adopting planning, design and construction practices that will keep disturbance to landform character to a minimum, so as to satisfy the requirements of subsections (5) to (11) if possible."

As indicated in **Figure 10**, the Subject Site is within an *Urban Area* and an area of *low aquifer vulnerability*. As a result, in conformity with the policies and designations of the ORMCP, the inclusion of the ten (10) residential units in the Town of Aurora is permissible.

The proposed development conforms to the intent of Policy of Section 30(5) as the net developable area of the Subject Site in the development process is approximately 0.54 hectares, resulting in ~ 26% of the total area of the site. This includes the Right of Way and Single Detached land use forms. Further, as per the NHE, the total impervious surface area of building and paved areas is 0.38 hectares or approximately 19% of the Subject Site. These figures are very close to the thresholds of the ORMCP and meet the intent of Policy 30(13) as per the NHE.

4.5 Lake Simcoe Protection Plan (2008)

The purpose of the Lake Simcoe Protection Plan (LSPP) is to protect and restore the ecological health of Lake Simcoe and its watershed.

The Vision section of the LSPP discusses the need for a healthy community that protects the natural environment.

The LSPP was prepared and approved under the Lake Simcoe Protection Act (2008). The Lake Simcoe Protection Plan is meant to be read in conjunction with the PPS, the Growth Plan & the ORMCP. The Subject Site is designated as an *Area of Low Aquifer Vulnerability (Figure 12)* and located within the Lake Simcoe Protection Act Watershed Boundary as per the LSPP.

Chapter 4 of the LSPP requires development to have the highest standard of stormwater management facilities. For further details with respect to the proposed stormwater management please see the Functional Servicing Report, produced by RVS and dated July 2022.

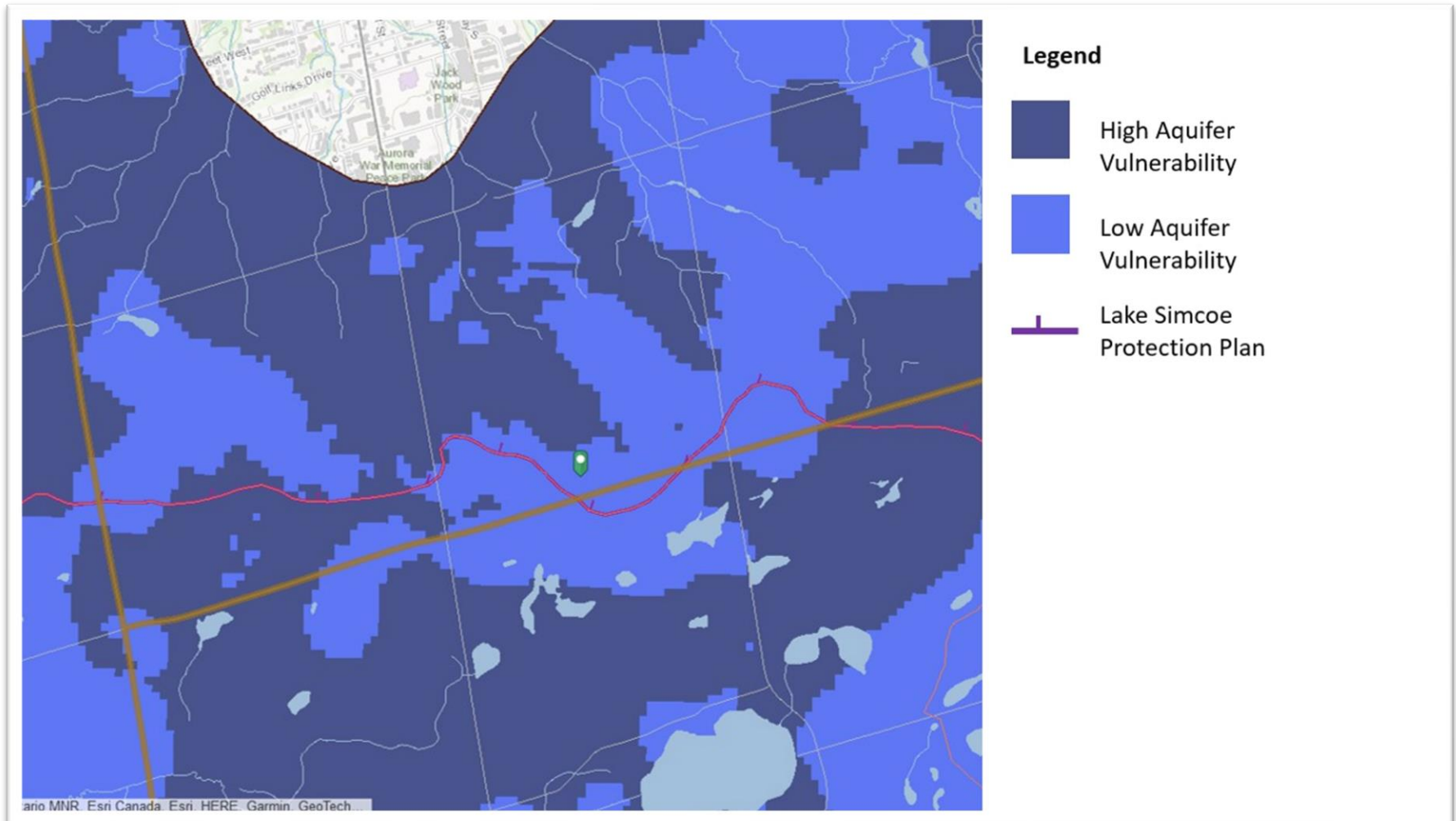
Overall, the proposed development meets the principles of growth and development indicated in the LSPP and respects the natural heritage of the surrounding area through the use of sustainable development practices and protection of the natural environment. The NHE confirmed that the proposed variable 10-meter buffer, coupled with the nature of the development, would not have any impact on the ecological function of the woodland within the Subject Site. With the mitigation strategies proposed, the NHE concludes that the proposed development is not expected to harm the woodlands located on the Subject Site.

