

# PLANNING REPORT

REVISED APRIL 2023

*1452 & 1460 Wellington Street East, Aurora*



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on WELLINGTON

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## 1.0 Introduction

JKO Planning Services has been retained to undertake a Planning Justification Report for the property municipally known as 1452 Wellington Street East in the Town of Aurora (herein referred to as the “subject property”). The subject property is located in the east area of Aurora, near the north-west corner of Wellington Street East and Leslie Street with a total lot area of 5,878m<sup>2</sup> (63,270.27ft<sup>2</sup>). The subject property is legally described as LOTS 1, 2, 3 AND 4 REGISTERED PLAN 525, TOWN OF AURORA (Municipal Address: 1452 Wellington Street East).

This proposal aims to develop thirty (30) 3-storey common element condominium townhouses, fronting and accessed by a private road along the north side of Wellington Street East.

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

- A review of all available background reports and information;
- A detailed examination of existing development constraints and issues (i.e., transportation and planning);
- The Provincial Policy Statement, 2020;
- The Growth Plan for the Greater Golden Horseshoe, 2020;
- The Region of York Official Plan, 2010;
- The Town of Aurora Official Plan; and,
- The Town of Aurora Zoning By-law 6000-17.

## 2.0 Site Characteristics

The subject property is located on the north side of Wellington Street East, just west of Leslie Street. The property has an area of 5,879m<sup>2</sup> (63,281.03ft<sup>2</sup>) and has approximately 76.49m (250.95ft) of frontage on Wellington Street East. The property is generally rectangular in shape with an extended paved driveway on the south-east side of the property. There are some mature trees on the property particularly on the south-east, and north-west corners. There is currently an existing 1-storey single detached dwelling and detached accessory garage on the subject property. It is the intention to demolish both of these existing buildings in conjunction with the proposed development on the subject lands.

**Figure 1 - Site Location**  
**1452 Wellington Street East, Aurora, Ontario**



Source – Google Maps, 2022

## 2.1 Accessibility

The subject property is currently accessed via a private driveway from the north side of Wellington Street East. The subject property has frontage on Wellington Street East and is located 100m west of Leslie Street, both of which are designated as Arterial Roads in the Town's Official Plan, Schedule I – Proposed Right of Ways (Figure 6 of this Report). Wellington Street East and Leslie Street have several municipal and Regional bus lines that connect to a variety of areas in Aurora. The subject property is also located 3km east of the Aurora GO Train Station and 1km west of Highway 404 which provides connectivity with various municipalities in the Greater Toronto Area.

## 3.0 Surrounding Land Use Context

The subject property is located in the eastern area of Aurora, located near the intersection of Wellington Street East and Leslie Street. The access to transit and location on a major corridor make this an excellent site for intensification.

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

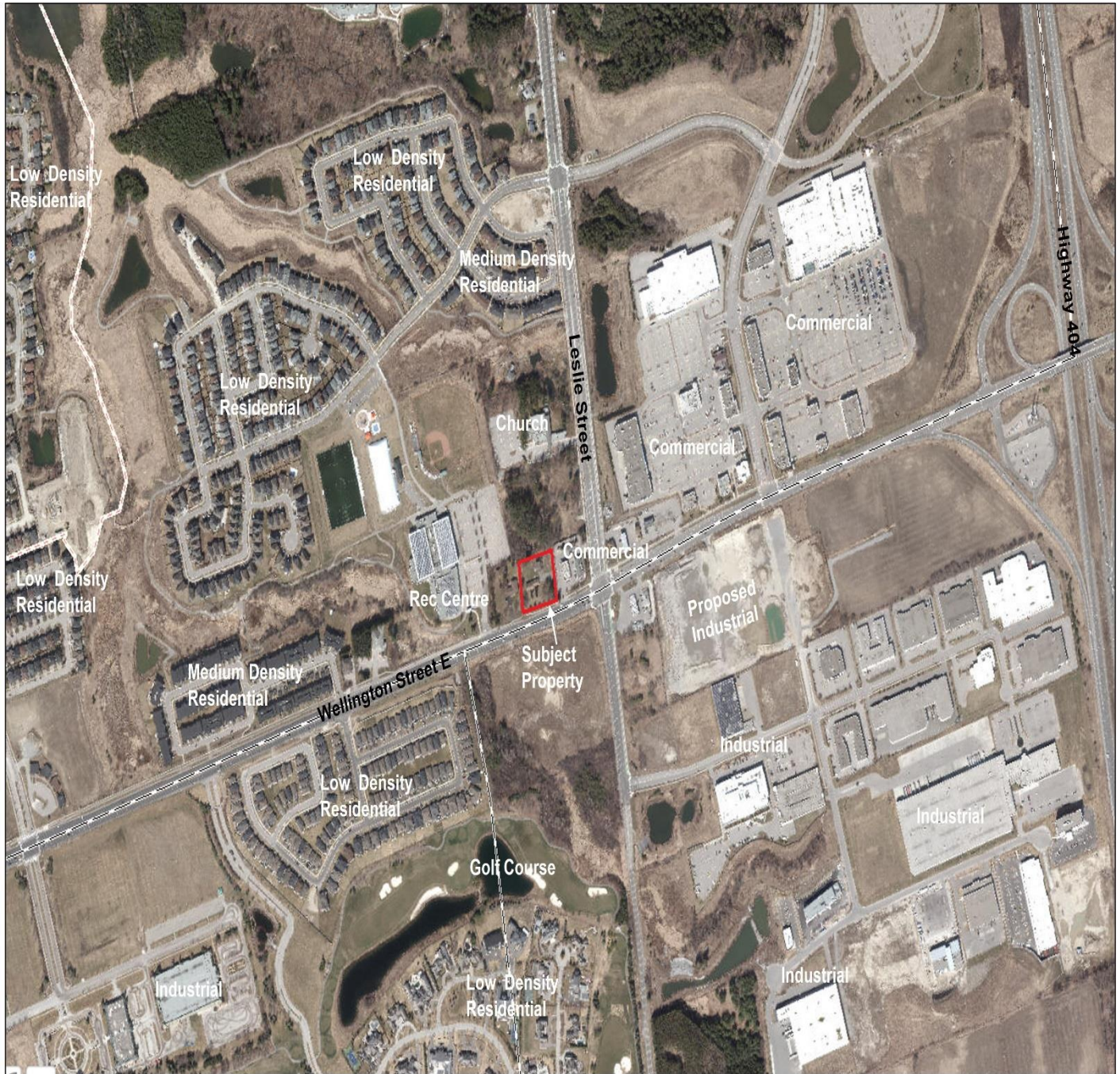
North: Vacant green space abuts the property to the north but notice signs have indicated this area will be high density residential apartments. Further north is the Northridge Community Church of the Salvation Army and a new development consisting of medium density residential units in the form of townhouses and low-density residential units in the form of single-detached dwellings.

South: Vacant land on the south side of Wellington Street East followed by the existing Magna Golf Club and associated low-density residential estate neighbourhood made up of large lot single detached dwellings.

East: abutting the subject property to the east is an Esso Gas Station and associated Tim Hortons, on the East side of Leslie Street is a large commercial plaza containing a Reno Depot, Walmart, LCBO, Best Buy and several other smaller retail stores. Highway 404 is further East.

West: The Stronach Aurora Recreation Complex abuts the subject property to the west, followed by the Central York Fire Station, a medium density residential development in the form of townhouses and low-density residential units in the form of single-detached dwellings are further west.

**Figure 2 – Area Context**  
**1452 Wellington Street East, Aurora, Ontario**



Source – Google Maps, 2022

## 4.0 Description of the Proposal

The purpose of this application is to obtain planning permission that will facilitate the development of thirty (30) 3-storey townhouse dwellings accessed via a private laneway along the North side of Wellington Street East.

As the associated Site Plan illustrates, the proposed townhouse development is comparable to the existing medium density townhouse developments to the north on Leslie Street and to the West on Wellington Street East.

