

# PLANNING REPORT

November 2022

*16, 20 and 22 Allaura Boulevard, Aurora*



**JKO** PLANNING  
SERVICES

*Alora*

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## 1.0 Introduction

JKO Planning Services has been retained to undertake a Planning Justification Report for the property municipally known as 16, 20 and 22 Allaura Boulevard in the Town of Aurora (herein referred to as the “subject property”). The subject property is located in the southern area of Aurora, near the intersection of Allaura Boulevard and Yonge Street with a total lot area of 1.3ha (13,000m<sup>2</sup>). The subject property is legally described as LOTS 19, 20 AND 21, REGISTERED PLAN M-51, TOWN OF AURORA (Municipal Address: 16, 20 and 22 Allaura Boulevard).

This development proposal aims to obtain planning permissions to facilitate the development for two hundred and twenty-five (225) 3.5-storey common element condominium townhouses, fronting and accessed by a private road along the north side of Allaura Boulevard. This submission follows a Pre-Submission Meeting response from the Town of Aurora dated August 17, 2021. This application attempts to address Town staff suggestions and requirements raised via the Pre-Submission Meeting and various discussions.

The analysis presented in this report is founded on the following work and policy documents:

- A review of all available background reports and information;
- A detailed examination of existing development constraints and issues (i.e., transportation and planning);
- The Provincial Policy Statement, 2020;
- The Growth Plan for the Greater Golden Horseshoe, 2020;
- The Region of York Official Plan, 2010 (***PLEASE NOTE: at the time of completion and submission of this report, the Minister had just approved the 2022 version of the Region of York Plan and the Region was making the necessary arrangements to have the document ready for use***);
- The Town of Aurora Official Plan; and,
- The Town of Aurora Zoning By-law 6000-17.

## 2.0 Site Characteristics

The subject property is located on the north side of Allaura Boulevard, just east of Yonge Street. The property has an area of 1.38ha (13,810.72m<sup>2</sup>) and has approximately 122.26m (401.12ft) of frontage along the north side of Allaura Boulevard. The property is generally rectangular in shape with some mature trees on the north and south lot lines. There are currently two existing 1-storey industrial buildings on the subject property. It is the intention to demolish both of these existing buildings in conjunction with the proposed development on the subject lands.

**Figure 1 - Site Location**  
**16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



Source – Google Maps, 2022

## **2.1 Accessibility**

The subject property is currently accessed via private driveways from the north side of Allaura Boulevard. The subject property has frontage on Allaura Boulevard which is classified as a major collector road and is located 150m east of Yonge Street, which is designated as an arterial road in the Town's Official Plan, Schedule I – Proposed Road Classifications (Figure 5 of this Report). Allaura Boulevard and Yonge Street have several municipal and regional bus lines that connect to a variety of areas in Aurora. The subject property is also located 2.4km south of the Aurora GO Train Station which provides for excellent access to municipalities in the GTA.

## **3.0 Surrounding Land Use Context**

The subject property is located in the central area of Aurora, located near the intersection of Allaura Boulevard and Yonge Street. The access to transit and location on a major corridor make this an excellent site for intensification.

In assessing the suitability of the proposal, the existing surrounding land uses must be considered. The land uses surrounding the subject lands include:

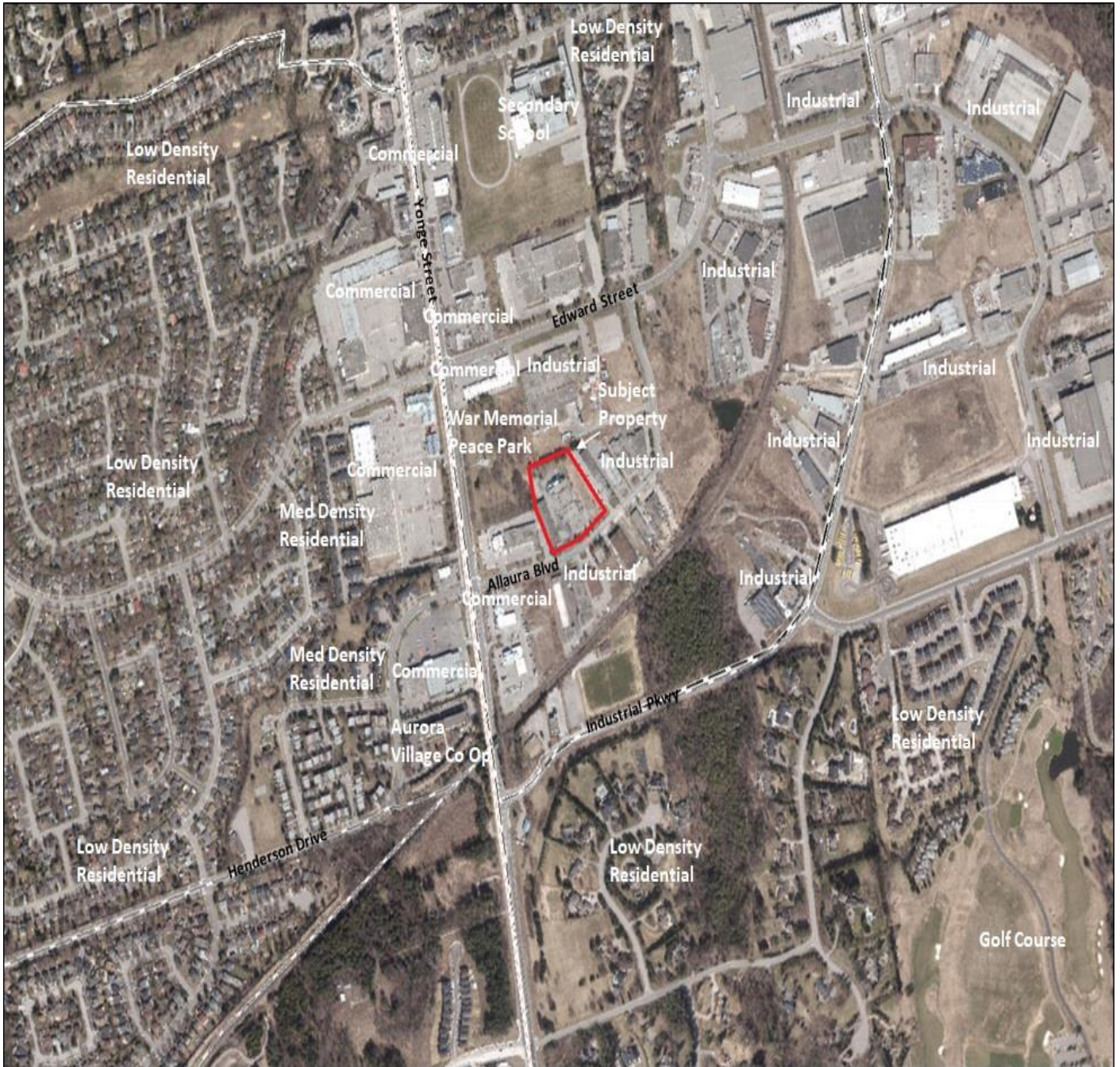
**North:** An industrial auto parts store abuts the subject property to the north. Further north is the Dr. GW Williams Secondary School and low density residential uses primarily made up of single detached dwellings are further north.

**South:** Industrial uses are located on the south side of Allaura Boulevard. Further south is the Aurora Soccer Club and low density single detached dwellings on large estate lots.

**East:** Industrial uses abut the subject property to the east. A large industrial park is further east followed by low density single detached dwellings.

**West:** A commercial plaza abuts the subject property on the east along with the Aurora War Memorial Peace Park. There are several commercial uses fronting on Yonge Street followed by medium density residential neighbourhoods in the form of townhouse dwellings. Low density residential uses primarily made up of single detached dwellings and the Regency Acres Public School are further east.

**Figure 2 – Area Context**  
**16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



Source – Google Maps, 2022

## 4.0 Description of the Proposal

The purpose of this application is to obtain planning permission that will facilitate the development of two hundred and twenty-five (225) 3.5-storey townhouse dwellings accessed via a private laneway along the North side of Allaura Boulevard.

The proposal's pertinent development statistics are as follows:

Total Overall Lot Area:	1.38ha (3.41 ac - 13,810.72m <sup>2</sup> )
Total Gross Floor Area:	20,458.26m <sup>2</sup> (220,218.07ft <sup>2</sup> )
Total Number of Units:	225 units
	18-(1 Bedroom Units)
	189-(2 Bedroom Units)
	18-(3 Bedroom Units)
Overall Density:	163 Units per Hectare
	65.98 Units per Acre
Floor Space Index:	1.48
Total Coverage:	52%
Building Height:	11 m (36.09 ft.)
	3.5 Storeys
Minimum Lot Area (Per Unit):	180m <sup>2</sup> (1,937.56ft <sup>2</sup> )
Minimum Lot Frontage (Per Unit):	6.0m (19.68ft)
Minimum Front Yard Setback:	5.00m (16.40ft)
Minimum Rear Yard Setback:	5.00m (16.40ft)
Interior Side Yard Setback:	1.50m (4.92ft)
Exterior Side Yard Setback:	2.40m (7.87ft)
Landscape Buffer Strip:	1.50m (4.92ft)
Parking Ratio:	1.44 spaces per unit
	0.24 spaces per unit for Visitors
Parking Spaces:	Total Parking Spaces – 325 spaces
	Total Visitor Spaces - 53

The proposed development is appropriate for the subject properties in that it:

- Conforms to the policies of the Provincial Policy Statement, Growth Plan, York Region Official Plan and the Town of Aurora Official Plan;
- Integrates appropriately with the surrounding land uses, particularly with the existing park and small-scale commercial plaza to the west;
- Promotes a pedestrian-scaled, transit-supportive residential form that supports an 'urban village' character, that assists in attaining the Town's intensification targets, meeting the objectives of The Aurora Promenade, and helping to sustain local and regional transit;
- The proposed medium-density residential use complies with and reinforces the intent of the Official Plan policies and zoning policies;

- The proposed building design (including exterior materials, colours, massing and balconies) and proposed landscape features will be designed in a manner that will form an appropriate human-scaled environment and visually attractive development;
- The preparation and submission of the detailed Comprehensive Block Plan demonstrates that the adjacent properties to the west and north, in particular, can effectively redevelop in the future, without any adverse impacts caused by the proposed development on the subject lands;
- The proposed townhouse units will comply with the Town's minimum unit width and lot area provisions;
- There are no unacceptable adverse impacts, particularly from a traffic, municipal servicing, and land use compatibility perspectives to the surrounding land uses, given the property's location on Allaura Boulevard and its proximity to the adjacent Yonge Street corridor;
- In terms of the Environmental issues, the Phase II Addendum Report has recommended that the standard regulatory and protocol remedial procedures be utilized to satisfactorily address the required remediation issues identified;
- Provides for ample number of parking spaces per unit through the assistance of the proposed underground parking structure; and,
- Provides sufficient building setbacks from both a buffering and streetscape perspectives.

To implement this proposal, a Zoning By-law Amendment, Site Plan approval and Draft Plan of Subdivision Applications are required to address site specific regulations.