Figure 11. Land Designation



Source: York Region Official Plan, 2019

Figure 12. Aquifer Vulnerability



Source: York Region Official Plan, 2019

4.6 York Region Official Plan (April 2022)

York Region Council adopted the York Region Official Plan “Regional OP”) in June of 2022. The Ministry of Municipal Affairs and Housing approved the consolidated 2022 York Region Official Plan in November of 2022. The Regional OP provides for growth in the York Region to a population of 2.02 million people and 990,000 jobs by 2051, while meeting the needs of existing residents and businesses in the Region. Furthermore, the OP states that “planning for complete and inclusive communities is the objective of the Plan”. It also provides directions and policies that guide economic, environmental and community planning decisions. The Site is in the Urban System, and is designated *Community Area* per Map 1A (Land Use Designations) in the Regional OP.

4.6.1 Community Area

The Subject Site is designated as a *Community Area* in the Regional OP (Map 1A). Policy 4.1.2 states “the intent of the land use designations shown on Map 1A (including *Community Areas*) is to distinguish the parts of the Urban System that are to be developed primarily for either community uses, or employment uses. *Community Areas* play an integral part in accommodating forecasted growth and most of the housing, personal services, retail, institutional, cultural and recreational services will predominantly occur in these areas.

Section 4.2 states that “an important objective for York Region’s Community Areas is to ensure they are walkable, pedestrian-oriented, and amenity rich locations which provide residents with a range of services and open spaces within a 15-minute walk or cycle of their home”. Policy 4.2.1 directs that community areas are where

most residents, personal services, retail, arts, culture, recreational facilities and human services needs will be located. Policy 4.2.2 speaks to the mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life.

The proposed development adheres to the above-stated goals of the Regional OP. The proposed development represents an infill residential development that increases the range of housing options by providing a more compact single-detached dwelling in an area predominately consisting of Estate Residential dwellings. It is also located near community and public service facilities and supports active transportation, including access to cycling routes (**Figure 2**), public transit and walking routes. The proposal also maintains the character of the surrounding areas (being low-rise residential development), contributes to increasing the housing supply in York Region, and integrates into the community in a manner which protects the surrounding natural heritage systems and maintain the natural heritage features of the area as a focal point.

Portions of the Subject Site are also within the *Regional Greenlands System* (**Figure 11**). *Significant Woodlands* are located on the northern portion of the Subject Site. Per Policies 3.4.7 and 3.4.9, the precise limits of features are to be determined through appropriate studies and analysis when an application for development is within 120 meters of a key natural heritage feature. Beacon Environmental Limited completed a Natural Heritage Evaluation (NHE) in September 2021. Furthermore, the policy states that no development is permitted within a 30 metre Buffer or Vegetation Protection Zone of *Significant Woodlands* (Policy 3.4.13 and Table 3). However, the Plan also notes that where lesser buffers are permitted pursuant to a secondary plans or official plans approved prior to April 22, 2002 then the standards established within those plans shall prevail. As noted below lesser standards

are permitted per the in effect Town OP of Aurora Official Plan and Yonge Street South Secondary Plan as evidenced by the approval of lesser buffers there-in on surrounding development applications. Accordingly, the NHE prepared by Beacon Environmental assesses and confirms that the variable 10-meter proposed buffer and associated buffer swap as proposed would not have any impact on the woodland located in the northern portion of the Subject Site.

4.6.2 Servicing Our Communities

Section 6 of the Regional OP establishes policies on servicing, defined as “transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by a variety of public and private sector agencies”. The Region has adopted a “conservation - first approach” meaning one objective is the “reduction in the demand for services through conservation and efficiencies by maximizing the use of existing infrastructure and strategically leveraging future infrastructure investments”.

Policy 6.1.3 requires development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users. A Transportation Management Plan was developed by CF Crozier & Associates in September 2022 in support of the proposed development. A copy of the report is provided under separate cover.

Policy 6.1.9 requires that plans for servicing incorporate conservation strategies and the protection of the natural environment including key natural heritage and key hydrologic features, subject to other policies of the Plan.

A preliminary Functional Servicing Report was undertaken by RVS in July, 2022 in support of the proposed development, which is included in the submission. A separate report was also prepared by RVS with respect to servicing of the larger block plan in the context of the proposed application (dated January 18, 2022). These

documents collectively demonstrate that the proposed development and the associated servicing solution is appropriate in the existing and full build-out scenarios. In addition, a NHE was prepared by Beacon Environmental and in support of the proposed development, which is included in the submission.

4.7 Town of Aurora Official Plan

The Town of Aurora Official Plan (‘Town OP’) outlines the Town’s vision for future growth and development and establishes goals for the achievement of complete communities while balancing environmental responsibility, support for transit, and the efficient use of infrastructure, in accordance with Provincial and York Region policies. The Town OP also “guides the process of evaluating the suitability of land use and/or built form change through its policies and subsequent planning approval process” per Policy 1.1 b). The Council adopted the Town OP in September 2010 (September 2021 Office Consolidation).

