

# PLANNING JUSTIFICATION REPORT

**PREPARED FOR:**

**Official Plan Amendment &  
Zoning By-law Amendment  
6768148 Canada Ltd.**

16003 Yonge Street, 219-237 Old  
Yonge Street, & 255-257 Old Yonge  
Street Town of Aurora  
File no. 22279C

**April 2025**



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ARCHITECTURE

MHBC - MacNaughton Hermesen Britton Clarkson Planning Limited  
12 James Street North, Hamilton, ON, L8R 2J9  
T: 905 639 8686  
[www.mhbcplan.com](http://www.mhbcplan.com)

# Executive Summary

This Planning Justification Report (“PJR”) has been prepared in support of the proposed development of two residential uses on lands addressed as 16003 Yonge Street, 219-237 Old Yonge Street, and 255-257 Old Yonge Street in the Town of Aurora (the “Subject Lands”). The residential uses proposed consist of one 5-storey residential infill development (16003 Yonge Street & 219-237 Old Yonge Street), and one 2-storey single detached dwelling unit (255-257 Old Yonge Street).

The Subject Lands are located within the settlement area boundary of the Town of Aurora, south of St. John’s Sideroad, east of Yonge Street, and west of Old Yonge Street. The Subject Lands have a combined area of approximately 1.72 ha (4.27 acres), with frontage of approximately 168 metres along Yonge Street, 84 metres along St. John’s Sideroad, and 170 metres along Old Yonge Street. Each of the parcels have vehicular access from Old Yonge Street. 16003 Yonge Street also has a vehicular access from Yonge Street which will be maintained through the proposal.

An Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) to the Town of Aurora’s Official Plan and Zoning By-law are required to facilitate two proposed residential developments. According to the Town of Aurora Official Plan, the Subject Lands are located within the “Regional Corridor” along Yonge Street. Lands within the Regional Corridor are intended to accommodate residential intensification and growth and permit a maximum building height of five storeys. Currently, the Subject Lands are designated as follows in the Official Plan:

- Stable Neighbourhoods (219-237 Old Yonge Street)

- Community Commercial Centre, Site-Specific Policy 11 (16003 Yonge Street)
- Stable Neighbourhoods, Site-Specific Policy 3 (255-257 Old Yonge Street)

The proposed OPA seeks to re-designate the lands located at 16003 Yonge Street and 219-237 Old Yonge Street to a site-specific “Medium-High Urban Residential” designation to allow for a five-storey infill apartment building on the lands. To accommodate the residential apartment, the Red House—designated under Part IV of the *Ontario Heritage Act*—must be relocated north from 16003 Yonge Street to 255-257 Old Yonge Street. In support of this relocation, the OPA also proposes to remove “Site-Specific Policy 3” currently applicable to the lands at 255-257 Old Yonge Street. Overall, the proposed OPA will bring the land use designation into conformity with both the Region of York Official Plan and the intent of the Town of Aurora Official Plan, by supporting the Regional Corridor’s role in accommodating transit-supportive, infill intensification that remains compatible with the surrounding community.

The proposed ZBA for the apartment dwelling will bring the land use regulations into conformity with the proposed higher density residential designation of the OPA. The proposed ZBA seeks to re-zone the lands located at 16003 Yonge Street and 219-237 Old Yonge Street to “Secondary Density Apartment Residential Exception (RA2-XX)” Zone. The ZBA for the lands located at 255-257 Old Yonge Street will re-zone the lands to a “Detached First Density Residential Exception (R1-XX)” Zone that will permit the relocated heritage dwelling, in conformity with the proposed Stable Neighbourhood designation. The boundary of

the “Environmental Protection (EP)” Zone along the western property boundary will be expanded through the ZBA to reflect the long-term stable top of slope of the site which, has been evaluated through the EIS enclosed with this application.

The proposed development will consist of a five-storey residential apartment building containing 152 residential units, supported by vehicular and bicycle parking, as well as indoor and outdoor amenity spaces. The building has been designed to respect the site’s existing naturalized areas and the long-term stable top of slope. Vehicular access to the apartment is proposed via a primary entrance from Yonge Street, with an additional emergency access from Old Yonge Street. This development aims to balance the need for transit-supportive growth along the Regional Corridor with a thoughtful, incremental approach to intensification that maintains and complements the character of the existing community.