## **5.0 Public Consultation Strategy**

To adequately inform the public and to keep them involved in the planning process, in addition to the mandatory Public Hearing that will be held as outlined in the Planning Act, a Public Open House/Neighbourhood Consultation Meeting is recommended. This will allow for a more informal opportunity for any interested parties to come out, view and comment on the application. This event can be scheduled by either the applicant and/or with the assistance from the Local Councillor.

The applicant has the following objectives they wish to accomplish by engaging and consulting with the public regarding their proposal.

- Share information related to the proposal with the public and any interested stakeholders;
- Provide all interested persons and groups, the opportunity to participate in the engagement process and provide feedback by using various methods of engagement;
- Identify common themes and patterns from the participants and work to incorporate this feedback into the further refinement of the development scheme;
- Communicate with the public in a transparent and open manner about the proposal as well as the engagement process;
- Work in a collaborative manner with all stakeholders and interested parties throughout the engagement process; and,

- Report back to the public with the outcome of the consultation strategy.

## 6.0 Policy Context

### 6.1 Provincial Policy Statement, 2020

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement 2020 which came into effect May 1, 2020. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to permit appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All planning decisions in Ontario must be "consistent" with the policies of the PPS.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses throughout the Province.

Section 1.0 includes policy direction related to *"Building Strong Communities"* and is applicable to the subject property. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure and support the local community.

Section 1.1 of the PPS promotes the management of land uses in an effort to achieve efficient development and overall land use patterns, specifically that health; livable and safe communities are sustained by:

- "1.1.1 a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and,*
- i) preparing for the regional and local impacts of a changing climate."*

Furthermore, Section 1.1.3 of the PPS discusses the several policies surrounding settlement areas and appropriate development within them specifically:

- "Section 1.1.3.1 Settlement areas shall be the focus of growth and development.*
- "Section 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
  - b) are appropriate for and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;*
  - c) minimize negative impacts to air quality and climate change and promote energy efficiency;*
  - d) prepare for the impacts of a changing climate;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed; and,*
  - g) are freight-supportive.*
- "Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- "Section 1.1.3.6 New Development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- "Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."*

Section 1.6 of the PPS discusses the efficient use of existing and future infrastructure and public service facilities. This Section contains the following key policies:

*"Section 1.6.1 Infrastructure and public service facilities shall be provided in an efficient and manner that prepares for the impacts of a changing climate while accommodating project needs.*

*Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:*

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and,*
- b) available to meet current and projected needs."*

*"Section 1.6.2 Planning authorities should promote green infrastructure to complement infrastructure. "*

*"Section 1.6.3 Before consideration is given to development new infrastructure and public service facilities:*

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

The PPS in Section 1.6.7 discusses the importance of transportation systems and identifies the need for providing safe and efficient means of moving people and good. The key policies in the section are as follows:

*"Section 1.6.7.2 Efficient use should be made of existing and planned infrastructure including through the use of transportation demand management strategies, where feasible;*

*"Section 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation; and,*

An additional goal of the PPS is to promote energy conservation and air quality control as a response to climate control. These policies are discussed in Section 1.8 of the PPS:

*"Section 1.8.1 Planning authorities shall support energy conservation and efficient, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*

- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion."*

Section 3.1 of the PPS includes policies related to natural hazards. The subject property is not identified within the Oak Ridges Moraine, Greenbelt Plans and is not located within the Lake Simcoe Region Conservation Authority area. The proposed development is not within any natural hazard area.

The proposed development conforms with the policies of the PPS in that it:

- Contemplates efficient infill development that contributes to an appropriate increase in density that would not cause any environmental or public health and safety issues;
- Provides for development on an existing underutilized industrial lot which will efficiently use the land, resources, infrastructure and public service facilities;
- Provides for an appropriate development that is not within a Natural Hazard Area;
- It is in close proximity of existing urban amenities and public transportation facilities thereby maximizing opportunities for alternative modes of active transportation; and,
- Provides for a conversion of an underutilized lot which will benefit the local area, including the adjacent park and small-scale commercial plaza, and will assist in creating a more complete community.

## **6.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") came into effect on May 16, 2019. It replaced the Growth Plan, 2017, and was prepared under the Places to Grow Act, 2005. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe, 2019 came into effect on August 28, 2020. The Government of Ontario implemented the new Growth Plan for the Greater Golden Horseshoe (Growth Plan) which serves as the culmination of a co-ordinated review by the province, taking into consideration feedback from stakeholders, the public and indigenous communities.

The updated Growth Plan provides the framework to implement the Provincial vision for the establishment of strong, prosperous communities to the year 2051. The Greater Golden Horseshoe has been identified as one of North America's fastest growing regions and it is important that growth be managed and directed in an appropriate manner.

This updated version of the original 2006 Growth Plan and updated 2017 version combines to remove, revise, and add brand new policies to better suit and reflect the province's goals and objectives for land use planning in relation to the updated time horizon to 2041. As such, all decisions made on or after August 28, 2020, shall be in conformity with this Plan.

The updated document's primary growth-related objectives are identified in **Section 2.1 – Context**, in which includes among others, the following:

*“This Plan is about accommodating forecasted growth in complete communities... Building compact and complete communities and protecting agricultural lands, water resources and natural areas will help reduce greenhouse gas emissions”.*

*“Better use of land and infrastructure can be made by directing growth to settlements areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfields and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while supporting a more diverse range and mix of housing options”.*

**Section 2.2.1** of the Plan, which discusses the management of growth in regards to where and how development should occur within the GGH, has implemented several changes as follows:

1. *“Population and employment growth forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *The vast majority of growth will be directed to settlement areas that:*
    - i. *Have a delineated built boundary;*
    - ii. *Have existing or planned municipal water and wastewater systems; and*
    - iii. *Can support the achievement of complete communities;*
  - b. *Growth will be limited in settlement areas that;*
    - i. *Are rural settlements;*
    - ii. *Are not served by existing or planned municipal water and wastewater systems;*  
*or*
    - iii. *Are in the Greenbelt Area;*
  - c. *Within settlement areas, growth will be focused in:*
    - i. *Delineated built-up areas;*
    - ii. *Strategic growth areas;*
    - iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *Areas with existing or planned public service facilities;*
  - d. *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e. *Development will be generally directed away from hazardous lands; and*
  - f. *The establishment of new settlement areas is prohibited.*

3. *Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
  - a. *Establish a hierarchy of settlement areas, and of area within settlement areas, in accordance with policy 2.2.1.2;*
  - b. *Be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
  - c. *Provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
  - d. *Environmental and agricultural protection conservation objectives of this Plan and*
  - e. *Be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
  
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - a. *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public facilities;*
  - b. *Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
  - d. *Expand convenient access to:*
    - i. *A range of transportation options, including options for the safe, comfortable, and convenient use of active transportation;*
    - ii. *Public service facilities, co-located and integrated in community hubs;*
    - iii. *An appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and*
    - iv. *Healthy, local, and affordable food options, including through urban agriculture;*
  - e. *Provide for a more compact built form and a vibrant public realm, including public open spaces;*
  - f. *Mitigate and adapt to climate change impacts, improve resilience, and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*

*g. Integrate green infrastructure and low impact development”.*

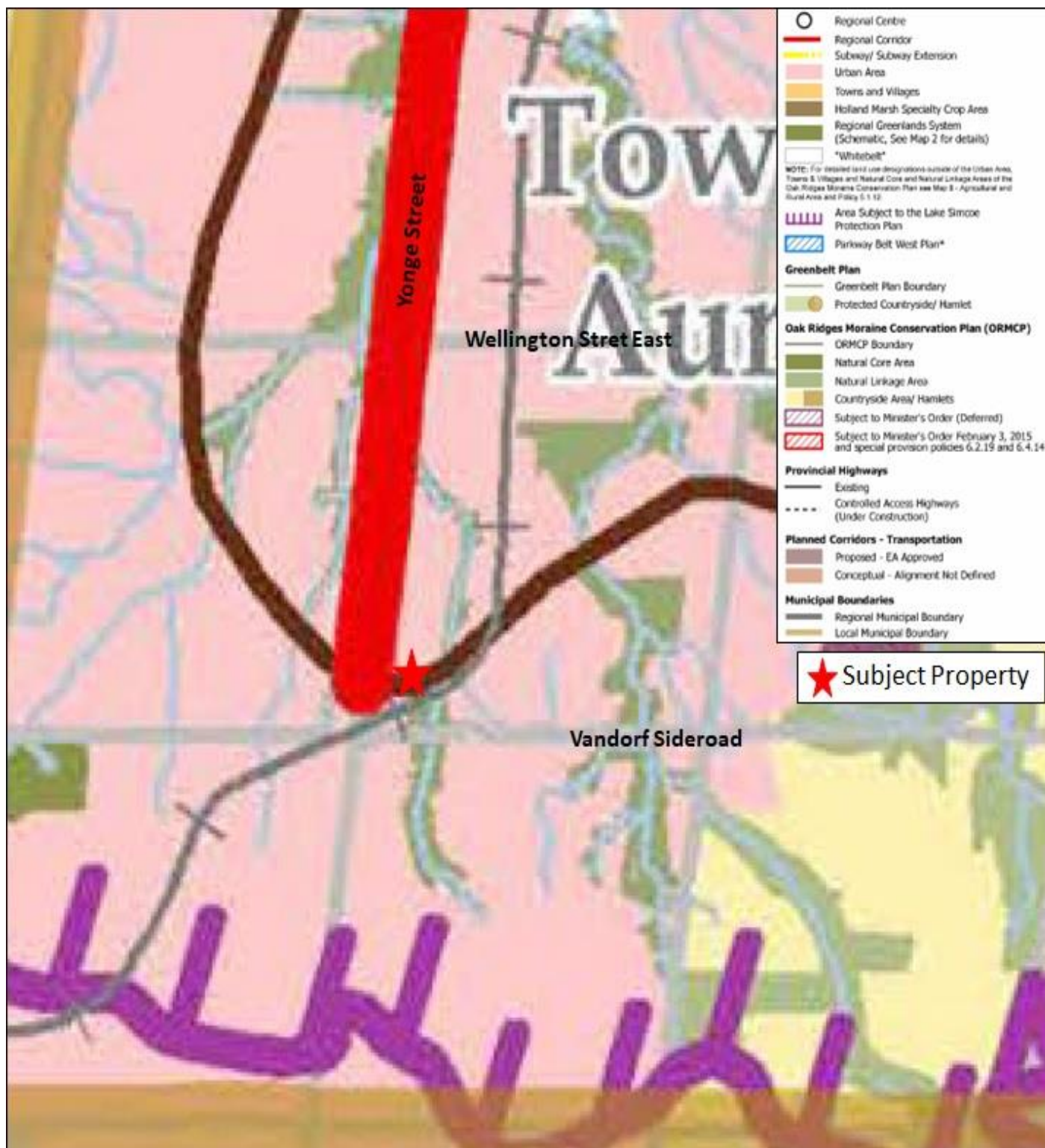
**Section 2.2.2** discusses the importance of intensification within Delineated Built-Up Areas which includes the following:

1. *“By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
  - a. *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo, and York will be within the delineated built-up area; and*
2. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017, will continue to apply.*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - b. *Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - d. *Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e. *Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and,*
  - f. *Be implemented through official plan policies and designations, updated zoning, and other supporting documents.*

The proposed development conforms to the policies of the Growth Plan in that it:

- Is located within a “Built-Up Area” which is designed to promote development;
- The proposal aims to provide appropriate intensification in an infill lot;
- Assists the Town of Aurora in meeting their intensification targets;
- Makes use of existing municipal water and wastewater systems as well as other forms of municipal infrastructure;
- Provides for intensification along existing bus lines and within 2.4km of the Aurora GO Train Station; and,
- Provides a community service facility intensification on a Major Collector Road (Allaura Boulevard) and in close proximity to an Arterial Road (Yonge Street).