The Town’s underlying principles for the development of Aurora, include amongst others, design excellence and the promotion of a range and mix of housing. The proposed development conforms to the overall intent of the Town OP. It facilitates the development of housing to support the needs of future residents in an appropriate location, with access to necessary servicing and infrastructure, ultimately contributing to the achievement of complete communities in the Town of Aurora.

4.7.1 Ensuring Design Excellence

Section 4.0 establishes urban design and architectural standards that ensure “diversity, amenity, comfort, safety, and compatibility with the existing community” is achieved (Policy 4.1a) and supports the development of accessible, healthy, sustainable, and well

serviced communities. The concept of “compatible developments” (Policy 4.0.) seeks to ensure that new developments are designed to fit in with their surroundings (built and natural environments), and “complement natural landscapes and grades, water courses, vegetation, heritage environments, and existing or proposed adjacent buildings, through the conceptual design of buildings, their massing, siting, exterior, access and public areas” (Policy 4.2a). The proposed development will use good design and architectural principles to provide an appropriate private and social context for healthy human environments (Policy 4.2d) and shall ensure that it is accessible to all residents and visitors, regardless of ability or age (Policy 4.3).

In support of the proposed development, a Design Brief was conducted by the Biglieri Group in September, 2022, discussing the design principles that best support the relevant policies in the Town OP. The protection of the surrounding natural heritage system as well as the areas natural space were established as central to the proposed development. Also, visual interest and how the built form can be perceived by pedestrians and slow-moving traffic was carefully integrated into the brief. In addition, proposed building design and elevations were undertaken and the design style of the proposed development match and complement the existing neighbouring sites.

4.7.2 Green Development & Design

Policy 5.0 of the Town’s OP establishes the Town’s green development and design standards and policies that govern “green building technologies, renewable and alternative energy options, waste management efforts and other sustainable design options for development”. Policy 5.2 states:

- b) The Green Development and Design Standards shall be used to evaluate development applications and prioritize development approvals.

- c) All development shall meet the minimum standards established by the Green Development and Design Standard upon coming into effect.
- d) The Green Development and Design Standards shall be

A Green Development Standards Application Assessment Form was completed for the proposed development and is provided for review with the submission.

4.7.3 Housing

Section 6.0 of Town’s OP policy states that a “range of housing types, tenures and forms enables people to live in the community as they progress through the stages of life”. Furthermore, it is the goal of the Town to provide an adequate supply and range of housing types to meet the needs of current and future residents. Policy 6.1 states the following:

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

The proposed residential development will further diversify the stock of housing in an area dominated by estate residential housing. Further, as will be discussed below, the density proposed conforms to the maximum density policies of the Official Plan. With respect to existing residential uses the proposal provides for appropriate transition to the estate residential uses to the north and east as follows:

- North: a 1.5ha natural heritage block separates the subject site from the estate residential uses to the north

- East: the proposed 18.5m RoW has been located on the eastern side of the Subject Site, allowing future *Cluster Residential* dwellings on the site to the east (property #8 on the TBG Block Plans) to develop homes directly fronting onto the Street. This will result in properties with a depth of ~50m in an east west direction. This will accordingly provide sufficient lot depth for development of dwelling units with larger than typical rear yards, or, typical rear yards and a buffer block.

Further to this, the Urban Design Brief prepared by TBG provides further details with respect to how the proposed dwelling units will be designed to fit the aesthetic of the existing community.

4.7.4 Sustainable Infrastructure

The infrastructure policies in Section 14 of the Town's OP seek to ensure "physical infrastructure is developed to meet the needs of all residents" and underpins the necessity to support current and future developments. The Town defines the infrastructure system as including "transportation and pedestrian networks, transit system, sewer, water and stormwater systems and utilities". The objectives of this section include the promotion of active transportation, an integrated and safe transit system, the maintenance of roads and trails to ensure comfort, safety and accessibility for all road users, and the appropriate design and management of storm water facilities (Policy 14.1).

4.7.4.1 Transportation

With respect to transportation, Section 14.2v states the objectives of the Town with respect to Active Transportation (amongst others) are to achieve a pattern of development which supports public transit use. Further, Section 14.2.2.d.v. states that "Sidewalks are not required for cul-de-sacs with 30 units or less, unless the paths or walkways are within the cul-de-sac. Sidewalks on both sides of the street shall be required where adjacent to high pedestrian

generators like schools, institutional uses or commercial uses...". The proposed development conforms to these policies. Firstly, the Subject Site is located in an area with existing access to local, regional and provincial transportation networks as well as to cycling infrastructure, sidewalks and trails. Further, the proposal itself includes provision of a sidewalk on the proposed public road. Said public road does not contain 30 units, however a sidewalk has been proposed none-the-less should the cul-de-sac eventually connect to a public road system located in the western portion of Block 'C' (See TBG Block Plan concepts). Lastly, in support of the proposed development, a Transportation Mobility Plan (TMP) was prepared in July, 2022 by C.F. Crozier & Associates. The TMP confirms that the existing and proposed road network is sufficient to service the proposed development as well as the larger Block 'C' area.