The proposal's pertinent development statistics are as follows:

Total Overall Lot Area:	5,879m <sup>2</sup> (63,281.03ft <sup>2</sup> )
Total Gross Floor Area:	6,094m <sup>2</sup> (65,600ft <sup>2</sup> )
Number of Units:	30
Overall Density:	51.03 Units per Hectare
FSI:	1.04
Total Coverage:	36.5%
Stories:	3 Stories and 3.5 Stories
Minimum Lot Area (Per Unit):	112.72m <sup>2</sup> (1,213.3ft <sup>2</sup> )
Maximum Height:	13.92m (45.67ft)
Minimum Lot Frontage (Per Unit):	5.71m - 6.26m (18.73ft)
Minimum Front Yard Setback:	1.43m (4.69ft)
Minimum Rear Yard Setback:	0m (ft) – for central and southerly blocks 7.0 m (24.60ft.) for northerly block
Interior Side Yard Setback:	1.22 m along the east lot line 1.22 m along the west lot line
Landscape Buffer:	1.50 m along the east lot line 0.4m along the west lot line
Parking Spaces:	66 Spaces (2 Spaces/Unit, 6 Visitor Spaces)

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

- Conforms to the policies of the Provincial Policy Statement, Growth Plan, York Region Official Plan and the Town of Aurora Official Plan;
- On the basis of a detailed Natural Heritage policy review, the proposed development plan is in conformity with the Region's Official Plan with respect to natural heritage. More specifically, the subject property does not include and is not adjacent to the Regional Greenlands System;
- A review of Schedule 'E' finds that no Environmental Protection Areas are identified to occur on or within 120 m of the subject lands. Therefore, the proposed development of the subject property is in conformity with the Town's Official Plan;
- As outlined later within this Justification Report, the subject lands were previously approved for a site-specific commercial development but however, given the plethora of surrounding commercial gross floor area (particularly for the adjacent lands to the east – big box retail

development), this previously approved commercial development for these lands never materialized as the proposed commercial GFA would not have been able to be absorbed from a marketing viability perspective;

- Integrates appropriately with the surrounding land uses, particularly with the existing townhouse development to the north on Leslie Street and the West on the North Side of Wellington Street East;
- The development has a 0m rear yard setback for the center and southern units while the northern townhouse units have conventional 7m rear yard setbacks;
- The lack of rear yard space for the centre and southern townhouses is due to the unique shape of the lots but it is supplemented by community landscaped amenity space on the west side of the property;
- The 1.22m east lot line yard setback increases to 1.5m providing extra area for landscaped features and buffer zones from the abutting commercial use to the east;
- Although the requested minimum lot frontage for the proposed units is 5.71m, it is noted that the majority of the units have widths in the range of 5.9m-6.2m;
- Regarding the landscape buffer along the west lot line, there is a minor 0.4 m pinch point along the north limits of the proposed visitor parking area;
- Provides for appropriate intensification in an area with significant infrastructure and transit.
- The proposed medium-density residential use complies with and reinforces the intent of the Official Plan policies and zoning policies;
- There are no unacceptable adverse impacts, particularly from a traffic, municipal servicing, environmental and land use compatibility perspectives, to the surrounding land uses, given the property's location on Wellington Street East;
- Provides for a sufficient number of parking spaces per unit; and,
- Provides sufficient building setbacks from both a buffering and streetscape perspectives.
- Subject property does not contain significant wildlife features, significant, threatened, or endangered wildlife habitats as per the associated Natural Heritage Evaluation. Proposed mitigation strategies outlined in the NHE ensure that the proposed development will not result in adverse circumstances that may impact nearby environmental features.

To implement this proposal, an Official Plan Amendment and Zoning By-law Amendment Applications are required to address site specific regulations.

## **5.0 Public Consultation Strategy**

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

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

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

## 6.0 Policy Context

### 6.1 Provincial Policy Statement, 2020

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

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

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

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

*"1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and,*
- i) preparing for the regional and local impacts of a changing climate.”*

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

*"Section 1.1.3.1 Settlement areas shall be the focus of growth and development.*

*"Section 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and,*
- g) are freight-supportive.*

*"Section 1.1.3.4      Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

*"Section 1.1.3.6      New Development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

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

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

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

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

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

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

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

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

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

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

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

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

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion."*

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

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

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

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

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

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

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

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

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

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

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

1. *“Population and employment growth forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *The vast majority of growth will be directed to settlement areas that:*
    - i. *Have a delineated built boundary;*
    - ii. *Have existing or planned municipal water and wastewater systems; and*
    - iii. *Can support the achievement of complete communities;*
  - b. *Growth will be limited in settlement areas that;*
    - i. *Are rural settlements;*
    - ii. *Are not served by existing or planned municipal water and wastewater systems;*  
*or*
    - iii. *Are in the Greenbelt Area;*

- c. *Within settlement areas, growth will be focused in:*
    - i. *Delineated built-up areas;*
    - ii. *Strategic growth areas;*
    - iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *Areas with existing or planned public service facilities;*
  - d. *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e. *Development will be generally directed away from hazardous lands; and*
  - f. *The establishment of new settlement areas is prohibited.*
3. *Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
- a. *Establish a hierarchy of settlement areas, and of area within settlement areas, in accordance with policy 2.2.1.2;*
  - b. *Be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
  - c. *Provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
  - d. *Environmental and agricultural protection conservation objectives of this Plan and*
  - e. *Be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- a. *Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public facilities;*
  - b. *Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
  - d. *Expand convenient access to:*

- i. *A range of transportation options, including options for the safe, comfortable, and convenient use of active transportation;*
  - ii. *Public service facilities, co-located and integrated in community hubs;*
  - iii. *An appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv. *Healthy, local, and affordable food options, including through urban agriculture;*
- e. *Provide for a more compact built form and a vibrant public realm, including public open spaces;*
  - f. *Mitigate and adapt to climate change impacts, improve resilience, and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
  - g. *Integrate green infrastructure and low impact development”.*

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

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

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

- Is located within a “Built-Up Area” which is designed to promote development;
- The proposal aims to provide appropriate intensification in an infill lot;
- Assists the Town of Aurora in meeting their intensification targets;
- Makes use of existing municipal water and wastewater systems as well as other forms of municipal infrastructure;
- Provides for intensification along existing bus lines and within 3km of the Aurora GO Train Station; and,
- Provides a community service facility intensification on an Arterial Road (Wellington Street East and in close proximity to an additional Arterial Road (Leslie Street).

Figure 3 – York Region Official Plan – Regional Structure Map  
 1452 Wellington Street East, Aurora, Ontario



Source – York Region Official Plan Map 1 – Regional Structure

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

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

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

Section 2.1 identifies the importance of the Regional Greenlands System providing for the following prominent objective:

***To identify, protect and enhance the Regional Greenlands System and its functions to ensure a healthy system rich in native biodiversity.***

Similarly, Section 2.2 identifies the need to protect and enhance Key Natural Heritage Features and Key Hydrologic Features with the following primary objective:

***To ensure that key natural heritage features and key hydrologic features and functions are protected and enhanced where possible.***

In this regard, the completed Natural Heritage Evaluation by Beacon Environmental identifies that the proposed development on the lands will provide the necessary protections and enhancement of the surrounding Greenlands system and as such, provides for the following key conclusions/recommendations:

- *The Town's Greenlands System does not occur on the subject property;*
- *The subject lands and adjacent lands do not support Environmentally Significant Areas (Map 3) or Woodlands (Map 5). The subject lands also do not support Key Hydrological Features (Map 4);*
- *With respect to the woodlands to the north of the property, as noted they are not identified on Map 2 or Map 5 – Woodlands. The adjacent woodland does not meet the regional criteria for significance;*
- *As for the Lake Simcoe and Region Conservation Authority Policies and Regulations, there are no regulated features or adjacent lands identified for the subject lands;*
- *There is a Barn Swallow nest on the subject property which must be addressed in accordance with the requirements of the ESA as described above;*
- *The woodland to the north may provide habitat for endangered species of bats, but the trees along the northern edge of the subject property are not suitable roosting habitat. **A Tree Protection Zone***

***(TPZ) is recommended along the northern property boundary to protect these trees from the proposed development.***

- *Based on this policy review the proposed development plan is in conformity with the Region's Official Plan with respect to natural heritage.*

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

Section 3.5 of the YROP is further emphasized through the following primary objective within Section 3.5.6 stating *"that a minimum 25 per cent of new housing units across the Region be affordable, be distributed within each local municipality and should be coordinated across applicable local planning areas including secondary plan and block plan areas. A portion of these units should be accessible for people with disabilities. Affordable housing units should include a mix and range of types, lot sizes, unit sizes and tenures to provide opportunity for all household types, including larger families, seniors, and residents with special needs."*

In this regard, the proposed development on the subject lands is notably providing for all three (3) bedroom units which is a notable opportunity to add and even enhance the municipality's diversified mix and range of housing unit sizes, especially for larger families which are much in demand for both the Town of Aurora and the Region of York.