The Red House will be relocated from the lands located at 16003 Yonge Street, northwards, and will be refurbished to a single dwelling unit with private residential parking. Vehicular access to the heritage building is proposed via Old Yonge Street. A Site Plan application will be submitted to the Town to facilitate the development of the residential buildings should the OPA and ZBA be approved. The proposal will conserve the cultural heritage value of the Red House.

Based on the physical context, planning policy, and regulatory framework analysis, the proposed residential development is consistent with, and conforms to, Provincial policies, the York Region Official Plan, the Town of Aurora Official Plan, represents good planning, and is in the public interest.

# Contents

1.0	Introduction.....	4
1.1	Purpose of Application .....	4
1.2	Pre-Consultation.....	5
1.3	Public Consultation Strategy .....	6
1.4	Stakeholder Meeting.....	6
2.0	Existing Site & Context .....	8
2.1	Site Description.....	8
2.2	Surrounding Area Context.....	9
2.3	Community Context.....	9
2.4	Area Development Context.....	11
2.5	Current Site Designation and Zoning Context.....	13
2.6	Transportation .....	27
3.0	Proposal Description.....	34
3.1	Overview of Proposed Development.....	34
3.2	Summary of Technical Reports .....	45
3.3	Proposed Draft Official Plan Amendment .....	52
3.4	Proposed Zoning By-law Amendment .....	54
4.0	Policy Analysis .....	56
4.1	Planning Act, R.S.O 1990, C. P. 13.....	56
4.2	Provincial Planning Statement, 2024 .....	58
4.3	South Georgian Bay Lake Simcoe Source Protection Plan, 2015 (amended September 2024).....	60
4.4	York Region Official Plan (November 4, 2022).....	61
4.5	Town of Aurora Official Plan (2024) .....	64
4.6	Town of Aurora Zoning By-law 6000-17 .....	69
5.0	Conclusions .....	83



# Figures

Figure 1: Location Map.....	5
Figure 2: Context Map .....	9
Figure 3: Community Context .....	10
Figure 4: Surrounding Development Applications.....	12
Figure 5: York ROP Map 1 - Regional Structure .....	13
Figure 6: York ROP Map 1A - Land Use Designations .....	14
Figure 7: York ROP Map 1B - Urban Systems Overlay .....	14
Figure 8: York ROP Map 2 - Regional Greenlands System.....	15
Figure 9: York ROP Map 4 - Key Hydrologic Features.....	16
Figure 10: York ROP Map 5 – Woodlands.....	16
Figure 11: York ROP Map 6 - Wellhead Protection Areas and Intent Protection Zones .....	17
Figure 12: York ROP Map 7 - Vulnerable Aquifers within the ORM Plan and Clean Water Act .....	17
Figure 13: York ROP Map 12A - Significant Groundwater Recharge Areas and Recharge Management Area .....	18
Figure 14: Aurora OP (2024) Schedule A - Town Structure .....	20
Figure 15: Aurora OP (2024) Schedule B - Land Use Plan.....	20
Figure 16: Aurora OP (2024) Schedule E - Cultural Heritage .....	21
Figure 17: Aurora OP (2024) Schedule H - Site Specific Policy Areas .....	21
Figure 18: Aurora OP (2024) Schedule F - Environmental Designations OFF ORM.....	22
Figure 19: Aurora OP (2024) Schedule G - Conservation Authority Regulated Area .....	23
Figure 20: Aurora OP (2024) Schedule L - Wellhead Protection Areas.....	23
Figure 21: Aurora OP (2024) Schedule O - Water and Wastewater Plan.....	24
Figure 22: Aurora OP (2024) Schedule P - Significant Groundwater Recharge Areas and Recharge Management Areas.....	24
Figure 23: Aurora OP (2024) Schedule Q - Significant Surface Water Contribution Areas and Ecologically Significant Groundwater Recharge Areas.....	25
Figure 24: Town of Aurora, Zoning By-law 6000-17 .....	26
Figure 25: Aurora OP (2024) Schedule I - Road Classifications.....	28
Figure 26: Aurora OP (2024) Schedule J - Planned Right-of-Ways.....	28
Figure 27: York ROP Map 11 - Street Network.....	29
Figure 28: York ROP Map 9A - Regional Road Cycling Network .....	29
Figure 29: York ROP Map 9B - Regional Trail Network .....	30
Figure 30: Aurora OP (2024) Schedule K - Active Transportation .....	30
Figure 31: York ROP Map 10 - Rapid Transit Network .....	32
Figure 32: Aurora OP (2024) Schedule M - Regional Rapid Transit Network .....	32
Figure 33: Surrounding Public Transit Routes .....	33
Figure 34: 3D Views.....	38
Figure 35: Site Plan .....	38
Figure 36: Ground Floor Plan .....	39
Figure 37: Second Floor Plan .....	39
Figure 38: Third Floor Plan .....	40