4.7.4.2 Sanitary Sewage and Water Supply

The objective of Section 14.3 of the Town's OP is to ensure that "new growth and development takes place on full municipal sewer and/or water servicing." Furthermore, "In extending sewer and/or water servicing infrastructure, it is the intent of this Plan to provide the opportunity, wherever possible, for existing un-serviced development to be connected to the municipal systems." Further to this intent, Policy 14.3.1 states:

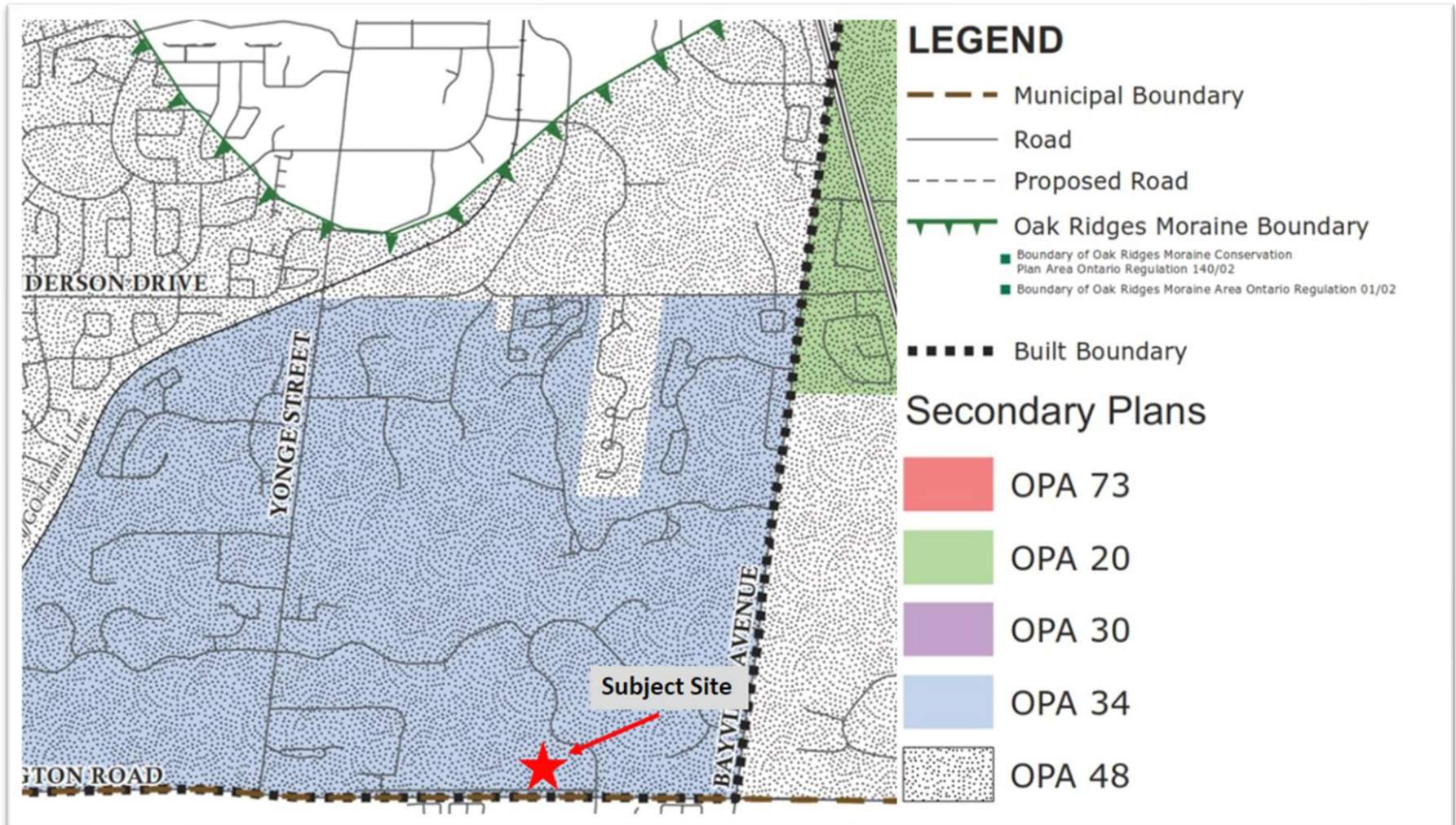
"c) All new development shall be serviced with municipal sanitary sewage and water supply services."

"e) Development shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems... These Plans shall be prepared to provide for the continuous, orderly extension of services in a cost effective manner, to the satisfaction of the Town."

The proposed development conforms with the intent of Policy 14.3.1 as follows:

- The proposed development is in an area with capacity for full servicing via municipal sanitary sewage and water supply services.
- A preliminary Functional Servicing Report was conducted by RVS in July, 2022 on behalf of the proposed development. The report addresses the methodology for extending municipal servicing to the development eastward from the limit of 198 Old Bloomington Road. The eastward extension of services will provide for connection points for the remaining undeveloped parcels in eastern portion of Block 'C'.
- A separate report was also prepared by RVS with respect to servicing of the larger block plan area in the context of the proposed application (dated January 18, 2022).
- These documents collectively demonstrate that the proposed development and the associated servicing solution is appropriate in the existing and full build-out scenarios.

Figure 13. Town of Aurora: Secondary Plan Areas



4.8 Yonge Street Secondary Plan (OPA 34)

The Yonge Street South Secondary Plan was approved by York Region in February of 2004 and further consolidated in 2008. The Yonge Street South Secondary Plan (“Secondary Plan”) applies to approximately 600 hectares of land, bounded by Vandorf Road and Industrial Parkway to the north, Bayview Avenue to the east, Bloomington Road to the south, and Bathurst Street and the Canadian National Rail to the west.

