



Planning Justification Report

IN SUPPORT OF
**Applications for Zoning By-Law Amendment and
Draft Plan of Subdivision**

**1289 Wellington Street
Town of Aurora, ON**

July 2025



Groundswell Urban Planners Inc.
95 Mural Street, Suite 402
Richmond Hill, ON L4B 3G2
(905) 597-8204
www.groundswellplan.com
Project 20-19

Notice to the Reader (July 2025):

This initial overview has been prepared to summarize this Planning Justification Report (PJR). This is intended to clarify the details of the proposed development, the planning application being sought, and provide many of the salient details in a concise summary. This PJR includes 3 components:

1. This overview/summary
2. Report body, including overviews of our analysis of policy documents
3. Report Appendices: detailed analysis of policy documents and applicable policies

It is important to read all sections of the PJR in concert with each other; it is also recommended that the reader consult any supporting technical reports and plans that have been prepared to support the application(s). The author reserves the right to update and re-issue this document should new policies or updated information regarding the proposed development become available.

Site Information & Context

The subject site is located at the southwest corner of Wellington Street East and Leslie Street in the Town of Aurora, within the Region of York. The site is approximately 5.86 hectares in size and is currently designated Medium-High Urban Residential in the Town's Official Plan.

The site is generally flat in the north and central areas but transitions to a more undulating and naturalized terrain toward the south and east boundaries, where wetlands, woodlands, and natural heritage features associated with Marsh Creek are located. These areas are regulated by the Lake Simcoe Region Conservation Authority (LSRCA) and were assessed through a Scoped Environmental Impact Study and Natural Heritage Evaluation and limit of development submissions and review with the LSRCA.

The site is vacant or open, consisting of mown grass, meadow vegetation, and tree clusters, particularly along the rear and side lot lines.

The property has access points from Wellington Street East and Leslie Street and is well situated in proximity to Highway 404 and surrounding arterial roads, providing strong regional connectivity. The closest major intersection is Wellington Street East and Leslie Street, both designated as arterial roads in the Town's Official Plan.

Neighbouring Land Uses:

- **North:** Wellington Street East, beyond which are low-rise residential dwellings and community/institutional uses, including a place of worship.
- **South:** Predominantly environmentally protected lands, including woodlands, wetlands, and the Marsh Creek corridor, followed by low-density residential uses further south
- **East:** Leslie Street, beyond which are vacant employment lands and planned mixed-use development areas as designated in the Town's Official Plan.
- **West:** A mix of low-rise residential dwellings, natural features, and lands designated for future development.

Proposed Development

The proposed development consists of a residential plan of subdivision that includes a mix of 117 townhouse units and 8 single detached dwellings. The townhouses are arranged in multiple blocks, and oriented along a newly created internal road network that connects to intersections at Wellington Street East and Leslie Street. The eight single detached homes are located at the south-western-most portion of the site, providing a sensitive built form transition to the adjacent environmental protection lands and existing low-density residential uses.

The site layout has been carefully crafted to respect the surrounding natural heritage system, particularly the Marsh Creek corridor, unevaluated wetlands, and woodland features, which are regulated by the Lake Simcoe Region Conservation Authority (LSRCA). The proposed development footprint was refined based on findings from a Scoped Environmental Impact Study (EIS) and ongoing consultation with the LSRCA. As a result, a site-specific limit of development was established that accommodates residential development while preserving ecological integrity through appropriate setbacks, buffers, and natural feature protections.

Overall, the proposal introduces a diverse range of ground-oriented housing options, supports compact and transit-friendly urban growth, and aligns with the Town of Aurora's and Region of York's broader planning goals for intensification, housing choice, and environmental stewardship.

Local Planning Policy Context

Local OP Designation - Existing & Proposed

Current: Medium-High Urban Residential
Proposed: Medium-High Urban Residential (*no amendment proposed*)

Local Zoning By-Law Zone - Existing & Proposed

Current: Second Density Apartment Residential RA2 (559) Exception Zone;
Townhouse Dwelling Residential R8(558) Exception Zone;
Detached Fifth Density Residential R5(560) Exception Zone; and
EP – Environmental Protection Zone.

Proposed: Townhouse Dwelling Residential R8(XXX) Exception Zone;
Detached Fifth Density Residential R5(XXX) Exception Zone;
and Environmental Protection (EP) Zone

Planning Applications

The proposed applications consist of a Draft Plan of Subdivision (DPS) and a Zoning By-law Amendment (ZBA) to facilitate the development of a low-rise, ground-oriented residential community comprising 125 units, including 117 townhouses and 8 single detached dwellings. The subdivision is designed to support a variety of household sizes and frontages, incorporating internal roads, sidewalks, parkettes, and trail connections, while preserving environmental buffers in accordance with guidance from the Lake Simcoe Region Conservation Authority. The ZBA seeks to amend the current zoning, established under an August 2024 Ontario Land Tribunal decision that permits medium-high density residential uses, by introducing revised site-specific provisions that accommodate the current

proposed built form and site layout. These include modified performance standards for setbacks, height, lot coverage, and landscaped open space, as well as permissions for parkettes, trails, and conservation buffers. Together, the applications align with the Town of Aurora's Official Plan by supporting compact, efficient development in a designated greenfield area, while refining existing policy permissions to better reflect neighbourhood character and market demand.

Supporting Studies & Plans

- Environmental Impact Study and Scoped Natural Heritage Evaluation - (Refer to Section 3.1)
- Functional Servicing and Stormwater Management Report - (Refer to Section 3.2)
- Geotechnical Investigation – (Refer to Section 3.3)
- Hydrogeological Investigation – (Refer to Section 3.4)
- Phase One Environmental Site Assessment – (Refer to Section 3.5)
- Phase Two Environmental Site Assessment – (Refer to Section 3.6)
- Noise Feasibility Study – (Refer to Section 3.7)
- Stage 1 and 2 Archaeological Assessment – (Refer to Section 3.8)
- Traffic Impact Study – (Refer to Section 3.9)
- Tree Inventory, Analysis and Edge Management Report – (Refer to Section 3.10)
- Urban Design Brief – (Refer to Section 3.11)

Planning Policy Overview

The proposal aligns with the Town's Official Plan, Provincial Planning Statement, and principles of good planning by providing efficient infill development, diverse housing options, and compatibility with the surrounding area, while also supporting sustainable urban design, infrastructure efficiency, and the creation of a complete community. The development is deemed to be in the public interest as it represents orderly, well-serviced growth that meets housing needs and advances municipal goals.

We encourage the reader to read the report and appendices in their entirety; please contact the undersigned with any questions.

Sincerely,

GROUNDSWELL URBAN PLANNERS INC.



Heath Purtell-Sharp, MCIP RPP
Senior Planner, Partner
heath@groundswellplan.com



Bilal Shafiq
Junior Planner
bilal@groundswellplan.com



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1.0 Introduction

Groundswell Urban Planners Inc. (Groundswell) has been retained by 2697331 Ontario Inc. to prepare and submit a Zoning By-law Amendment (ZBA) application and a Draft Plan of Subdivision (DPS) for the lands located at 1289 Wellington Street East, in the Town of Aurora (hereinafter referred to as the subject site). The lands are legally described as “PART OF LOT 20, CONCESSION 2 (AW), DESIGNATED AS PART 10, PLAN 65R-36523, TOWN OF AURORA”, and form part of the Bayview Northeast Area 2B Secondary Plan area. The subject lands are located on the south side of Wellington Street East, east of Bayview Avenue and west of Highway 404.

This Planning Justification Report supports the Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (DPS) application, pursuant to the Planning Act, and is intended to demonstrate conformity with applicable planning policies and the rationale in support of the proposed development. A detailed description of the development proposal can be found in Section 2.0 of this report. This planning analysis has been informed by a comprehensive review of the Provincial Policy Statement (2024), the Oak Ridges Moraine Conservation Plan (2017), the Lake Simcoe Protection Plan (2009), the York Region Official Plan (2022), and the Town of Aurora Official Plan (2024) and applicable the Zoning By-law.

In support of the ZBA and DPS application, a range of technical studies have also been undertaken by qualified consultants, including a Scoped Environmental Impact Study and Natural Heritage Evaluation, Functional Servicing and Stormwater Management Report, Traffic Impact Study, and Urban Design Brief. These reports address the Town’s submission requirements and help demonstrate the proposal’s overall conformity with municipal, regional, and provincial planning policy frameworks.

The information contained within this report is considered current as of July 2025.

1.1 Subject Lands and Surrounding Area Description

1.1.1 Existing Site Context

The subject site is located at the southwest corner of Wellington Street East and Leslie Street in the Town of Aurora. The site has a total area of approximately 14.47 acres (5.86 hectares) and is irregular in shape, with public road frontage along both Wellington Street East and Leslie Street. The property is currently vacant and contains natural features, including areas of woodland, vegetation, wetlands, and a watercourse, generally located along the western and southern boundaries of the site. These characteristics are illustrated in Figure 1 of this report.



Figure 1 - Aerial Context

1.1.2 Surrounding Area Context

The property has access points from Wellington Street East and Leslie Street and is well situated in proximity to Highway 404 and surrounding arterial roads, providing strong regional connectivity. The closest major intersection is Wellington Street East and Leslie Street, both designated as arterial roads in the Town's Official Plan.

The site also benefits from its proximity to key community and emergency services infrastructure. Central York Fire Services Station 4-4 is located nearby, offering reliable emergency response capabilities that enhance public safety and municipal service coverage for the area. Additionally, the Stronach Aurora Recreation Complex, situated adjacent to the subject property, provides extensive recreational amenities including arenas, a pool, fitness facilities, and community programming. This strengthens the property's access to high-quality lifestyle and wellness opportunities, reinforcing its strategic location within a well-served and connected part of the municipality.

Neighbouring Land Uses:

- **North:** Wellington Street East, beyond which are low-rise residential dwellings and community/institutional uses, including a place of worship.
- **South:** Predominantly environmentally protected lands, including woodlands, wetlands, and the Marsh Creek corridor, followed by low-density residential uses further south
- **East:** Leslie Street, beyond which are vacant employment lands and planned mixed-use development areas as designated in the Town's Official Plan.

- **West:** A mix of low-rise residential dwellings, natural features, and lands designated for future development.

As shown in Figure 1, the subject site is bounded by Wellington Street East to the north and Leslie Street to the east. To the south and west, the site abuts natural features including woodland, wetland, and a watercourse, with low-density residential development situated further west. Lands directly east of Leslie Street are largely vacant or employment-designated lands, and a commercial plaza occupies the northeast corner of the intersection. The site is part of a transitional area where urban development interfaces with natural heritage features and future employment uses.

1.2 Site Photos



Figure 2 - Subject Lands viewed from Leslie and Wellington facing South West



Figure 3 - Subject Lands viewed from West Wellington Street facing South of site



Figure 4 - Subject lands observed from the vicinity of a neighboring property adjacent to the sites Conservation Area



Figure 5 - Subject lands viewed South of Leslie Street facing North West of site



Figure 6: Image captured from a neighboring area of the subject property



Figure 7 - Subject Lands viewed from North East of site facing South West

1.2 Application History and Context

1.2.1 Limit of Development

The subject lands contain natural heritage features, including unevaluated wetlands, significant woodlands, and drainage features associated with Marsh Creek, located primarily along the eastern and southern portions of the site. These features are subject to protection policies under the Town of Aurora Official Plan, the Lake Simcoe Protection Plan, and regulation under the Lake Simcoe Region

Conservation Authority (LSRCA). To assess the feasibility of development in proximity to these features, the applicant retained GEI Consultants to prepare a Scoped Environmental Impact Study and Natural Heritage Evaluation, as part of the original Official Plan Amendment and Zoning by-law Amendment applications submitted in 2022. This study defined the limit of development through field investigations, policy screening, and iterative consultation and review submissions with LSRCA staff. Through an extensive review process with the LSRCA, the applicant obtained preliminary support for the limit of development. This alignment ensured no negative impacts on the ecological functions of the identified features, while achieving a developable area of the site which supported efficient site layout and design.

In support of the revised limit of development, a detailed policy review was conducted to ensure conformity with applicable legislation and planning frameworks, including the Provincial Policy Statement (2020), Oak Ridges Moraine Conservation Plan, Lake Simcoe Protection Plan, York Region and Town of Aurora Official Plans, and LSRCA regulations. Formal feature staking of wetlands, woodlands, and floodplain boundaries was completed in May and June 2021 with participation from LSRCA staff, GEI, and the consulting team. The staked limits informed the spatial definition of required setbacks and Vegetation Protection Zones (VPZs), including 10 to 30 metre setbacks based on feature type and policy context.

Key Milestones in Environmental Coordination:

- The EIS report (p. 9) outlines a timeline of key coordination efforts:
- June 2021 – Initial field reconnaissance and feature identification;
- September–October 2021 – Site walk and discussions with LSRCA staff;
- December 2021 – Submission of the EIS and proposed limits of development;
- January 2022 – Resubmissions with LSRCA feedback incorporated on proposed limits of development.

Final confirmation was provided by LSRCA in January 2022, acknowledging agreement with the proposed development limits, conditional upon future submissions detailing mitigation and ecological offsetting plans as part of the formal development application

1.2.2 Previous Planning Applications and Ontario Land Tribunal Appeals

The subject lands have undergone an extensive planning and approvals process to permit development. In 2022, the applicant, 2697331 Ontario Inc., submitted applications for an Official Plan Amendment (OPA 2022-02) and Zoning By-law Amendment (ZBA 2022-02) to facilitate the development of a residential community consisting of three apartment buildings and twelve townhouse blocks.

Following a refusal by Town Council, the applicant appealed the decisions to the Ontario Land Tribunal (OLT) under subsections 17(24) and 34(11) of the Planning Act. The OLT hearing occurred over February and March 2024, and its Decision dated April 19, 2024 acknowledged the appropriateness of residential intensification on the site and allowed the appeals in part and approved in principle the OPA and ZBA. Subsequently, a Final Order was issued on August 26, 2024, approving the OPA and ZBA final texts and schedules, permitting the subject lands to be redesignated as "Medium-High Density Residential" and rezoned accordingly. The final approved amendment texts included permission for maximum heights of seven (7) storeys for apartment buildings, and three (3) storeys for townhouses and single detached dwellings.

Notwithstanding the approved permissions for medium-high density residential development, the current proposal contemplates a lower-density built form consisting entirely of ground-related units. This refined approach reflects evolving market conditions and community preferences, while remaining fully consistent with the approved land use designations. The proposed development continues to fulfill the intent of the approved OPA and ZBA.

1.3 Larger Context and Long-Range Planning

To evaluate the planning merits of the proposed application, it is essential to consider the subject lands within the broader development context of the surrounding area and its long-term vision as part of the Town of Aurora's evolving urban structure. The subject site is currently vacant but designated and planned for Medium-High Urban Residential uses, as outlined in the Town of Aurora Official Plan.

The area surrounding the site has seen significant recent growth, including new low and medium-density residential neighbourhoods to the west and major institutional and commercial nodes to the north and east. Lands to the north feature a mix of commercial, recreational, and high-density residential uses, including the Aurora Recreation Complex and proposed 7-storey apartment built form developments, while to the east, a large employment area anchored by the York Regional Police Headquarters and a range of commercial services reinforces the site's strategic location.

To the south, the site abuts the Magna Golf Club and associated low-density residential neighbourhoods, providing a landscaped and open-space transition that complements the site's southern edge. To the west, established residential communities and new townhouse developments reflect the area's continued growth and demand for ground-related housing. The surrounding area has a long-term vision which includes transit-oriented intensification and employment growth.

The proposal for a townhouse-based residential community presents an opportunity to implement a compatible and market-responsive form of development, while maintaining flexibility for future urban intensification as infrastructure and population growth progress. The proposed development has been carefully designed to balance short-term community needs with long-term planning objectives, ensuring it contributes to Aurora's complete community goals, housing diversity, and growth management strategy.

2.0 Proposed Planning Applications

2.1 Draft Plan of Subdivision (DPS)

The proposed Draft Plan of Subdivision establishes a framework for a low-rise, ground-oriented residential community comprising 125 residential units, including 117 townhouse units and 8 single detached dwellings.

The purpose of the Draft Plan of Subdivision is to divide the existing subject site into three (3) separate blocks, to delineate their uses. This includes Block 1 which forms the limits of the residential development on the site, including internal private condominium roadways, parkettes and residential units. Block 2 is being established to delineate the limit of development, and contains the preserved key natural heritage features. Block 3 is established to implement a 0.3m reserve along the existing public right-of-way frontages, to restrict and control future connections from the property into the public ROW.

This Draft Plan supports the implementation of compact and efficient development consistent with the Town of Aurora's Official Plan, and represents an important step in accommodating planned residential growth within a designated greenfield area. It also provides a logical extension of servicing and infrastructure, ensuring the site is development-ready.

2.2 Zoning By-law Amendment (ZBA)

The Zoning By-law Amendment is proposed to implement the detailed land use permissions required to facilitate the proposed residential development concept. The subject site is currently zoned under a framework established by the approved Ontario Land Tribunal (OLT) decision issued in August 2024, which permits medium-high density residential development. However, the current proposal refines the vision for the site by revising the concept to be focused on ground-related housing form, with a mix of townhouse and single detached dwellings, all within the permitted residential designation.

The ZBA application seeks to:

- Modify the existing zoning permissions to reflect the proposed built form and lot configuration; and
- Establish new performance standards for setbacks, height, lot coverage, and landscaped open space tailored to the revised residential development.

While the previous approvals support higher overall site density and built form, this application offers a context-sensitive development that is responsive to current market demand, without undermining the intent of the approved land use framework.

The development is facilitated through a Zoning By-law Amendment submitted to the Town of Aurora which rezones the lands from their previous configuration to:

- Townhouse Dwelling Residential R8(XXX) Exception Zone
- Detached Fifth Density Residential R5(XXX) Exception Zone
- Environmental Protection (EP) Zone

This zoning permits:

- 117 three-storey townhouse units in back-to-back and conventional formats;
- 8 three-storey detached dwellings, each on its own parcel with private driveway access;
- Internal private roads and landscaped amenity areas;
- A 25% total property coverage cap, calculated across the full 14.5-acre site, allowing a balance between built form and green space;
- Height permissions of up to 11.5 metres for townhouses and up to 10.5 metres for detached dwellings, accommodating modern three-storey designs.

Minimum parking proposed includes:

- 1.5 spaces per townhouse unit, with at least 20% reserved for visitors;
- 2.0 spaces per detached unit, including allowance for tandem driveway and garage configurations;
- Private garages and driveways are included in the minimum parking calculations to promote efficient site utilization.

The overall community design achieves:

- A blended density of approximately 125 units;
- Ground-related housing that transitions well to surrounding residential areas;
- An integrated pattern of private and public realm, with walkability and functional open spaces;
- Sensitivity to environmental features, which are preserved and zoned EP to ensure long-term protection.

This vision reflects a balance between efficient urban land use and compatibility with both natural constraints and market preferences for varied ground-oriented housing options. The plan represents a refined, lower-scale alternative to previously contemplated high-density formats, aligned with evolving planning direction and community character.