Figure 3 – York Region Official Plan – Regional Structure Map  
 16, 20 and 22 Allaura Boulevard, Aurora, Ontario



Source – York Region Official Plan Map 1 – Regional Structure

### 6.3 Region of York Official Plan (2010)

The York Region Council adopted the current York Region Official Plan 2010 (YROP) in 2009 with Ministry of Municipal Affairs and Housing approval of the plan in 2010. Various parties have appealed sections of the Official Plan. However, a number of these appeals have been settled at the Ontario Municipal Board (OMB) and has subsequently allowed for partial approval of the YROP from the OMB.

The YROP designates the subject property as "Urban Area" in accordance with Map 1 - Regional Structure (Figure 3). The "Urban Area" designation aims to provide stable residential and employment uses that assist in meeting the growth forecast of the Region while also providing for a unique sense of identity.

Section 3.5 of the YROP discusses the importance of housing residents and makes a key point in that *"the housing market is faced with demand for a broader variety of housing types and sizes to meet the diverse range of needs of the Region's residents and workers. Meeting these needs allows people to live and work in their communities as they progress through the stages of life"*. It also adds that *"local municipal official plans and zoning by-laws [should] permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community"*.

The Official Plan states in Section 5 that *"Regional Centres and Corridors will be prominent locations for the highest levels of intensification. Growth will also occur in new community areas, Towns and Villages throughout the Region"*. In Section 5.3, the ROP discusses the importance of intensification in the Region and though the policy mainly refers to intensification in key growth areas such as Regional Centres and Corridors, and areas near major transit routes. The Official Plan also states that local infill intensification projects are important in meeting the Region's overall growth targets. The Official Plan states that the residential intensification target for Markham between the years 2006 and 2031 will be 31,590 units. Additionally, Section 5.6.3 of the Official Plan states that *"Intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas"*.

Section 7.2 of the YROP discusses intensification and redevelopment near public transportation. This Section provides some key policies such as:

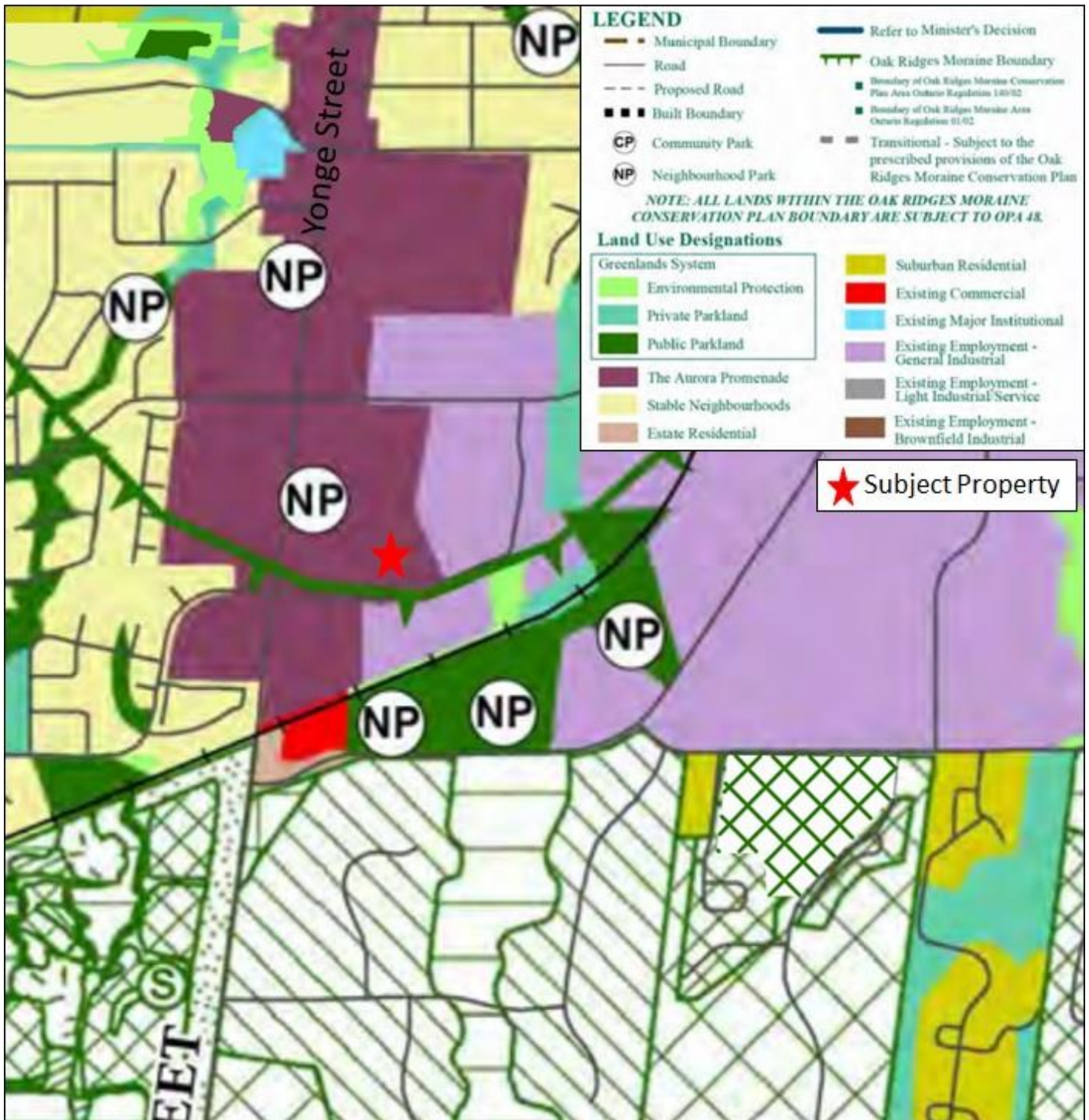
- "The distance to a transit stop in the Urban Area is within 500m of 90% of residents, and within 200m of 50% of residents and;

Section 7.2.26 states that the Region is aiming to *"achieve an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031"*. The proposed development will assist in achieving this target by providing additional units within appropriate distances of major transit corridors on Allaura Boulevard, Yonge Street and the Aurora GO Train Station which is 2.4km north of the subject property.

The proposed development will effectively implement the above-noted Regional policies in the following manner:

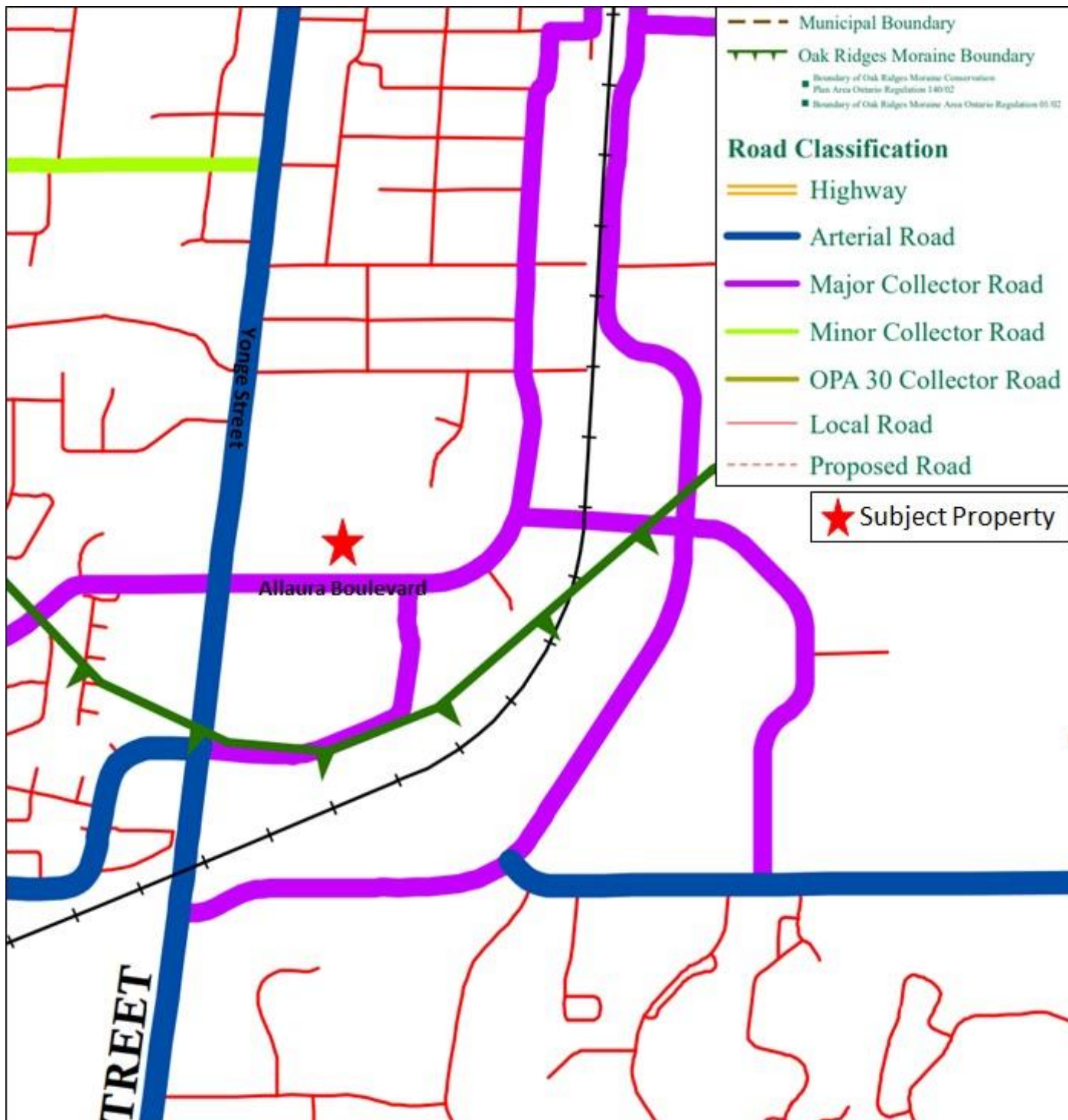
- By supporting a mix and range of unit and lot sizes;
- By providing a modest increase in residential density which will support local economic activities and public transit in the area;
- By providing intensification in an area near a major transit station (Aurora GO Station);
- By providing development that is consistent with the overall densities and built form in the surrounding area;
- By assisting with the achievement of a minimum 40% residential growth within the built-up area;
- By facilitating the redevelopment of an underutilized parcel of land; and,
- By assisting the City to achieve the target of having 90% of all residents live within 500m of a public transit stop.