Further, it is ownership's intent to provide for a unit price point that would be within an acceptable range of the surrounding community's median household income.

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

Further, Section 5.2.16 prominently identifies *"that secondary and subdivision plans within the designated greenfield area that are not approved, be developed in accordance with policies 5.6.4 through 5.6.16."*

- 5.6.5 *That new community areas shall be designed to contain community core areas, which will be the focus of retail, personal services, human services, community services and provide connections to rapid transit. The community cores shall be within a reasonable walking distance from the majority of the population.*
- 5.6.6 *That within new community areas, live-work opportunities be provided through a combination of flexible zoning permissions and accommodations for combined residential and business or personal services, office uses, and home occupations.*
- 5.6.7 *That new community areas shall be designed to have high-quality urban design, attractive buildings, landscaping and public streetscapes, consistent with policy 5.2.8 of this Plan.*
- 5.6.8 *That new community areas shall be planned to consider human services needs, including educational, social, health, arts, culture, and recreational facilities.*
- 5.6.9 *That new community areas shall be designed to maximize passive solar gains, and to ensure that all buildings are constructed in a manner that facilitates future solar installations in accordance with a solar design strategy.*
- 5.6.10 *That the local municipality shall develop a Community Energy Plan for each new community area to reduce community energy demands, optimize passive solar gains through design, maximize active transportation and transit, and make use of renewable, on-site generation and district energy options including but not limited to solar, wind, water, biomass, and geothermal energy.*
- 5.6.11 *That comprehensive master environmental servicing plans shall be prepared and implemented. These plans will examine all water systems in a comprehensive and integrated manner to:*
  - *A. understand the integration of all water systems to increase efficiencies;*
  - *b. maximize water conservation in buildings and municipal infrastructure, including water-efficient landscaping and rainwater collection for reuse; and,*
  - *c. minimize stormwater volume and contaminant loads, and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.* *An Urbanizing Region: 5.0|Building Cities and Complete Communities 100 | York Region Official Plan - Office Consolidation: January 2019*
- 5.6.12 *That mobility plans shall be completed to ensure that:*
  - *a. communities are designed to have interconnected and accessible mobility systems, with a priority on pedestrian movement, and on transit use and access;*
  - *b. communities are designed to include a system of pedestrian and bicycle paths linking the community internally and externally to other areas, and providing access to the transit system;*

- *c. a transit plan is completed in consultation with York Region Transit, which identifies transit routes and corridors, co-ordinates transit with land use patterns and ensures the early integration of transit into the community;*
  - *d. the distance to a transit stop in the Urban Area is within 500 metres of 90 per cent of residents, and within 200 metres of 50 per cent of residents;*
  - *e. all schools and community centres shall be integrated into the community mobility system and provide the ability to walk, cycle, transit and carpool to these locations;*
  - *f. the street network includes continuous collector streets that run both north-south and east-west and/or a grid system of streets linked to the Regional Street network;*
  - *g. new community areas are designed to meet the York Region Transit-Oriented Development Guidelines;*
  - *h. planned rapid transit corridors, and/or transit terminals that connect to a rapid transit corridor, are included in the community;*
  - *i. parking standards, consistent with policy 5.2.10, encourage and support transit use and include reduced minimum and maximum parking standards; and,*
  - *j. trip-reduction strategies consistent with the policies of Section 7.1 are promoted.*
- *5.6.13 That new community areas shall be designed to implement the York Region Pedestrian and Cycling Master Plan.*
- *5.6.14 That a Greenlands System Plan shall be prepared that identifies how the Greenlands System will be managed in an urban environment including:*
- *a. ensuring the protection and enhancement of all key natural heritage features and key hydrologic features of the System;*
  - *b. identifying areas and opportunities for enhancement and restoration within the system and management needs to maximize the quality of the entire system;*
  - *c. identifying opportunities for locating necessary infrastructure that minimizes impacts to the system;*
  - *d. identifying how infrastructure projects within the System, including: stormwater management systems/facilities, streets, water and wastewater systems; can contribute to an overall ecological gain by measures such as increasing natural cover, enhancing ecological function, providing recreational access or contributing to off-site enhancements;*
  - *e. developing a trail system, which is integrated as appropriate into the mobility systems of the community;*
  - *f. examining the feasibility of providing local community gardening plots where appropriate, outside of key natural heritage features and key hydrological features; and,*
  - *g. identifying hazardous lands and hazardous sites, incorporating them into the Greenlands System, directing development away from these areas and including an appropriate buffer or access allowance if required.*

- 5.6.15 *The new community areas be designed to include an integrated open space network that includes both active recreational facilities and meeting places, urban squares, parks, outdoor seating and informal gathering spaces generally within 500 metres of all residents.*
- 5.6.16 *That new community areas be designed so as to include urban heat island effects and consider integrating green and white roofs, greening to provide shade and light-coloured surface materials consistent with Policy 5.2.34 of this Plan.*

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

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

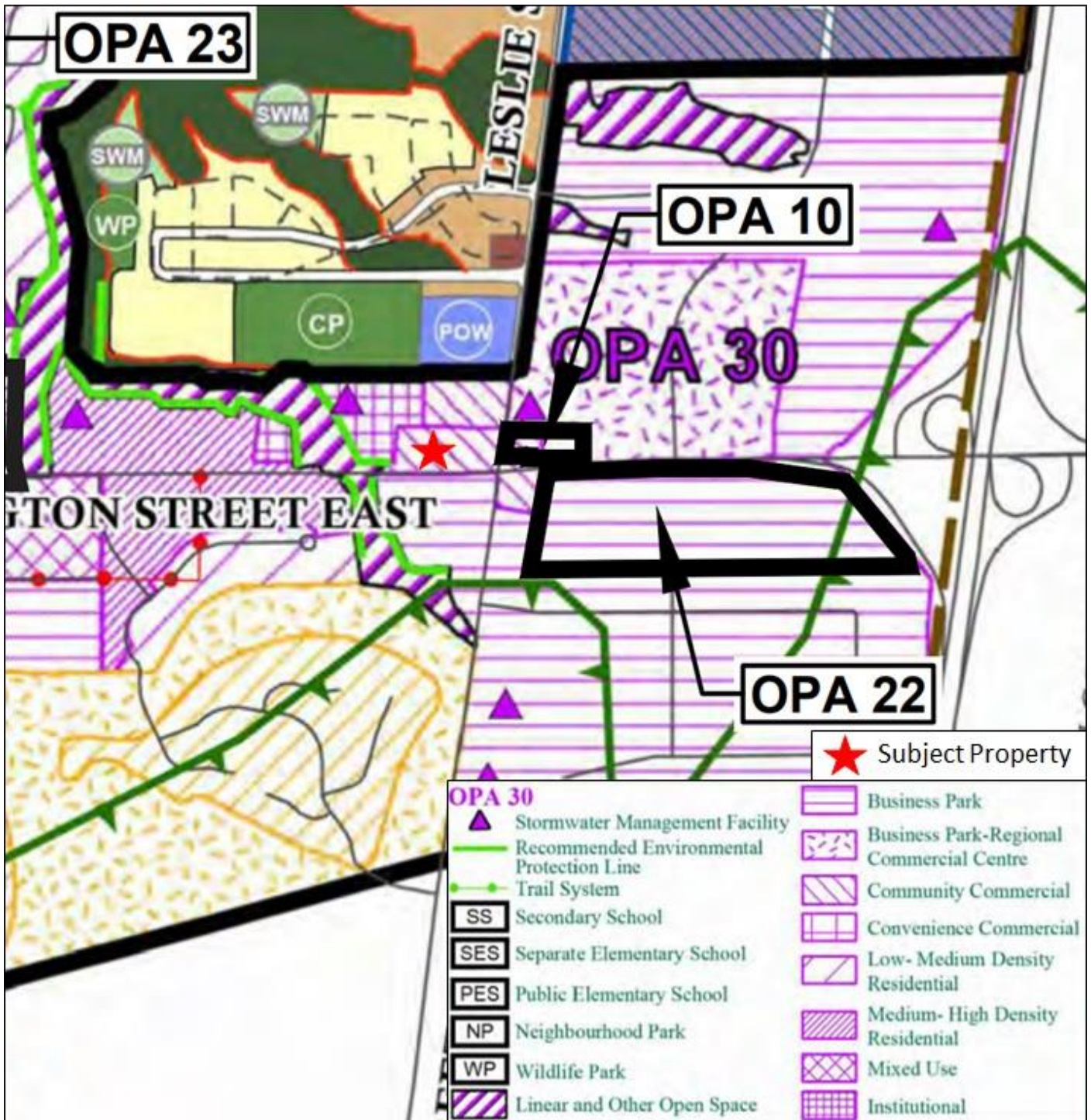
Section 7.2.26 states that the Region is aiming to *“achieve an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031”*. The proposed development will assist in achieving this target by providing additional units within appropriate distances of major transit corridors on Wellington Street East, Leslie Street, Highway 404 and the Aurora GO Train Station which is 3km west of the subject property.