Figure 8 - Proposed Site Plan

3.0 Supporting Studies

A number of reports/materials are required in accordance with the complete submission requirements set out in the *Planning Act*. These requirements are also consistent with the policies of the Town of Aurora as it relates to application requirements for the Draft Plan of Subdivision and Zoning By-law Amendment applications. The following reports/materials are included with the application and reviewed for this report:

- **Environmental Impact Study and Scoped Natural Heritage Evaluation – GEI**
- **Functional Servicing and Stormwater Management Report – SCS**
- **Geotechnical Investigation – Fisher Engineering**
- **Hydrogeological Investigation – Fisher Engineering**
- **Phase One Environmental Site Assessment – Fisher Engineering**
- **Phase Two Environmental Site Assessment – Fisher Engineering**
- **Noise Feasibility Study – HGC Engineering**
- **Stage 1 and 2 Archaeological Assessment – AMICK**
- **Traffic Impact Study – JD Engineering**
- **Tree Inventory, Analysis and Edge Management Report – Kuntz Forestry**
- **Urban Design Brief – Groundswell**

The reports detail the technical merits and policies of the proposed use and development, and cumulatively justify the proposed Draft Plan of Subdivision and Zoning By-law Amendment, and the applicable policies of the various Provincial, Regional and Municipal plans/documents. Below is a summary of the findings from each report. For detailed information refer to the associated original technical report documents.

3.1 Environmental Impact Study and Scoped Natural Heritage Evaluation

An Environmental Impact Study and Scoped Natural Heritage Evaluation (EIS/NHE), prepared by GEI Consultants (July 2025), was submitted in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The July 2025 letter assesses the current development plan in relation to the previous 2023 EIS/NHE report that was completed, to confirm consistency with the approved limits of development from December 2021. The study evaluates the significance of natural heritage features on and adjacent to the subject lands and assesses potential impacts, in accordance with the PPS, LSRCA guidelines, and municipal and regional Official Plans.

The site contains features including wetlands, significant woodlands, fish habitat, and candidate significant wildlife habitat. Most of these features will be retained; however, a portion of significant woodland north of the proposed access road is proposed for removal, with ecological offsetting strategies identified. Full woodland retention was not feasible due to necessary road alignments for access from Wellington Street East and Leslie Street.

Through extensive consultation with the LSRCA, a limit of development was delineated and agreed upon in principle as of December 2021, subject to refinement at the Site Plan stage. Minor encroachments, primarily for access infrastructure, are permitted under PPS exemptions and will be addressed through variable ecological buffers, as per LSRCA guidance.

Mitigation measures include vegetated buffers, water quality controls, habitat restoration, and invasive species management. The EIS concludes that, with proper implementation of the proposed strategies, the development will not result in negative impacts to natural features or their ecological functions. The design also preserves a natural corridor along Marsh Creek, in line with Schedule K of the Town's Official Plan, supporting future public trail integration.

The detailed findings of the assessment are contained in the original report, and should be referred to directly.

3.2 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report, dated June 2025, was prepared by SCS Consulting Group to support the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The report confirms that the development can be adequately serviced through existing and proposed municipal infrastructure for water, sanitary, and storm services, in accordance with the requirements of the Town of Aurora, LSRCA, MECP, and the Ontario Building Code.

Stormwater will be managed through a system comprising on-site storm sewers, a perforated pipe system for quantity control, and an oil-grit separator to meet water quality objectives. Storm flows will discharge to the adjacent natural heritage system, ultimately draining to a tributary of Marsh Creek, with post-development flows controlled to pre-development levels. Enhanced quality treatment is proposed through best management practices (BMPs), with Low Impact Development (LID) features such as rear-yard infiltration trenches considered in detailed design.

The water servicing strategy includes connection to the existing 300 mm water main on Wellington Street East, supported by a looped private system to ensure redundancy and fire protection. Sanitary drainage will outlet to the existing 525 mm sanitary sewer on Wellington, with preliminary analysis confirming sufficient downstream capacity, pending final approval and allocation from the Town and York Region.

Grading is designed to respect natural topography while providing appropriate building elevations, with fill introduced in select areas to achieve overland flow routing and match floodplain constraints. The report also incorporates the latest LSRCA floodplain modeling, which defines regulated limits and confirms feasibility of the proposed grading, servicing, and road alignments.

Overall, the report concludes that the development can be appropriately serviced and that stormwater management targets are achievable through the proposed conceptual design. Detailed design elements will be finalized at the Site Plan Approval stage. Full findings are provided in the original report and should be referred to for technical review.

3.3 Geotechnical Investigation

A Geotechnical Investigation, dated June 2025, was prepared by Fisher Engineering Limited in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment for the redevelopment of the subject site. The objective of the investigation was to characterize subsurface conditions and provide engineering recommendations for the design and construction of site features, including buildings, roads, and underground services.

The field program consisted of twenty-two (22) boreholes advanced across the site. Subsurface conditions typically revealed topsoil or fill soils at the surface, composed of brown to grey silt, sandy silt, or clayey silt, often containing roots and organic material. These were underlain by native clayey silt to silty clay, with consistency ranging from firm to very stiff.

In several boreholes, notably BH3, BH4, BH5, BH15, and BH22, the native soils transitioned into clayey silt till or silty clay till, with hard consistency. In deeper boreholes such as BH2, BH3, BH5, BH6, BH7, and BH13, the deposits encountered at depth included very dense grey silty sand to till, indicating strong bearing capacity for deep foundation elements.

Based on both field and laboratory testing, the report provides guidance on foundation design parameters, slab-on-grade support, excavation and backfilling methods, pavement structure recommendations, and temporary construction considerations such as dewatering and shoring. It notes that groundwater was observed in select boreholes and that soil conditions are generally favourable for conventional construction practices, with localized variability addressed in the recommendations.

The report concludes that the site conditions are suitable for the proposed development, provided the outlined geotechnical recommendations are implemented. The full findings and site-specific design guidance are detailed in the original report, which should be consulted directly during detailed engineering and construction stages.

3.4 Hydrogeological Investigation

A Hydrogeological Investigation, dated June 2025, was prepared by Fisher Engineering Limited in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment for the subject site. The purpose of the study was to evaluate groundwater and subsurface conditions in relation to the future development and to provide technical recommendations for construction and long-term drainage.

The investigation included field monitoring and borehole exploration supported by laboratory testing and groundwater data collected from fifteen newly installed and three existing monitoring wells across the subject site. Observations and measurements provided a detailed understanding of groundwater depths, soil permeability, and recharge conditions, which inform the servicing and dewatering strategies for the proposed development.

Based on the results, construction dewatering will be required for areas where excavation is proposed below the water table. Specifically, the study recommends the use of a well point system or equivalent method for deeper excavations, particularly around townhouse blocks with underground levels, while sump pit pumping may be sufficient for shallower excavation areas. The report outlines preliminary dewatering rates and methods to be refined at the detailed design stage.

The investigation also identifies that the development will result in changes to local hydrological conditions, including increased surface runoff and reduced infiltration. To mitigate these impacts, the study supports implementation of Low Impact Development (LID) practices, such as infiltration galleries and enhanced landscape features, integrated with the site's stormwater management plan.

Overall, the hydrogeological assessment concludes that the proposed development can be safely constructed and serviced from a groundwater perspective, with no significant impacts on off-site groundwater users or features. Full methodology, water balance results, and detailed recommendations for dewatering and mitigation are contained in the original report and should be referred to directly.

3.5 Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA), dated June 2025, was prepared by Fisher Engineering Limited in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The purpose of the Phase One ESA was to conduct a preliminary evaluation of potential contamination on the subject property, and to determine whether a Phase Two ESA is warranted under applicable environmental regulations and best practices.

The assessment was conducted in accordance with the CSA Z768-01 Standard and included a review of historical records, aerial photographs, regulatory databases, interviews, and a site reconnaissance visit. The investigation focused on identifying Areas of Potential Environmental Concern (APECs) and evaluating whether past or current land uses may have resulted in Potentially Contaminating Activities (PCAs) affecting the site's soil or groundwater.

Based on the findings, several APECs were identified, primarily associated with the historical agricultural use of the site, the presence of above-ground storage tanks (ASTs), and the potential for past use of pesticides, fuel, and lubricants. These APECs are summarized in Table 10 of the report, which provides a basis for determining the requirement of further intrusive investigation.

As a result of the desktop review and site inspection, the report recommends that a Phase Two ESA be undertaken to further characterize the environmental condition of the identified areas. This will include sampling and laboratory analysis to determine whether contaminants are present in soil and groundwater at concentrations exceeding regulatory criteria.

The report concludes that while no immediate evidence of environmental impairment was observed, the presence of historical agricultural and fuel-related activities warrants further investigation to ensure the site is suitable for residential development. The full methodology, site history, APEC rationale, and next steps are detailed in the original report and should be consulted directly for environmental due diligence.

3.6 Phase 2 Environmental Site Assessment

A Phase Two Environmental Site Assessment (ESA), dated June 2025, was completed by Fisher Engineering Limited in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The investigation was conducted following the recommendations of the Phase One ESA,

which identified several Areas of Potential Environmental Concern (APECs) requiring further assessment through subsurface testing.

The Phase Two ESA included the advancement of five (5) boreholes, each equipped with monitoring wells to facilitate groundwater sampling and level monitoring. As part of the subsurface investigation, eight (8) soil samples and seven (7) groundwater samples were collected and submitted for laboratory analysis in accordance with the Ontario Ministry of the Environment, Conservation and Parks (MECP) standards.

The results of the chemical analysis confirmed that all soil and groundwater samples were in compliance with applicable MECP criteria, with no exceedances of regulatory standards detected at any of the sampled locations. These findings support the conclusion that there is no evidence of soil or groundwater contamination within the tested areas.

Based on the outcomes of the sampling program, the report does not recommend any additional environmental investigation at this time. The site is considered suitable for the proposed residential use from an environmental risk perspective, subject to standard construction practices and any future conditions from regulatory authorities.

The complete results of laboratory testing, borehole logs, and detailed site interpretation are provided in the original Phase Two ESA report, which should be referred to for any additional technical or regulatory review.

3.7 Noise Feasibility Study

A Noise Feasibility Study dated July 15, 2025, was prepared by HGC Engineering in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

The study identifies the primary sources of noise as road traffic on Wellington Street East and Leslie Street. The predicted sound levels were evaluated against Ministry of the Environment, Conservation and Parks (MECP) and Regional Municipality of York guidelines to inform noise control recommendations.

The results indicate the development is feasible with the recommended mitigation. Predicted sound levels will exceed MECP criteria at the façades of units closest to Wellington Street East and Leslie Street. Central air conditioning and upgraded building constructions (STC-30 rated windows) are required for Blocks 1 to 5. Provision for future air conditioning installation is required for Blocks 6 to 19. The report notes that the use of central air conditioning exceeds MECP ventilation requirements.

No acoustic barriers are required, and outdoor sound levels in private yards are within MECP limits. The report also assessed nearby commercial and industrial stationary noise sources (e.g., rooftop HVAC, car washes), concluding that no physical mitigation is needed. Noise warning clauses will be included in purchase, sale, and tenancy agreements to advise future occupants of traffic noise and nearby commercial uses. Glazing requirements should be refined when detailed floor plans are available.

Full details of the noise analysis and recommendations are contained in the original report.

3.8 Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment dated October 6, 2021 was prepared by AMICK in support of the redevelopment of the subject site.

The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment by test pit survey at five and ten metre intervals to confirm disturbance.

As a result of the Stage 1-2 Property Assessment of the study area, no archaeological resources were encountered. The assessment concludes that no further archaeological assessment of the study area is warranted, with the Provincial interest in archaeological resources with respect to the proposed undertaking having been addressed and the proposed undertaking is clear of any archaeological concern.

The detailed findings of the assessment are contained in the original report, and should be referred to directly.

3.9 Traffic Impact and Parking Study

A Traffic Impact and Parking Study, dated June 24, 2025, was prepared by JD Engineering in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment for the subject site. The study assesses the expected transportation impacts of the proposed 125-unit residential development and identifies infrastructure improvements necessary to safely and efficiently accommodate site-generated traffic.

The development is projected to generate approximately 242 trips during the AM peak hour and 294 trips during the PM peak hour under full build-out conditions. The analysis includes future background conditions for the years 2026 and 2031, with and without the proposed development. As part of the study's findings, signalization with semi-actuated controls is recommended at both the North and South site access points on Wellington Street East. Additionally, road widening from four to six lanes is recommended at the Wellington Street East and Leslie Street intersection, including the provision of dual eastbound left-turn lanes, to improve intersection performance.

The site will be accessed via two full-movement intersections, each designed with adequate turn lanes and queue storage. The internal road network and access design were found to provide sufficient capacity and meet operational requirements. Furthermore, swept path analyses demonstrated that the site layout can accommodate large vehicles such as garbage trucks, fire trucks, and delivery vans.

The proposed parking supply is consistent with the Town of Aurora's Zoning By-law requirements and provides for resident and visitor parking needs. No parking shortfalls were identified.

A Transportation Mobility Plan was also included, addressing transit, active transportation, and transportation demand management (TDM) measures. Key recommendations include the installation of pedestrian crossings at both access points and enhanced cycling infrastructure connecting to Leslie Street and adjacent roadways. The plan is consistent with the York Region Transportation Master Plan, which envisions future transit service enhancements along both Wellington Street East and Leslie Street by 2031, supporting broader mobility and sustainability goals.

The study also outlines TDM strategies such as bicycle parking facilities, pedestrian links to the municipal sidewalk network, transit information packages for residents, and on-site community boards to promote carpooling and sustainable transportation modes.

Overall, the Traffic Impact and Parking Study concludes that the proposed development will not generate adverse operational or capacity issues and will integrate well with the existing and planned transportation infrastructure. Full details and supporting data can be found in the original study document.

3.10 Tree Inventory, Analysis and Edge Management Report

A Tree Inventory, Analysis and Edge Management Report dated 30 August 2023, revised 10 July 2025 prepared by Kuntz Forestry in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

A site inspection and data collection was undertaken, with all significant trees 5cm in diameter measured at breast height located on the subject lands to the 10m setback from wetland area included in the tree inventory and analysis. In the dense wooded area, a sampling procedure was used to estimate the tree inventory within each of the following DBH classes (5 – 10cm, 11 – 20cm, > 20cm) in the area of interest.

The inventory and analysis provide details on the tree classifications as they relate to being preserved, maintained and retained, or to be removed as part of the proposed development. Details of the tree preservation, protection and management were outlined in the report, including recommendations for the installation of tree protection barriers and the protection of critical root zones.

The report concludes that as part of the proposed development there is proposed to be removal of a significant portion of the wooded area of the property closer to Leslie St. There will be requirements to remove additional vegetation beyond the grading limit in order to not compromise the retained part of the edge as well as incorporate new plantings to the edge. The report recommends that removal techniques beyond the grading limit should be done without the use of heavy grading equipment traveling in the edge / dripline of the trees that are to remain as to allow for the retention of the roots and soil of the retained trees along the edge.

The detailed findings of the assessment are contained in the original report, and should be referred to directly.

3.11 Urban Design Brief

An Urban Design Brief dated June 2025 was prepared by Groundswell in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

The Urban Design Brief outlines how the proposed development creates a walkable, ecologically integrated, and family-friendly neighbourhood that fits within the surrounding suburban context. It includes a review of relevant policy directions from the Town of Aurora Official Plan and OPA 30 for the Bayview Northeast Area 2B Secondary Plan, and incorporates the design vision and principles that structure the plan's layout, built form, and public realm.

The brief also provides detailed design strategies for streetscapes, parkettes, trail connections, and architectural massing, illustrating how the proposal achieves key urban design objectives.

In summary, the Urban Design Brief demonstrates how the proposal aligns with the policies and design goals of the Town of Aurora Official Plan, and specifically the Wellington Street East Corridor (Area 2B) Urban Design Guidelines (2002).

The complete analysis, including justification of conformity with applicable planning policy, is contained in the full report and should be referred to directly.

4.0 Planning Policy Overview

The following is an overview of the significant Provincial, Regional and Local planning legislations which impact the subject property and proposed development. These policies have been considered in developing the proposal. For a complete analysis of all applicable policies, see Appendices.

A more fulsome analysis of the policies that apply to the proposed development is included in [Appendix D](#) for our detailed PPS policy analysis.

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) (2024) provides policy direction on matters of provincial interest related to land use planning and development. As the foundation of Ontario's policy-led planning system, the PPS sets out principles to guide the use and development of land in a manner that supports healthy, resilient, and sustainable communities. It emphasizes optimizing infrastructure, protecting environmental features, accommodating housing and employment, and ensuring land is used efficiently to support long-term prosperity.

Section 2.1 of the PPS identifies that development must support the achievement of complete communities by providing an appropriate mix and range of housing options, land uses, and public service facilities, while promoting accessibility and inclusivity. The proposed development contributes to this objective by delivering a mix of townhouse and detached dwelling units on a site within the Town of Aurora's Urban Area, designed to integrate with surrounding neighbourhoods and community services. The layout supports walkability, accessibility, and inclusive design features such as sidewalks, parkettes, and barrier-free pathways.

Section 2.2 of the PPS addresses housing supply, requiring municipalities to plan for a range of housing forms and densities to meet the needs of current and future residents. The development introduces 125 ground-related units, ranging in size and format to accommodate families and multi-generational households, while achieving moderate intensification on residential designated lands that are located adjacent to existing servicing infrastructure. The project helps to meet Aurora's intensification and density targets without requiring infrastructure expansion or new land consumption, aligning with the PPS directive to use existing infrastructure efficiently.

Section 2.3 emphasizes that settlement areas shall be the focus of growth and development. The proposed development is located entirely within the designated settlement area boundary and reflects a compact, transit-supportive land use pattern. By incorporating street-oriented housing, internal sidewalks, and connectivity to the public right-of-ways, the project supports a walkable environment and contributes to the long-term vision of a complete and resilient community.

Section 3.1 of the PPS focuses on infrastructure and public service facilities, encouraging efficient investment and cost-effective servicing. The proposal takes advantage of existing water, sewer, and stormwater services adjacent to the site. The internal road network, servicing corridors, and stormwater controls have been designed in accordance with municipal standards to ensure long-term functionality, resilience, and financial sustainability.

Section 4.1 outlines the requirement to protect natural heritage features and ecological function. The proposed development avoids significant natural features and their buffers, and respects conservation authority boundaries. A naturalized area along the southern edge of the site has been integrated into the design to enhance ecological connectivity, support habitat functions, and maintain the health of adjacent woodland and wetland systems. This approach supports biodiversity, minimizes environmental impact, and contributes to the Town's sustainability goals.

Section 5.2 addresses natural hazards. The site avoids flood-prone areas, hazardous slopes, and other constraints, and is located entirely outside of any designated hazardous land. Environmental and engineering studies confirm that the development will maintain safe access and appropriate stormwater controls, further ensuring alignment with provincial safety and hazard mitigation objectives.

A comprehensive policy review of the Provincial Planning Statement (2024) can be found in [Appendix B](#).

In Summary:

1. The proposed development conforms to the policies of the Provincial Planning Statement (2024).
2. The subject site is within a designated settlement area, where growth and intensification are encouraged.
3. The proposal supports a compact, walkable residential neighbourhood that contributes to housing diversity and community well-being.
4. The development efficiently uses existing infrastructure and protects environmental features and public safety.
5. The project advances the Province's goals for healthy, inclusive, and complete communities.

4.2 Oak Ridges Moraine Conservation Plan 2017

The Oak Ridge Moraine Conservation Plan 2017 (ORMCP) is an ecologically based Plan that provides land use and resource management directions for the 190,000 hectares of land and water within the Moraine. The purpose of the ORMCP is to provide land use and resource management planning directions to provincial ministers, ministries, and agencies, municipalities, landowners and other stakeholders on how to protect the Moraine's ecological and hydrological features and functions.

The southerly part of the subject site is located within the "Settlement Area" of the Oak Ridges Moraine Conservation Plan.