Figure 4 – Town of Aurora Official Plan – Structure Plan  
 16, 20 and 22 Allaura Boulevard, Aurora, Ontario



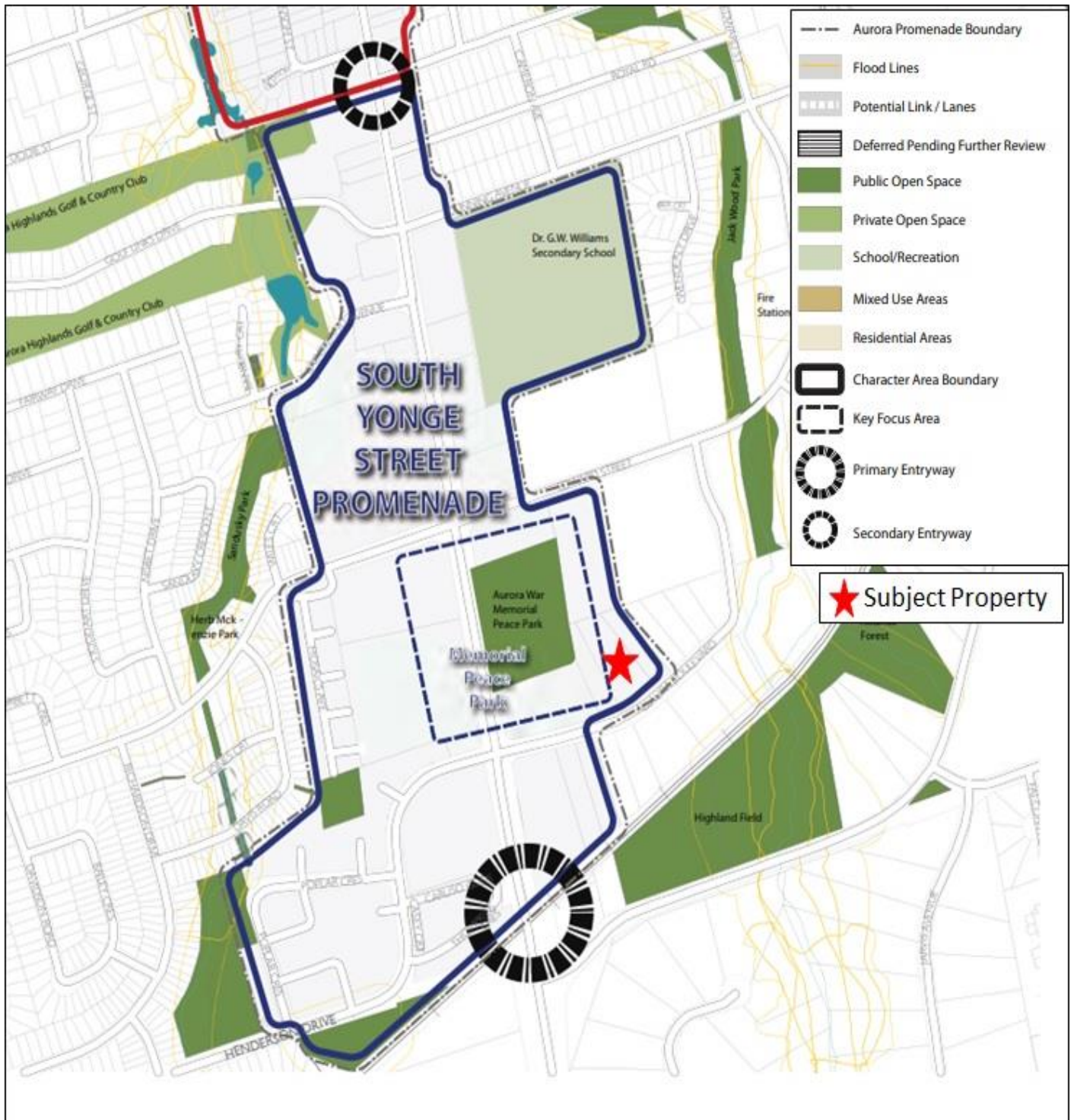
Source – Aurora Official Plan Schedule A Structure Plan

Figure 5 – Town of Aurora Official Plan – Proposed Roads  
 16, 20 and 22 Allaura Boulevard, Aurora, Ontario



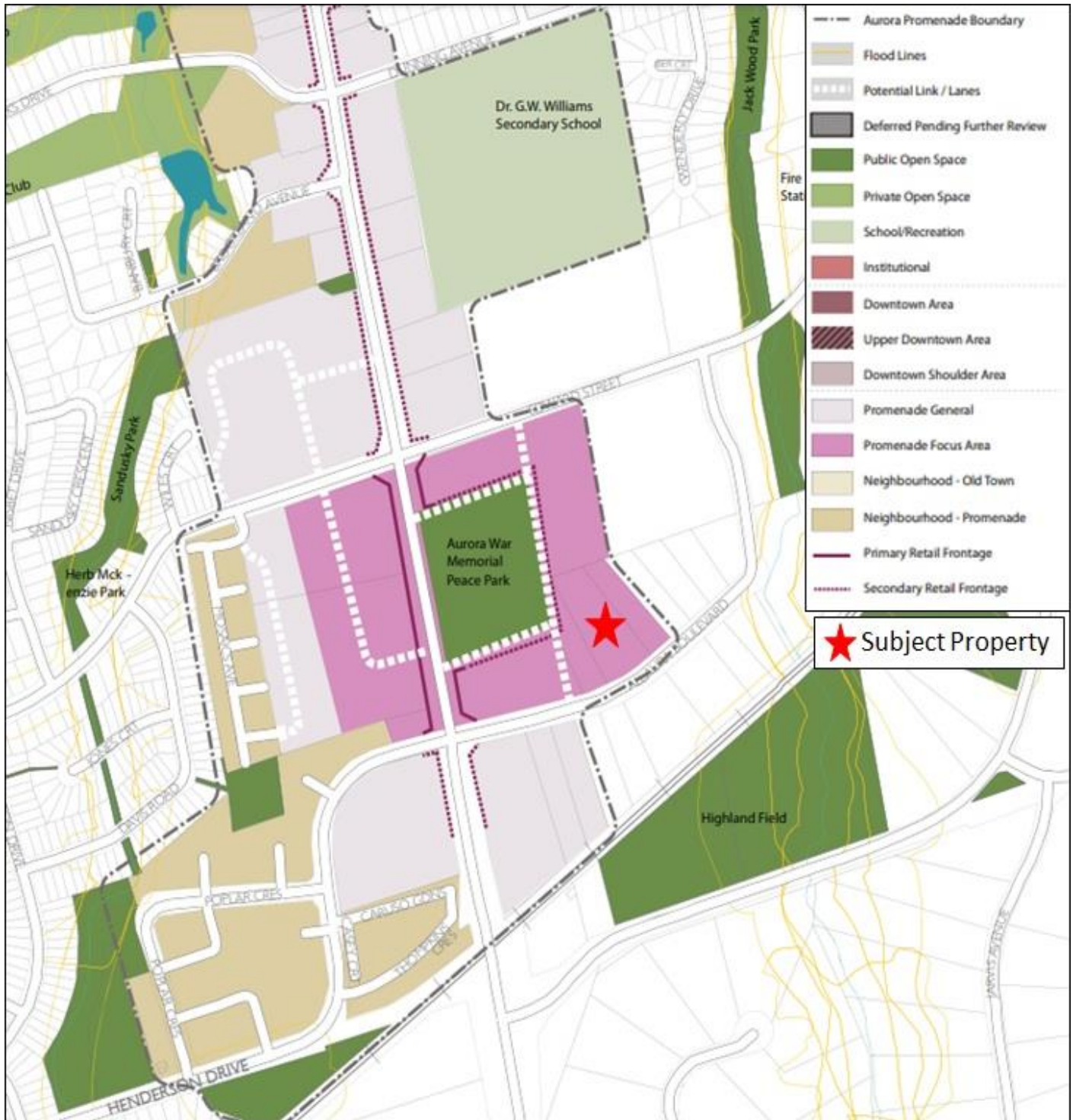
Source – Aurora Official Plan Schedule I – Proposed Road Classifications

Figure 6 – Aurora Promenade Map  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario



Source – Aurora Promenade Concept Plan

Figure 7 – Aurora Promenade – Land Use Framework  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario



Source – Aurora Promenade Concept Plan

## 6.4 Town of Aurora Official Plan/Aurora Promenade Concept Plan

The Town of Aurora's Official Plan provides a long-term vision to develop the Town of Aurora into a healthy, strong and complete community that provides a range of places and opportunities to live, work, shop, be educated and play, in a manner that promotes sustainability in all its forms and protects the Town's natural environment and historic character. The Town's current Official Plan was approved in September 2010, the current Office Consolidation is September 2021. Table 1 in Section 3.3 a) of the Official Plan indicates that the projected population growth for the Town of Aurora is 68,100 people in 2021 to 70,200 in 2031.

Section 6.0 of the Official Plan discusses the importance of providing a range and mix of housing. The objectives of these housing policies are:

- 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 Town of Aurora aims to meet these objectives in Section 6.2 by ensuring an adequate supply of housing by:

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

The subject property is designated as "Aurora Promenade" under the Town of Aurora Official Plan and furthermore as a "Promenade Focus Area". The Promenade Focus Area permits the following uses:

- *Multiple-unit buildings, townhouses and apartment buildings;*
- *Communal housing;*
- *Live-work units;*
- *Commercial uses including retail stores, restaurants and personal services;*
- *Tourist accommodations (e.g., Hotels, Tourist Information Centre);*
- *Commercial and/or government offices, research and data processing facilities;*
- *Child care facilities;*
- *Institutional uses;*
- *Cultural, recreational and entertainment uses;*

- *Conference centres;*
- *Parking facilities at-grade and/or in structure;*
- *A variety of parks and Urban Squares; and,*
- *Public uses and public and private utilities”.*

In contrast, the following uses are prohibited within the Promenade Focus Area designation:

- *“Single-detached and semi-detached dwelling units; and,*
- *Automotive-oriented uses of any kind including, but not limited to sales, service, gas stations”.*

The development policies for the Promenade Focus Area designation are found in section 11.7.2 of the Official Plan, in particular that:

- a) *“The following policies apply to height within the ‘Promenade Focus Area’ designation:*
  - i. *The minimum and maximum building height shall be subject to the heights indicated on Schedule ‘B2’ (minimum 2 storeys, maximum 5 storeys).*
- b) *The minimum lot frontage for any new development of any type within the Promenade Focus Area designation shall be 18metres.*
- c) *The maximum lot coverage by a building or buildings on a lot shall be 90 percent. The minimum lot coverage by a building or buildings on a lot shall be 50 percent.*
- d) *The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots*
- e) *The parking lot/facility shall only be permitted within the rear yard and/or below grade.*
- f) *When locating a building on a lot, the following policies shall apply:*
  - i. *The building envelope is located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior side wall of the proposed building shall be located within the building envelope, as defined above;*
  - ii. *Interior side yard setbacks shall not be permitted, with the exception that lots with 40 metres or greater of frontage, a minimum interior side yard setback of 0.0 metres and a maximum setback of 3.0 metres is allowed; and,*
  - iii. *The minimum required rear yard setback for development within the ‘Promenade Focus Area’ designation shall be 7.5 metres.*
- g) *All development within the ‘Promenade Focus Area’ designation shall be compatible with development on adjacent properties and shall be consistent with The Aurora Promenade Concept Plan - Urban Design Strategy, and the other applicable policies of this Plan.*
- h) *No ‘development’ ‘application’ should proceed within the ‘Promenade Focus Area’ designation and/or their surrounding “Special Design Areas” as identified on Schedule ‘B1’ without a Comprehensive Plan undertaken to coordinate the street and block patterns, open spaces, land uses, built form and other supporting studies that may be deemed necessary, such as transportation, parking or heritage impacts.*

- i) *No site-specific zoning by-law amendments shall be considered until the Comprehensive Plan has been completed. The Comprehensive Planning process shall be used to form the basis of site-specific rezonings and subsequent site plan agreements*
- j) *Where developments are proposed in the absence of a Town initiated Comprehensive Plan, applicants in these areas should be required to prepare a segment of the Comprehensive Plan that includes surrounding properties to demonstrate how the proposed development will complement and contribute to the orderly transformation of the area. Specifically, the Plan should:*
  - i. *be prepared in consultation with affected adjacent landowners, the public and the Town;*
  - ii. *define a logical study area that is adequately comprehensive to the satisfaction of the Town;*
  - iii. *demonstrate a street and block, open space and built form plan consistent with these design guidelines;*
  - iv. *provide an implementation plan that considers the phasing of development and identifies the necessary interventions or investment to enable the transformation; and,*
  - v. *be supported by other applicable studies that may be deemed necessary”.*

The subject property located within the Aurora Promenade. The Aurora Promenade Concept Plan designates the subject property as part of the South Yonge Street Promenade Character Area. The South Yonge Street Character Area is centred along Yonge Street and begins at the CN Rail crossing on the south to Cousins Drive on the north including the properties on both the east and west sides of Yonge Street. Both the North and South Yonge Street Promenades contain mostly auto-oriented commercial uses with the prominent built form pattern of low-rise commercial buildings. The exceptions include a 4 storey hotel in the North Yonge Street Promenade, a 6 and 7 storey condominium building, and a 4 storey seniors’ residence in the South Yonge Street Promenade. It is noted in the Concept Plan that *“The Aurora War Memorial Peace Park is located in the South Yonge Street Promenade and is the primary passive open space for this neighbourhood”.*

The objectives of the South Yonge Street Promenade are as follows:

- *“Strengthen the entryway function for both the North and South Yonge Street Promenades as the primary north and south approaches into The Aurora Promenade.*
- *New developments should have a mix of uses and densities to support public transit, encourage walking and ensure the vitality of local business*
- *New developments should provide an appropriate transition in scale to the adjacent established residential neighbourhoods and the historic Old Town.*
- *Enhance the streetscape by filling in the ‘gaps’ with mixed uses and at-grade retail to create a vibrant and inviting street life. Where auto-oriented built forms exist, encourage the retrofit / or redevelopment of these sites to better integrate with the surrounding area.*

- *Enhance existing open spaces by encouraging new developments to frame these spaces by facing and fronting onto them. Potential Links should be introduced where possible to open up access to these public open spaces.*
- *Higher density residential and commercial mixed uses should be located at Key Focus Areas to serve as a community focal point”.*

The subject property is further designated as a Promenade Focus Area in the Aurora Promenade Concept Plan. The subject property is located within the Memorial Peace Park focus area which identifies the tremendous opportunities for infill development that fronts, faces and features the Park, while supporting the proposed transit station. The objectives of the Focus Areas are:

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

Promenade Focus Area policies are covered in section 3.2.4 of the Concept Plan, in particular that Promenade Areas are places *“where the greatest transformation is anticipated over the long-term. The key objective is to transition these areas into vibrant, pedestrian-oriented, mixed-use environments, supported by transit and a high quality public realm. The Promenade Focus Areas also present the greatest opportunity for introducing a critical mass of new residents to enhance the vitality of The Aurora Promenade and support local businesses and transit”.* The Promenade Focus Areas permit the following land uses:

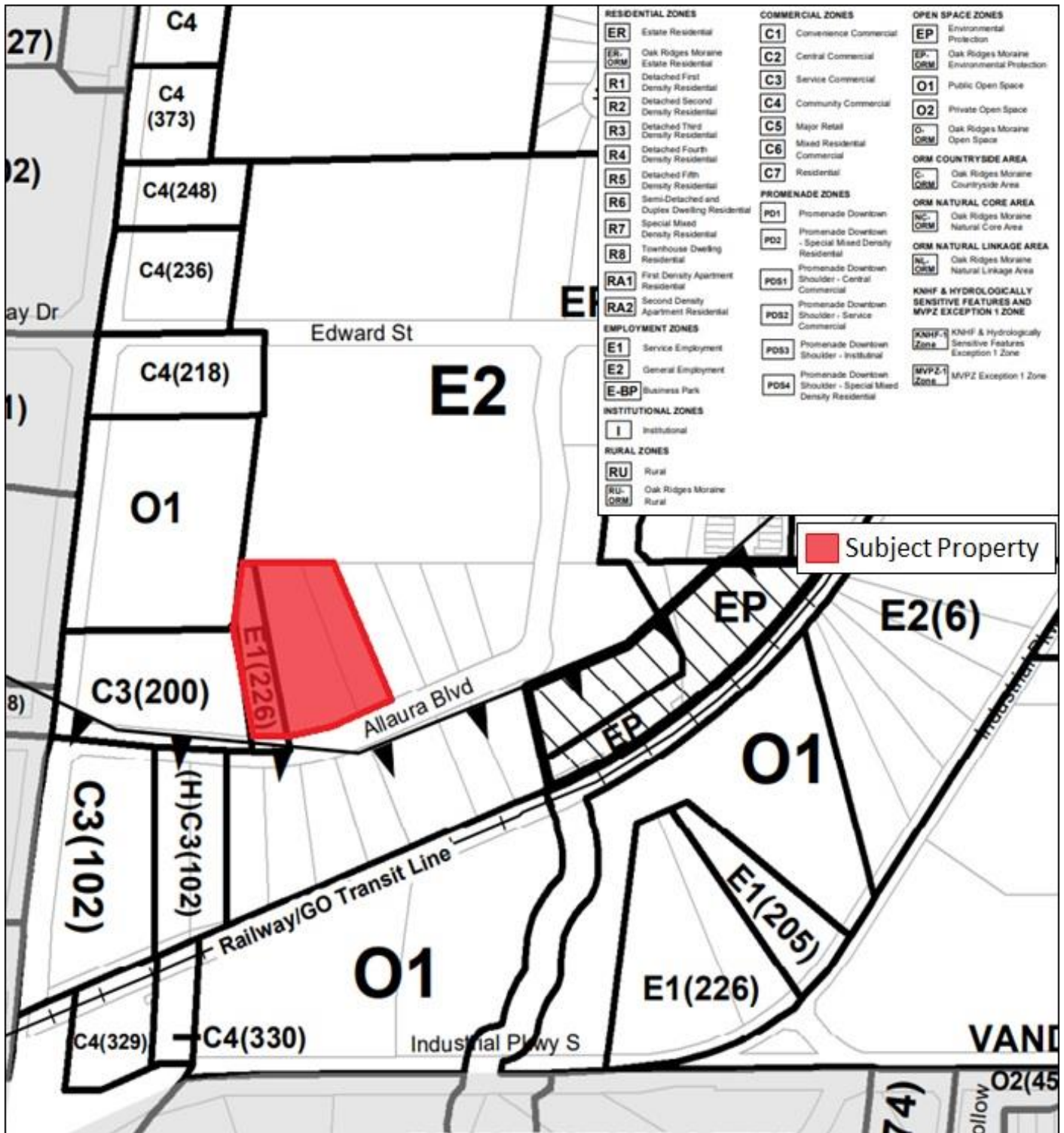
- Mixed-use, retail, office, residential (not at grade where fronting on Yonge and Wellington Streets) or at the rear as an ancillary use, institutional/public, public open spaces;
- Retail encouraged at-grade for frontages on Yonge and Wellington Streets;
- Appropriate for a variety of retail formats integrated into pedestrian-oriented developments – larger formats directed to the rear or second level; and,
- Limits on automotive-oriented uses with drive-thru's prohibited.

The proposed development will effectively implement the above-noted Municipal policies in the following manner:

- The subject property is located within the Aurora Promenade Area on the north side of Allaura Boulevard, just east of Yonge Street;
- The subject property has approximately 122.26m (402.23ft) of frontage on the north side of Allaura Boulevard;

- The subject property is located on a Major Collector Road (Allaura Boulevard) and in close proximity to an Arterial Road (Yonge Street);
- The Official Plan permits, among others, residential uses including townhouses;
- The subject properties are in close proximity to several local bus stops which provides the property with excellent access and connectivity to local and regional transit services;
- The subject properties are located approximately 2.4km west of the Aurora GO Station which connects several municipalities in the Greater Toronto Area;
- The proposed townhouses will not exceed a height of 3.5-storeys;
- The proposal will assist the Town in achieving its residential intensification target while not disrupting the areas' natural environment. It will further assist with the on-going revitalization of this segment of the Town;
- The proposed residential development will make excellent use of the adjacent War Memorial Peace Park and small-scale commercial uses;
- The subject site is located within an area capable of accommodating infill forms of development while conforming to the Plan's general residential policies and provisions; and,
- The proposal's building design and massing will respect, protect and enhance the existing character of surrounding land uses thus integrating appropriately into the surrounding community.

Figure 6 – Town of Aurora – Zoning Map  
 16, 20 and 22 Allaura Boulevard, Aurora, Ontario



Source – Town of Aurora Zoning By-law Map

## 6.5 Town of Aurora By-law 6000-17

The subject property is currently zoned "Service Employment" (E1) and "General Employment" (E2) by the Town of Aurora By-law 6000-17. In order to permit a medium-density townhouse development on the subject property it is recommended to amend the Zoning By-law to rezone the subject property to Townhouse Dwelling Residential (R8).

The Townhouse Dwelling Residential (R8) Zone permits the following uses:

- Dwelling, Second Suit;
- Home Occupation;
- Dwelling, Link;
- Dwelling, Quadruplex;
- Dwelling, Townhouse;
- Back-to-back Townhouse;
- Stacked Townhouse.