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

- By supporting a diversified mix and range of unit (all 3-bedroom units providing for larger families) and lot sizes, thus addressing a much-needed housing affordability demand for both the Town of Aurora and the Region of York;
- No Provincially Significant Wetlands or coastal wetlands on or adjacent to the subject property.
- No evidence of habitat for endangered or threatened species;
- No permanent or intermittent streams on or adjacent to the subject property that could provide direct or contributing fish habitat;
- No natural heritage features within the subject property, including woodlands. The woodland adjacent to the north extends on to the northern portion of the subject property. This adjacent woodland is approximately 1.0 ha in area and includes some cultural coniferous plantation. The woodland is not identified as an Environmental Protection Area and does not meet regional criteria to be identified as significant woodland;
- No valleylands significant or otherwise on or adjacent to the subject property;
- No ANSIs on or adjacent to the subject property;
- No seasonal concentration habitats occur on the subject property;
- No rare vegetation communities or specialized wildlife habitats;
- Subject property does not provide wildlife corridor function as it is bound by urban development and in close proximity to two main roads;
- Habitat for endangered or threatened species has not been identified within the subject property;

- The proposed development is within a short walking distance from the adjacent Stronach Aurora Recreation Complex and the retail, services and commercial development on the east side of Leslie Street and north/south sides of Wellington Avenue that would address the human services needs of this proposed development;
- By providing a modest increase in residential density which will support local economic activities and public transit in the area;
- By providing intensification in an area near a major transit station (Aurora GO Station);
- By providing development that is consistent with the overall densities and built form in the surrounding area;
- By assisting with the achievement of a minimum 40% residential growth within the built-up area;
- By facilitating the redevelopment of an underutilized parcel of land; and,
- By assisting the City to achieve the target of having 90% of all residents live within 500m of a public transit stop.

Figure 4 – Town of Aurora Official Plan - Structure Plan  
 1452 Wellington Street East, Aurora, Ontario



Source – Aurora Official Plan Schedule A Structure Plan

Figure 5 – Town of Aurora Official Plan – Proposed Roads  
1452 Wellington Street East, Aurora, Ontario



Source – Aurora Official Plan Schedule I – Proposed Road Classifications

## 6.4 Town of Aurora Official Plan/OPA 30

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

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

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

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

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

The subject property located within the Bayview North East Area 2B, covered under OPA 30 as indicated in Figure 3 – Town of Aurora Official Plan Structure Plan. OPA 30 was approved on March 8, 2000 and designates the subject property as Community Commercial. In order to permit the development of 30 townhouse units on the subject property, it is recommended that an Official Plan Amendment Application be undertaken to redesignate the subject property from Community Commercial to Medium-High Density Residential under OPA 30.

Section 3.2.2 b. of OPA 30 outlines the policies of the Medium-High Density Residential designation:

- a) Medium-High Density housing shall include a range of predominantly above grade housing forms such as stacked rowhouses, terrace houses, maisonettes, and garden apartments. In areas

designated Medium-High Density Residential, a mix of housing types shall be provided, and may include street and/or block row houses in the Low-Medium Density designation.

- i. It is the intention of this Plan to locate Medium-High Density Residential designations on lands adjacent to certain parts of Bayview Avenue, St Johns Sideroad near Bayview, and Wellington Street East where commercial, recreational, community services and transit facilities will be most accessible. The location and size of such areas are intended to allow for a wider range of housing choices in the Bayview East area, provide a strong built form presence along these major roads, and ensure an appropriate transition to the lower intensity housing comprising most of the community. In evaluating development plans, the Town shall seek appropriate vehicular circulation and parking arrangements in Medium-High Density Residential Designations.
- ii. The maximum net residential density for any individual lot and/or block designated Medium-High Density Residential shall generally not exceed 99 units per hectare (40 units per acre). Buildings heights shall generally not exceed four storeys. At certain locations along Wellington Street East, building heights may increase provided such an increase is considered appropriate as articulated in the Urban Design Guidelines and does not exceed seven storeys in height as set out in the Official Plan.

Section 3.9 a) of the Official Plan discusses urban design policies, in particular that *“Development of lands fronting onto and generally within about 200 metres of Wellington Street East will have regard for Urban Design Guidelines which will be prepared to the satisfaction of the Town prior to the approval of the first draft plan of subdivision or site plan within the Wellington Street corridor and will be adopted by resolution of Council as an addendum to this Plan. The Guidelines may be prepared by landowners provided they are completed in a comprehensive manner and are subject to a peer review by the Town, the cost of which will be borne by the affected landowners”*.

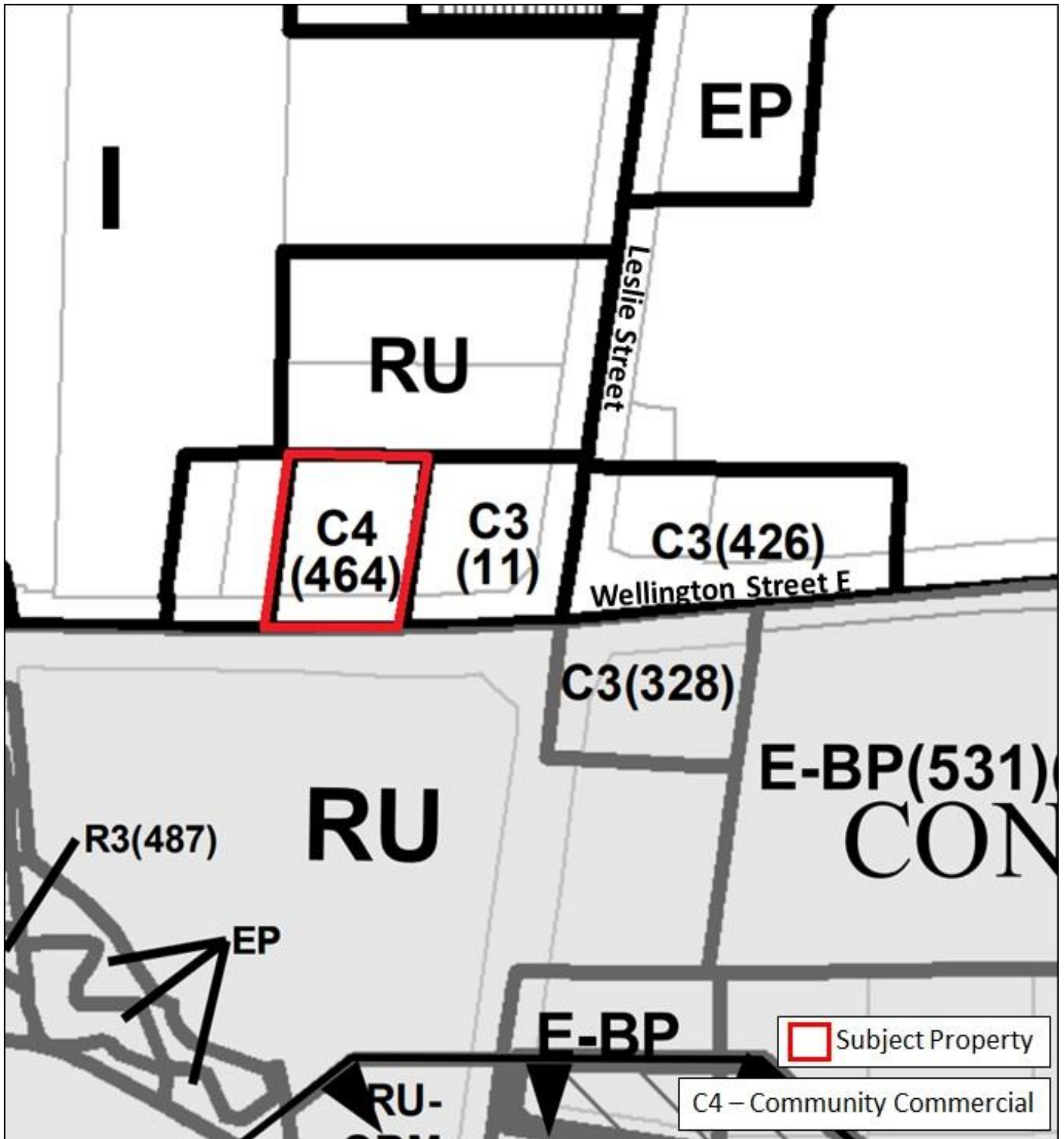
The Secondary Plan discusses Transit in Section 3.10.2 and states that *“The Secondary Plan has been designed to encourage more intensive activities and development along Wellington Street and Bayview Avenue to encourage the provision of transit. The internal configuration of collector roads has also been generally designed in a grid to facilitate the provision of transit on roads internal to the community”*.