The Secondary Plan defines the planning intent to guide and direct growth and development in the Yonge Street South area. The Secondary Plan area is located in the Oak Ridges Moraine and is comprised of a low-density community, further defined by its proximity to natural heritage features and environmentally sensitive lands and High Vulnerability Aquifer Recharge Areas.

Within the Secondary Plan the Subject Site is located within *Block ‘C’* and is designated *Cluster Residential* as well as *Environmental Protection Area*.

4.8.1 General Objectives

The objectives of the Secondary Plan are provided in Section 2.2. These include establishment of an Environment First approach which avoids development of significant natural areas (2.2.1) as well as to establish a development pattern which maintains the visual and functional quality of the natural (2.2.3). Further objectives include continuation of the distinctive low intensity community identity (2.2.5) while also providing for a variety of compatible housing types (2.2.11). In addition, new development should provide for full municipal services and roads (2.2.12) while minimize the need for additional roads and paved surfaces (2.2.9).

The proposed development conforms with the intention of these objectives. Firstly, a Natural Heritage Evaluation (NHE) was undertaken by Beacon Environmental in September, 2022 to support the proposed development, due to the location of the Subject Site’s in the Oak Ridges Moraine area and proximity to natural heritage features including *Significant Woodlands*. The NHE provides mitigation strategies to: manage any negative effects of the proposed development. These include:

- Provision of NHS Block 11 which protects the significant woodlot as well as providing a variable buffer of 10m;
- Provision of a net increase in buffer areas;
- Development of a reforestation strategy and restoration plan to maximize forest cover and minimize natural heritage system net loss; and,
- Provision of tree protection measures and sediment and erosion control measures.

The NHE concluded that based on the nature of the proposed development, the ecological attributes of the adjacent woodlands and the proposed buffer, it is not expected that the proposed creation of 10 single-family residential units will have any effect on the ecological function of the woodland north of the proposed development.

With respect to housing, the proposal provides for a compatible low-rise built form, being single-detached houses. While compatible with the existing community respect to height, tenure and design (see the TBG UDB); the proposal provides for infill intensification of the Subject Site in conformance with the density policies of the Secondary Plan. Lastly, with respect to servicing and the road network, the FSR outlines the proposed methodology for servicing including extension of, and connection to, servicing infrastructure in Old Bloomington Road. With respect to roads, the development makes use of the existing Old Bloomington Road by fronting units onto this street, but also makes provision for future interconnection with lands to the west via Street ‘A’.

4.8.2 Residential Land Use

Section 3.1.3 requires that “new developments will generally occur at somewhat higher densities or intensity than that of the existing area and shall only be approved on the basis of full municipal services. Residential densities within Blocks identified on Schedule CC , will average no more than 5 units/ha (2 units/ac) over the constrained and unconstrained lands which are subject to a development application”. These policies are further elaborated in Section 3.2.3, which explicitly notes that “The gross residential density averaged over the constrained and unconstrained lands subject to a development application shall be no more than 5 units per hectare (2 units/acre).” The Subject Site is approximately 2.04 hectares (4.96 acres) in size. Accordingly, the proposed development results in a density of 4.96 units/ha (2 units / acre) as calculated over the total area of the Subject Site.

4.8.3 Compatibility, Buffering and Transitions

Section 3.2.4. of the Secondary Plan provides Compatibility, Buffering and Transitional Density policies as follows:

- a) “In the design of residential developments, measures shall be taken to ensure the appropriate compatibility with nearby uses and environmental features in terms of setbacks or siting, massing, building height, orientation and required landscaping.
- b) Residential developments shall have regard for existing and potential sources of noise, odour, visual, traffic and pollution related nuisances arising from any nearby Commercial, Institutional, Open Space, Rural or agricultural land use, as well as existing and potential noise or hazards from transportation facilities including major roads and rail lines.

- c) New residential development proposed in areas where adjacent lands have or will have substantially different lot area or density characteristics, will be required to provide significant separation between existing and proposed new buildings. This may be achieved through setbacks, intervening areas of open space, graduated lot areas, landscaping and other means of providing a sensitive transition
- d) Generally more dense development shall be directed towards Yonge Street and lower densities shall form a transition to Estate Residential interfaces.”

The proposed residential development has been designed in accordance with these policies as follows:

- The proposed cluster residential development has been designed in accordance with the policies of this Secondary Plan, and provides for a built form that is compatible with adjacent uses, and has implemented appropriate setbacks, siting, massing, build height and orientation as described by the Urban Design Brief (attached to this submission);
- Landscaping and edge management will be proposed along the limits of the environmental protection lands to ensure that these areas are preserved and protected (See the NHE);
- The proposed development has assessed its surrounding context from a traffic and noise perspective and has proposed appropriate mitigation measures, per the Environmental Noise Study undertaken by YCA Engineering Limited, in July, 2022;
- The Region of York has expressed concerns regarding the odour emanating from the sanitary force main on Bloomington Road, Richmond Hill. For this development it is proposed to have airtight sanitary manhole covers; and,
- The proposed development has been designed to ensure appropriate separation distance and between the *Cluster Residential* designations and the *Estate Residential*

designations to the north and east of the Subject Site, as previously described.