The R8 zone minimum requirements are outlined in Table 2 below:

Minimum Zone Regulations	By-law Requirement	Proposed
Minimum Lot Area-Per Unit	180m <sup>2</sup> (1,937.5ft <sup>2</sup> )	180m <sup>2</sup> (1,937.5ft <sup>2</sup> )
Minimum Lot Frontage-Per Unit	30m (98.42ft)-Per Block 6m (19.68ft) per unit	No change No change
Minimum Front Yard Setback	7.5m (24.60ft)	5.00m (16.40ft)
Minimum Rear Yard Setback	7.5m (24.60ft)	5.00m (16.40ft)
Minimum Interior Side Yard Setback	0m (0ft) 1.5m (ft) for end units	No change
Minimum Parking Spaces	1.5 spaces/unit (337.5 spaces) Min 20% spaces for visitors (67.5 visitor spaces)	325 spaces 53 Visitor Spaces
Landscape Buffer	1.50m (4.92ft)	No change – A landscape buffer of 1.5 m (4.92 ft) is being proposed along all of the lot lines
Maximum Lot Coverage (Block)	50%	52%
Maximum Building Height	10m (32.80ft)	11m (36.08ft)

Table 1 – Town of Aurora By-law 6000-17 – R8 Minimum Regulations

The development of 225 townhouse dwellings can be appropriately serviced and it is conveniently located on a major collector road (Allaura Boulevard) with close proximity to an arterial road (Yonge Street) municipal and regional bus lines and the Aurora GO Train Station. Additionally, the size and configuration

of the lot allows for the proposed townhouses to be developed while not creating any adverse impacts to the surrounding lands.

The proposed development maintains and is consistent with the general intent of the proposed “R8” Zone classification for the subject property. The proposed Zoning By-law Amendment is minor and will not set a precedence for new development that is out of scale within the surrounding area as the area to the west of Yonge Street contains several medium-density residential uses as indicated by both the Regional and local Official Plans. The proposed R8 zone is the same zone that has been established on the townhouse developments to the west of Yonge Street.

Overall, the proposed development for the subject property will create a land use scenario that will not adversely impact the environment, surrounding land uses or public health and will make use of the existing public space (War Memorial Peace Park) and commercial uses along Yonge Street. In conjunction with the Zoning By-law Amendment application, the proposed development respects the character of the surrounding community and is consistent with the regulations of the Town of Aurora Zoning By-law 6000-17.

## 6.6 Sustainability Metrics

As per the Town’s requirements, the proposed medium density residential development on the subject lands has taken into consideration the various Sustainability Measures to be evaluated and potentially incorporated into the final designs.

Metric #	Details	Response
<b>Energy</b>		
EN1.1.1	Appropriate electric vehicle infrastructure is provided.	<i>EV parking provisions will be allocated as necessary in subsequent submission iterations to the Town once the overall parking supply and rates are closer to finalization.</i>
EN1.1.2	Ensure building(s) is designed to accommodate future connections to solar PV or solar thermal technologies.	<i>Not applicable. All buildings designed to the current Ontario Building Code.</i>
EN1.1.3	Develop an energy model for the building project.	<i>Not applicable. Refer to Section 6 of the Urban Design Brief.</i>
EN1.1.4	Conduct a feasibility study to explore options to connect to existing and/or develop on-site energy generation systems.	<i>Not applicable. Refer to Section 6 of the Urban Design Brief.</i>
<b>Water</b>		
W1.1.1	Demonstrate post-development peak flow rates are equal to or do not exceed pre-development peak for rates for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 25 year, 1 in 50 year and the 1 in 100 year storm events and a	<i>Achieved, refer to Section 3.5 (Quantity Control), Section 3.6 (Volume Control) and supporting documentation in Appendix B within the submitted Functional Servicing</i>

	minimum volume reduction of 5mm is achieved through low impact development features.	<b><i>and Stormwater Management Report.</i></b>
<b>W1.1.2</b>	Ensure post-development groundwater recharge rates meet pre-development rates, as defined through the LSRCA Source Protection Plan.	<b><i>A water balance assessment is required for estimating the pre- and post-development groundwater recharge rate, and appropriate LID measure should be design by storm management designer to meeting the requirement</i></b>
<b>W1.1.3</b>	Remove at least 85% total suspended solids (TSS) on an annual loading basis from run-off leaving the site.	<b><i>Achieved, refer to Section 3.8 (Quality Controls) and supporting calculations in Appendix B within the submitted Functional Servicing and Stormwater Management Report.</i></b>
<b>W1.1.4</b>	25% of new hard surfaces are constructed using permeable materials.	<b><i>Refer to site plan statistics</i></b>
<b>W1.1.5</b>	All water consuming fixtures are high-efficiency or meet the maximum flow requirements.	<b><i>All buildings designed to the current Ontario Building Code and Energy Standards.</i></b>
<b>Ecology</b>		
<b>E1.1.1</b>	Use a combination of Bird Friendly Design strategies to treat at least 85% of the exterior glazing located within the first 12 metres of the building above-grade. Visual markers on the glass should have spacing no greater than 10cm x 10cm.	<b><i>As a low-rise development (3.5 storeys) Bird Friendly Design strategies are not required or applicable.</i></b>
<b>E1.1.2</b>	Use native plant species for 50% of the landscaped area, including trees shrubs and herbaceous plants.	<b><i>50% native species have not been specified. Species suitable for the type of development have been selected</i></b>
<b>E1.1.3</b>	Introduce no invasive species	<b><i>No invasive species have been specified.</i></b>
<b>E1.1.4</b>	Protect healthy, mature trees that exist within the project boundary. Where trees are to be removed, new trees are to be provided to mitigate the lost canopy.	<b><i>Refer to arborist report for recommendations regarding trees within the project boundary. 77 New deciduous trees and 6 coniferous trees have been specified.</i></b>
<b>E1.1.5</b>	All exterior light fixtures are Dark Sky compliant	<b><i>All Luminaires specified are Dark Sky Compliant</i></b>
<b>E1.1.6</b>	Create tree planting areas within the site and in the adjacent public boulevard that meet the soil volume and other requirements necessary to provide tree canopy.	<b><i>Tree planting areas within the site have been specified in attempt to meet the soil volume requirements for trees.</i></b>

<b>E1.1.7</b>	Roof areas are provided with one or a combination of the following covering 30% of available roof space: <ul style="list-style-type: none"> <li>• Green Roof</li> <li>• Solar PV or thermal</li> <li>• Cool Roof</li> </ul>	<i>As each unit has its own various Energy supplies, a central energy source is not practical. The condominium cannot provide centralized energy sources.</i>
<b>Complete Communities</b>		
<b>CC1.1.1</b>	Develop a Transportation Demand Management Plan.	<i>A TDM Plan is provided in the Transportation Study report dated Nov 8, 2022, prepared by Trans-Plan</i>
<b>CC1.1.2</b>	Provide connections and/or access to a variety of parks and open spaces.	<i>The landscape plan has been coordinated with the site plan to depict the pedestrian network. No direct access to the park has been provided.</i>
<b>CC1.1.3</b>	Accessibility measures and design features are provided in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).	<i>1.5m width pedestrian walkways are proposed throughout the site.</i>
<b>CC1.1.4</b>	Complete a Heritage Impact Assessment if required.	<b>NOT APPLICABLE</b>
<b>CC1.1.5</b>	Strategize and develop an acoustical plan that identifies sources of noise that can negatively impact interior spaces.	<b>Submitted Noise and Vibration Feasibility Study has diligently reviewed the adjacent noise generating sources and has provided for an appropriate mitigation strategy</b>
<b>BWM1.1.1</b>	Develop a Waste Management Plan and Report that describes how construction and demolition materials are diverted from landfill, where possible.	<i>To be further reviewed at detailed design stage.</i>
<b>BWM 1.1.2</b>	Mid-rise and non-residential waste collections.	<i>Please refer to the Waste Management Plan in the Transportation Study report dated Nov 8, 2022, prepared by Trans-Plan, and the Architectural Plans prepared by John G. Williams Limited</i>
<b>BWM1.1.3</b>	Maximize the amount of native topsoil reused on-site, where appropriate, provided that the use does not have potential to cause adverse effects to the environment, human health, or impair water quality.	<b>Noted – for consideration at the detailed design stage.</b>

Table 2 – Sustainability Metrics

## **7.0 Conclusion**

Based on the above analysis, the proposed Zoning By-law Amendment Application and Site Plan Application is appropriate for the subject property and the surrounding neighbourhood context. The proposed development provides for an appropriate land use in a built-up area with frontage on a major collector road, significant municipal services and active transit. The proposed development enhances the existing community and respects the policy initiatives of the Provincial Policy Statement, the Places to Grow Act, the Region of York Official Plan, the Town of Aurora Official Plan and the Town of Aurora Zoning By-law 6000-17.

The proposed development applications have been prepared in the context of the existing municipal and provincial planning policy framework, are based on good land use planning principles and should proceed through the planning process under the Planning Act.

## **8.0 Technical Studies Submitted by the Applicant**

Several technical studies have been prepared by industry experts and submitted by our client in order to provide additional information and support the proposed development. This section of the report will briefly summarize the findings of these reports.

### **8.1 Tree Inventory and Preservation Plan**

Kuntz Forestry Consulting Inc. were retained to undertake a Tree Inventory and Preservation Plan for the proposed development application on the subject property. The scope of the report was to address the Planning requirements of the Town Aurora related to the Tree Preservation requirements of the Municipality.

The findings of the study indicate a total of 63 trees or tree polygons on and within six (6) metres of the subject property. The removal of 46 trees or tree polygons will be required to accommodate the proposed development. Two additional trees are recommended for removal due to their condition. The preservation of all other tree resources will be possible provided appropriate tree protection measures are installed prior to demolition and construction.

The following recommendations are suggested to minimize impacts to trees identified for preservation:

- Tree protection barriers and fencing should be erected at locations prescribed on Figure 1.
- Tree protection measures will have to be implemented prior to demolition and construction to ensure the trees identified for preservation are not impacted by the development.
- Special mitigation measures are required adjacent to select trees; refer to the Tree Preservation section for details.

- Branches and roots that extend past prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with good arboricultural standards.
- Site visits, pre, during and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other mitigation measures are implemented.

## **8.2 Phase One Environmental Site Assessment**

GeoPro Consulting Limited conducted this Phase One ESA in general accordance with O. Reg. 153/04. Based on the findings of the Phase One ESA, *“PCAs were found on the Phase One Property as well as the off-site properties within the Phase One Study Area. APECs were indicated to be present in six (6) areas in the Phase One Property. The contaminants of potential concern include metals, petroleum hydrocarbons (“PHCs”), volatile organic compounds (“VOCs”), benzene, toluene, ethylbenzene and xylene (“BTEX”), polycyclic aromatic hydrocarbons (“PAHs”) and Dioxins/Furans in soil and/or groundwater.”*

### **Recommendations**

Based on the findings of Phase One ESA, GeoPro offers the following recommendation.