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

- The subject property is located within a residential area on the north side of Wellington Street East in the Bayview North East Area 2B, covered under OPA 30;
- The subject property has approximately 76.49m (250.95ft) of frontage on the north side of Wellington Street East;

- The subject property is located on an Arterial Road (Wellington Street East) and in close proximity to another Arterial Road (Leslie Street);
- The Official Plan permits, among others, medium-density residential uses including townhouses;
- The subject properties are in close proximity to several local bus stops which provides the property with excellent access and connectivity to local and regional transit services;
- The subject properties are located approximately 3km west of the Aurora GO Station which connects several municipalities in the Greater Toronto Area;
- The proposed townhouses will not exceed a height of 3.5-storeys;
- The proposal will assist the Town in achieving its residential intensification target while not disrupting the areas' natural environment. It will further assist with the on-going revitalization of this segment of the Town;
- The subject site is located within an area capable of accommodating infill forms of development while conforming to the Plan's general residential policies and provisions; and,
- The proposal's building design and massing will respect, protect and enhance the existing character of surrounding land uses thus integrating appropriately into the surrounding community.

Figure 6 – Town of Aurora – Zoning Map  
1452 Wellington Street East, Aurora, Ontario



Source – Town of Aurora Zoning By-law Map

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

The subject property is currently zoned "Community Commercial" (C4) by the Town of Aurora By-law 6000-17. In order to permit a medium-density townhouse development on the subject property it is recommended to amend the Zoning By-law to rezone the subject property to Townhouse Dwelling Residential (R8).

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

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

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

Minimum Zone Regulations	By-law Requirement	Proposed
Minimum Lot Area-Per Unit	180m <sup>2</sup> (1,937.5ft <sup>2</sup> )	112.72m <sup>2</sup> (1,213.3ft <sup>2</sup> ) (minimum)
Minimum Lot Frontage-Per Unit	30m (98.42ft) 6m (19.68ft) per unit	5.71m
Minimum Front Yard Setback	7.5m (24.60ft)	1.43m (4.69ft)
Minimum Rear Yard Setback	7.5m (24.60ft)	7.0m (24.60 ft.) for those units within the northern development block 0m (0ft) – for those units within the centre and south blocks
Minimum Interior Side Yard Setback	0m (0ft) 1.5m (ft) for end units	1.22m (4.0ft) along the east lot line 1.22m (4.0ft) along the west lot line
Minimum Parking Spaces	1.5 spaces/unit Min 20% spaces for Visitors	2 spaces/unit 6 Visitor Spaces
Landscape Buffer	1.50m (4.92ft)	1.50 m (4.92ft) along east lot line 0.4m along west lot line
Maximum Lot Coverage	50%	36.5%
Maximum Building Height	10m (32.80ft)	13.92m (45.67ft)

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

In regards to the proposed 0m rear yard setback, this measurement applies only to the central townhouse units. The townhouse units on the north side of the development have conventional 7m rear yard setbacks while the southern units have a smaller 1.5m setback from the Wellington Street East lot line. The reduction in rear yard space for the central and southerly units is offset by the community amenity space provided along the west line of the development.

The development of 30 townhouse dwellings can be appropriately serviced, and it is conveniently located on an arterial road (Wellington Street East) with close proximity to an additional arterial road (Leslie Street) municipal and regional bus lines and the Aurora GO Train Station. Additionally, the size and configuration of the lot allows for the proposed townhouses to be developed while not creating any adverse impacts to the surrounding lands.

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

Overall, the proposed development for the subject property will create a compatible land use scenario that will not adversely impact the environment, surrounding land uses or public health. In conjunction with the Zoning By-law Amendment application, the proposed development respects the character of the surrounding community and is consistent with the regulations of the Town of Aurora Zoning By-law 6000-17.

## **6.6 Historical Commercial Approval**

On September 13, 2016, By-law 5895-16 was passed by Town Council, this By-law had the effect of rezoning the subject property from “Rural (RU) Zone” to “Shopping Commercial (C2-27) Exception Zone”. This rezoning permits a commercial development that serves the surrounding community including a multi-tenant commercial building and a restaurant. As time has passed, more commercial uses have been developed in the surrounding neighbourhood, particularly the large commercial plaza on the east and west sides of First Commerce Drive. These plazas contain several restaurants, bulk stores, a Best Buy, Dollar Store and a Walmart. We believe that this plaza provides a sufficient amount of commercial uses to service the surrounding community and that now, the highest and best use of the subject property is a residential development which is now being proposed.

## **6.7 Green Standards Summary**

The Town of Aurora Green Development Standard (G.D.S) is a tiered set of performance measures with supporting guidelines for new development. The standard promotes sustainable site and building designs

that address energy efficiency and greenhouse gas emissions, water quality and efficiency, ecological health, connected communities, and building and waste objectives for new developments in the Town of Aurora. The proposed development satisfies the Phase 1 metrics.

Metric #	Details	Response
<b>Energy</b>		
<b>EN1.1.1</b>	Appropriate electric vehicle infrastructure is provided.	<i>TO be confirmed by electrical consultant in future project stages. One possible means to address this metrics, would be to incorporate an energized outlet(s) or rough-in that is capable of providing Level 2 EV charging or higher within the parking stall inside the garage</i>
<b>EN1.1.2</b>	Ensure building(s) is designed to accommodate future connections to solar PV or solar thermal technologies.	<i>This can be implemented at a later stage by individual owners.</i>
<b>EN1.1.3</b>	Develop an energy model for the building project.	<i>The overall size of the project is too small to benefit from such a design model.</i>
<b>EN1.1.4</b>	Conduct a feasibility study to explore options to connect to existing and/or develop on-site energy generation systems.	<i>The overall size of the project is too small to benefit from such a design model.</i>
<b>Water</b>		
<b>W1.1.1</b>	Demonstrate post-development peak flow rates are equal to or do not exceed pre-development peak for rates for the 1 in 2 year, 1 in 5 year, 1 in 10 year, 1 in 25 year, 1 in 50 year and the 1 in 100 year storm events and a minimum volume reduction of 5mm is achieved through low impact development features.	<i>Satisfied - Refer to Section 3.5.1 &amp; 3.5.2 for quantity controls.</i>  <i>The total release rate does not exceed the allowable target release rate.</i>  <i>Satisfied - Refer to Section 3.6 for Volume controls-the servicing/grading scheme is designed to retain the first 5mm storm event.</i>
<b>W1.1.2</b>	Ensure post-development groundwater recharge rates meet pre-development rates, as defined through the LSRCA Source Protection Plan.	<i>Refer to Section 3.9 in the Stormwater Management Brief that details that the post-development groundwater recharge rates meet pre-development rates.</i>
<b>W1.1.3</b>	Remove at least 85% total suspended solids (TSS) on an annual loading basis from run-off leaving the site.	<i>95.3% achieved. Refer to Section 3.8 Stormwater Management Brief.</i>
<b>W1.1.4</b>	25% of new hard surfaces are constructed using permeable materials.	<i>Not applicable due to shallow groundwater</i>