4.8.4 Infrastructure and Amenities

Policy 3.2.5 requires that “All development in Transitional, Suburban, Cluster or Low-Density Residential designations shall be designed so as to incorporate the following:

- a) Municipal water supply service;
- b) Municipal sanitary sewer service;
- c) Best Management Practices related to storm drainage requirements;
- d) Paved streets, together with appropriate lighting, walkways and landscaping;
- e) Any other services, works or considerations that are appropriate for the development or that are required elsewhere in this Plan.”

While the Subject Site is currently undeveloped, a Functional Servicing Report (FSR) was undertaken by RVS in July 2022 on behalf of the proposed development. The report addresses the preliminary municipal servicing for the proposed development and proposes strategies to ensure compliance with Town of Aurora, York Region and the Lake Simcoe Region Conservation Authority requirements. A 200 mm diameter sanitary sewer is proposed to service the development, which will ultimately connect to stub connection being provided at the eastern limit of 198 Old Bloomington Road. This sanitary sewer will also accommodate future contributions from the property west of the Subject Site and north of Old Bloomington Road (these assumptions have been included in the sanitary sewer design calculations). The water supply for the proposed development adheres to Town of Aurora Guidelines and includes 150 millimetres proposed watermain, also ultimately connect to stub connection being provided at the eastern limit of 198 Old Bloomington Road. Lastly, with regards to storm servicing, the proposal will connect to the existing 675mm CSP

culvert which crosses Bloomington Road into Richmond Hill to the south, where it will outlet into an existing Stormwater Management Pond. Based on the analysis above, the proposed development will have access to full municipal services, satisfying requirements in Policy 3.2.5 of the Town’s OP.

4.8.5 Block Plan Policies

Section 3.2.7 requires that “Prior to approval of an application to permit new development (including a rezoning, consent application, plan of subdivision, plan of condominium, or a site plan) within any Transitional, Suburban, Cluster or Low-Density Suburban Residential designation, a Block Plan for the respective area as identified on Schedule CC must be approved by the Town in accordance with s. 11.1.” Section 11.1 provides further details with respect to the Block Plan requirements. This includes provision of a Block Plan (11.1.1) as well a Functional Servicing Plan, Landform Conservation Study, Hydrogeological Study (11.1.2). The Block Plan itself is also to address matters including location of roads, intersections, and parks; boundaries of environmental features, location of residential clusters (11.1.1). In addition to these requirements, Policy 11.1.3 generally directs for a co-operative approach among landowners in preparation of a Block Plan. However, Policy 11.1.4 specifically notes that *Block ‘C’* contains a number of small property ownerships. As a result, the policy notes that the Town may consider preparation of more than one Block Plan for this area provided it is satisfied that:

- a) “road entrances and provision for road and trail linkages within the entire Block C area have been adequately addressed;
- b) the ultimate extension of municipal water and sewer services to the entire Block C area has been adequately considered and will not be impaired;
- c) stormwater drainage and continued hydrogeological function of the entire Block C area has been considered and can be adequately addressed;

- d) there will be no adverse impact on landform features and vistas in the remaining portions of Block C;
- e) there will be no adverse impact on Environmental Protection Areas or Environmental Function Areas within the reduced Block Plan area or adjacent to it; and;
- f) the policy provisions of s. 11.1.1 and 11.1.2. will be satisfied."

As can be ascertained from review of the policies above many of the specified studies require co-operation between landowners as they require access to private property in order to be conducted. These include archaeological, hydrogeological and environmental studies. At the onset of the development process the owner of the Subject Site advised TBG that they attempted to coordinate these studies with other members of the Block and were not able to achieve permission to enter in order to conduct such studies. Accordingly, a Block Plan providing for all submission requirements listed in Section 11.1 could not be prepared and an OPA has been requested.

However, the materials provided with the OPA submission (as well as ZBLA and DPS applications) conforms to the intent of the Block Plan policies. The intent of these policies is to ensure orderly development which does not harm the natural environment, does not prejudice future development, and makes appropriate allocation for community infrastructure including parks, trails, roads and servicing. In order to conform to this intent, and in support of the development proposal, two (2) Block Plan options were prepared by the TBG. The two Block Plans provide a roadmap for future growth on the adjacent properties.

The principal difference between the two plans is road connectivity. Option 1 assumes westward extension of the road network should environmental constraints allow it, while Option 2 assumes that environmental constraints will limit east-west connectivity to Old Bloomington Road. These two Options were provided in lieu of the

ability to conduct site-specific hydrogeological and environmental studies on the properties further to the west. However, the two Block Plans demonstrate that the proposed DPS makes appropriate provision for road infrastructure given eventually. Additionally, as the property to the east (property 8 in the TBG Block Plan) is the eastern most parcel in Block 'C', both Block Plans locate Street 'A' adjacent to the eastern property line of the Subject Site in order to allow for future development of residential lots on property 8.

The two Block Plans were also assessed from a servicing perspective in a memorandum prepared by RVS and dated January 2022. The memorandum highlights that no matter the road pattern arrived at, sanitary and water services would be extended across Old Bloomington Road to service the Subject Site and can be appropriately sized to accommodate development of the remainder of the intervening parcels (assuming a gross density of 5 units per gross hectare). Likewise the submitted TMP indicates that the Study area intersections can accommodate the traffic likely to be generated by the development of Block 'C', likewise assuming a gross density of 5 units per gross hectare. With respect to parks and trails, it should be noted that the proposed DPS provides for a 1.5ha NHS Block which will be transferred into municipal ownership and will be available for use in part of a larger trail network.