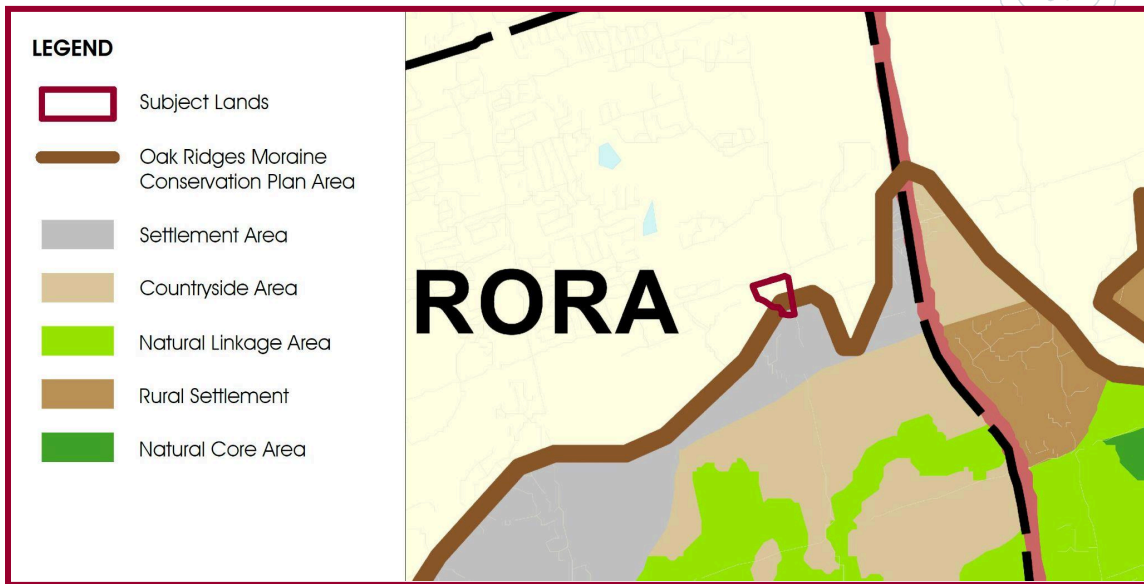


Figure 8 - ORMCP Land Use Designations

The ORMCP states that for “Settlement Areas”, “land use patterns within Settlement Areas will support the development of complete communities working towards low-carbon communities, including the long-term goal of net-zero communities. The development of complete communities will, in part, be achieved by facilitating the development of community hubs that involve the co-location of public services to address local community needs to convenient locations that are accessible by active transportation and where available, transit”.

For a detailed summary of policy conformity and justification related to the Lake Simcoe Protection Plan (2009), please refer to [Appendix C](#).

4.3 Lake Simcoe Protection Plan 2009

The Lake Simcoe Protection Plan (LSPP) was prepared and approved under the *Lake Simcoe Protection Act, 2008*, to take effect on June 2, 2009. The Plan seeks to improve the overall health of the Lake Simcoe watershed, including water quality, hydrology, key natural heritage features and their related functions, and key hydrologic features and their functions. The Plan seeks to reduce the loadings of phosphorus and other nutrients of concern, along with the discharge of pollutants, to Lake Simcoe and its tributaries. Furthermore it seeks to improve and restore the elements that contribute to ecological health.

A Functional Servicing Report was prepared by SCS Consulting in support of the proposed development, which addresses the LSPP Policy 4.8-DP, including details of the at-source, conveyance and end-of-pipe controls evaluated for use with the proposed development. It also specifically demonstrates how phosphorus loadings are minimized between existing and proposed conditions.

The FSR confirms that phosphorus removal can be provided within the proposed development through a combination of LIDs and/or BMPs, with LIDs at or below-grade within the private ROW. The report outlines that *“the MECP database application “Lake Simcoe Phosphorus Loading Development Tool” (v2, 01-April-2012 update), LID Treatment Train Tool, or equal analysis will be used to complete the phosphorus budget for the proposed development at the Site Plan Application stage.*

In accordance with the policies, the FSR also identifies the potential impact on the water budget from the proposed development design, supported by the findings of the Hydrogeological Investigation. The FSR identifies that the applicable criteria is to maintain the existing water budget, and concludes that this can be accommodated within the proposed development through a combination of LIDs and/or water reuse, with LIDs at or below-grade within the private ROW.

An Environmental Impact Study and Scope Natural Heritage Evaluation was prepared by GEI consultants in support of the proposed development, and included consideration for the LSPP and the associated natural heritage features of the site in relation to applicable LSPP policies. As outlined above, in order to define an appropriate limit of development based on the natural heritage and hydrologic constraints identified on the subject site, extensive consultation was undertaken between GEI, Groundswell and the LSRCA. This consultation included the submission and review of two Limit of Development Policy Review Letters by the LSRCA. As per the direction of the LSRCA, these policy letters were prepared to inform the limit of development in a Provincial, Regional and Municipal policy context in order to seek agency buy-in with respect to the limit of development and the associated developable area. The LSRCA submissions provided additional context where site-specific considerations were expected to result in recommendations that deviated from standard guidelines.

LSRCA completed their review and provided comments on the policy letter submissions on October 25, 2021 and during a conference call on December 14, 2021. These comments were incorporated into the evaluation of the significance and sensitivity of natural heritage and hydrologic features, and the associated setbacks provided. LSRCA staff confirmed that they were largely in agreement with the limit of development depicted on Appendix A of the EIS Report on December 21, 2021, subject to potential refinement of the development limits through the formal development submission process.

For a detailed summary of policy conformity and justification related to the Lake Simcoe Protection Plan (2009), please refer to [Appendix D](#).

4.4 Regional Municipality of York Official Plan (2024 Office Consolidation)

The York Region Official Plan (2022), as consolidated in June 2024, provides the long-term planning framework for managing growth, infrastructure, and land use in the Region to the year 2051. It reflects updates made through the Minister’s approval with modifications in 2022, as well as legislative amendments introduced by Bill 150 (2023) and Bill 162 (2024). The YROP responds to changing societal, environmental, and economic conditions while continuing to promote complete communities, climate resilience, and the protection of natural and agricultural systems.

This updated Plan continues to guide local municipalities in preparing their official plans and secondary plans and ensures that land use planning decisions contribute to a vibrant, inclusive, and

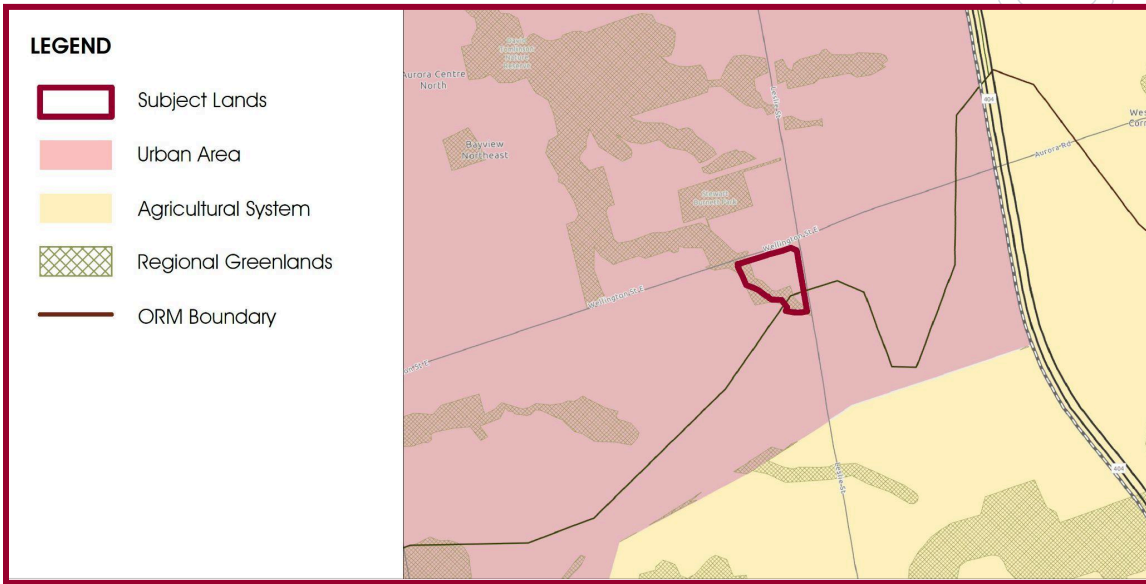


Figure 10 - York Region Official Plan Map 2 - Regional Greenlands System

Along the western boundary and in the southern corner of the subject site, a portion of the lands are designated 'Woodlands' under Map 5 of the Official Plan.



Figure 11 - York Region Official Plan Map 5 - Woodlands

4.4.1 York Region Transit Oriented Development (TOD) Guidelines

The Region of York's Transit Oriented Development (TOD) Guidelines were adopted by Council on September 21, 2006, to advance the implementation of York Region's planned urban structure of Regional Centres linked by Regional Corridors, served by public transit.

The TOD Guidelines defines five elements to be considered as:

- The massing, height and density of buildings
- Quantity and design of surface and above/below-grade parking
- Pedestrian safety and comfort
- The layout of streets, sidewalks and other pedestrian connections
- Distances and connections between transit stops and buildings

From there, six 'lenses' were established under the TOD Guidelines to provide a logical and strategic focus:

- Pedestrians
- Parking
- Land Use
- Built Form
- Connections
- Implementation

The proposed development and overall design will be undertaken in accordance with the applicable requirements of the AODA standards, which will be specifically implemented through the detailed design stage.

The overall building design creates passive surveillance that promotes safety and comfort surrounding and internal to the site, through the active street frontages, and facades that provide for overlooking both external to the site along the roadways, as well as internally. The built form has been located at the street edge, wrapping around this corner site, to promote the defined public realm.

The proposed development achieves a more dense and compact development, that is contextually appropriate, in order to make the best use of these lands adjacent to and in close proximity of transit services and existing public service facilities. The proposed massing and building height achieve the density and compact development form sought above, while allowing for an appropriate transition from low density neighbourhoods to the west and north.

The subject site is serviced directly by existing transit services through the adjacent transit stop at the intersection of the Recreation Complex. The building design provides for direct and convenient access through pedestrian connections, along with pedestrian access at the corner lobby through the site to reduce walking distances to nearby transit stops.

As outlined above, through the completion of the Traffic Impact Study, TDM measures and initiatives have been proposed to promote and deliver on the TOD guidelines and objectives.

4.5 2024 Aurora Official Plan Consolidated 2024

The Town of Aurora adopted its updated Official Plan in January 2024, following a comprehensive review process that included engagement with residents, businesses, and stakeholders to shape a long-term land use vision for the municipality to the year 2051. The Plan reflects an emphasis on building complete communities, supporting sustainable development, enhancing environmental responsibility, and integrating transit and infrastructure planning. It aligns with the Provincial Planning Statement (2024), as well as the York Region Official Plan (2022), the Lake Simcoe Protection Plan (2009), and the Oak Ridges Moraine Conservation Plan (2017).

The subject lands are designated as ‘Residential Designated Greenfield Area’ under Schedule A – Town Structure, and as ‘Medium – High Urban Residential’ under Schedule B – Land Use Plan of the 2024 Town of Aurora Official Plan, as referenced in Section 20.57.

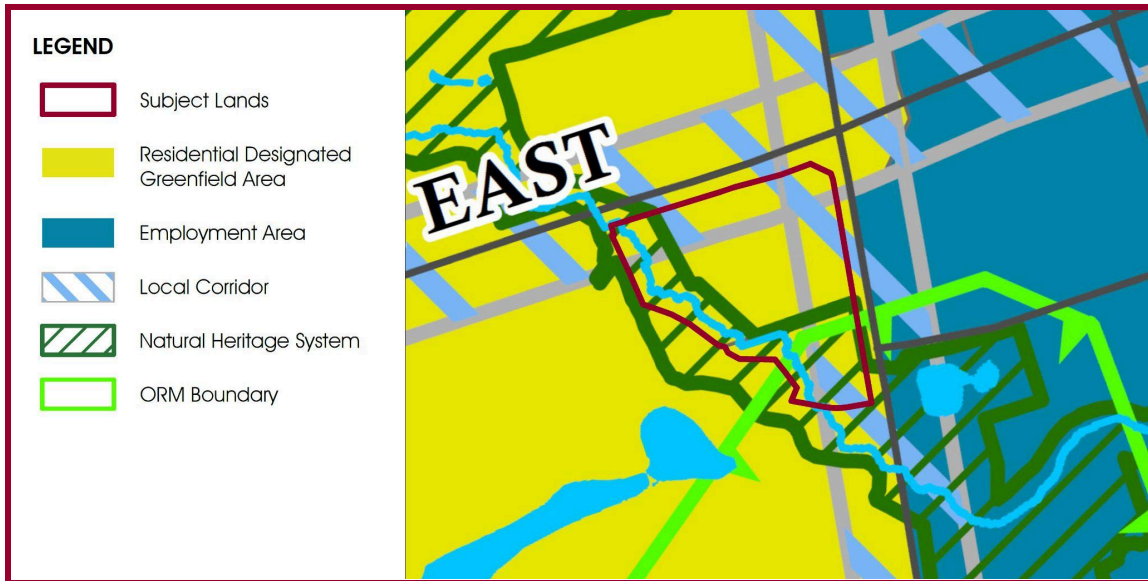


Figure 12 - Town of Aurora Official Plan Map A - Town Structure

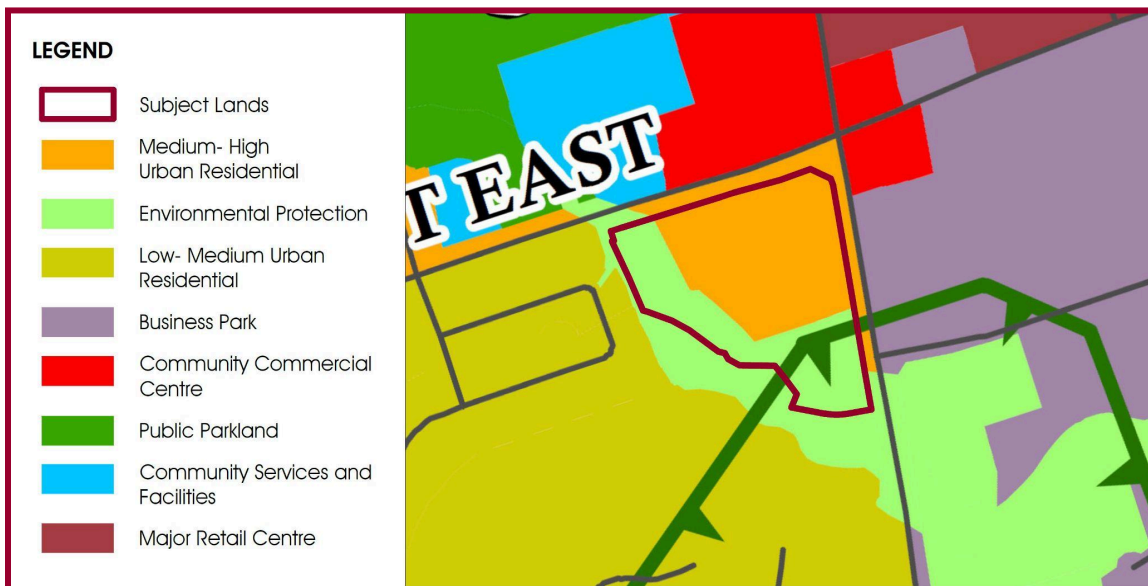


Figure 13 - Town of Aurora Official Plan Map B - Land Use Plan

The lands also fall within the boundary of the Environmental Protection Designation and the associated Recommended Environmental Protection Line, as illustrated on Schedule F –

Environmental Designation and Features. These land use designations recognize the dual role of the site: protecting natural heritage resources while promoting compact, well-designed residential development along major growth corridors such as Wellington Street East and Leslie Street.



Figure 14 - Town of Aurora Official Plan Map F

Furthermore, Schedule H of the Official Plan identifies the site as a Site-Specific Policy Area, which confirms its importance in facilitating context-sensitive intensification. This policy framework ensures the subject lands support the Town’s broader objectives for sustainable growth, environmental conservation, and integrated community development, positioning the site as a key contributor to the future urban fabric of Aurora.

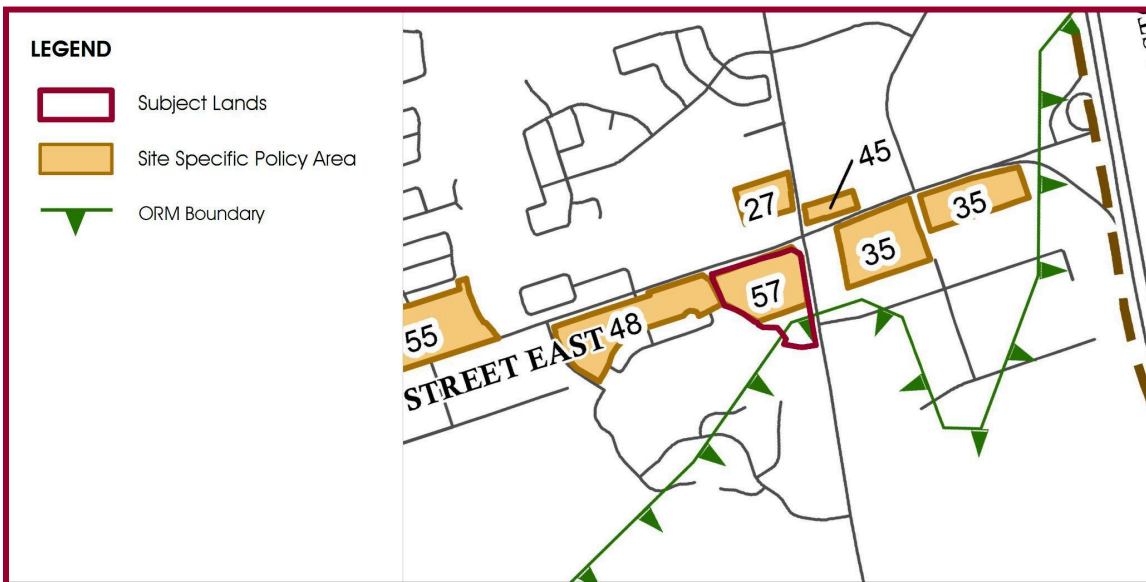


Figure 15 - Town of Aurora Official Plan Map H

For a detailed summary of policy conformity and justification related to the Town of Aurora Official Plan (2024), please refer to [Appendix F](#).

4.5.1 Aurora Official Plan Amendment No. 33 (OPA 33)

Official Plan Amendment No. 33 (OPA 33) was approved by the Ontario Land Tribunal to facilitate the redevelopment of the subject lands for mixed residential development and open space/environmental protection areas.

OPA 33 redesignated the subject lands to:

- “Medium-High Density Residential” for the developable portion of the site; and
- “Linear and Other Open Space”, with an updated “Recommended Environmental Protection Line” to recognize and protect existing natural heritage features.

The amendment also introduced a Site-Specific Policy Area, labeled Special Policy Area 66 under *Schedule H – Site Specific Policy Areas*, which applies to the Medium-High Density Residential portion of the lands. The policies specific to this area are outlined in Section 20.66 of OPA 33 and provides the following development permissions:

- Notwithstanding Official Plan Amendment 30, Section 3.2.2.b).a), the permitted uses shall include Townhouses, Apartments, and Detached Dwelling Units.
- Notwithstanding Official Plan Amendment 30, Section 3.2.2.b).a).iii), the permitted maximum net residential density shall be 201 units per hectare
- Notwithstanding Official Plan Amendment 30, the permitted maximum height shall be fifteen (7) storeys for apartment buildings, and three (3) storeys for townhouse and detached dwelling units.