Figure 39: Fourth Floor Plan .....	40
Figure 40: Fifth Floor Plan .....	41
Figure 41: Roof Plan .....	41
Figure 42: Top Roof Plan.....	42
Figure 43: Building Elevations.....	42
Figure 44: Building Elevations.....	43
Figure 45: Building Section .....	43
Figure 46: Building Section .....	44
Figure 47: Constraint Map .....	45

# Tables

Table 1: Town of Aurora, OPA/ZBA Pre-Con Checklist March 7, 2024 .....	5
Table 2: Location of Surrounding Amenities .....	10
Table 3: Active Surrounding Development Applications .....	11
Table 4: Development Statistics, 16003 Yonge Street and 219 Old Yonge Street (Residential Apartment) .....	36
Table 5: Town of Aurora, GDS Performance Standards.....	36
Table 6: Development Statistics, 255-257 Old Yonge Street (Relocated Heritage Building) .....	37
Table 7: Region of York, Official Plan Designations .....	61
Table 8: Town of Aurora Official Plan (2024) Designations .....	65
Table 9: Town of Aurora Zoning By-Law, Permitted Uses .....	69
Table 10: Zoning Review of Residential Development at 16003 Yonge Street & 219-237 Old Yonge Street.....	74
Table 11: Zoning Review of Heritage House Relocation at 257 Old Yonge Street.....	77
Table 12: Rationale for Site Specific Exceptions to Proposed Zoning for Apartment Building .....	78
Table 13: Rationale for Site Specific Exceptions to Proposed Zoning for Heritage Building .....	81

# Appendices

Appendix A: Pre-Consultation Meeting Checklist
Appendix B: Draft Official Plan Amendment
Appendix C: Draft Zoning By-law Amendment
Appendix D: Policy Appendix

# 1.0 Introduction

## 1.1 Purpose of Application

MacNaughton Hermesen Britton Clarkson Planning Limited ("MHBC") has been retained by Amian Development Group, on behalf of 6768148 Canada Limited (the "Owner") to assist with planning applications to redevelop the properties municipally known as 16003 Yonge Street and 219-257 Old Yonge Street in the Town of Aurora (the "Subject Lands"). **Figure 1** illustrates the location of the Subject Lands.

This Planning Justification Report ("PJR") has been prepared on behalf of the landowner in support of proposed amendments to the Town of Aurora Official Plan and Town of Aurora Zoning By-law 6000-17 to facilitate the redevelopment of the Subject Lands with one 5 storey apartment building that contains 152 dwelling units supported by 169 parking spaces, 56 bicycle parking spaces, and 3,291 m<sup>2</sup> of amenity space (the "proposed development"). The existing heritage commercial building, located at 16003 Yonge Street, known as the "Red House", will be relocated northward to 255-257 Old Yonge Street and restored to a residential dwelling unit. The existing single detached dwelling at 255-257 Old Yonge Street will be demolished. The wetland that parallels Yonge Street is within the regulated area of the Lake Simcoe Region Conservation Authority ("LSRCA") and will be protected through the proposed development.

The proposed OPA and ZBA applications present an opportunity to redevelop the Subject Lands

through infill intensification that supports the intent of the lands as a location for higher density, transit-supportive growth along the Yonge Street Regional Corridor, as described in the Town of Aurora Official Plan.