<b>W1.1.5</b>	All water consuming fixtures are high-efficiency or meet the maximum flow requirements.	<p><i>The owner provides the necessary commitment to install the applicable flow rates for water consuming fixtures comprised of the following:</i></p> <ul style="list-style-type: none"> <li>• <i>Toilets: 1.28 GPF/4.8 LPF</i></li> <li>• <i>Faucets: 1.2 GPM/4.5 L/Min Max Flow Compensating Aerator; and,</i></li> <li>• <i>Showerheads: 2.0 GPM/7.6 L/Min Max Flow</i></li> </ul>
<b>Ecology</b>		
<b>E1.1.1</b>	Use a combination of Bird Friendly Design strategies to treat at least 85% of the exterior glazing located within the first 12 metres of the building above-grade. Visual markers on the glass should have spacing no greater than 10cm x 10cm.	<i>This specific metrics is more applicable to a higher density/building height form-in this instance, the proposed building heights are in the 13.5m-14m range which makes it impractical to consider such a design measure.</i>
<b>E1.1.2</b>	Use native plant species for 50% of the landscaped area, including trees shrubs and herbaceous plants.	<i>Native plant species will be used for a minimum of 50% of the landscaped area.</i>
<b>E1.1.3</b>	Introduce no invasive species	<i>No invasive species will be introduced.</i>
<b>E1.1.4</b>	Protect healthy, mature trees that exist within the project boundary. Where trees are to be removed, new trees are to be provided to mitigate the lost canopy.	<i>Healthy and mature trees will be protected using appropriate protection methods. Removed trees will be replaced to the Town's satisfaction.</i>
<b>E1.1.5</b>	All exterior light fixtures are Dark Sky compliant	<i>All of the exterior light fixtures are Dark Sky compliant.</i>
<b>E1.1.6</b>	Create tree planting areas within the site and in the adjacent public boulevard that meet the soil volume and other requirements necessary to provide tree canopy.	<i>Trees shall be planted in appropriate areas around the site with the sufficient 30m<sup>3</sup> soil. Where the 30m<sup>3</sup> soil cannot be achieved soil cells will be installed.</i>
<b>E1.1.7</b>	<p>Roof areas are provided with one or a combination of the following covering 30% of available roof space:</p> <ul style="list-style-type: none"> <li>• Green Roof</li> <li>• Solar PV or thermal</li> <li>• Cool Roof</li> </ul>	<i>Given that this is a medium density residential built form, the opportunity to facilitate these roof types is limited</i>
<b>Complete Communities</b>		

<b>CC1.1.1</b>	Develop a Transportation Demand Management Plan.	<i>A Transportation Demand Management Plan has been developed by Trans-Plan.</i>
<b>CC1.1.2</b>	Provide connections and/or access to a variety of parks and open spaces.	<i>There are no parks/open spaces available to create to connections to.</i>
<b>CC1.1.3</b>	Accessibility measures and design features are provided in accordance with the Accessibility for Ontarians with Disabilities Act (AODA).	<i>All design features have been created in accordance with the AODA.</i>
<b>CC1.1.4</b>	Complete a Heritage Impact Assessment if required.	<i>A Heritage Impact Assessment was not required by Town Staff/Council for this development.</i>
<b>CC1.1.5</b>	Strategize and develop an acoustical plan that identifies sources of noise that can negatively impact interior spaces.	<i>An Environmental Noise Assessment has been prepared by YCA Engineering.</i>
<b>Building, Waste and Materials</b>		
<b>BWM1.1.1</b>	Develop a Waste Management Plan and Report that describes how construction and demolition materials are diverted from landfill, where possible.	<i>A Waste Management Plan was not required by the Town staff/Council for this development.</i>
<b>BWM 1.1.2</b>	Mid-rise and non-residential waste collections.	<i>This development proposes low-rise residential, this metric does not apply.</i>
<b>BWM1.1.3</b>	Maximize the amount of native topsoil reused on-site, where appropriate, provided that the use does not have potential to cause adverse effects to the environment, human health, or impair water quality.	<i>Not practical given the site's shallow groundwater.</i>

Table 2 - Town of Aurora Green Development Standards

## 7.0 Conclusion

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

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

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

### **8.1 Phase One Environmental Site Assessment**

Fisher Environmental LTD. was retained to prepare a detailed Phase One (I) Environmental Site Assessment for the proposed development on the subject lands. This analysis has concluded that a Phase II ESA is required. PCA's at the Site and/or other properties within the phase one study area have been revealed after the records review and/or during the site reconnaissance. Seven APECs and associated Contaminants of Potential Concern were identified at the Site.

### **8.2 Phase Two Environmental Site Assessment**

Based on the conclusions of the Phase One Environmental Site Assessment, Fisher Environmental LTD. prepared a Phase Two Environmental Site Assessment for the proposed development on the subject property. Based on the analysis, no exceedances of applicable MECP SCS were found for analyzed parameters in soil or groundwater samples. Therefore, no analyzed parameters were carried forward as COCs in soil or groundwater. Considering this, the Site is in compliance with the applicable MECP Table 3 SCS as of the certification date July 18, 2022. No further investigation is required at this time.

### **8.3 Tree Inventory and Preservation Plan**

Kuntz Forestry Consulting Inc. were retained to undertake a Tree Inventory and Preservation Plan for the proposed development application on the subject property. The scope of the report was to address the Planning requirements of the Town Aurora related to the Tree Preservation requirements of the Municipality. This report and the associated Tree Inventory, Preservation and Removals Plan indicate a total of thirty-seven (37) trees and three tree polygons on and within six metres of the subject property. The removal of 28 trees and one polygon will be required to accommodate the proposed development. One additional tree is recommended for removal due to its condition. The preservation of all other tree resources will be possible provided appropriate tree protection measures are installed prior to demolition and construction.

### **8.4 Transportation Study**

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

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

- Based on the fitted curve equations provided in the ITE Trip Generation Manual, 10<sup>th</sup> edition, the site is expected to generate approximately 11 and 14 two-way auto trips during the weekday AM and PM peak hours, respectively.
- Using the modal split percentages from 2016 TTS, in conjunction with the auto trip volumes estimated using the ITE equations, the site is expected to generate approximately 15 and 18 two-way person trips during the weekday AM and PM peak hours, respectively, inclusive of all travel modes.
- The capacity Analysis indicates that:
  - The adjacent Stronach Aurora Recreation Complex access and the future 1289 Wellington Street access is expected to operate acceptably with a LOS of C during the weekday AM and PM peak hours under future 2025 and 2030 traffic conditions.
  - The proposed site access is expected to operate acceptably with a LOS of A during the weekday AM and PM peak hours under future 2025 and 2030 traffic conditions.
  - The intersection of Wellington Street and Leslie Street is expected to operate critically under future 2025 and 2030 traffic conditions during the weekday AM and PM peak hours with the existing signal timing plan, due to background traffic growth (and not site-generated traffic). Signal timing adjustments are recommended as mitigation. With our recommended adjustments, the intersection is expected to operate generally acceptably, although some individual movements remain critical.
  - Site-generated traffic is expected to have minimal operational impacts to the surrounding roads and driveways, given the similar v/c ratios between background and total conditions.
- The vehicle queuing analysis indicates that the 95<sup>th</sup> percentile (PCT) queues under future 2030 traffic conditions at the intersection of Wellington Street and Leslie Street are expected to be generally contained within the available storage and taper lengths during the weekday AM and PM peak hours.

### Parking Study

- Based on the Town of Aurora Zoning By-law 6000-17, a total parking supply of 45 spaces is required for the site, provided at rates of 1.2 spaces per unit for residents and 0.3 spaces for visitors. In total, 1.5 spaces per unit is required.
- A total parking supply of 66 spaces is proposed, consisting of 60 spaces for residents and 6 spaces for visitors. The resulting parking supply rates are 2.0 spaces per unit for residents and 0.2 spaces for visitors, such that parking for residents is in excess and parking for visitors is at a shortfall.
- Despite the visitor parking supply shortfall from the By-law requirements, it is expected to be adequate for the following reasons:

- Parking for residents is proposed to be in excess. As a result, visitors to the townhouses can potentially leverage the excess space available for the unit they are visiting, reducing reliance on the shared visitor parking supply.
- Other municipalities such as the City of Vaughan and City of Toronto have adopted a visitor parking requirement of 0.2 spaces per unit for areas that are not part of intensification areas or areas with immediate access to higher-order transit lines. The proposed visitor parking rate is in line with the By-law requirements of these municipalities.
- As such, visitor parking is recommended to be provided at a reduced minimum of 0.2 spaces per unit.