OPA 33 is supported by technical studies demonstrating that residential development can be accommodated on appropriate portions of the site, while protecting other areas for environmental and open space functions. The amendment aligns with Provincial, Regional, and local planning policy directions and supports a compact, mixed-use community form that leverages the site’s proximity to arterial roads and regional infrastructure.

4.6 Town of Aurora Comprehensive Zoning By-Law

The existing zoning of the subject site is:

- Second Density Apartment Residential RA2 (559) Exception Zone
- Townhouse Dwelling Residential R8(558) Exception Zone
- Detached Fifth Density Residential R5(560) Exception Zone
- EP – *Environmental Protection Zone*

Each of these zones includes detailed site-specific provisions that define minimum setbacks, maximum heights, density, lot coverage, parking requirements, and other key metrics to guide the redevelopment of the site.

Development Standards

Specifications	RA2 (559) Second Density Apartment Residential	R8 (558) Townhouse Dwelling Residential	R5 (560) Detached Fifth Density Residential
Total Property Coverage (maximum)	45%	45%	45%
Lot Area (minimum)		125 m ²	250 m ²
Lot Frontage (minimum)		18 metres (5.5 metres per unit)	
Front Yard (minimum)	2.0 metres	4.0 metres	6.0 metres
Rear Yard (minimum)	1.5 metres	3.5 metres	7.0 metres
Interior Side Yard (minimum)	2.5 metres	0 metres	1.0 metres
Exterior Side Yard (minimum)	2.0 metres	0 metres	1.0 metres

Height (maximum)	28.0 metres or 7 storeys, whichever is less	11.0 metres	12.5 metres
Lot Coverage (maximum)		70%	50%

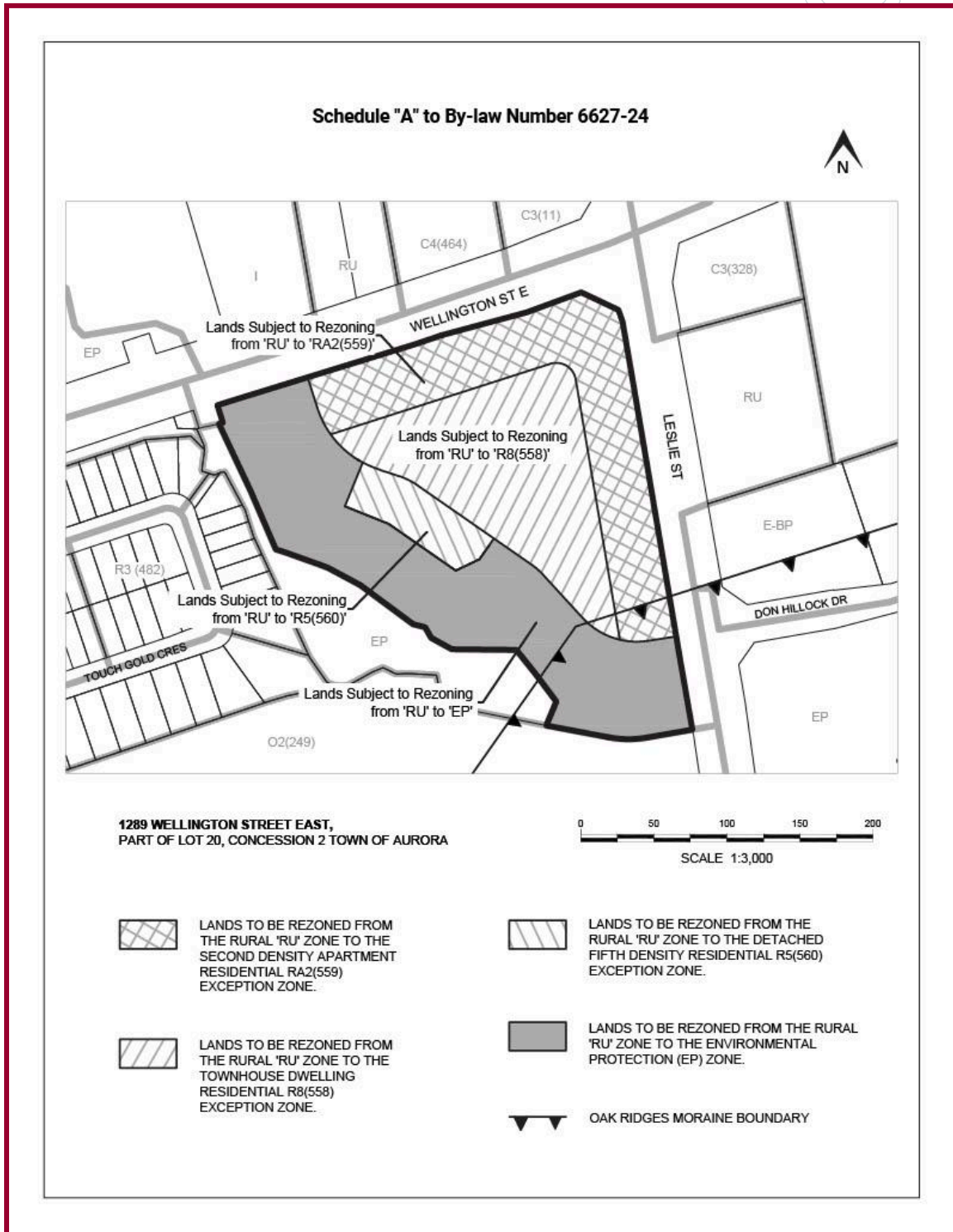


Figure 16 - Schedule "A" to By-law Number 6627-24

5.0 Land Use Planning Principles

5.1 Compact and Efficient Development

The proposed development represents an efficient use of underutilized, designated urban land within the Town of Aurora's built boundary. The subject site is located at a key intersection (Wellington Street East and Leslie Street), with access to existing and planned servicing infrastructure. By introducing a mix of ground-related residential units and preserving environmental features along the site's west and south boundaries, the development maintains compactness while enhancing open space buffers. The proposal aligns with Aurora's Official Plan objective to accommodate growth within designated urban areas through intensification, while minimizing the need for outward expansion.

The proposed subdivision introduces 125 units in a walkable, low-rise built form that promotes land use efficiency within the Designated Greenfield Area (DGA), as identified in both the York Region Official Plan and the Town of Aurora Official Plan. The internal road network has been designed to avoid redundant infrastructure and support municipal services without off-site expansion, demonstrating a cost-effective and sustainable development pattern. By focusing growth within a well-served area of the Town, the proposal directly supports the Provincial Planning Statement (2024) and regional policy objectives to optimize infrastructure investment, minimize sprawl, and reinforce compact, transit-supportive growth. Moreover, the protection of the conservation lands and natural heritage system at the periphery of the site preserves valuable ecological functions while creating a defined urban edge, consistent with sustainable growth management principles.

5.2 Compatibility and Transition

The proposal demonstrates appropriate transition to the surrounding context through careful site design, landscape buffering and environmental protection areas. To the east, the site abuts employment and institutional uses across Leslie Street, while to the north and south are a mix of residential and recreational areas including the Aurora Recreation Complex and Magna Golf Club. The proposed development incorporates setbacks from environmental features and adjacent land uses, and conforms to design policies promoting harmonious integration. The natural heritage area, preserved as Environmental Protection lands, further contributes to a sensitive transition that respects existing ecological and community character.

The proposed built form is limited to three-storey townhouses and detached dwellings, aligning with the low- to mid-rise character of nearby residential developments. Enhanced landscape treatments, including tree-lined frontages, naturalized buffers, and internal parkettes, provide a visual and functional transition between built form and open space. Along the western and southern edges, the conservation area forms a continuous green interface between the development and adjacent natural features, avoiding any abrupt land use change. Internally, block orientations are arranged to minimize overlook, shadowing, or privacy impacts on adjacent properties, while maintaining walkability and permeability throughout the site. This approach ensures a well-balanced integration into the surrounding urban fabric and supports Official Plan objectives for context-sensitive intensification.

5.3 Complete Communities

The subject lands are located within a rapidly evolving area of Aurora identified for residential growth. The proposed development supports the creation of a complete community by providing a variety of housing types in proximity to existing amenities, transit corridors, employment lands, and recreational infrastructure. Public trail connections and landscape features integrate with the broader network of open spaces, supporting active transportation and social cohesion.

The proposed residential units support the utilisation and growth of the local economy, through their close proximity to the existing commercial and retail lands to the north and east of the site. The creation of additional housing in close proximity to the existing and future employment lands, promotes opportunities to live and work within the local community, and reduces the commute distances and opens up opportunities for active transportation methods as an automobile alternative.

Residents will benefit from nearby services such as the Aurora Recreation Complex, while also supporting greater utilisation of this facility.

The proposed mix of townhouse and single-detached units supports diverse housing needs, aligning with Official Plan objectives for inclusive, resilient, and livable communities, which promotes differing housing opportunities to support varying needs of the current and future community. These diverse housing opportunities also promote opportunities to age in place.

5.4 Urban Design and Streetscape

The development has been designed to achieve high-quality urban design and pedestrian-scaled streetscapes, in alignment with Section 5 of the Town's Official Plan. The built form, siting, and landscaping create a cohesive and welcoming frontage along Wellington Street East and Leslie Street and a human-scaled internal street network. Architectural massing and varied materials contribute to visual interest, while internal pedestrian pathways, parkettes, and street trees enrich the public realm and reinforce place-making.

Building orientations promote active frontages and reduce visual impacts from parking, while street hierarchy supports intuitive movement and legibility. The streetscape incorporates continuous sidewalks, coordinated street furniture, and decorative paving to enhance pedestrian comfort.

Landscape buffers and grading transitions soften edges and support compatibility with adjacent uses. The public realm is designed with CPTED principles, incorporating clear sightlines and lighting for safety, and social interaction is encouraged through thoughtfully programmed communal spaces.

Collectively, these features support a resilient, inclusive, and attractive urban edge that complements Aurora's evolving northeast community.

5.5 Housing Supply and Choices

The proposed development introduces 125 ground-related residential units, contributing to Aurora's housing supply in line with growth management objectives and housing targets established in the York Region Official Plan (2022). The proposed mix of townhouses and singles supports diversity in housing form and affordability levels, offering choices for a wide demographic of current and future residents. This aligns with PPS and Official Plan policies that promote a range and mix of housing to meet evolving community needs.

5.6 Infrastructure and Servicing

The proposed development will be serviced through existing municipal water, wastewater, and stormwater infrastructure, in accordance with the servicing hierarchy established in the Town of Aurora Official Plan. A Functional Servicing and Stormwater Management Report has been prepared in support of the application, outlining the proposed infrastructure connections to existing municipal systems to support the proposed 125-unit residential development. The findings demonstrate that no major off-site infrastructure upgrades are required, ensuring cost-effective, efficient use of existing services.

In accordance with the policies of the Lake Simcoe Protection Plan, the development integrates low-impact design features and stormwater best management practices to minimize changes in water balance and reduce phosphorus loading. This includes measures such as on-site detention, quality control, and infiltration to preserve the ecological integrity of the local watershed. Furthermore, the proposed servicing strategy aligns with the sustainable growth objectives of the Provincial Planning Statement (2024), the York Region Official Plan (2022), and Section 6 of the Town of Aurora Official Plan. Collectively, these measures support a resilient and environmentally responsible development approach.

6.0 Conclusions and Recommendations

It is our professional opinion that the proposed development represents good planning and is in the public interest. The proposed development includes 125 ground-related residential units and supporting open space features and environmental protection, in accordance with the Town of Aurora's long-term vision for complete, connected, and sustainable communities.

It is our opinion that the proposed applications are justified and should be approved for the following reasons:

- The proposal aligns with, and advances the objectives of, the Provincial Planning Statement, York Region Official Plan, and Town of Aurora Official Plan, all of which support appropriate intensification within designated settlement areas and promote efficient, transit-supportive growth.
- The proposal is in conformity with the Medium-High Urban Residential designation of the site established in the Town's Official Plan.
- The proposed development provides a mix of ground-related housing options that address a growing need for diverse and attainable housing within Aurora, contributing to the Town's intensification targets, and the current market demands.
- The development is compatible with surrounding residential, commercial, and open space uses, with appropriate transitions, buffers, and site design to respect the existing context and protect adjacent environmental features.
- The proposal promotes compact, efficient development that makes effective use of existing municipal infrastructure and supports long-term sustainability objectives.
- The development contributes to the realization of a complete community, providing convenient access to schools, parks, employment areas, the Aurora Recreation Complex, and regional commercial services, while integrating walkable design and active transportation options.

In conclusion, the proposed development is an appropriate form of intensification, represents good land use planning, and is in the public interest. It is therefore recommended that the Zoning By-law Amendment and Draft Plan of Subdivision applications be approved.

Respectfully submitted,

GROUNDSWELL URBAN PLANNERS INC.



Heath Purtell-Sharp, MCIP RPP
Senior Planner, Partner
heath@groundswellplan.com



Bilal Shafiq
Junior Planner
bilal@groundswellplan.com

7.0 Appendices: Policy Analysis

[**Appendix A Proposed Draft Zoning By-law Amendment Text**](#)

[**Appendix B Provincial Planning Statement 2024**](#)

[**Appendix C Oak Ridges Moraine Conservation Plan 2017**](#)

[**Appendix D Lake Simcoe Protection Plan 2009**](#)

[**Appendix E Regional Municipality of York Official Plan 2022**](#)

[**Appendix F Town of Aurora Official Plan 2024**](#)



Appendix A - Proposed Draft Zoning By-law Amendment Text

The Corporation of the Town of Aurora**By-law Number XXXX-25****Being a By-law to amend By-law Number 6000-17, as amended,
respecting the lands municipally known as 1289 Wellington Street East
(File No. XXX).**

Whereas under section 34 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended (the “Planning Act”), zoning by-laws may be passed by the councils of local municipalities to prohibit and regulate the use of land, buildings and structures;

And whereas on June 27, 2017, the Council of The Corporation of the Town of Aurora (the “Town”) enacted By-law Number 6000-17 (the “Zoning By-law”), which was subsequently appealed to the Ontario Municipal Board (the “OMB”), a tribunal that has since been continued as the Ontario Land Tribunal (“OLT”);

And whereas on January 29, 2018, the OMB made an order, in accordance with subsection 34(31) of the Planning Act, providing that any part of the Zoning By-law not in issue in the appeal shall be deemed to have come into force on the day the Zoning By-law was passed;

And whereas the OMB and the Local Planning Appeal Tribunal (the “LPAT”) is continued under the name Ontario Land Tribunal (the “Tribunal”), and any reference to the Ontario Municipal Board or OMB or Local Planning Appeal Tribunal or LPAT is deemed to be a reference to the Tribunal;

And whereas on August 26, 2024, the Tribunal issued an Order, under OLT Case No. OLT-22-004187 (the “Order”) approving an amendment to the Zoning By-law respecting the lands municipally known as 1289 Wellington Street, following an appeal pursuant to section 34(11) of the Planning Act;

Now therefore the Zoning By-law is amended by the Ontario Land Tribunal as follows:

1. The Zoning By-law be and is hereby amended to replace the “Townhouse Dwelling Residential R8(558) Exception Zone”, “Second Density Apartment Residential RA2 (559) “Detached Fifth Density Residential R5(560) Exception Zone”, and “Environmental Protection (EP) Zone” categories applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law, with the following zones: “Townhouse Dwelling Residential R8(XXX) Exception Zone”, “Detached Fifth Density Residential R5(XXX) Exception Zone”, and “Environmental Protection (EP) Zone”.

2. The Zoning By-law be and is hereby amended to add the following:

24.XXX Townhouse Dwelling Residential R8(XXX) Exception Zone

Parent Zone: R8 Exception No.: XXX	Map: 9	<i>Previous Zone:</i> R8 (558) / RA2 (559)	<i>By-laws:</i>
Municipal Address: 1289 Wellington Street East			
Legal Description: PART OF LOT 20, CONCESSION 2 (AW), DESIGNATED AS PART 10, PLAN 65R-36523, TOWN OF AURORA			
24.XXX.1 Permitted Uses <ul style="list-style-type: none"> ● Home occupation (1) <ul style="list-style-type: none"> ○ (1) Subject to Section 4.6 of Zoning By-law 6000-17 ● Dwelling, Townhouse ● Back-to-back, Townhouse 			
24.XXX.2 Property Specification <p>Notwithstanding any definitions in Section 3 of By-law 6000-17, for the purpose of this zone category Total Property Coverage is calculated based on the entire property area of 1289 Wellington St E delineated on Schedule A, with an approximate property area of 14.5 acres, and is the percentage covered by all buildings but excludes decks attached to buildings, balconies, open porches and decks, bay windows, fireplaces, landings and steps, Pools including perimeter decking which forms part of an above ground Pool, and any part of a building which is completely below grade.</p>			
Total Property Coverage (maximum)		45%	
24.XXX.3 Lot Specification <p>Notwithstanding the provisions of By-law 6000-17, for the purpose of this zone category below grade structures shall have a minimum setback of 1.5 metres from a Public Highway or Street or Road, Public.</p> <p>Notwithstanding, the definition of Lot in Section 3 of By-law 6000-17, for the purposes of this zone category a lot shall be deemed to mean the whole of one Lot fronting on a private right-of-way, and the yard requirements and other provisions of the by-law shall be applied to each unit situated on each individual lot.</p> <p>Notwithstanding the definition of Yard in Section 3 of By-law 6000-17, for the purpose of this zone category a Yard means an open, uncovered space on a Lot between the nearest above grade wall of the Main Building and a Lot Line.</p> <p>Notwithstanding the provisions of By-law 6000-17, for the purpose of this zone category parking spaces located in driveways of a dwelling unit shall be included toward the minimum resident and visitor parking requirement.</p>			

Notwithstanding the provisions of Section 5.3.1 of By-law 6000-17, for the purpose of this zone category Tandem Parking spaces may include a combination of a parking space internal of a garage and external on a driveway.