This PJR is submitted as a comprehensive assessment of, and justification for, the Official Plan Amendments ("OPA") to the Town of Aurora Official Plan and the Zoning By-law Amendment ("ZBA") to Zoning By-law 6000-17 in support of the redevelopment and intensification of the Subject Lands. This report provides the following:

1. A general description of the Subject Lands, existing uses, surrounding uses, as well as the current physical conditions, to provide an understanding of the locational context;
2. A description of the proposed development and its design elements;
3. A description of the proposed Official Plan Amendment and Zoning By-law Amendment;
4. A summary of the technical reports prepared in support of the proposal;
5. A review of the existing and evolving policy and regulatory framework as they pertain to the proposed development and an assessment of the proposed development's consistency and conformity with Provincial, Regional and Town policies and regulations;

6. An assessment of the impacts of the redevelopment and how they are addressed as well as how the proposal is compatible; and,
7. A summary of key conclusions and recommendations related to the proposed development.



Figure 1: Location Map

## 1.2 Pre-Consultation

The required Planning and Development Services meeting to discuss the proposal was held on March 7, 2024. Town of Aurora and Region of York staff were in attendance at the meeting, along with representatives from Amian Development Group, MHBC, RAW Architect and ERA Architects. A record of the Development Application Review Committee ('DARC') checklist is attached to this report as **Appendix A**. The Pre-Consultation meeting identified the need for an Official Plan and Zoning By-law Amendment Application to facilitate the proposed development.

**TABLE 1: TOWN OF AURORA, OPA/ZBA PRE-CON CHECKLIST MARCH 7, 2024**

Report, Plan or Study
Planning & Development
Cover Letter
Planning Justification Report
Draft Official Plan Amendment
Draft Zoning By-law Amendment

Green Development Standards
Architecture
Site Plan
Building Sections & Elevations
Schedule of Lots and Blocks
Phasing Plan
Shadow Study
Landscape Plan
Urban Design
Urban Design Report including, Site Assessment
Renderings
Environmental Matters
Environmental Impact Study including, Natural Heritage Evaluation
Floodplain Analysis Report
Geotechnical Investigation & Slope Stability Assessment
Hydrogeological Study
Phase 1 ESA
Phase 2 ESA
Vegetation Management Report
Arborist Report
Site Servicing Matters
Functional Servicing & Stormwater Management Report (FSR)
Grading/Drainage Plan
Construction Impact Mitigation Study
Transportation
Urban Transportation Considerations
Traffic Noise Feasibility Study
Cultural Matters
Stage 1 Archaeological Assessment
Stage 2 Archaeological Assessment
Heritage Impact Statement
Administrative Items
Application Form
Application Fees
Survey

The above noted documents are summarized in **Section 3.2** of this Report.



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## 1.3 Public Consultation Strategy

*The Planning Act* requires that the applicant submit a proposed strategy for consulting with the public with respect to a development application as part of the 'complete' application requirements. This section summarizes the proposed Public Consultation Strategy.

The public consultation process for the proposed OPA and ZBA applications will follow the statutory requirements of the Planning Act. The following points of public consultation are proposed:

- Upon receiving Notice of Complete Application, a Public Notice sign will be installed on the site, advising of the proposed Official Plan and Zoning By-law Amendment, as per the sign specifications provided by the Town;
- It is understood that the Town will post all relevant information about the proposal on its website for public review. This will include the application, Site Plan and all technical studies, reports and plans prepared in support of the application;
- A notice outlining the proposed application and the Statutory Public Meeting will be issued by Town staff to all land owners within 120 metres (400 feet) of the Subject Lands as per the requirements outlined by the Planning Act;
- The Statutory Public Meeting will be held at a date and time identified by the Town where the public will have an opportunity to provide comments in writing and at the public meeting. All

public input and comments will be received at the public meeting and further considered by Council;

- Town staff will prepare a Report for Council consideration which will be available to the public in advance of the Council meeting; and,
- A Council Meeting, at which time the Town Staff Report, all available information, and public input will be considered in Council's final decision.

The consultation strategy proposed will provide members of the public with opportunities to review, understand, and comment on the proposed OPA and ZBA applications. The consultation strategy will be coordinated with Town Staff and additional opportunities for consultation will be considered and may be warranted based on the input received.

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## 1.4 Stakeholder Meeting

On February 5<sup>th</sup> 2025, representatives from MHBC Planning and the Ownership Group met with stakeholders from local ratepayer groups to present the proposed development concept and gather feedback to inform the future submission. During the meeting, the ratepayer group provided valuable input, which has been incorporated into the current proposal.