### Entrance Analysis

- Curb radii of 9.0m and a width of 6.0m are proposed for the site access, meeting the requirements of the Ontario Building Code for a fire route.
- The approximate driveway spacing of the proposed site access location to the Stronach Aurora Recreation Complex access and the Esso Gas Station meets the minimum distance specified by the York Region Access Guidelines for Regional Roads, but not the required distance.
- The available driveway clear throat distance meets the requirements of the York Region Access Guidelines for Regional Roads.
- No sight line deficiencies at the proposed site access due to the existing road curvature on Wellington Street East are expected.

### On-Site Vehicle Circulation Review

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

### Waste Management Plan

- Waste is envisioned to be stored inside the garages of the individual townhouse units and rolled out to the curb on collection day for municipal curbside collection.
- If feasible, waste collection vehicles are recommended to serve the townhouses on both sides of the laneway, such that waste can be collected in a single pass through the laneway. Alternatively, the vehicle can conduct turnaround maneuvers at the internal 3-way intersection to serve all townhouse units. An additional person is recommended to assist with the reverse maneuvers.
- The vehicle turning templates indicates that the proposed driveways and internal drive-aisles can geometrically accommodate a GFL rear-load waste collection vehicle.

### Transportation Demand Management Plan

- Pre-loaded transit passes, and information packages (containing YRT and cycling route maps, etc.) should be provided to future residents via an information session organized by the Developer / Applicant in conjunction with York Region / YRT staff. Future residents are also encouraged to obtain Start Commute membership.
- At building occupancy, the Developer / Applicant is required to contact York Region's Sustainable Mobility Group to discuss the Travel Demand Management options for the site. An information session for future residents may be required.

Overall, the analysis indicates that the proposed development is expected to have minimal operational traffic impacts to the surrounding study area intersections and driveways. However, it also indicates that several individual movements at the intersection of Wellington Street East and Leslie Street are expected to operate critically during the weekday AM and PM peak hours under future 2025 and 2030 traffic conditions, due to background traffic growth (and not site-generated traffic). Signal timing adjustments are recommended as mitigation.

## **8.5 Hydrogeological Investigation**

Fisher Engineering LTD. was retained to undertake a Hydrogeological Investigation for the subject property in order to support the proposed townhouse development. Based on the groundwater levels observed during the investigation, a dewatering system may not be required. Localized dewatering may be undertaken by pumping from sump pits as required. Based on the groundwater flowrates observed during the investigation, an application for PTTW will not be required for construction dewatering nor permanent drainage. Registration on the MECP EASR may not be required if excavation and dewatering for each block is carried out individually. The discharge rates for construction dewatering, given in the preceding, are based on common practice and reasonable assumption for excavation depths and are subject to further modifications when details of the structures become available. Construction dewatering is not expected to influence the quality or quantity of water in supply wells in proximity to the site. The proposed development, without implementation of mitigation measures, will impact the hydrologic conditions of the site mainly in the form of increased runoff and reduced infiltration and evapotranspiration. It is recommended that LID measures be implemented to mitigate the post-development impact on the hydrological conditions at the site. It is further recommended that measures be implemented in the stormwater management plan to maintain the quality and quantity of groundwater recharge.

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

Fisher Engineering LTD. was retained to prepare a Function Servicing and Stormwater Management Report for the proposed townhouse development on the subject property. The following conclusions were made based on the findings of this report:

### Stormwater Management

Peak runoff rates for the proposed development were designed to be less than or equal to the existing condition by implementing onsite SWM controls. Stormwater storage will be implemented to achieve this provided by on-site and above grade storage with a 75mm orifice plate. A total storage volume of 221.5m<sup>2</sup> is required to meet quantity controls. Quantity controls will be achieved through a treatment plan, an overall TSS removal efficiency of 80% is achieved. A reduction in phosphorus loading of 0.03kg per year (compared to untreated run-off) will be achieved using the treatment train approach system. In order to achieve Zero-Phosphorus an offset contribution to the LSRCA will be required in the amount of \$5,141.94. It is proposed to retain the first 5mm through increased topsoil depths (a total volume of 45m<sup>2</sup>) to address volume control requirements. The addition of the site flows to the provided storm sewer infrastructure will not adversely affect downstream conditions nor will it increase flooding risks downstream.

### Sanitary Drainage

The sanitary discharge from the proposed development will be directed to the Region's sanitary sewer.

### Water Supply

The existing watermain has adequate capacity to supply the Max Day + Fire Flow rate of approximately 8,00L/min (2,245 USGPM PM) at 140 Kpa (20 PSI) required for the proposed development at the proposed hydrant.

### Site Grading

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

### Erosion and Sediment Control

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

## **8.7 Noise Study**

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

1. Mandatory air conditioning is required for Units 1 to 10.
2. Provisions for adding air conditioning is required for Units 11 to 30.
3. Upgrading windows and exterior wall constructions are required for Units 1 to 10 in order to meet the indoor sound levels. For units 10, 18 and 30, there should be no east facing noise sensitive areas windows on the 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> floors. In addition, wing walls/sunken windows are recommended as shown on the attached Figure 2 to mitigate the noise from the adjacent gas station/car wash facility to the east.
4. A 2.4m high acoustic fence is required to reduce the sound level at the common outdoor amenity area to 55dBA. The acoustic barrier requirements should be reviewed once the detailed/final grading information and landscape plans are available.
5. All applicable warning clauses shall be listed in the Town of Aurora's Development Agreement and also be inserted in the Agreements of Purchase and Sale or Lease and registered on title.
6. Prior to construction of the buildings and dwelling units, it is recommended that the architectural plans to be reviewed to ensure all building components and requirements/recommendations, ducting systems and air conditioning locations, and acoustic barrier meet the acoustical requirements.
7. Prior to the issuance of occupancy permits, the Town's building inspector or a Professional Engineer qualified to perform acoustical engineering services in Ontario shall certify that the noise control measures have been properly installed and constructed.

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

## **8.8 Stage 1 and 2 Archaeological Assessment**

TMHC Inc. was retained to conduct a Stage 1 and 2 Archaeological Assessment for the subject property. A Stage 1 and 2 archaeological assessment was conducted as part of the Site Plan Approval process for a proposed residential development at 1452 Wellington Street East, located in the Town of Aurora, Ontario. The subject property is roughly 0.60 ha (1.5 ac) in size and comprises part of Lots 3 and 4, Registered Plan No. 525. Historically, the property is located within part of Lot 21, Concession 2, in the Geographic Township of Whitchurch, York County, Ontario. The Stage 1 assessment revealed that the property had potential for the discovery of archaeological resources and a Stage 2 survey was recommended and carried out. The Stage 2 assessment (test pit assessment at 5 and 10 m intervals) did not result in the documentation of archaeological resources. As such, the subject property should be considered free of archaeological concern and no further archaeological assessment is recommended.

## **8.9 Natural Heritage Evaluation**

Beacon Environmental was retained to conduct a Natural Heritage Evaluation for the proposed development on the subject property. The analysis concluded the following key findings:

The subject property is currently an existing single residential lot (Anthropogenic ANT that is dominated by maintained lawn and landscaped plantings of trees and shrubs. The house is situated centrally with a large workshop/shed located north and east of the house. The driveway enters the south-western corner of the property from Wellington Street. The adjacent parcel to the north comprises woodland, meadow, thicket, and possibly wetland. The woodland extends on to the subject property in the northwest and northeast. The woodland in the northeast corner appears to be the edge of what becomes a cultural plantation off site to the north, however, within the subject property, the trees are mainly deciduous species.

#### Cultural Meadow

Two mineral cultural meadow communities are located on the subject property. The smaller one is situated centrally. The cultural meadow community on the east side of the subject property includes the outlet of storm water drainage from the east which supports a narrow strip of hybrid cattail. The drainage cuts across the northeast corner of the property onto the property to the north. It is understood that this is storm drainage from the adjacent gas station (to the east) that is conveyed to a storm water facility to the north.

#### Flora

A seasonal inventory of the plant species on the subject property was not conducted as it is mostly lawn, and species of higher floristic quality are not anticipated. Indeed, many of the species identified on the subject property were common and several were non-native/introduced species. A high percentage of non-native species is indicative of higher levels of disturbance and in this case a lower floristic quality. Highly invasive species observed include Common Buckthorn and Garlic Mustard (*Alliaria petiolaris*).