24.XXX.4 Site Specifications

Lot Area (minimum)	138 square metres
Lot Frontage (minimum)	6.25 meters
Front Yard (minimum)	3.0 metres
Rear Yard (minimum)	6.0 metres
Interior and Exterior Side Yard (minimum)	1.2 metres
Lot Coverage (maximum)	22.7%

24.XXX.5 Parking Standards

Minimum Parking Requirement	1.5 spaces per dwelling unit, minimum 20% of spaces required shall be set aside for visitor parking
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24.XXX.6 Yard Encroachments Permitted

Steps, Landings	3.4 m In no case shall be closer than 0.3 metres from the Front Lot Line
Open porches, uncovered terraces and decks (3.2m in height or less)	Front Yard - 4.0 metres

24.XXX.7 Building Specifications

Height (maximum)	11.5 metres
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4. The Zoning By-law be and is hereby amended to add the following:

24.XXX Detached Fifth Density Residential R5 (XXX) Exception Zone

Parent Zone: R5 Exception No.: XXX	Map: 9	<i>Previous</i> R5(560)	<i>By-laws:</i>
Municipal Address: 1289 Wellington Street East			
Legal Description: PART OF LOT 20, CONCESSION 2 (AW), DESIGNATED AS PART 10, PLAN 65R-36523, TOWN OF AURORA			
24.XXX.1 Permitted Uses <ul style="list-style-type: none"> ● Dwelling, Detached ● Home Occupation (1) <ul style="list-style-type: none"> ○ (1) Subject to Section 4.6 of Zoning By-law 6000-17 			
24.XXX.2 Property Specification <p>Notwithstanding any definitions in Section 3 of By-law 6000-17, for the purpose of this zone category Total Property Coverage is calculated based on the entire property area of 1289 Wellington St E delineated on Schedule A, with an approximate property area of 14.5 acres, and is the percentage covered by all buildings but excludes decks attached to buildings, balconies, open porches and decks, bay windows, fireplaces, landings and steps, Pools including perimeter decking which forms part of an above ground Pool, and any part of a building which is completely below grade.</p>			
Total Property Coverage (Maximum)		45 %	
24.XXX.2 Lot Specifications <p>Notwithstanding the provisions of By-law 6000-17, for the purpose of this zone category parking spaces located in driveways of a dwelling unit shall be included toward the minimum resident and visitor parking requirement.</p> <p>Notwithstanding, the definition of Lot in Section 3 of By-law 6000-17, for the purposes of this zone category a lot shall be deemed to mean the whole of one Lot fronting on a private right-of-way, and the yard requirements and other provisions of the by-law shall be applied to each unit situated on each individual lot.</p> <p>For the purpose of measuring rear and interior/exterior side yard setbacks on lots with roundings, daylighting triangles or irregular lot lines, the lot line shall be deemed to be the extension of the rear and side yard lot lines to the point of intersection.</p> <p>Notwithstanding the provisions of Section 5.3.1 of By-law 6000-17, for the purpose of this zone category Tandem Parking spaces may include a combination of a parking space internal of a garage and external on a driveway.</p> <p>Notwithstanding the requirements of Section 7.5 of By-law 6000-17, for the purpose of this zone category <i>Amenity Area</i> minimum requirements shall not apply.</p>			

24.XXX.3 Lot Specifications	
Lot Area (minimum)	255 square metres
Front Yard (minimum)	6.0 metres
Rear Yard (minimum)	7.5 metres
Side Yard (minimum)	1.2 metres
Lot Coverage (maximum)	39 %
24.XXX.4 Building Specifications	
Height (maximum)	10.5 metres
24.XXX.4 Parking Standards	
Minimum Parking Requirement	2.0 spaces per unit

5. This By-law shall come into full force subject to compliance with the provisions of the Planning Act and subject to compliance with such provisions, this By-law will take effect from the date of the Order.

Explanatory Note

Re: By-law Number XXXX-24

By-law Number XXXX-24 has the following purpose and effect:

To amend By-law Number 6000-17, as amended, the Zoning By-law in effect in the Town of Aurora, to rezone the subject lands from “Townhouse Dwelling Residential R8(558) Exception Zone”, “Detached Fifth Density Residential R5(560) Exception Zone”, and “Environmental Protection (EP) Zone” to “Townhouse Dwelling Residential R8(XXX) Exception Zone”, “Detached Fifth Density Residential R5(XXX) Exception Zone”, and “Environmental Protection (EP) Zone”.

The rezoning will permit a multi-unit development with a maximum of 117 three storey townhouse dwelling units and 8 three storey detached dwelling units, private roads and open space areas.

Appendix B - Provincial Planning Statement, 2024

The proposed development is supported by the policies listed below.

Policy	Response
<i>Building Homes, Sustaining Strong and Competitive Communities</i>	
<p><i>Planning for People and Homes</i></p> <p><i>At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.</i></p> <p><i>4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i></p> <p><i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</i></p> <p><i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably</i></p>	<p>Delivering 125 ground-related residential units on designated urban lands, aligned with long-term residential growth objectives. Utilizing a parcel with existing or planned servicing infrastructure, meaning no expansion beyond the settlement area is required. Supporting regional housing targets in Aurora through a mix of townhouses (117 units) and detached houses (8 units). Adding density in an area identified for growth without overburdening infrastructure systems, meeting Aurora’s intensification objectives.</p>

<p><i>zoned, including units in draft approved or registered plans.</i></p>	
<p><i>Planning authorities should support the achievement of complete communities by:</i></p> <p><i>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i></p> <p><i>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</i></p> <p><i>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</i></p>	<p>The proposed development contributes to a complete community by introducing a compact form of housing within walking distance of parks, schools, existing residential neighbourhoods, and future employment areas.</p> <p>The design includes barrier-free sidewalks, flat-grade access, and publicly accessible parkettes, supporting inclusive mobility for people of all ages and abilities.</p> <p>By offering a range of townhouse formats in a connected, serviced location near transit and public amenities, the project helps improve social equity and housing accessibility for a broader range of residents.</p>
<p>Housing</p>	
<p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</i></p> <p><i>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of</i></p>	<p>Introduces a variety of unit sizes and types, suited to accommodate the differing housing needs of current and future residents, while also supporting opportunities to grow and age in place.</p> <p>Represents contextually appropriate residential intensification within a designated settlement area by developing existing underutilized lands.</p> <p>Uses existing and planned infrastructure such as local roads, water, and sewer networks. Reinforces walkable and transit-supportive design, with internal sidewalks, parkettes, and direct access to Wellington Street East.</p>

<p><i>housing options including affordable housing needs;</i></p> <p><i>b) permitting and facilitating:</i></p> <p><i>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i></p> <p><i>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</i></p> <p><i>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</i></p> <p><i>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</i></p>	
<p>Settlement Areas and Settlement Area Boundary Expansions</p>	
<p>2.3.1 General Policies for Settlement Areas</p> <p><i>1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be</i></p>	<p>Promotes a compact block structure and lot configuration, consistent with the Town’s vision for the area. Incorporates parkettes, sidewalks, and trail connectivity that support walkability and minimize automobile reliance. Contributes to a complete community fabric, introducing needed housing adjacent</p>

<p><i>focused in, where applicable, strategic growth areas, including major transit station areas.</i></p> <p><i>2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> <i>a) efficiently use land and resources;</i> <i>b) optimize existing and planned infrastructure and public service facilities;</i> <i>c) support active transportation;</i> <i>d) are transit-supportive, as appropriate; and</i> <i>e) are freight-supportive.</i> 	<p>to conservation areas, arterial roads, and transit corridors. Reflects a strategic growth pattern that avoids sprawl and supports provincial and municipal intensification frameworks.</p>
<p>Infrastructure and Facilities</p>	
<p>3.1 General Policies for Infrastructure and Public Service Facilities</p> <p><i>1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:</i></p> <ul style="list-style-type: none"> <i>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</i> <i>b) leverage the capacity of development proponents, where appropriate; and</i> <i>c) are available to meet current and projected needs.</i> 	<p>The project leverages existing municipal infrastructure for stormwater, water, and sanitary servicing which are abutting the site, to promote efficient and effective development. No new major infrastructure upgrades are required, demonstrating financial efficiency and operational sustainability.</p>

<p>2. <i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p>a) <i>the use of existing infrastructure and public service facilities should be optimized; and</i></p>	
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Wise Use and Management of Resources

<p>Natural Heritage</p> <p>1. <i>Natural features and areas shall be protected for the long term.</i></p> <p>2. <i>The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</i></p> <p>3. <i>Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.</i></p> <p>4. <i>Development and site alteration shall not be permitted in:</i></p> <p>a) <i>significant wetlands in Ecoregions 5E, 6E and 7E1; and</i></p> <p>b) <i>significant coastal wetlands.</i></p> <p>5. <i>Development and site alteration shall not be permitted in:</i></p>	<p>The proposed development respects and reinforces provincial natural heritage policies by mitigating against negative impacts to significant natural features and their associated buffers, including woodlands, wetlands, and wildlife habitat.</p> <p>A naturalized planting area is proposed along the southern edge of the site adjacent to conservation lands, maintaining habitat connectivity and ecological function. The site layout ensures built form setbacks from natural features, while grading transitions are sensitively designed to preserve existing slopes.</p> <p>Stormwater management infrastructure, including infiltration features and quality controls, is integrated to protect downstream water systems.</p> <p>This approach aligns with the PPS’s direction to support biodiversity, long-term ecological health, and climate-resilient community design.</p>
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<p>a) <i>significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;</i></p> <p>b) <i>significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;</i></p> <p>c) <i>significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;</i></p> <p>d) <i>significant wildlife habitat;</i></p> <p>e) <i>significant areas of natural and scientific interest; and</i></p> <p>f) <i>coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b),</i></p> <p><i>7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</i></p> <p><i>8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</i></p>	
<p>Protecting Public Health and Safety</p>	
<p>Natural Hazards</p> <p><i>1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify</i></p>	<p>The subject lands are located adjacent to a regulated conservation area; however, no development or site alteration is proposed within hazardous lands, regulated slopes, or flood-prone areas identified by the Lake Simcoe Region Conservation Authority.</p>

hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.

2. Development shall generally be directed to areas outside of:

a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;

b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and

c) hazardous sites.

3. Development and site alteration shall not be permitted within:

a) the dynamic beach hazard;

b) defined portions of the flooding hazard along connecting channels (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);

c) areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard; and

d) a floodway regardless of whether the area of inundation contains high points of land not subject to flooding.

4. Planning authorities shall prepare for the impacts of a changing climate that

A floodplain analysis was completed as part of the supporting studies, to delineate the existing floodplain on the site and propose cut/fill balance measures to facilitate efficient site access.

The development maintains safe year-round access and integrates stormwater infrastructure that protects the site and surrounding lands from erosion and localized flooding, while supporting climate-resilient design in accordance with the Provincial Planning Statement's natural hazard policies.



<p><i>may increase the risk associated with natural hazards.</i></p>	
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Appendix C Oak Ridges Moraine Conservation Plan (2017)

Land Use Designation	
<p><i>Settlement Areas</i></p> <p><i>18.1 The purpose of Settlement Areas is to focus and contain urban growth by,</i></p> <p><i>(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;</i></p> <p><i>(a) minimizing the encroachment and impact of development on the ecological functions and hydrological features of the Plan Area;</i></p> <p><i>(b) promoting the efficient use of land with transit-supportive densities, through intensification and redevelopment within existing urban areas; and</i></p> <p><i>(c) providing for the continuation and development of urban land uses consistent with the growth management strategies identified in the applicable official plans.</i></p>	<p>The subject site is within a designated Settlement Area and delivers compact, transit-supportive residential land use in accordance with the Oak Ridges Moraine Conservation Plan. The design includes internal sidewalks, parkettes, and trail connections, promoting walkability and active transportation. Environmental studies confirm the site avoids key natural heritage and hydrologic features, ensuring no ecological impact.</p>
<p><i>18.6 With respect to land in a Settlement Area, nothing in this Plan applies to prevent a use or the erection or location of a building or structure if,</i></p> <p><i>(d) the applicant demonstrates, to the extent possible, that the use, erection or location will not adversely affect the ecological integrity of the Plan Area.</i></p>	<p>A Scoped Environmental Impact Study and Natural Heritage Evaluation has been completed, demonstrating that the proposed residential development will not adversely affect the ecological integrity of the Oak Ridges Moraine Plan Area.</p> <p>The development maintains setbacks from the East Aurora Wetland Complex and applies vegetation protection zones with native plantings to buffer key natural heritage and hydrological features. No grading or servicing occurs within protected environmental lands, and low-impact</p>

	<p>stormwater management measures are incorporated to maintain pre-development hydrological function. These mitigation and design elements collectively ensure that the ecological integrity of the surrounding natural systems is preserved.</p>
<p>Key Natural Heritage Features</p>	
<p>22.1 <i>The following are key natural heritage features:</i></p> <p>1. <i>Wetlands.</i> 6. <i>Significant woodlands.</i> 7. <i>Significant wildlife habitat (including habitat of special concern species).</i></p> <p>22.3 <i>An application for development or site alteration with respect to land within the minimum area of influence that relates to a key natural heritage feature, but outside the key natural heritage feature itself and the related minimum vegetation protection zone, shall be accompanied by a natural heritage evaluation under section 23.</i></p>	<p>The site is within the Settlement Area and lies within the minimum area of influence of key natural heritage features identified under Section 22.1, including a provincially significant wetland, significant woodland, and potential significant wildlife habitat.</p> <p>An Environmental Impact Study and Natural Heritage Evaluation (2022 and 2025) was completed as required by Section 22.3. The study confirms that all applicable buffers are able to be achieved, and that there will be no adverse impacts on natural features or ecological functions.</p> <p>The proposal includes native landscaping and stormwater controls, demonstrating full conformity with ORMCP policies.</p>
<p>Natural Heritage Evaluation</p>	
<p>23 <i>A natural heritage evaluation shall,</i></p> <p>(a) <i>demonstrate that the development or site alteration applied for will have no adverse effects on the key natural heritage feature or on the related ecological functions;</i></p> <p>(b) <i>identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the key natural heritage feature and its connectivity with other key natural heritage features and with key hydrologic features;</i></p> <p>(d) <i>if the Table to this Part specifies the dimensions of a minimum vegetation protection</i></p>	<p>A Scoped Environmental Impact Study and Natural Heritage Evaluation has been completed, confirming that the development will result in no adverse effects on the adjacent East Aurora Wetland Complex or its ecological functions.</p> <p>The design includes a minimum 30-metre vegetation protection zone along the EP boundary, consisting of native and self-sustaining vegetation, as required by ORMCP Tables and confirmed in coordination with the Lake Simcoe Region Conservation Authority. Where a standard VPZ is not prescribed, a site-specific buffer of 15 metres is provided based on local slope, vegetation, and hydrology, ensuring functional protection and</p>

<p>zone, determine whether it is sufficient, and if it is not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it;</p> <p>(e) if the Table to this Part does not specify the dimensions of a minimum vegetation protection zone, determine whether one is required, and if one is required, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it; and</p>	<p>habitat enhancement.</p> <p>The development contributes positively to natural feature connectivity by preserving existing ecological linkages, avoiding fragmentation, and enhancing the buffer interface through restoration landscaping .</p>
<p>23.2 In the case of item 4 of the Table to this Part, the basis on which the determination and specification mentioned in clause (1) (e) is done shall include, without limitation, an analysis of land use, soil type, slope class and vegetation type, using criteria established by the Government of Ontario, as amended from time to time.</p>	<p>In accordance with Section 23.2, the required vegetation protection zones (VPZs) were determined through a detailed analysis documented in the Scoped EIS and NHE (July 2025). The assessment considered land use, slope, soil type, and vegetation communities, following Provincial criteria. A 15-metre VPZ was recommended in applicable areas where no fixed width is prescribed, ensuring protection of adjacent natural features and conformity with, and the use of buffer averaging was applied to the site to achieve the overall minimum buffer land area.</p>
<p>Key Hydrologic Features</p>	
<p>26.1 The following are key hydrologic features:</p> <ol style="list-style-type: none"> 1. Permanent and intermittent streams. 2. Wetlands. 3. Kettle lakes. 4. Seepage areas and springs. <p>26.2 All development and site alteration with respect to land within a key hydrologic feature or the related minimum vegetation protection zone is prohibited, except the following:</p>	<p>In accordance with Section 26.2, no development or site alteration is proposed within the wetland or its associated vegetation protection zone (VPZ), and a minimum 30-metre VPZ is maintained.</p> <p>Because the development lies within the minimum area of influence (i.e., within 120 metres of the wetland), a hydrological evaluation was required under Section 26.3 and was completed in support of the proposed</p>

<p>1. <i>Forest, fish, and wildlife management.</i></p> <p>2. <i>Conservation and flood or erosion control projects, but only if they are determined to be necessary in the public interest after all alternatives have been considered.</i></p> <p>3. <i>Development of infrastructure in accordance with the requirements set out in section 41.</i></p> <p>4. <i>Low-intensity recreational uses as described in section 37.</i></p> <p>26.3 <i>An application for development or site alteration with respect to land within the minimum area of influence that relates to a key hydrologic feature, but outside the key hydrologic feature itself and the related minimum vegetation protection zone, shall be accompanied by a hydrological evaluation under subsection (4).</i></p> <p>26.4 <i>A hydrological evaluation shall,</i></p> <p><i>(a) demonstrate that the development or site alteration will have no adverse effects on the key hydrologic feature or on the related hydrological functions;</i></p> <p><i>(b) identify planning, design and construction practices that will maintain and, where possible, improve or restore the health, diversity and size of the key hydrologic feature and its connectivity with other key hydrologic features and with key natural heritage features;</i></p> <p><i>(c) determine whether the minimum vegetation protection zone whose dimensions are specified in the Table to this Part is sufficient, and if it is not sufficient, specify the dimensions of the required minimum vegetation protection zone and provide for the maintenance and, where possible, improvement or restoration of natural self-sustaining vegetation within it</i></p>	<p>development.</p> <p>The proposed development fulfills the requirements of Section 26.4, including:</p> <p>26.4(a): Demonstrating that the development will have no adverse effects on the wetland or its hydrological function.</p> <p>26.4(b): Identifying low-impact development (LID) and site design practices, such as native planting, stormwater infiltration, and buffer enhancement, that support the health and connectivity of the wetland.</p> <p>26.4(c): Confirming that the 30-metre VPZ is sufficient based on site-specific soil, slope, and land use conditions, and proposing restoration with self-sustaining native vegetation within the VPZ to support long-term ecological function.</p>
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Infrastructure	
<p><i>41.5 Infrastructure may be permitted to cross a key natural heritage feature or a key hydrologic feature if the applicant demonstrates that</i></p> <p><i>(a) the need for the project has been demonstrated and there is no reasonable alternative;</i></p> <p><i>(b) the planning, design and construction practices adopted will keep any adverse effects on the ecological integrity of the Plan Area to a minimum;</i></p> <p><i>(c) the design practices adopted will maintain, and where possible improve or restore, key ecological and recreational linkages, including the trail system referred to in section 39;</i></p> <p><i>(d) the landscape design will be adapted to the circumstances of the site and use native plant species as much as possible, especially along rights of way; and</i></p> <p><i>(e) the long-term landscape management approaches adopted will maintain, and where possible improve or restore, the health, diversity, size and connectivity of the key natural heritage feature or a key hydrologic feature.”</i></p>	<p>The proposed extension of Future Street A within the southern portion of the site is the only component of the development located within the Settlement Area of the Oak Ridges Moraine. This infrastructure crossing is minor, essential, and justified under ORMCP Section 41.5, as follows:</p> <p>The roadway is necessary to provide access to the site and aligns directly with the existing Don Hillock Drive intersection at Leslie Street. No feasible alternative exists that avoids ORM lands while ensuring safe and functional vehicle access. The road infrastructure has been designed to minimize encroachment and potential impacts, with the remainder of the site and all development blocks located outside of key natural features and buffers. Impacts are addressed through a Scoped EIS/NHE, which includes mitigation, buffer restoration, and native planting.</p> <p>A future multi-use trail connection is planned along the southern edge of the site to support recreational and ecological linkages, aligning with the trail network established by the Town of Aurora.</p> <p>The landscape design uses native species and is adapted to local site conditions, based on a Tree Inventory and Edge Management Plan. Long-term landscape management will support ecological function and connectivity through buffer planting, stormwater integration, and low-impact design features.</p>
Sewage and Water Services	
<p><i>43.1 An application for major development shall be accompanied by a sewage and water system plan that demonstrates,</i></p> <p><i>(a) that the ecological integrity of hydrological features and key natural heritage features will be</i></p>	<p>The proposed development qualifies as major development under the Oak Ridges Moraine Conservation Plan (ORMCP 2017) and is therefore subject to the requirements of Section 43.1.</p>