*“Conduct a Phase Two ESA at the Site to characterize the subsurface soil and groundwater conditions at the Phase Two Property and assess areas of the Phase Two Property where contaminants may be present in soil or groundwater”.*

## **8.3 Phase Two Environmental Site Assessment**

GeoPro conducted a Phase Two ESA at the Site based on the information obtained from the Phase One ESA and the information obtained from recent soil and groundwater sampling and testing. The soil and groundwater samples were analyzed for one or more parameters including PHCs F1 to F4, PAHs, VOCs, and metals.

*“Based on the findings of the Phase II ESA, GeoPro provides the following recommendations.*

- *The quality of soil and groundwater has been impacted at and in the vicinity of the above referenced sampling location;*
- *Consequently, a further investigation is recommended to be carried out to delineate the lateral and vertical extent contamination. This may be an iterative process as it has been our experience that delineation is rarely achieved in one iteration. Once delineation has been achieved, a remedial program will be designed to address subsurface contamination at the Site in accordance with regulatory standards and protocol;*

- Risk assessment ("RA") may be considered to evaluate the potential impacts for the future development; and,
- All monitoring wells should be decommissioned in accordance with O. Reg. 903, when they are no longer in use."

## 8.4 Transportation Study

Trans-Plan Transportation Inc. has prepared a detailed Transportation Study which includes a Traffic Impact Study/Transportation Mobility Plan, Transportation Demand Management Plan, Parking Study, Entrance Analysis, On-Site Vehicle Circulation Review and a Waste Management Plan for the proposed development on the subject lands. The comprehensive Transportation Study concluded the following:

### Traffic Impact Study (TIS) / Transportation Mobility Plan

- Based on the fitted curve equations provided by the ITE Trip Generation Manual, 11th edition, in conjunction with consideration of nearby transit opportunities, the proposed development is expected to generate approximately 78 and 79 two-way auto trips during the weekday AM and PM peak hours, respectively;
- Inclusive of all travel modes, the proposed development is expected to generate approximately 124 and 120 two-way person trips during the weekday AM and PM peak hours, respectively, estimated using the modal split percentages from 2016 TTS and the estimated auto trip volumes;
- The capacity analysis indicates that:
  - o The intersection of Yonge Street and Henderson Drive / Allaura Boulevard is expected to operate acceptably under future 2025 and 2030 traffic conditions during the weekday AM and PM peak hours. Site-generated traffic is expected to mainly impact the WBL movement at the intersection, although there is expected to be sufficient capacity to accommodate the traffic volumes. Minimal impacts are expected for the other movements. No individual movements are expected to operate critically, and thus no operational improvements have been identified as necessary;
  - o The proposed site access is expected to operate well under future 2025 and 2030 traffic conditions with a LOS of B during the weekday AM and PM peak hours;
  - o Site-generated traffic is expected to have minimal impacts to the intersection of Edward Street and Allaura Boulevard. The intersection is expected to continue operating acceptably under future 2025 and 2030 traffic conditions; and,
  - The vehicle queuing analysis indicates that the 95th percentile (PCT) queues under future 2030 traffic conditions at the intersection of Yonge Street and Henderson Drive / Allaura Boulevard are expected to be generally contained within the available storage and taper lengths during the weekday AM and PM peak hours, although the storages of the EBL and EBR movements are expected to be exceeded. However, the exceeding queues are expected to be non-problematic, and no improvements are recommended.

## **Parking Study**

*Based on the Town of Aurora Zoning By-law 6000-17, a total parking supply of 338 spaces is required for the site, provided at rates of 1.2 spaces per unit for residents and 0.3 spaces for visitors. In total, 1.5 spaces per unit is required.*

*A total parking supply of 378 spaces is proposed, consisting of 325 spaces for residents and 53 spaces for visitors. The resulting parking supply rates are 1.44 spaces per unit for residents and 0.24 spaces for visitors.*

*Based on our findings, parking at the proposed development is recommended to be provided at the following rates – minimum of 1.0 spaces per unit for residents and 0.2 spaces per unit for visitors. This conclusion was based on the following:*

- o The Subject Site is located only 900m south of the Aurora Promenade Downtown and Shoulder areas, which have lower parking requirements. The Site can also leverage the same transit opportunities as these areas, such as the Viva Blue line and the GO bus / trains routes at the Aurora GO Station;*
- o Reduced parking provisions are in line with Policy 7.2.26 of the York Region Official Plan, which strives to encourage transit use (resulting in reduced reliance on auto use);*
- o 2016 TTS data indicates that most household living in apartments in Aurora own 1 vehicle. The data also indicates that while most households living in townhouses in Aurora own 2 vehicles, a substantial portion only own 1 vehicle. Parking characteristics at the proposed development is more alike apartment uses rather than conventional townhouse use, given that a shared underground parking garage is proposed rather than individual driveway / garage space;.*
- o Other municipalities such as the City of Vaughan and City of Toronto have adopted a visitor parking requirement of 0.20 spaces per unit for areas that are not part of intensification areas or areas with immediate access to higher-order transit lines. Additionally, the City of Welland does not require visitor parking;*
- o A parking report initiated by the Town of Whitby (as a comparable municipality to Aurora in terms of auto reliance) indicates that other developers have recently applied to reduce parking rates to approximately 1 space per unit for residents plus 0.15 per unit for visitors; and,*
- o A proxy parking survey conducted at the residential apartments at 145 and 147 Wellington Street West, Aurora, indicated peak parking demands of 0.99 spaces per unit for residents and 0.05 spaces per unit for visitors.*

## **Entrance Analysis**

*The proposed driveway is offset from the existing 9 & 11 Allaura Boulevard and 9 & 15 Allaura Boulevard driveways opposite from the Subject Site, as shown in Figure 4.*

*While this is not ideal, this offset is acceptable for the following reasons:*

- *The existing driveways at the Subject Site (for the existing commercial / industrial uses) are also offset from the driveways across the street. Therefore, the existing uses have already been operating with driveways that are offset. The development proposal is overall an improvement compared to existing conditions due to removing multiple curb cuts / driveways along Allaura Boulevard and consolidating them to a single access point; and,*
- *The traffic counts conducted on Tuesday September 27, 2022 (as previously described in Section 5.2) indicate that there are minimal vehicle volumes entering / exiting the 9 & 11 Allaura Boulevard and 11 & 15 Allaura Boulevard driveways during the weekday AM and PM peak hours. Therefore, the potential for conflicting vehicle maneuvers due to the offset is expected to be infrequent.*

### **On-Site Vehicle Circulation Review**

*Vehicle turning templates indicate that the proposed driveways and internal drive-aisles can accommodate the design vehicles expected to access the site.*

### **Waste Management Plan**

*It is understood that the Town of Aurora uses GFL waste collection services. Collection is proposed to be conducted using GFL's front-load trucks.*

- *Designated waste storage rooms for residents are proposed in the underground parking garage, near the underground ramp. Residents are required to manually bring waste down to the rooms. Aurora does not have their own guidelines for waste management that is available to consultants. Review of Richmond Hill's guideline as a comparable standard indicate that the proposed storage area is expected to be adequate;*
- *Waste is envisioned to be contained using GFL's 4 cubic yard metal containers that are wheeled and compatible with front-end collection. 13 garbage containers, 17 recycling containers, and 7 organics containers are expected to be necessary for the Site;*
- *On collection days (or the day prior), the wheeled containers shall be transported from the underground waste storage rooms to the designated staging area on the surface via the underground ramp. This shall be done by property management staff. After collection, staff shall transport the containers back to the underground storage rooms; and,*
- *The vehicle turning template indicates that the proposed staging area and internal drive-aisle dimensions can accommodate a GFL front-load waste collection vehicle.*

## Transportation Demand Management Plan

### Proposed TDM Measures

*As an effort to reduce traffic congestion on the study area roadways, a Transportation Demand Management (TDM) Plan is provided. The following measures are proposed:*

- *Transit: Pre-loaded transit passes, and information packages containing YRT route maps and schedules should be provided by York Region / YRT to future resident;*
- *Pedestrian: A new sidewalk is proposed on the north side of Allaura Boulevard abutting the Site. Pedestrian walkways from inside the Site are proposed to connect with the proposed sidewalk; and,*
- *Smart Commute: Future residents are encouraged to join programs such as the Smart Commute Central York (SCCY) Program, which help commuters find active and sustainable travel choice such as cycling, walking, carpooling, public transit, and telework options.*

### Conclusions

*Overall, the analysis indicates that the proposed development is expected to have minimal to minor traffic impacts to the surrounding study area intersections and driveways. There is expected to be reserve capacity at the intersections to accommodate site-generated traffic and background traffic growth under future traffic conditions. No road improvements have been identified as necessary.*

## 8.5 Hydrogeological Investigation

GeoPro Consulting Limited was retained to undertake a Hydrogeological Investigation for the subject property in order to support the proposed townhouse development.

### Groundwater Levels

- In this instance, groundwater levels ranged from 0.00 to 1.70 mBGS during the monitoring period;
- Groundwater is expected to flow eastwards follow the direction of Tannery Creek; however, the extensive underground infrastructure in this urban setting may influence local groundwater flow patterns.

### Preliminary Long-term Dewatering or Under-slab Drainage

- Considering the relatively high groundwater levels at the Site, sub-slab drainage weeping tiles and a perimeter drainage weeping tile in conjunction with sump pump pits in the underground level should be installed to avoid wet conditions in the basement.

- The drainage system should be connected to a storm sewer system to provide a positive drainage. The underground slab elevations are not known at the time of preparing this preliminary hydrogeological assessment report. Once the underground slab elevations are provided, groundwater seepage into the drainage system will be estimated; should long-term drainage rate be exceeding the limit of 50,000 L/day, a long term PTTW will be required for the permanent drainage.

### **Highly Vulnerable Aquifer (“HVA”)**

- As discussed previously, the Site is not located in an area with a HVA. Therefore, impact on a HVA due to the temporary dewatering activities should not be anticipated.

### **Wellhead Protection Sensitivity Area**

As discussed previously, the Site and its neighboring properties are located within a wellhead protection area WHPA-D, Q1 and Q2. Therefore, impact on the municipal supply wells due to the temporary dewatering activities should be anticipated, and mitigated following the guidelines outlined previously in Section 5.3 and below:

- Any water taking activities should return same amount of water into the aquifer; and maintain pre-development recharge to the greatest extent feasible through best management practices such as Low Impact Development (“LID”), minimizing impervious surfaces, and lot level infiltration, or where pre-development recharge cannot be maintain on site, implement and maximize off-site recharge enhancement (within same WHPA-Q2) to compensate for any predicted loss of recharge from development should be considered.

### **Surface Water**

- As discussed previously, no surface water is located within the estimated zone of influence. Therefore, impact on surface water due to the temporary dewatering activities should not be anticipated.

### **Point of Discharge**

- As discussed, catch basins and manholes were noted along the roadway on or near the Site during the site visit. Prior to start-up of dewatering operations, samples of groundwater shall be obtained from the dewatering system and submitted for analysis of the appropriate Sewer Use By-Law parameters. It should be noted that filtration and/or settlement of the pumped water prior to discharge would be expected to improve the water quality.