In summary, the materials prepared in support of the development application demonstrate that the proposal will be coordinated with, and will not limit/prejudice, development in the balance of Block 'C'. The Block Plans and studies prepared provide a roadmap for future growth on the adjacent properties which can be further refined on a property by property basis through similar site-specific studies in accordance with the intent of policy 11.1.4.. These studies will be able to build on the proposed Block Plan options through site-specific studies which will confirm the limits of landform and environmental features on any given site and make appropriate revisions to the Block Plan land use and road pattern to account for the same.

4.8.6 Cluster Residential Policies

Section 3.6 of the Secondary Plan provides specific policies for the *Cluster Residential* designation including permitted uses, maximum lot coverage, and relevant design guidelines.

With respect to permitted uses Policy 3.6.1 provides for single detached dwellings. Per policy 3.6.3 these dwellings are to be sited in a manner adequate set back and buffering from environmental features (a), screening by topography and/or vegetation, from existing areas of Estate Residential designation (including a 35m separation to the lot line of an Estate Residential designation) and arterial roads (c). With respect to coverage, policy 3.6.2 notes that Buildings shall not cover more than twelve percent (12%) of all the lands with a *Cluster Residential* designation. The intent of the policy is that there remain significant open space to visually and functionally distinguish development clusters. In addition, Policy 3.6.4 requires a minimum of 40% of the lot area to landscaping and open space.

The proposed development has been designed in accordance with the policies listed in Section 3.6, in the following ways:

- The proposed development is comprised of ten (10), two-storey single-detached dwellings.
- The proposed development make provision for the protection of Natural Heritage Features on the site and has provided a variable 10-meter buffer between the *Significant Woodland* and the proposed lots. The NHE confirms that the proposed development is not expected to have any impact on the ecological function of the *Significant Woodland*.
- Existing vegetation on Old Bloomington Road will screen the proposed development from Bloomington Road, being the nearest arterial road.
- The proposed lots are not located within 35m of any property designated estate residential.

- The building coverage maximum is approximately 10% of the total property area. Per the FSR the impervious surfaces on the subject property as a result of the proposed development will include building and paved areas for a total impervious surface area of 0.38 hectares or approximately 19% of the total site area.
- The requirement for a minimum of 40% of the lot area to be landscaping and open space will be included in the zoning by-law.
- Will preserve minimum of 40% of the lot area per the proposed zoning standards.

4.8.7 Environmental Land Use Policies

Section 6.0 of the Secondary Plan provides policies for Environmental Areas. Per policy 6.2.3 the precise limits of features on site are to be confirmed through an EIS. Policy 6.3.3.(iv) identifies woodlands greater than 4ha as features. The EIS is also required to determine the appropriate width of the required ecological buffer; however, no specific size is provided for the ecological buffer, other than in Block 'F' where a minimum of 10 metres is specified (6.2.7). Said ecological buffer is also to be augmented with native species plantings (6.2.9). Per policy 6.2.1 the Town will seek the dedication of said environmental areas and ecological buffers through development applications. Within these areas no new development or land alterations shall be permitted (policy 6.3.4), with the exception of pedestrian paths (6.3.5)(among other selected uses). Finally per policy 6.3.10 Land designated Environmental Protection Area will be placed in separate categories in the Zoning By-law.

The proposed development conforms to these policies. The Natural Heritage Evaluation (NHE), undertaken by Beacon Environmental indicates the presence of Woodlands on the Subject Site. Further to this the limits of the Woodlands have been

confirmed in the field with the LSRCA. The NHE determined that a variable 10m buffer (similar the minimum requirement in Block 'F') combined with pertinent mitigation measures would prevent impact to the ecological function of the woodland. In addition to the 10m buffer, mitigation measures included:

- Provision of a net increase in buffer areas;
- Development of a reforestation strategy and restoration plan to maximize forest cover and minimize natural heritage system net loss; and,
- Provision of tree protection measures and sediment and erosion control measures.

The proposed Woodlands as well as the variable 10m buffer are all to be placed in an environmental protection block which is to be placed in a restrictive EP-ORM zoning category and transferred to the municipality (pursuant to policies 6.2.1, 6.3.4, & 6.3.10). Per policy 6.3.5 these lands may be used by the municipality for pedestrian trails upon complete development of the Block.

5.0 SUPPORTING STUDIES

The following reports, studies, and assessments were prepared in support of the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision planning applications. They have been provided under separate cover; however, a summary of each report is included below.

5.1 Environmental Noise Assessment

YCA Engineering Limited completed the Environmental Noise Assessment in July of 2022. YCA Engineering Limited assessed the appropriate sound levels of the Town of Aurora, the Region of York and the Ministry of Environment, Conservation and Parks (MECP). The report noted that noise generated from Old Bloomington Road does have the potential to affect the proposed development. However, the report notes that Old Bloomington Road itself does not produce enough noise to be seen as a direct issue. Further, no vibration sources are of any concern for future development.

Lots 1 and 3 of the proposed development have the potential to be affected by sound; however, the data collected indicated that this sound would not require any additional measures under the Town of Aurora's policies. These two lots do, however, require mandatory air conditioning due to ventilation requirements using sound levels. The air conditioning will allow individuals to close their windows to control outdoor noise.