<p><i>maintained;</i></p> <p><i>(b) that the quantity and quality of groundwater and surface water will be maintained;</i></p> <p><i>(c) that stream baseflows will be maintained;</i></p> <p><i>(d) that the project will comply with any applicable watershed plan, water budget, water conservation plan, water and wastewater master plan or subwatershed plan;</i></p> <p><i>(d.1) that the assimilative capacity of receiving lakes, rivers or streams with respect to sewage from surrounding areas will not be exceeded and the attenuation capacity of groundwater with respect to subsurface sewage service systems will not be exceeded; and</i></p> <p><i>(e) that the water use projected for the development will be sustainable.</i></p> <p><i>43.2 Water and sewer service trenches shall be planned, designed and constructed so as to keep disruption of the natural groundwater flow to a minimum.</i></p>	<p>A servicing strategy has been prepared in conjunction with the planning and environmental review process, and conforms to all applicable policies, as follows:</p> <p>43.1(a): The Scoped Environmental Impact Study and Natural Heritage Evaluation (2025) confirm that the ecological integrity of adjacent wetlands and woodlands will be maintained. The site avoids development within key features and buffers and incorporates protective setbacks and native landscaping.</p> <p>43.1(b) & (c): The stormwater management plan maintains both the quantity and quality of surface and groundwater, using low-impact development (LID) measures such as infiltration areas and flow attenuation. These practices also protect baseflow contributions to nearby hydrologic systems.</p> <p>43.1(d): The proposed servicing plan complies with the Town of Aurora’s Water and Wastewater Master Plan, as well as LSRCA guidelines and the relevant subwatershed planning objectives.</p> <p>43.1(d.1): The project does not rely on private septic systems; instead, it connects to municipal water and wastewater infrastructure.</p> <p>43.1(e): Projected water demand is aligned with typical residential usage, and the site will be fully serviced by municipal water, with no risk to sustainability.</p> <p>The design of trenching and servicing corridors minimizes disturbance to natural groundwater flow patterns. All construction methods will follow best practices, and will be in consultation with the municipality and conservation authority.</p>
<p>Stormwater Management</p>	
<p><i>45.1 An application for major development shall</i></p>	<p>A Stormwater Management Plan has been</p>

<p><i>be accompanied by a stormwater management plan, as set out in section 46.</i></p> <p><i>45.2 Every application for development or site alteration shall demonstrate that planning, design and construction practices that protect water resources will be used, including,</i></p> <p><i>(a) keeping the removal of vegetation, grading and soil compaction to a minimum;</i></p> <p><i>(b) keeping all sediment that is eroded during construction within the site;</i></p> <p><i>(c) seeding or sodding exposed soils as soon as possible after construction; and</i></p> <p><i>(d) keeping chemical applications to suppress dust and control pests and vegetation to a minimum.</i></p>	<p>prepared in support of the applications, and is submitted as part of the submission materials.</p> <p>The required and best practice construction methods will be used, and shall be outlined in greater detail through the detailed design phases.</p>
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Appendix D Lake Simcoe Protection Plan (Consolidated in 2009)

Sewage Treatment	
Stormwater Management	
<p>4.8- DP An application for major development shall be accompanied by a stormwater management plan that demonstrates:</p> <p>a. consistency with stormwater management master plans prepared under policy 4.5, when completed;</p> <p>b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;</p> <p>c. an integrated treatment train approach will be used to minimize stormwater management flows and reliance on end-of-pipe controls through measures including source controls, lot-level controls and conveyance techniques, such as grass swales;</p> <p>d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and</p> <p>e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.</p>	<p>A Functional Servicing Report was prepared by SCS in support of the proposed development, which addresses the LSPP Policy 4.8-DP, including details of the at-source, conveyance and end-of-pipe controls evaluated for use with the proposed development. It also specifically demonstrates how phosphorus loadings are minimized between existing and proposed conditions.</p> <p>The FSR confirms that phosphorus removal can be provided within the proposed development through a combination of LIDs and/or BMPs, with LIDs at or below-grade within the private ROW. The report outlines that “the MECF database application “Lake Simcoe Phosphorus Loading Development Tool” (v2, 01-April-2012 update), LID Treatment Train Tool, or equal analysis will be used to complete the phosphorus budget for the proposed development at the Site Plan Application stage.</p> <p>In accordance with the policies, the FSR also identifies the potential impact on the water budget from the proposed development design, supported by the findings of the Hydrogeological Investigation. The FSR identifies that the applicable criteria is to maintain the existing water budget, and concludes that this can be accommodated within the proposed development through a combination of LIDs and/or water reuse, with LIDs at or below-grade within the private ROW.</p>
Key Natural Heritage and Hydrologic Features	
<p>6.33- DP An application for development or site alteration shall, where applicable:</p>	<p>An Environmental Impact Study and Scope Natural Heritage Evaluation was prepared by GEI in support of the proposed development, and</p>



<p><i>a. increase or improve fish habitat in streams, lakes and wetlands, and any adjacent riparian areas;</i></p> <p><i>b. include landscaping and habitat restoration that increase the ability of native plants and animals to use valleylands or riparian areas as wildlife habitat and movement corridors;</i></p> <p><i>c. seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands; and</i></p> <p><i>d. establish or increase the extent and width of a vegetation protection zone adjacent to Lake Simcoe to a minimum of 30 metres where feasible.</i></p> <p><i>6.34- DP Where, through an application for development or site alteration, a buffer is required to be established as a result of the application of the PPS, the buffer shall be composed of and maintained as natural self-sustaining vegetation.</i></p>	<p>included consideration for the LSPP and the associated natural heritage features of the site in relation to applicable LSPP policies. As outlined above, in order to define an appropriate limit of development based on the natural heritage and hydrologic constraints identified on the subject site, extensive consultation was undertaken between GEI, Groundswell and the LSRCA.</p> <p>This consultation included the submission and review of two Limit of Development Policy Review Letters by the LSRCA. As per the direction of the LSRCA, these policy letters were prepared to inform the limit of development in a Provincial, Regional and Municipal policy context in order to seek agency buy-in with respect to the limit of development and the associated developable area. The LSRCA submission provided additional context where site-specific considerations were expected to result in recommendations that deviated from standard guidelines.</p> <p>LSRCA completed their review and provided comments on the policy letter submissions on October 25, 2021 and during a conference call on December 14, 2021. These comments were incorporated into the evaluation of the significance and sensitivity of natural heritage and hydrologic features, and the associated setbacks provided. LSRCA staff confirmed that they were largely in agreement with the limit of development depicted on Appendix A of the EIS Report on December 21, 2021, subject to potential refinement of the development limits through the formal development submission process.</p>
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Appendix E Regional Municipality of York Official Plan (2022)

The proposed development is supported by the policies listed below.

Regional Structure	
<p>2.1.1 That York Region’s structure, shown on Maps 1, 1A, 1B and 1C to the Plan, display the interrelationships between land use designations, overlays and delineations and provides strategic guidance on land use in York Region.</p>	<p>The subject lands are located within a designated Community Area on Map 1A of the York Region Official Plan, where residential development and population-related growth are directed to support long-term intensification and complete communities.</p>
<p>2.1.2 That the policies of the Plan be based on the Regional Structure on Map 1 outlining:</p> <p>a. Areas that provide the focus for growth and development including the Urban Area, Towns and Villages, and Regional Centres and Corridors;</p>	<p>The proposal introduces a compact, residential-only development that aligns with the Region’s vision by focusing growth within the Urban Area.</p>
<p>2.1.3 That the Regional Structure consists of land use designations on Map 1A. The Plan includes specific goals, objectives, policies and permitted uses for each land use designation that govern development. Land use designations include:</p> <p>a. Community Areas, where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth;</p>	
<p>2.1.4 That in addition to the structural elements and designations shown on Maps 1 and 1A, the urban system is further guided by land use policy areas shown as overlays on Map 1B that provide additional direction, assist in the application of policies and measuring and monitoring efforts.</p> <p>The urban system includes the following components:</p> <p>b. Designated greenfield area, where the minimum local municipal density targets in the Plan apply;</p>	<p>The subject property is located within the Designated Greenfield Area and will be required to meet the density targets specific to this area. The targets are outlined in policies below.</p>

<i>Integrated Growth Management</i>	
<p><i>2.2.11 That development shall be prioritized in locations with existing Regional infrastructure capacity.</i></p>	<p>The proposed development has access to existing municipal servicing infrastructure and is an appropriate location for development.</p>
<p><i>2.2.2 That growth management be integrated such that land use, financial and infrastructure planning achieve compact development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.</i></p>	<p>The subject site supports integrated growth management by delivering 125 residential units in a compact yet flexible road and block network that responds to the site's natural topography and surrounding conditions.</p> <p>The design includes irregular but efficient internal roads, three centrally located parkettes, sidewalks on both sides of the street, and full municipal servicing, ensuring that land consumption and infrastructure costs are minimized.</p> <p>The layout contributes to a complete community through walkability, access to open space, and adjacency to planned employment lands and transit routes.</p>
<i>Supporting Complete Communities</i>	
<p><i>2.3.1 That communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities</i></p>	<p>The proposed development supports the creation of a complete and walkable community through the inclusion of three parkettes, an internal trail system, and continuous sidewalks and mid-block connections that promote social interaction and active transportation.</p> <p>Residents will have direct pedestrian access to Wellington Street East and Leslie Street, providing walkable proximity to existing transit stops, nearby schools, commercial services, and employment areas. This integrated</p>

	<p>design fosters a healthy, sustainable community consistent with the Town’s vision for vibrant, amenity-connected neighbourhoods.</p>
<p><i>2.3.16 That communities be designed to prioritize active transportation through interconnected and accessible mobility systems. These systems shall prioritize movement of people through development of appropriate pedestrian and cycling facilities and access to transit.</i></p>	<p>The development includes sidewalks throughout the subdivision, trail links to adjacent features, and direct access to public right-of-way, enhancing both recreational and utilitarian connectivity.</p>
<p>Housing Options</p> <p><i>2.3.39 To provide for a mix and range of housing options suitable for all ages, household sizes and abilities, in partnership with local municipalities, senior levels of government, the development industry, community partners and other stakeholders including:</i></p> <ul style="list-style-type: none"> <i>a. Affordable housing to address need throughout the income spectrum, including market and community housing;</i> <i>b. Emergency and transitional housing;</i> <i>c. Co-housing; group, rooming, and special needs housing; and</i> <i>d. Purpose-built rental housing</i> 	<p>The proposed development includes a range and mix of ground related low density built forms, with varying unit sizes and layouts to support the differing needs of current and future residents.</p>
<p><i>2.3.2 That communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.</i></p>	<p>The proposed development represents an opportunity to fill the ‘hole in the doughnut’ within a developed area.</p> <p>The proposal contributes toward achieving a complete community, with an integrated mix of residential uses and open space, surrounded by a range of complementary land uses including commercial, retail and employment lands.</p> <p>The layout is pedestrian-friendly, with sidewalks along all internal streets,</p>

	<p>direct access to three parkettes amenity spaces, and a trail connection running north-south along the western boundary of the site.</p> <p>The subject site's location along Wellington Street East supports long-term transit use and connectivity to nearby services, aligning with compact and transit-supportive design principles.</p>
<p><i>2.3.3 That communities shall be designed in a manner that fosters physical and mental health, facilitates inclusivity and accessibility for people of all ages and abilities, and York Region's diverse population.</i></p>	<p>The proposed development will meet the Accessibility for Ontarians with Disabilities Act (AODA) requirements , which will be demonstrated in detail through the future detail design process associated with Site Plan Approval and Building Permit.</p>
<p><i>2.3.26 To reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development and intensification in appropriate locations.</i></p>	<p>The proposed development is situated within walking distance of surrounding residential neighbourhoods, commercial/retail plazas and adjacent to a designated employment area. This promotes opportunities for future residents to live close to where they work, and to have typical daily amenities and services in close proximity and easily accessible.</p> <p>The site layout prioritizes pedestrian connectivity, with sidewalks and internal pathways that promote walking and reduce reliance on private vehicles. Its strategic location along Wellington Street East also supports future transit service expansion, aligning with the Region's goals for transit-supportive intensification and low-emission, sustainable community design.</p>
<p>A Sustainable Natural Environment</p>	

<p><i>3.1.1 To protect, restore and enhance the Regional Greenlands System and water resource system, features and functions shown on Maps 1C, 2, 4, 7, 12A and 12B and to control new development and site alteration within the vicinity of the System in accordance with the policies of the Plan.</i></p>	<p>The natural heritage features along the southern edge are protected through dedicated buffers and landscape enhancements.</p>
<p><i>3.3.6 That development and site alteration in the water resource system be designed with the goal to protect, improve or restore ground and surface water quality and quantity and ecological and hydrological characteristics of key hydrologic features and key hydrologic areas. Efforts to maintain these characteristics and functions shall be demonstrated through master environmental servicing plans, or other appropriate technical studies, which include strategies and techniques to address the goal.</i></p>	<p>The design includes LID stormwater features, sediment control, and infiltration facilities, as outlined in the supporting stormwater management and engineering reports. These support downstream quality and quantity targets.</p>
<p><i>3.4.5 To prohibit development and site alteration within key natural heritage features, key hydrologic features, vegetation protection zones and adjacent lands, unless:</i></p> <p><i>a. The use is permitted by the Plan, the applicable Provincial Plan and it is demonstrated through an environmental impact study that the development or site alteration will not result in a negative impact on the natural feature or its ecological functions; or,</i></p> <p><i>b. As authorized through an Environmental Assessment; or</i></p> <p><i>c. For agricultural, agriculture-related and on-farm diversified uses, subject to the applicable Provincial plan.</i></p>	<p>A Scoped Natural Heritage Evaluation prepared by GEI Consultants concludes that the proposed development will not result in negative impacts to the natural heritage system. The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed the findings and expressed no concerns regarding the delineation of the natural heritage system or proposed development limits.</p>
<p><i>3.4.9 That an application for development and site alteration within 120 metres of a key natural heritage feature or key hydrological feature shall be accompanied by an environmental impact study. The requirement for, content and scope of the study will be determined through the pre-consultation meeting and a terms of reference shall be submitted to the approval authority early in the</i></p>	<p>A Scoped Natural Heritage Evaluation prepared by GEI Consultants is included with the supporting materials for these applications.</p>

<p><i>application process. The environmental impact study shall also address the requirements of any applicable Provincial plan.</i></p>	
<p>Community Areas</p>	
<p><i>4.2 Community Areas cover a significant portion of York Region’s Urban System and this is where the majority of housing, personal services, retail, institutional, cultural and recreational services will locate. The nature of Community Areas varies based on local context across York Region. The scale of development within Community Areas will continue to be diverse, ranging from high density development within York Region’s strategic growth areas to compact lower density, but still transit supportive subdivisions in York Region’s new greenfield areas.</i></p> <p><i>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.</i></p> <p><i>Achieving a balance of residential and employment opportunities in York Region’s Community Areas will provide opportunities for living, working and daily activities in close proximity to one another to enhance the quality of life for residents and visitors to York Region.</i></p> <p><i>The policies in this section enhance existing communities and create new communities which integrate greenspaces, pedestrian, transit and active transportation networks in a manner that offers a variety of housing, transportation, human services and employment options.</i></p>	<p>The subject lands are within a Community Area in the Urban System and represent a compact, medium density development that supports regional intensification, walkability, and future transit service.</p>
<p><i>4.2.4 That local municipalities shall provide for a balance of residential uses and compatible employment uses that provide services to residents throughout Community Areas</i></p>	<p>The site is located near existing and planned employment zones, and will introduce new housing that supports opportunities to live in close proximity to</p>

<p><i>to provide for working, living and daily activities in close proximity</i></p>	<p>places of employment, reducing commuting distances, as well as vehicle dependence through active transportation alternatives.</p>				
<p>4.2.7 <i>That local municipalities shall plan to meet or exceed the designated greenfield area minimum density targets in Table 4 by 2051. These density targets are measured in people and jobs per hectare in the developable area and shall be implemented through local Official Plans and secondary plans.</i></p> <table border="1" data-bbox="198 747 914 888"> <caption>Table 4 – York Region Designated Greenfield Area (DGA) Targets by Local Municipality</caption> <thead> <tr> <th>Municipality</th> <th>2051 DGA Minimum Density Target (People and Jobs per Hectare)</th> </tr> </thead> <tbody> <tr> <td>Aurora</td> <td>55</td> </tr> </tbody> </table>	Municipality	2051 DGA Minimum Density Target (People and Jobs per Hectare)	Aurora	55	<p>The proposed development achieves an approximate density of 34 units per net hectare, which contributes toward achieving the Town of Aurora’s overall DGA targets.</p>
Municipality	2051 DGA Minimum Density Target (People and Jobs per Hectare)				
Aurora	55				
<p><i>Servicing Our Communities</i></p>					
<p>6.1 <i>York Region has a conservation-first approach to servicing the needs of residents. This approach aims to maximize the use of existing infrastructure while strategically leveraging future infrastructure investments. The intent is to improve the quality of life of residents by promoting healthy lifestyles while also managing the financial impacts of growth and enhancing the natural environment.</i></p>	<p>The development utilizes existing and planned infrastructure in the Urban Area of Aurora, ensuring infrastructure is efficiently used without the need for major upgrades.</p>				
<p>6.3.1 <i>To apply the principles and objectives and policies of the Transportation Master Plan to support the implementation of the Regional pedestrian and cycling network in partnership with local municipalities and other stakeholders.</i></p>	<p>The plan includes sidewalks, trail connections, and future transit access on Wellington Street East, prioritizing active travel modes within a complete community design.</p>				
<p>6.5.1 <i>To support and work in partnership with local municipalities, the Province, conservation authorities and other agencies in the implementation of stormwater</i></p>	<p>Stormwater management follows LSRCA guidelines with on-site quality/quantity control, phosphorus mitigation, and integration with adjacent natural</p>				

management initiatives and guidelines to protect the natural environment, manage hazards and reduce risk.

features.

Appendix F Town of Aurora Official Plan (Adopted 2024)

The proposed development is supported by the policies listed below.

Fundamental Principles

2.1 Principles are statements of intent that will guide the implementation of the policies of this Plan. They are considered crucial to the achievement of the longterm vision for Aurora. As such, this Plan is based on the following fundamental and interconnected principles, which center around the elements that will help Aurora develop into a complete community:

A sustainable approach to managing growth to 2051 that integrates land use planning with infrastructure and financial planning while protecting the Natural and Agricultural system.

a) Promoting Responsible Growth Management - To ensure that Aurora's growth is well planned and responsibly managed, consistent with Provincial and Regional growth management directives. Aurora must be planned to accommodate a significant amount of population and employment growth to the year 2051. Ultimately, the achievement of Aurora's long-term vision will be dependent on directing this projected population and employment growth to appropriate locations in the Town in a logical and organized progression supported by sound infrastructure planning and land needs, which integrates land use, infrastructure and financial planning. This requires a deliberate, but balanced shift from an emphasis on lower density greenfield development to increased promotion of higher density forms of development and intensification in appropriate areas. Developing policies for directing and accommodating this growth is a key principle of this Plan.

b) Ensuring Design Excellence - To ensure that Aurora promotes design excellence in all its land use and development decisions. High quality buildings, well-designed and functioning streetscapes, a vibrant public realm, appropriate transitions between differing scales of built form, integration between old and new development and connected open spaces are the elements that define a place. This Plan emphasizes the important link between managing growth, high quality design, compact built-form and Aurora's continued evolution as a memorable and beautiful place.

c) Building a Greener Community - To ensure that Aurora's communities are designed to be sustainable, mitigate and adapt to the impact of climate change by advancing requirements for sustainable communities and buildings, water and energy conservation and management, low- or no-carbon energy systems, waste reduction, compact and

The proposed development supports Aurora's long-term vision by delivering a compact, medium-density residential community within a Designated Greenfield Area that is fully serviced and integrated into the existing neighbourhood.

The site contributes to responsible growth management by efficiently using urban land, coordinating with existing infrastructure, and advancing a walkable, transit-supportive layout that includes internal sidewalks, trail connections, and three parkettes.