- Installation of an appropriate water filtration/treatment system designed to address any measured exceedances will be necessary prior to start-up of dewatering. Should the treated water meet the Local Sewer Bylaw criteria, the water generated could be discharged into the local municipal sewer system provided a Municipal Sewer Use Permit is in place. In addition, during discharge, the water quality must be in compliance with the requirements set up in the Local Sewer Use By-Law.
- As an option, the water generated could be hauled off and disposed off-site in a licensed water treatment facility; however, a cost analysis would need to be performed to compare treatment and discharge costs to haulage costs.

It is further recommended that measures be implemented in the stormwater management plan to maintain the quality and quantity of groundwater recharge.

## **8.6 Functional Servicing and Stormwater Management Report**

Siteplantech Inc. was retained to undertake a detailed Civil Engineering analysis for the proposed development on the subject lands. This report is to be read in conjunction with the application submission material for this proposal.

The analysis concludes and recommends the following:

### **STORMWATER MANAGEMENT**

Peak runoff rates for the proposed development were designed to be less than or equal to the existing condition by implementing onsite SWM controls. Stormwater storage will be implemented to achieve this and will be provided by on-site below and above grade storage with a 150 mm orifice plate. A total storage volume of 515.7m<sup>3</sup> is required to meet quantity controls. Quality controls will be achieved through a treatment train approach that includes a filtration system and underground storage. An overall TSS removal efficiency of 83% is achieved.

A reduction in phosphorous loading of 2.24 kg per year (compared to existing conditions) will be achieved using the treatment train approach system. In order to achieve Zero-Phosphorus an offset contribution to the LSRCA will be required in the amount of \$27,766.46. Water balance is not feasible due to site constraints It is proposed to retain the first 5mm to meet the Volume Reduction criteria. This water will be used for landscape irrigation and gray-water re-use. The addition of the site flows to the provided storm sewer infrastructure will not adversely affect downstream conditions nor will it increase flooding risks downstream.

## **SANITARY DRAINAGE**

The sanitary discharge from the proposed development will be directed to the Town's sanitary sewer. The existing infrastructure is adequate to support the proposed development.

## **WATER SUPPLY**

The existing watermain has adequate capacity to supply the Max Day + Fire Flow rate of approximately 14,700 L/min (3,882 USGPM) at 150 Kpa (20 PSI) required for the proposed development at the proposed hydrant.

## **SITE GRADING**

The proposed grading is compatible with existing elevations at the property limit, and will not adversely affect adjacent properties.

## **EROSION AND SEDIMENT CONTROL**

The ESC measures were designed as per the "Erosion and Sediment Control Guideline for Urban Construction" document (December 2006). Provided that these measures are well maintained during construction, these will be adequate to keep sediments from entering the municipal infrastructure during construction.

## **8.7 Urban Design/Architectural Brief**

John G. Williams Limited has prepared a detailed Urban Design Brief and 3D Streetscape Perspectives for the proposed development on the subject lands. The analysis has concluded, among others, that the proposal:

- The proposed medium density residential use is desirable and permitted along this component of Allaura Boulevard;
- The proposal will enhance character and identity through landscaping, site, and built form design with respect to the natural features of the surrounding lands and the combination of building shading; and,
- The modest 3.5 storey height combined with generous setbacks creates a compatible built form transition to adjacent low-rise non-residential uses to the east, north and south in particular.

## **8.8 Noise and Vibration Study**

HGC Engineering was retained to undertake an Environmental Noise Assessment for the subject property in order to support the proposed townhouse development. The following recommendations and conclusions were made in the report:

### **Transportation Noise Sources**

1. *Central air conditioning is required for the dwellings adjacent to Allaura Boulevard. Forced air ventilations systems with ducts sized for the future installation of air condition by the occupant are required for all remaining units.*
2. *Brick/masonry wall construction and upgraded glazing constructions will be require for the building facades closest to Allaura Boulevard. In an urban environment, minimum STC-32 glazing construction is recommended for all units.*
3. *Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale for the dwelling units to inform the future owners/occupants of the noise issues and the presence of the roadway and railway.*

### **Stationary Noise Sources**

*Option 1: Mitigation Measures with a Class 4 designation is recommended.*

- i. Class 4 designation for the subject lands.*
- ii. Air conditioning is required for all buildings.*
- iii. Brick exterior façade constructions and upgraded glazing is required.*
- iv. A warning clause should be included in the property and tenancy agreements and offers of purchase and sale for the dwelling units to inform the future/occupants that the lot has been designated as Class 4.*

*Option 2: Mitigation Measures to achieve Class 1 Criteria if Class 4 designation is not granted.*

- i. Design the building with no windows into sensitive spaces facades with exposure to neighbouring facilities.*
  - ii. Noise Barrier along the north and east boundaries to permit windows to noise sensitive use on lower floors. Significant high noise barriers would be required to mitigate all floor and is not considered feasible.*
- 6. When detailed floor plans and building elevations are available for the proposed dwellings proposed to be designated Class 4, and/or requiring mitigation, the drawings should be reviewed to refine acoustic mitigation requirements.*

This report has demonstrated that sound levels acceptable to the Ministry of Environment, Conservation and Parks, Town of Aurora and the Region of York are expected to be achieved using the abatement measures in the report.

## **8.9 Geotechnical Investigation**

GeoPro Consulting Limited was retained to undertake a Geotechnical Investigation for the subject property in order to support the proposed townhouse development.

The report's findings include the following, among others:

- *“The native subsoils at the site are considered to be suitable for supporting conventional residential houses (with or without basements). A preliminary allowable bearing pressure of 75 kPa to 100 kPa may be assumed for conventional shallow spread and/or strip footings bearing in the native, undisturbed subsoils, at depths approximately ranging from 0.7 m to 2.9 m below the existing ground surface (or deeper as required for basements). Footings founded on approved engineered fill, if utilized at the site, may be designed using a preliminary allowable bearing pressure of 75 kPa to 100 kPa.*
- *Based on the results of this preliminary investigation, for shallow excavations above the prevailing groundwater tables, groundwater control during excavation can probably be handled, if required, by pumping from properly constructed and filtered sumps located at the base of the excavation. However, due to predominant water bearing silty/sandy soils below groundwater levels, significant groundwater seepage would be expected should excavations extend into the fill materials and native soils below the prevailing groundwater tables during construction. Therefore, positive dewatering measures should be required to depressurize the groundwater levels to at least 1 m below the excavation base.*
- *It is anticipated that the trench excavations for underground servicing would consist of conventional temporary open cuts with side slopes not steeper than 1 horizontal to 1 vertical above the groundwater levels. However, some local flattening of side slopes may be required in some areas in looser soil zones or where significant water seepage is encountered. Conventional bedding thicknesses are anticipated for underground services founded within the native competent subsoils at the site.*
- *Complete removal of any existing septic systems, wells, old foundations, etc. would likely be required as part of the site redevelopment.*
- *Based on the subsoil conditions encountered, conventional asphaltic (flexible) pavement designs are considered to be appropriate for a proposed residential development at the site.”*

**Figure 7 – Site Plan**  
**16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



**Figure 8 – Underground Parking Plan**  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario



**Figure 9 – Model Plans**  
**16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



Figure 10 – Block Plans & Elevation – Buildings 1,7,8,9 and 10  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario



Figure 11 – Block Plans & Elevation-Building 2  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario

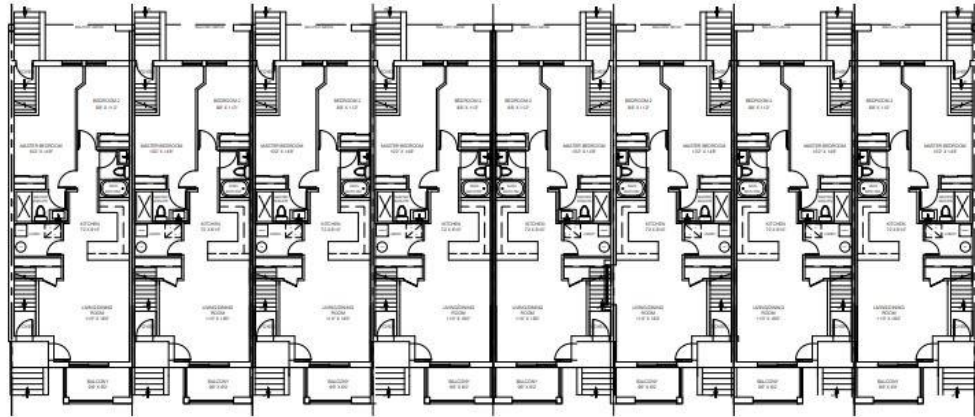


Figure 12 – Block Plans & Elevation-Building 3  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario

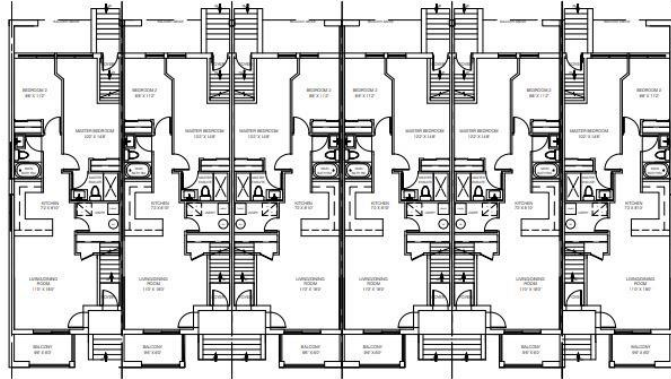
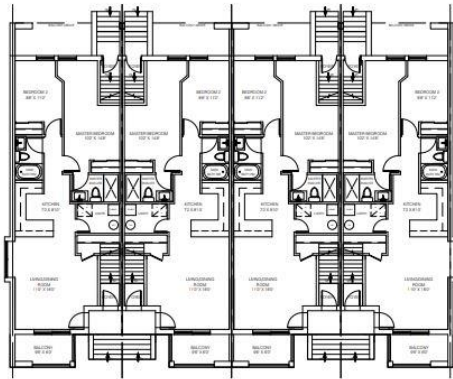
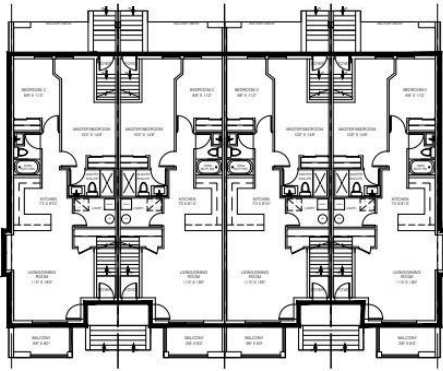


Figure 13 – Block Plans & Elevation-Building 4  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario



**Figure 14 – Block Plans & Elevation-Building 5  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



**Figure 15 – Block Plans & Elevation-Building 6  
16, 20 and 22 Allaura Boulevard, Aurora, Ontario**



**Figure 16 – Comprehensive Block Plan**  
**16, 20 and 22 Allaura Boulevard, Aurora, Ontario**