#### Rarity

None of the species observed are globally (G5) or provincially rare (S1, S2, or S3) as per the NHIC database.

#### Birds

Given the timing of the field investigation for the NHE (September), breeding bird surveys were not conducted. However, based on experience in this area of Aurora and similar types of existing habitat, the species listed in Table 1 of the NHE are those that are anticipated to be encountered during the breeding bird surveys.

#### Other Wildlife

The woodlands to the north will provide habitat for a small number of urban tolerant mammals and other wildlife. Other species that may occur in the woodlands to the north of the property include: White-tailed Deer, Eastern Coyote, and Eastern Cottontail. The conifer plantation to the north will also provide limited habitat for migrant birds and winter shelter habitat for local individual birds and mammals. There are no breeding sites or conditions for amphibians or turtles on the subject property.

### Landscape Connectivity

Landscape connectivity has become recognized as an important component of natural heritage planning. Corridors allow organisms to move between areas of high habitat importance. Conservation of distinct habitat types to protect species may be less effective unless the corridors between them are also protected or restored.

In the fragmented landscape of southern Ontario, connectivity functions range from low, where major development features (e.g., highways) fragment a pathway, to high, where natural features dominate the landscape and connectivity is relatively contiguous and is not broken by roads or other linear infrastructure.

The subject property occurs in an area where the local landscape has been altered through past and present anthropogenic use. From a wildlife perspective, the property is situated directly adjacent to existing institutional use to the east, west, and south that presents a terrestrial barrier to wildlife movement and a possible hazard. In addition to the residential development of the subject land the four lane Wellington Street and six lanes of Leslie Street to the east preclude the presence of a high functioning wildlife corridor.

### Endangered and Threatened Species

In the fragmented landscape of southern Ontario, connectivity functions range from low, where major development features (e.g., highways) fragment a pathway, to high, where natural features dominate the landscape and connectivity is relatively contiguous and is not broken by roads or other linear infrastructure.

In the fragmented landscape of southern Ontario, connectivity functions range from low, where major development features (e.g., highways) fragment a pathway, to high, where natural features dominate the landscape and connectivity is relatively contiguous and is not broken by roads or other linear infrastructure.

### Summary of Natural Heritage Features and Functions

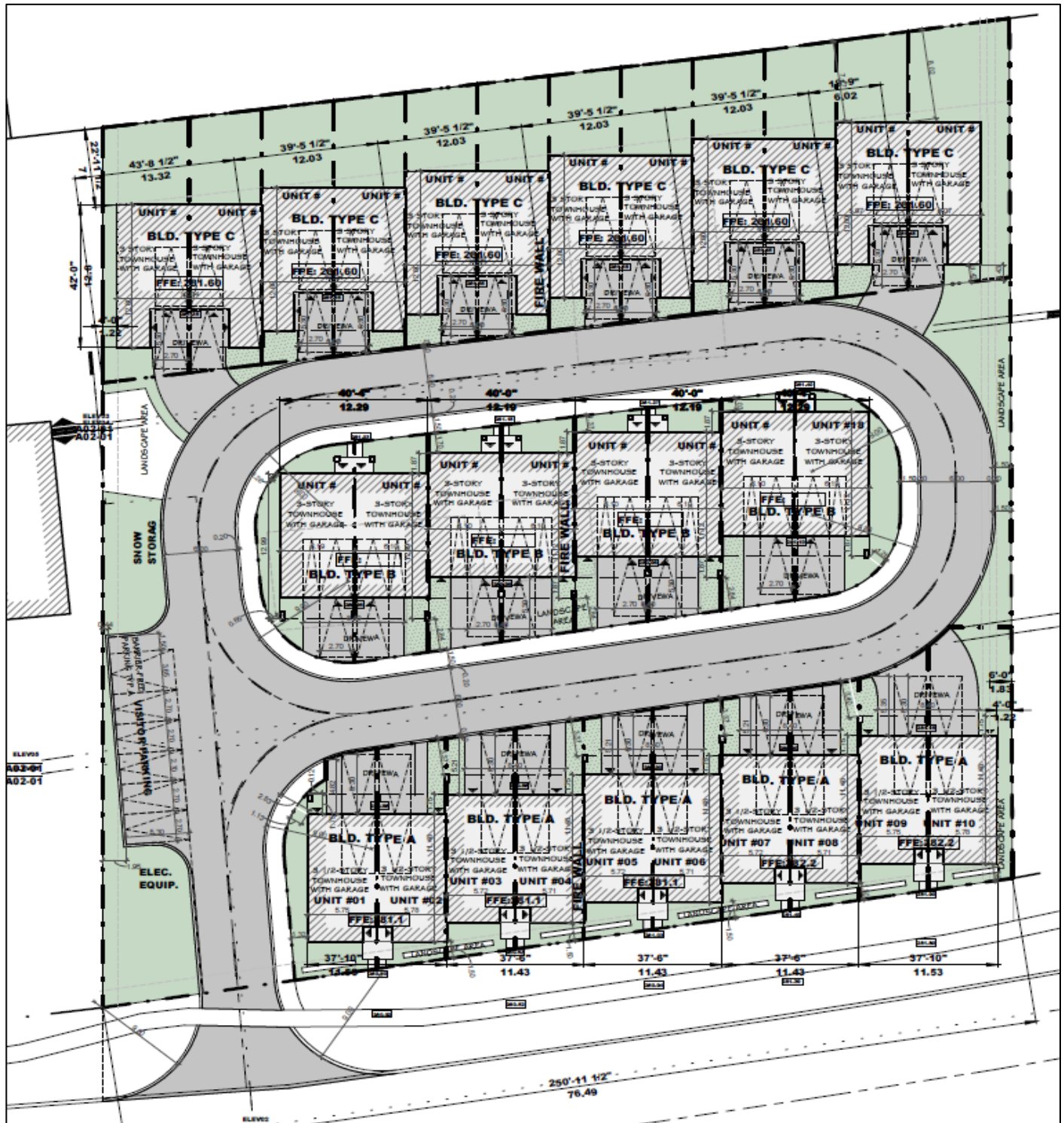
- No Provincially Significant Wetlands or coastal wetlands on or adjacent to the subject property.
- No evidence of habitat for endangered or threatened species.
- No permanent or intermittent streams on or adjacent to the subject property that could provide direct or contributing fish habitat.
- No natural heritage features within the subject property, including woodlands. The woodland adjacent to the north extends on to the northern portion of the subject property. This adjacent woodland is approximately 1.0 ha in area and includes some cultural coniferous plantation. The woodland is not identified as an Environmental Protection Area and does not meet regional criteria to be identified as significant woodland.
- No valleylands significant or otherwise on or adjacent to the subject property.
- No ANSIs on or adjacent to the subject property.
- No seasonal concentration habitats occur on the subject property.

- No rare vegetation communities or specialized wildlife habitats.
- Subject property does not provide wildlife corridor function as it is bound by urban development and in close proximity to two main roads.
- Habitat for endangered or threatened species has not been identified within the subject property.

The proposed development conforms with applicable planning policy, where:

- It conforms with the PPS;
- Development lands occur within the urban boundary (settlement area) of the Town of Aurora, as per the Lake Simcoe Protection Plan;
- The proposed development plan is in conformity with the Regions Official Plan with respect to natural heritage;
- There are no Environmental Protection Areas identified to occur on, or within 120m of the subject property, as per the Town of Aurora Official Plan;
- The subject property does not contain any regulated features, nor abuts adjacent lands that are identified on the subject lands as per the Lake Simcoe and Region Conservation Authority;
- In the fragmented landscape of southern Ontario, connectivity functions range from low, where major development features (e.g., highways) fragment a pathway, to high, where natural features dominate the landscape and connectivity is relatively contiguous and is not broken by roads or other linear infrastructure. No other habitat for endangered or threatened species has been identified as per the Endangered Species Act.

Figure 7 – Site Plan  
1452 Wellington Street East, Aurora, Ontario



**Figure 8 – Coloured Rendering 1**  
**1452 Wellington Street East, Aurora, Ontario**



Figure 9 – Coloured Rendering 2  
1452 Wellington Street East, Aurora, Ontario



**Figure 10 – Coloured Rendering 3**  
1452 Wellington Street East, Aurora, Ontario



**Figure 11 – Coloured Rendering 4**  
1452 Wellington Street East, Aurora, Ontario