The project also reflects principles of design excellence through its human-scaled built form, compatible transitions, and landscape integration, and supports sustainability and housing diversity by offering a range of ground-related units near future transit and employment areas, all without impacting adjacent stable neighbourhoods.



mixed-use development, green building technologies, including striving towards net-zero greenhouse gas emissions and energy-efficient development approaches. With a growing collective awareness concerning environmental sustainability and its interrelationship with the way our communities develop and function, sustainability must be recognized as a key consideration in the way we plan, design and build our communities now and in the future. The policies of this Plan recognize that sustainability must be applied to all aspects of the built and natural environment to ensure that objectives for economic vitality, social vibrancy and the preservation and enhancement of the natural environment are integrated into all aspects of planning and design.

d) Providing a Range and Mix of Housing - To ensure that Aurora's development includes a broad range of housing types, sizes, densities, designs, tenures and prices to meet the needs of the Town's current and future residents. Providing a range and mix of housing options, including attainable and affordable housing, is one of the essential elements required to support a diverse population and a complete community.

e) Protecting Stable Neighbourhoods - The policies of this Plan ensure that Aurora's stable neighbourhoods are protected. Aurora's existing neighbourhoods, both older and newer, are not only a defining element of Aurora's character and urban structure, but also a tremendous asset and attractor for new residents and investment interests. This Plan seeks to ensure that the stability and vibrancy of Aurora's stable neighbourhoods are protected from the negative impacts of potential incompatible development and growth pressures. Aurora's stable neighbourhoods, both older and newer, are not only a defining element of the Town's character and urban structure, but also a tremendous asset and attractor for new residents and investment interests. Any infill that occurs must be compatible with the established community character.

2.1 a) To ensure that Aurora's growth is well planned and responsibly managed, consistent with Provincial and Regional growth management directives. Aurora must be planned to accommodate a significant amount of population and employment growth to the year 2051. Ultimately, the achievement of Aurora's long-term vision will be dependent on directing this projected population and employment growth to appropriate locations in the Town in a logical and organized progression supported by sound infrastructure planning and land needs, which integrates land use, infrastructure and financial planning. This requires a deliberate, but balanced shift from an emphasis on lower density greenfield development to increased promotion of higher density forms of development and intensification in appropriate areas. Developing Town of Aurora Official Plan January 2024 Section 2 – The Vision 5

The proposed development supports Aurora's vision for well-managed growth by accommodating medium density housing in a designated greenfield area, aligning with the Town's shift toward compact, infrastructure-supported intensification to 2051.



<p><i>policies for directing and accommodating this growth is a key principle of this Plan.</i></p>	
<p><i>2.1 j) Protecting the Greenlands System – To protect and enhance the natural environment for current and future generations. Straddling the Oak Ridges Moraine and three large watersheds, Aurora’s character is intrinsically linked to its diverse natural features and systems. This Plan seeks to protect the natural environment and promote the creation of a comprehensive and linked Greenlands system.</i></p>	<p>The proposed development respects and supports the protection of Aurora’s Greenlands System by maintaining buffers to natural features, integrating a naturalized edge condition along the southern boundary, and avoiding encroachment into identified environmental lands, consistent with the Town’s goal to preserve and enhance its linked ecological network across the Oak Ridges Moraine and surrounding watersheds.</p>
<p><i>2.1 n) Connecting the Transportation Network – To ensure the growth of a robust multi-modal transportation system that meets the needs of all residents and is consistent with the Town’s objectives for managed growth and sustainable development. The Town will prioritize the development of a safe, comfortable and enjoyable multi-modal network for vehicles, active transportation and transit that balances the needs of each mode of travel, while providing for convenience and accessibility.</i></p>	<p>The proposed development contributes to the Town’s vision for a robust multi-modal transportation system by integrating internal sidewalks, trail connections, and a block-based street network that supports safe and convenient active transportation, while aligning with future transit opportunities along Wellington Street East and ensuring balanced access for pedestrians, cyclists, and vehicles.</p>
<p>Town Structure</p>	
<p><i>3 The lands within the Urban Boundary, as shown on Schedule ‘A’, are designated for urban land uses. Within the Urban Boundary, lands are either identified as being within the Built-up Area, or within the Designated Greenfield Area. The Built-up Area is delineated by the Built Boundary, which identifies the built-up area as of June 16, 2006. All new residential unit growth within the Built-up Area is regarded as intensification, while development outside of this line is considered greenfield development. Greenfield development refers to the development of lands designated for community uses (residential, commercial and institutional), within the Urban Boundary and outside of the Built-up Area. The York Region Official Plan and Town of Aurora Official Plan policies and land use designations shall guide development for lands within the Urban Boundary that fall within the boundary of the Oak Ridges Moraine Conservation Plan, subject to other applicable policies of the Oak Ridges Moraine Conservation Plan.</i></p>	<p>The subject lands are located within the Urban Boundary and are identified as part of the Designated Greenfield Area, making the proposed townhouse development consistent with the Town’s planned growth framework; it represents greenfield development on lands designated for community use, and is fully aligned with the applicable land use designations, as well as the policy direction of the Town of Aurora Official Plan, the York Region Official Plan, and the Oak Ridges Moraine Conservation Plan where applicable.</p>

<p><i>3.1 The Town's Strategic Growth Areas are the focus for accommodating intensification and higher-density mixed uses in a more compact built form. In Aurora, Strategic Growth Areas include the Aurora Promenade and Major Transit Station Area, the Yonge Street Regional Corridor, and the Local Corridors of Bayview Avenue, Leslie Street and Wellington Street.</i></p>	<p>The subject lands are located along Wellington Street East, identified as a Local Corridor and part of Aurora's Strategic Growth Areas, where intensification is directed. The proposed development supports this policy by delivering compact, ground-related housing in a transit-supportive location, contributing to a more efficient built form and helping to accommodate planned growth outside of low-density neighbourhoods.</p>
<p><i>3.3 The Residential Designated Greenfield Area consists of both developed and vacant lands outside of the Built Boundary that are planned to accommodate residential and population serving employment growth to the 2051 planning horizon.</i></p>	<p>The subject lands are located within the Residential Designated Greenfield Area and contribute to Aurora's planned residential growth by introducing compact, mixed residential development on vacant lands, directly supporting the Town's objective to accommodate population growth to the 2051 planning horizon.</p>
<p>Promoting Responsible Growth Management</p>	
<p><i>4.1 a) Direct the Town's projected population and employment growth to appropriate locations to support the efficient use of land, resources and infrastructure to the year 2051;</i></p> <p><i>b) Direct higher density forms of development and intensification in the form of mid-rise typologies in Strategic Growth Areas including the Aurora Promenade and Major Transit Station Area, and Regional Corridors and low-rise typologies along Local Corridors to meet the Town's intensification target of 45% and 4,600 new residential units by 2051;</i></p> <p><i>c) Development and gentle intensification will be compatible with the character of the Town and provide a transition of scale and density to existing neighbourhoods; and,</i></p> <p><i>d) Ensure that development results in vibrant and complete communities.</i></p>	<p>The proposed low-rise development supports the Town's growth management objectives by directing residential growth to a designated greenfield site along a Local Corridor, delivering a compatible built form that provides appropriate scale transition to existing neighbourhoods, while contributing to Aurora's intensification target and supporting the creation of a vibrant, complete community with walkable access to parks, services, and future transit.</p>
<p><i>4.2 a) Over the next 30 years, the Town of Aurora is expected to experience a significant amount of population and employment growth. By 2051, the Town's population is expected to grow to 85,800 people, with the number of jobs projected to reach 41,600. Table 1 illustrates the projected population and employment growth from 2021 to 2051 in 10- year increments. These growth forecasts serve as the</i></p>	<p>The proposed development contributes to Aurora's long-term growth strategy by efficiently utilizing land within the Designated Greenfield Area to accommodate population growth projected to 2051. It supports the Town's objective to manage change in a sustainable way by delivering compact, low-rise housing that integrates open</p>

<p><i>basis for the Town's growth management strategy and corresponding policies in this Plan.</i></p> <p><i>b) Proper planning and management of future growth must seek to ensure that ongoing change results in positive physical, social, public health, economic and environmental benefits to the community. In this regard, this Plan will promote a more sustainable development pattern that focuses on intensification in Strategic Growth Areas , protection of existing stable neighbourhoods, the revitalization of the Aurora Promenade, the introduction of a Major Transit Station Area surrounding the Aurora GO Station, and the efficient use of the Town's remaining Designated Greenfield Area lands.</i></p>	<p>space, supports active transportation, and aligns with infrastructure investments, while avoiding impacts to stable neighbourhoods and reinforcing the role of Strategic Growth Areas in accommodating intensification.</p>
<p><i>4.2 e) It is the intent of this Plan that growth shall occur in an orderly and phased manner. Primary factors to consider in this regard include:</i></p> <p><i>i. The integration of new development in accordance with the planned Town structure resulting in a more contiguous, connected and compact urban form;</i></p> <p><i>ii. The provision of adequate municipal services (water, sewer, stormwater), as determined by the authority having jurisdiction, to accommodate the proposed growth in a cost efficient and fiscally responsible manner;</i></p> <p><i>iii. The provision of adequate transportation, transit and active transportation facilities, as determined by the authority having jurisdiction, and the availability of adequate capacity on the existing and planned road network;</i></p> <p><i>iv. The provision and adequacy of social services, recreational facilities and other community services;</i></p> <p><i>v. The provision of adequate utility services (gas, hydro, communications/telecommunications) to accommodate the proposed growth in a cost effective and efficient manner; and,</i></p> <p><i>vi. If one or more of these factors cannot be addressed satisfactorily, the processing and/or approval of development applications may be held in abeyance or deferred, until an appropriate service level or facilities can be provided.</i></p>	<p>The proposed development supports the Town's intent for orderly and phased growth by advancing a block within an existing developed neighbourhood, contributing to achieving a more contiguous and compact urban form.</p> <p>Full municipal services are proposed, and as outlined in the supporting Functional Servicing Report the site is conveniently located to the existing municipal infrastructure. This supports more efficient and cost effective servicing, avoiding the need for extensive infrastructure expansion projects to service the development.</p> <p>The internal road network connects to the surrounding areas with two access points, at Wellington Street East, and at Leslie Street.</p> <p>Sidewalks and trail connections promote pedestrian and active transportation movement internal to the site, as well as promoting these transportation modes to connect to surrounding land uses.</p>
<p>Ensuring Design Excellence</p>	
<p><i>5.1 a) Encourage a high quality and consistent level of urban design for Aurora's public and private realms.</i></p>	<p>The proposed development includes 3 storey blocks oriented toward internal roads and open spaces, creating a walkable, human-scaled environment that</p>



<p><i>b) Ensure community design practices are age-friendly and barrier-free.</i></p> <p><i>c) Encourage human scale design and compact built form that is massed, designed and oriented to create well-defined, comfortable and attractive public spaces and streetscapes.</i></p> <p><i>d) Enhance the character of existing areas within the Town through redevelopment and infill development that is context-sensitive and compatible, by providing built form transitions in building height, setbacks, orientation and built form.</i></p> <p><i>e) Encourage the implementation of placemaking features along main streets and within public spaces, entryways to the community, vistas and heritage areas that contribute to a distinct sense of place and encourage social interaction and community gatherings.</i></p> <p><i>f) Design for a high quality human environment while maintaining the functional quality and enhancing the visual asset of Aurora's Greenlands system.</i></p> <p><i>g) Encourage sustainable buildings that minimize energy use and reduce greenhouse gas emissions.</i></p> <p><i>h) Encourage landscaping to increase tree canopy, promote community greening and increase climate change resilience.</i></p>	<p>supports a consistent level of urban design across the public and private realms</p> <p>The site layout provides clear transitions in height and setbacks to ensure compatibility with surrounding low-rise development, and incorporates wide sidewalks, parkettes, and trail connections that support age-friendly, barrier-free movement and encourage social interaction.</p> <p>A detailed landscape plan includes native tree planting along street edges and within park spaces to strengthen Aurora's urban canopy and climate resilience goals. Sustainability is further supported through compact built form and a layout that promotes active transportation, aligning with Aurora's objectives for complete, green neighbourhoods.</p> <p>Please refer to the Urban Design Brief for further details.</p>
<p><i>5.2 a) To achieve excellence in community design, all new development and redevelopment shall conform to the following General Urban Design and Architectural Policies, as well as the policies of Section 5.3 and Section 5.4.</i></p> <p><i>b) Urban Design Guidelines shall be developed by the Town or through the private development process and used to ensure development, redevelopment and rehabilitation in Aurora provides for diversity, amenity, comfort, safety and compatibility with the existing community.</i></p> <p><i>c) A number of area-specific Urban Design and Architectural Guidelines apply to sites, neighbourhoods and secondary plan areas in the Town. These various guidelines provide direction on public and private realm design components, as well as architectural and built-form guidance as applicable to each area. All applicable Urban Design Guidelines should be considered throughout the development process, in addition to the policies of this Plan.</i></p> <p><i>d) The Town shall adopt additional Urban Design Guidelines where detailed guidance is required for specific areas or development proposals to further guide implementation of the design policies of this Plan.</i></p>	<p>The proposed townhouse development aligns with the Town's Urban Design and Architectural policies by incorporating compact, context-sensitive built form, and a layout that responds to the site's natural grade and surrounding land uses.</p> <p>The design follows principles set out in applicable urban design guidelines, featuring sidewalk-connected frontages, landscaped parkettes, and integrated open spaces that provide amenity, comfort, and compatibility with nearby neighbourhoods.</p> <p>The site plan retains natural topography where feasible, incorporates native street tree planting consistent with municipal standards and applies CPTED principles through clear visibility, defined public-private transitions, and lighting for pedestrian safety.</p> <p>Please refer to the Urban Design Brief for further details.</p>

e) All new development and redevelopment is encouraged to complement its surrounding context including natural landscapes and grades, water courses, existing vegetation, cultural heritage resources and existing or proposed built form , through the conceptual design of buildings, their massing, siting, exterior, access and public areas.

f) New development, subdivision lay-out and landscaping shall aim to retain existing topography and vegetation by minimizing alterations to contours and by encouraging landscaping which utilizes native vegetation.

g) The Town shall encourage high quality site design and architecture for commercial, mixed use and community service uses in order to establish these places as community destinations with a strong sense of place.

h) Council has designated the planning area for site plan control under Section 41 of the Planning Act. This section allows Council to regulate conceptual design of buildings, the layout, massing, exterior and public access areas to ensure the comfort and safety of users. In most instances, single detached and semi-detached dwellings shall be exempted.

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

j) In older sections of the community, Council may undertake tree planting, maintenance and renewal while in new areas developers shall undertake a street tree planting program in accordance with municipal standards.

k) Council will promote building and site design that will reduce the incidence of crime through the implementation of Crime Prevention Through Environmental Design (CPTED) principles including natural surveillance, natural access control, territorial reinforcement and space assessment. Council shall have regard for the principles of CPTED in their review of all development applications.

l) Council is committed to environmentally sensitive building design and construction. Council will require the use of green building technologies as per the policies of thisPlan.

5. 3 a) Development Blocks and Lots

i. New development blocks and lots shall create or maintain a modified grid system of public roads and lanes that establishes a highly inter-connected and permeable network and facilitates greater connectivity, walkability and support for active transportation and transit.

ii. The size and configuration of new development blocks will:

The proposed development incorporates an irregular yet well-connected road network that facilitates efficient circulation and multiple points of access, enhancing connectivity, walkability, and active transportation opportunities throughout the site.

Block and lot sizes are tailored to support various unit sizes and layouts, while maintaining pedestrian-scale proportions

- *Be appropriate for their intended use;*
- *Facilitate and promote pedestrian movement and active transportation modes; and,*
- *Provide a sufficient number and, where appropriate, a range of building*

b) Streetscapes

i. It is intended that all streetscapes will be designed to:

- *Respect the predominant character and function of the surrounding area;*
- *Provide safe access for vehicles, pedestrians and bicycles;*
- *Provide and/or maintain opportunities for vistas and view corridors; and,*
- *Provide adequate space for pedestrian amenity areas, street furnishings and utilities and services.*

c) Pedestrian Environment

i. To promote pedestrian comfort, safety and security in public places, including roads, parks and open spaces, schools, public transit routes and public activity areas of buildings, the following measures are necessary:

- *The design and siting of new buildings shall provide visibility and ease of access to adjacent roads, parks and open spaces;*
- *Appropriate lighting and visibility shall be provided for all walkways, parking lots, garages and outdoor amenity areas;*
- *Public-oriented spaces and activity areas shall be oriented toward public roads; and,*
- *A consistent level of landscape design shall be provided, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.*

d) Views and Focal Points

i. The preservation, enhancement and creation of significant views and focal points within the Town shall be encouraged towards:

- *Natural heritage features, including woodlands, cultural heritage landscapes, water bodies;*
- *Parks and open spaces;*

and clear sightlines to parks and internal roads.

Streetscapes are designed with sidewalks on all streets, boulevard landscaping, and setbacks that allow for street trees, utilities, and a safe, attractive public realm that complements the surrounding residential character.

The pedestrian environment is reinforced through front-facing units, visible entries, and lighting strategies that promote safety and natural surveillance, while parkettes and trails are oriented toward public spaces to encourage activity and community gathering.

In addition, the site layout preserves and frames views toward parkettes and open space corridors, establishing informal focal points that enhance neighbourhood legibility and visual quality.

Refer to the Urban Design Brief for full streetscape and lot configuration details.