5.2 Transportation

The Draft Transportation Mobility Plan (TMP) was prepared in July 2022 by C.F. Crozier & Associates. The TMP was designed to assess how the proposed development would impact the road network of the area. The study found that the proposed development would add 7 to 11 new peak hour two-way trips. The TMP concludes that the existing road network is equipped to handle this increase in peak-hour trips.

The TMP assessed the impacts of the proposed development on the road network volume and mitigation measures should they be required. Following a review of existing traffic conditions, future growth conditions, transportation demand, and parking reviews, the TMP concluded that the road network could accommodate the increased traffic volumes that the proposed development would incur.

5.3 Functional Servicing Report

The Functional Servicing Report was prepared by RVS in July 2022. The report discusses the municipal servicing and strategies to comply with requirements for the Town of Aurora, Region of York and the Lake Simcoe Region Conservation. The municipal servicing will be sanitary, water and storm drainage. The report shows that there is suitable capacity to service not only the proposed development, but the future development of the area per the Block Plan. Future watermain extensions and storm sewer system connections will be planned in accordance with the requirements of a future Block Plan.

5.4 Design Brief

A 2022 Design Brief was conducted by the Biglieri Group, discussing the design principles that best support the relevant policies. The main takeaways from this brief indicate that the protection of the surrounding Natural Heritage system as well as the areas natural space or of the utmost importance. Furthermore, visual interest and how the built form can be perceived by pedestrians and slow-moving traffic was carefully considered. A temporary turning circle to provide for additional safety and to connect to any potential developments was also considered in the Draft Plan of Subdivision, as it would align with the visions of the relevant policies in the Town of Aurora and the York Region Official Plan. Lastly, creating a safe pedestrian environment with sidewalks would match the Town of Aurora's vision for the Yonge Street South Area.

5.5 Natural Heritage Evaluation

The Natural Heritage Evaluation was prepared by Beacon Environmental Limited, in September 2022. The analysis notes that the Subject Site falls under the Oak Ridges Moraine Conservation Plan (ORMCP) along with corresponding regional and municipal plans. The study concluded that 1.44 hectares (3.55 acres) of the land in the Subject Site is constrained by natural features and woodland buffer. Further, the analysis indicated that the proposed development and buffer would not have any effect on this woodland. The analysis also recommended seasonal field investigations to determine at-risk species. 0.40 acres of land are subject to further study, and a total of 1.01 acres on the Subject Site were determined to be potentially developable.

The NHE also provided a Landform Conservation Analysis which confirmed that the Subject Site lies entirely within a *Landform Conservation Category 1* area. Development or site alteration located in this area must keep disturbances to landform character to a minimum. The proposed development aligns with this goal by developing roughly ~25% of the Subject Site area, maintaining the structure of the woodlot in the northern portion of the site, and providing a 10-meter buffer between the woodlot and the development. These measures were deemed to not have any impact on the ecological function of the woodlot located in the Subject Site.

5.6 Arborist

The Arborist report was prepared by Beacon Environmental Limited in July of 2022. In their report, Beacon Environmental also prepared a Vegetation Management Plan. The report found a total of 234 trees on the Subject Site. The report recommended 177 trees be removed, 17 of which were due to their condition.

5.7 Archaeologist

The Archaeologist report was prepared by Archeoworks Inc, in August 2022. The study concluded that there is no relevant archeological concern in the Subject Site. As per the report, no further archaeological assessment is needed. No construction may begin on the site until the Archaeology Programs Unit confirms the reports findings.

5.8 Environmental Site Assessment

The Environmental Site Assessment was carried out by Pinchin Ltd, in June of 2021. The Phase I ESA discussed how the site is vacant and underdeveloped. Based on this ESA, Pinchin Ltd concluded that no subsurface work would be needed.

6.0 CONCLUSION

The proposed development at 326 Old Bloomington Rd. is a residential development that supports the policy framework articulated in the Provincial Policy Statement, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the ORM Conservation Plan, the Lake Simcoe Protection Plan, the York Region Official Plan, and the Town of Aurora Official Plan. The above documents promote the need for environmental conservation and the building of complete communities, both of which the proposed development supports.

The proposed development will provide a diversity of housing options to the neighbourhood through redevelopment of an underutilized parcel of land. The Subject Site is in close proximity to transit networks and can be serviced using existing and planned servicing infrastructure and community facilities. The proposed development will aid in the realization of the Yonge Street South Secondary Plan, providing a variety of housing typologies for future residents.

The development proposes an public road that implements the Town of Aurora's vision for Cluster Residential development while providing opportunities for road extensions should they be required when the lands within the surrounding Block Plan area are developed. The development prioritizes the natural landscape through appropriate setbacks and buffers to the environmental protection areas on the subject lands. The woodlands on Site will remain within a proposed Natural Heritage Block and Environmental Protection Zone and will be a prominent feature of the landscape and aspects of the neighbourhood character.

This Report has reviewed the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications in the context of all applicable provincial and municipal planning policy documents. The proposed development is consistent with the intent of the Provincial Policy Statement, and conforms to the policies of the Growth Plan for the Greater Golden Horseshoe, the ORMCP, the York Regional Official Plan, Town of Aurora Official Plan, and Yonge Street South Secondary Plan. For all of the preceding reasons, it is our professional opinion that the proposed development is an appropriate and desirable development, represents good planning, and warrants the support of staff and the Council.

Should you have any questions or require any additional information, please contact the undersigned.

Respectfully submitted,
THE BIGLIERI GROUP LTD.



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