<ul style="list-style-type: none"> • <i>Important public buildings and community facilities;</i> • <i>Heritage buildings; and,</i> • <i>Other landmarks. ii. To recognize the importance of public community facilities and institutional buildings in the community and to enhance their status, these uses are encouraged to be sited at the following locations:</i> • <i>At the termination of a road or view corridor;</i> • <i>At road intersections; and,</i> • <i>On sites that enjoy prominence due to topographic and natural heritage features.</i> 	
<p><i>5.4 a) Built Form</i></p> <p><i>i. New development shall be compatible with its adjacent context and surrounding character with regard to building scale and site design, respecting the existing physical character of the area. The siting and massing of new buildings shall not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.</i></p> <p><i>iv. Within areas of high pedestrian activity, public open spaces and along commercial and mixed use streets, façade treatment should be encouraged through architectural variety, active street elevations, human scale development, etc.</i></p> <p><i>v. Access from sidewalks and public open space areas to primary pedestrian entrances shall be clearly visible, convenient, direct and accessible with minimum changes in grade.</i></p> <p><i>vi. New buildings will be reviewed for exterior design, including character, scale, colour, materials, and appearance.</i></p> <p><i>viii. Mechanical equipment shall be screened with enclosures that match the building design.</i></p> <p><i>ix–x. Encroachments into the pedestrian realm (e.g., awnings, porches) require permits; permanent structures not permitted.</i></p> <p><i>b) i. Site design should promote sun exposure, shelter from wind, access by walking and cycling, and mitigation of heat island effects.</i></p> <p><i>ii. Loading, parking, refuse, utilities should be screened or located away from public view.</i></p>	<p>The proposed development maintains compatibility with adjacent residential character through 3 storey built form, consistent setbacks, and siting that preserves privacy and avoids shadow impacts on neighbouring properties.</p> <p>Buildings front internal streets and parkettes with articulated façades, porches, and unit entries that contribute to a human-scaled, pedestrian-oriented environment, especially along key internal routes.</p> <p>Primary entrances are designed to be clearly visible, with coordinated grade changes between sidewalks and building thresholds where required.</p> <p>Architectural detailing, including varied materials, rooflines, and exterior colours are proposed, and ensure contextual and visually engaging design.</p> <p>No permanent encroachments into the pedestrian realm are proposed.</p> <p>The site layout encourages sunlight access to sidewalks and amenity spaces, avoids wind tunnelling, and includes street tree planting, native landscaping, and LID stormwater elements that mitigate heat island effects.</p> <p>Refer to the Urban Design Brief for detailed architectural elevations, façade treatment strategies, and site-specific building orientation.</p>

<p><i>iii. Visual screens may include landscaped buffers, decorative fencing, and vegetation that maintains visibility and safety.</i></p>	
<p><i>5.5 Accessibility Policies Ensuring that Aurora’s built environment is accessible to all residents and visitors, regardless of ability or age, is a key objective of this Plan.</i></p> <p><i>a) All new development shall be developed with regard for the Aurora Accessibility Plan.</i></p> <p><i>b) The Town shall comply with the Province’s Accessibility for Ontarians with Disabilities Act (AODA) and all associated regulations.</i></p> <p><i>c) Council shall work with other government agencies and the private sector to promote the achievement of accessibility objectives and standards in accordance with the Accessibility for Ontarians with Disabilities Act, 2005.</i></p> <p><i>d) All new development will be designed to facilitate accessible and integrated public transit for people with disabilities.</i></p> <p><i>e) Council shall encourage the inclusion of accessibility features into major renovation and/or redevelopment projects.</i></p>	<p>The proposed development has been designed with regard for the Aurora Accessibility Plan and is consistent with the Accessibility for Ontarians with Disabilities Act (AODA).</p> <p>The site incorporates barrier-free sidewalks,, and accessible routes throughout the internal road and trail network, supporting inclusive mobility for residents and visitors of all ages and abilities.</p> <p>The development accommodates the provision of barrier free visitor parking spaces.</p>
<p>General Housing Policies</p>	
<p><i>7.1 Objectives</i></p> <p><i>a) Encourage, and take measures to ensure, a broad range of housing sizes, densities, designs, tenures and prices are available, to meet the needs of current and future residents.</i></p> <p><i>b) Maintain, protect and enhance the quality of existing residential areas.</i></p> <p><i>c) Encourage innovation in new residential development to address the social, economic, design, environmental and growth management policies of this Plan</i></p>	<p>The proposed development contributes to Aurora’s housing objectives by offering a mix of compact and diverse unit layouts in a low-rise built form, that supports the provisions of a broader range of housing sizes and price points for current and future residents.</p> <p>The development respects the surrounding neighbourhood character through context-sensitive design, setbacks, and scale, ensuring compatibility with adjacent residential areas.</p> <p>The project incorporates climate-responsive design features, walkable connections, and efficient land use, reflecting innovation in support of the Town’s social, environmental, and growth management goals.</p>



<p><i>7.2 b) Council shall endeavour to ensure an adequate supply of housing by:</i></p> <p><i>i. Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and, if necessary, lands which are designated and available for residential development; and,</i></p> <p><i>ii. Maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a minimum 5-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i></p>	<p>The proposed 125-unit townhouse development contributes to Aurora's 15-year residential land supply by utilizing designated greenfield land that is designated for residential use, supporting the Town's ability to maintain both short- and long-term housing capacity in alignment with Policy 7.2 b).</p>
<p><i>7.3 a) A minimum of 35 percent of all new residential development within the Aurora GO Station Major Transit Station Area and 25 percent of all new residential development in the rest of the Town shall meet the definition of affordable housing.</i></p> <p><i>b) The Town, in partnership with the Region and development community shall promote the following to achieve housing that is affordable for low and moderate income households:</i></p> <p><i>i. Higher density and compact housing forms, where housing is more affordable due to reduced per unit land costs;</i></p> <p><i>ii. Ground-related multi-unit housing of various forms to provide affordable family sized units where housing is more affordable due to both land costs and construction costs;</i></p> <p><i>iv. Affordable housing units within subdivisions and large scale developments; and,</i></p> <p><i>g) Affordable housing will be encouraged to locate in proximity to local community facilities, existing or potential public transit routes and active transportation routes, and within the Town's Strategic Growth Areas.</i></p> <p><i>h) New affordable housing units shall conform with the Town's accessibility policies, as per Section 5.5.</i></p>	<p>The proposed townhouse development contributes to the Town's affordable housing objectives by delivering a compact, ground-related built form that helps reduce per-unit land and construction costs.</p> <p>Although not formally designated as affordable, the project supports housing attainability by offering a range of unit types and sizes to accommodate differing household needs and budgets.</p>
<p>7.4 General Built Form, Residential Use and Density Policies</p> <p><i>a) The policies within this section of the Plan are intended to apply to all land use designations in the Town where each of the referenced forms of housing and uses are permitted.</i></p> <p><i>b) An array of housing and building types is encouraged throughout Aurora. It is the intent of this Plan that built form</i></p>	<p>The proposed townhouse development aligns with the Town's built form and density principles by introducing a compact, low-rise housing form that fits within the Low-Medium Urban Residential designation and reflects the intended character of the surrounding community (7.4 a, b). The project contributes to housing diversity by</p>



<p><i>be the key determining factor for the types of development permitted in each land use designation.</i></p> <p><i>c) Density can also be used in defining the amount of development permitted on a lot. However, density as a planning tool used in isolation will not ensure that any specific built form will be produced. As such, density will be considered a product of the relationship between built form, height and lot coverage</i></p>	<p>offering ground-related units in a block format that is compatible in scale and design with adjacent uses. Density is not used in isolation; rather, the proposal achieves an appropriate balance between built form, height, and lot coverage, resulting in a cohesive neighbourhood layout that supports efficient land use and reinforces the Town’s vision for complete communities (7.4 c).</p>
<p>7.5.5 Medium-High Urban Residential</p> <p>7.5.5.1 Intent</p> <p><i>a) The intent of the Medium-High Urban Residential designation is to recognize Aurora’s existing and planned residential neighbourhoods, outside of the Town’s Stable Neighbourhoods designation, made up primarily of both multi-unit grade-related housing types and apartment buildings. Generally these lands are adjacent to parts of Bayview Avenue, St Johns Sideroad near Bayview, and Wellington Street East where commercial, recreational, community services and transit facilities are accessible. Lands designated as Medium-High Urban Residential are intended to provide a strong built form presence along these major roads, and ensure an appropriate transition to lower density residential areas.</i></p> <p><i>b) The Medium-High Urban Residential designation policies within this section apply to all lands designated as such on Schedule ‘B’ of this Plan. Additional policies and sub-designations within applicable Secondary Plans may also apply. Where conflict exists between the policies of this Plan and any applicable Secondary Plan, the policies of the Secondary Plan shall prevail.</i></p>	<p>The proposed townhouse development is located along Wellington Street East, within a designated Medium-High Urban Residential area as shown on Schedule ‘B’, and conforms with the intent to deliver multi-unit, grade-related housing outside of Aurora’s Stable Neighbourhoods. The development consists of 2–3 storey townhouses, providing a strong built form presence along a major corridor while offering a compatible transition in scale and density to nearby low-rise residential areas. The site is also part of the Bayview Northeast Area 2B Secondary Plan, and the proposal aligns with both the general policies of the Official Plan and the specific directions of the applicable secondary plan, where required.</p>
<p>7.5.5.2 Permitted Uses</p> <p><i>a) Permitted uses in Medium-High Urban Residential areas shall include all types of townhouses and apartment buildings. Additional dwelling units and compatible home occupations shall also be permitted within townhouse dwellings.</i></p>	<p>The proposed development consists of standard townhouse dwellings, which are explicitly permitted within the Medium-High Urban Residential designation. These ground-related, multi-unit housing forms conform to the land use permissions set out in Section 7.5.5.2 a), and no Official Plan Amendment is required.</p>
<p>7.5.5.3 Development Policies</p>	<p>The proposed development complies with the Medium-High Urban Residential development policies by achieving a net residential density of 34 units per</p>

<p>a) <i>The overall density of development for lands designated Medium-High Urban Residential shall generally not exceed 100 units per net residential hectare.</i></p> <p>b) <i>Building heights shall generally not exceed four storeys.</i></p> <p>d) <i>Appropriate vehicular circulation and parking arrangements shall be provided through individual development applications.</i></p>	<p>hectare, which remains within the permitted maximum of 100 units per net hectare. All proposed townhouse blocks are 3 storeys in height, well below the general height limit of four storeys for the designation.</p> <p>The site plan includes an internal road network, rear-lot parking garages, and dedicated visitor parking, ensuring safe and efficient vehicular circulation while preserving a pedestrian-oriented public realm.</p>
<p>7.5.5.4 Design Policies</p> <p>a) <i>All new development within the Medium-High Urban Residential designation shall respect and reinforce the existing and planned physical character and uses of the surrounding area, with particular attention to the following elements:</i></p> <p>i. <i>The heights and scale of nearby residential properties;</i></p> <p>ii. <i>The setback of buildings from the street; and,</i></p> <p>iii. <i>The pattern of rear and side-yard setbacks</i></p>	<p>The proposed townhouse development is designed to respect and reinforce the physical character of the surrounding neighbourhood by proposing building heights of 3 storeys, which are consistent with nearby low-rise residential properties.</p> <p>The building setbacks from internal streets and Wellington Street East are aligned with adjacent development patterns, providing a cohesive streetscape and comfortable transition between housing forms.</p> <p>The site layout also mirrors the established rear and side-yard setbacks in the area, ensuring compatibility and privacy between new and existing residential uses.</p>
<p>Site-Specific Policy</p>	
<p><i>20.57 a) Special provisions for the lands known municipally as 1289 Wellington Street East in the Town of Aurora (PIN 036425499). Notwithstanding any other policies in this Plan to the contrary, the maximum building height of 7 storeys.</i></p>	<p>The subject site complies with Site-Specific Policy 20.57 a), which permits a maximum building height of 7 storeys notwithstanding other policies in the Official Plan.</p> <p>While the policy allows up to seven storeys, the proposed development consists of 3 storey townhouse blocks and 3 storey single detached dwellings, remaining well below the maximum permitted height.</p>
<p>BAYVIEW NORTHEAST AREA 2B SECONDARY PLAN (OPA 30)</p>	

<p><i>22.2.2 Objectives</i></p> <p><i>a) The need to accommodate new residential neighbourhoods providing a range and mix of primarily at-grade housing;</i></p> <p><i>d) The need to establish design guidelines for land fronting Wellington Street to address such considerations as:</i></p> <p><i>i. Its role as a highly visible and accessible entryway to the Town, and key structural component and activity area of the new urban expansion area;</i></p> <p><i>ii. Opportunities to mix uses, provided it is done in a manner which complements and is compatible with the intended form and function of Wellington Street and adjacent development;</i></p> <p><i>iii. Ensuring that it does not develop into a strip or highway commercial area;</i></p> <p><i>iv. Promoting a development density and form that contributes to a high quality streetscape, supports the provision and use of transit, and complements the anticipated low profile development on adjacent land;</i></p> <p><i>v. Encouraging a high level of landscaping and pedestrian amenity along Wellington Street and with suitable transportation linkages to the adjacent land;</i></p> <p><i>vi. Examining community design and development opportunities that would allow for the emergence of a local centre at the intersection of Bayview Avenue and Wellington Street;</i></p> <p><i>g) A system of walkways and bicycle paths recognizing the Town's desire to establish an east-west trail connection; and,</i></p>	<p>The proposed townhouse development supports Objective 22.2.2 by delivering a range of at-grade housing options (a) and providing a compact, low-rise built form along Wellington Street East that contributes to a high-quality, pedestrian-scaled streetscape, compatible with adjacent residential uses.</p> <p>The site design integrates landscaped frontages, sidewalks, and parkettes that enhance the pedestrian experience and support future transit use, while also contributing to the evolution of the Leslie–Wellington intersection as a local focal point through thoughtful urban design and block configuration, to give prominence to this corner location.</p> <p>In addition, the plan includes an internal trail connection that supports the Town's east-west pedestrian and cycling network objective, enhancing connectivity within the community and aligning with the Town's broader active transportation vision.</p>
<p><i>22.3.1.1 Intent and General Characteristics</i></p> <p><i>a) It is intended that all land uses be developed on full urban services, unless otherwise permitted by this Plan.</i></p> <p><i>c) The Wellington Street East corridor will fulfill a role as a major gateway to the Town from the east, a key structural component for the neighbourhoods of Bayview East, and as a superior urban setting complementing the Magna International Corporate Headquarters.</i></p> <p><i>f) A road system to connect to the arterial road network at appropriate locations, offering a choice and flexibility in routes and providing continuous mid-block connection is provided.</i></p>	<p>The proposed development will be fully serviced with municipal water, sanitary, and storm infrastructure, in accordance with the Secondary Plan's requirement for urban servicing.</p> <p>The site fronts onto Wellington Street East, contributing to its role as a prominent east-end gateway with a well-designed, compact built form that supports the area's evolving urban character.</p> <p>The proposed internal road system connects to Wellington Street East and Leslie Street, providing flexible movement and connectivity throughout the subdivision.</p>



<p><i>g) A trail system will link the Bayview Northeast neighbourhoods internally and externally to the Aurora Trail within certain east-west collector roads, Wellington Street, and the Linear and Other Open Space area along the East Holland River Valley. Within the Linear and Open Space designation, this trail will not be permitted within the boundary of the East Aurora Wetland Complex.</i></p> <p><i>i) The Secondary Plan will generally be phased in an orderly and efficient manner from west to east. The location and rate of growth will be managed recognizing the need to: maximize available capacity in existing municipal infrastructure first; extend services and allow development along Wellington Street to the Business Park at Highway 404 as a high priority; provide major new municipal infrastructure to service lands closer to the Holland River Valley and in the Bayview Northeast Area 2C; and accommodate the cost of urban growth in a fiscally responsible manner. Final details with respect to the implementation of this Plan will be secured through future subdivision plans and agreements and any other agreements as required by the Town.</i></p>	<p>A pedestrian trail and sidewalk network is integrated into the plan, aligning with the Town's broader trail system while avoiding intrusion into sensitive natural areas.</p> <p>The proposal represents one of the remaining developments of vacant lands within the eastern extent of the Secondary Plan Area, where it achieves more contiguous and connected development by contributing toward the overall build out of this area.</p>
<p>22.3.1.2 Wellington Street East Corridor</p> <p><i>Wellington Street East is a highly visible and accessible entryway to the Town from Highway 404 and points east. This role will become increasingly important as the Town grows. The Wellington Street East corridor is a key structural component of the entire Bayview East urban expansion area linking the Magna International Corporate Headquarters, new residential neighbourhoods to the north and south respectively, and the Highway 404 Business Park lands. The Urban Design Guidelines for the Wellington Street East Corridor establish a detailed distribution of land use and densities, and establish specific urban design principles to guide new development generally within 200 metres of Wellington Street between Bayview Avenue and Highway 404, and lands designated Business Park fronting Highway 404.</i></p>	<p>The proposed townhouse development directly fronts Wellington Street East, contributing to the corridor's role as a high-profile, structural gateway linking the Town's eastern growth areas, residential neighbourhoods, and the Highway 404 Business Park.</p> <p>The site's compact built form, pedestrian-oriented design, and landscaped frontages support the urban design principles set out in the Wellington Street East Corridor Guidelines by reinforcing a strong streetscape presence within 200 metres of Wellington.</p> <p>This development helps frame the corridor with high-quality architecture and active frontages, complementing nearby employment and institutional anchors like Magna International and enhancing the Town's identity along this key approach.</p>
<p>22.3.2.1 General Policies</p> <p><i>a) The residential community in Bayview Northeast shall be predominantly low intensity residential uses. The development and design of neighbourhoods shall have regard for the character of existing Aurora neighbourhoods and should provide a range and mix of primarily at-grade housing forms. Along Bayview Avenue and Wellington Street East, medium to high density housing, primarily in the form of townhouses or low-rise buildings, some of which may contain ground floor commercial uses, is</i></p>	<p>The proposed development aligns with the Bayview Northeast Secondary Plan's direction by introducing at-grade low-rise housing forms that are compatible with the character of existing Aurora neighbourhoods.</p> <p>Located along Wellington Street East, the project contributes to the planned medium-density residential corridor with a mix of townhouses and single detached</p>

<p><i>intended to ensure that a full range of housing types is offered in the urban expansion area east of Bayview Avenue.</i></p>	<p>dwellings that support a range of housing types, consistent with the intent to establish a more complete, connected, and diverse community.</p>
<p>22.3.7.2 Linear and Other Open Space</p> <p><i>The Linear and Other Open Space designation generally consists of the East Holland River Valley which is identified as an Environmental Protection Area on Schedule 'B' of the Official Plan. These lands should be protected and planned for in accordance with the Environmental Protection Area policies of Section 12 of this Plan. Uses within this designation shall generally be restricted to passive recreation, including trails along the Holland River and in the setbacks adjacent to the East Aurora Wetland Complex, and other uses and activities that contribute to conservation and enhancement of the natural landscape and features.</i></p> <p><i>No development and site alteration will be permitted in the Aurora East Wetland Complex. As a first priority, development proponents shall stake and survey the wetland boundary of the provincially significant East Aurora Wetland Complex. In addition, a development setback from the boundary of the Aurora East Wetland Complex and other lands designated Linear and Open Space along the Holland River Valley, shall be provided as shown by the Recommended Environmental Protection Line on Schedule 'AA'.</i></p> <p>b) Neighbourhood Parks</p> <p><i>i. The Neighbourhood Park designation is established in accordance with Official Plan Section 13.2.2.b.</i></p> <p><i>ii. Council has identified the need to provide an expanded Neighbourhood Park on the east side of the Holland River valley just south of the proposed east-west collector road crossing, to supplement and complement the smaller Neighbourhood Parks schematically shown on Schedule 'AA', and to provide for some of the needs of larger-scale, active, outdoor recreation including basketball, soccer, baseball, tennis and playgrounds for Bayview Northeast 2B residents as the area grows. This Neighbourhood Park shall have direct access to a collector road and shall be located and planned to minimize adverse impacts on the potential Wildlife Park.</i></p> <p>c) Parkettes</p> <p><i>i. Small Park spaces over and above those designated as Neighbourhood and Community parks on Schedule 'AA' will be encouraged to be incorporated into development along Wellington Street as urban design elements and amenities for residents, employees and shoppers, and/or as connecting links with the open space system. Parkettes</i></p>	<p>The proposed development conforms to the intent of Section 22.3.7.2 by integrating parkland elements and protecting environmental features. The west portion of the site, designated as Linear and Other Open Space through a previous OPA, forms part of the East Holland River Valley and East Aurora Wetland Complex. The wetland boundary has been staked and surveyed, and no development or alteration is proposed within the protected area. A naturalized buffer with native plantings will screen and support the adjacent wetland ecology.</p> <p>The development incorporates three public parkettes, designed to enhance walkability, provide passive recreational space, and reinforce the urban character. Though no Neighbourhood Park is located on-site, the project supports the broader open space system and places residents within walking distance of planned active parks. The proposed internal trail connections also contribute to the Town's planned east-west linkages, and connections throughout the local neighbourhood park system.</p> <p>The development maintains separation from the Wildlife Park area and enhances ecological buffers, supporting the Secondary Plan's objectives for environmental protection and integrated open space.</p>

shall be designed in accordance with Section 13.2.2.d of this Plan.

d) Wildlife Park

Council endorses the concept of a Wildlife Park, a significant natural base for which is provided in the general vicinity of the East Aurora Wetland Complex and other environmental protection areas within the Linear and Other Open Space designation as identified on Schedule 'AA'. In addition to the policies below, policies for the Wildlife Park are contained in Section 13.2.2.c of this Plan.