One key recommendation from the stakeholder group was the inclusion of a pedestrian pathway connecting the right-of-way of Old Yonge Street to the proposed apartment building, to enhance pedestrian safety and connectivity. In response, a pedestrian walkway has been integrated along the eastern frontage of the building, extending from Old Yonge Street to the amenity area

located at the southeast corner of the site, and continuing along the site's southern edge.

This pathway will establish a continuous pedestrian route that connects residents and visitors within the development and the broader community, supporting walkability and enhancing overall quality of life. Please refer to the enclosed Landscape Plan for detailed pathway design.

## 2.0 Existing Site & Context

The consideration of an existing site's context is important in the planning analysis for the proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area but to the specific and immediate urban setting and urban structure which includes future land uses and infrastructure capacity, as well as the evolving physical environment to which any proposal will relate in the long term.

### 2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located within the settlement area boundary of the Town of Aurora (Ward 1) south of St. John's Sideroad and on the east side of Yonge Street and west side of Old Yonge Street. The Subject Lands have a combined area of approximately 1.72 ha (4.27 acres), with approximately 168 m of frontage along Yonge Street, 84 m along St. John's Sideroad and 170 m along Old Yonge Street.

The southern-most parcel, located at 219-237 Old Yonge Street and legally described as Part of Lot 4 PLAN 461, Whitchurch as in R603216, has an area of 0.36 ha (0.89 acres) and frontage of approximately 30.7 metres along Yonge Street and 30.6 metres along Old Yonge Street. There is an existing driveway on Old Yonge Street to facilitate access to the south parcel. The middle parcel, located at 16003 Yonge Street is legally described as Part of Lot 3 PLAN

461, Whitchurch as in R524310 and has an area of 0.67 ha (1.64 acres), and frontage of approximately 61.1 metres along Yonge Street and 61.5 metres along Old Yonge Street. There are two existing driveways to facilitate access to the middle parcel: one driveway from Yonge Street and one driveway from Old Yonge Street. The northern-most lands, located at 255-257 Old Yonge Street and legally described as Part of Lot 1 & 2 PL 461 Whitchurch as in R671374. These lands have an area of 0.70 ha (1.73 acres), and frontage of 81.0 metres along Yonge Street, 74.5 metres along St John's Sideroad, and 75.7 metres along Old Yonge Street. There is an existing continuous driveway to access the north parcel that connects to both Old Yonge Street and St. John's Sideroad.

The lands located at 16003 Yonge Street are occupied by a municipally recognized heritage property, known as the "Red House" designated under Part IV, Section 29 of the *Ontario Heritage Act* ("OHA") through By-law 4361.02R. The other two parcels that make up the site including, 219-237 and 255-257 Old Yonge Street each contain structures that are not listed on the Aurora Register of Property of Cultural Heritage Value or Interest, nor are they designated under Part IV of the OHA.

Topographically, the portion of lands that front onto Old Yonge Street are at a higher elevation than the lands that front onto Yonge Street to the west. Old Yonge Street is approximately at

258 m above sea level, while Yonge Street is approximately 250 m above sea level for an elevation difference of 8.0 metres (26 feet). Top of bank and slope stability limits the area of development as proposed. The immediate southeast corner of Yonge Street and St. John's Sideroad has also been identified by the LSRCA as a wetland requiring appropriate buffers.

## 2.2 Surrounding Area Context

**Figure 2** illustrates the surrounding area context of the Subject Lands. A general description of the surrounding context of the Subject Lands is described as follows:

**NORTH:** Across St. John's Sideroad, is a single dwelling unit (recently approved for townhouse development) followed by the four-storey Hadley Grange apartment, as well as the active transportation Tom Taylor Trail connecting Aurora to Newmarket. McKenzie Wetland is located approximately 115 metres to the northeast of the northern-most lot line of the Subject Lands (255-257 Old Yonge Street).

**EAST:** On the east side of Old Yonge Street are residential dwelling units that back onto an extension of the Tom Taylor Trail and Atkinson Park.

**SOUTH:** Immediately south of the Subject Lands, is a condominium complex containing eight townhouse blocks surrounding Tara Hill Circle. To the southwest is St. Andrew's College.

**WEST:** On the west side of Yonge Street is a public pedestrian trail that parallels Tannery Creek. On the west side of the creek are two rural residential estate lots.

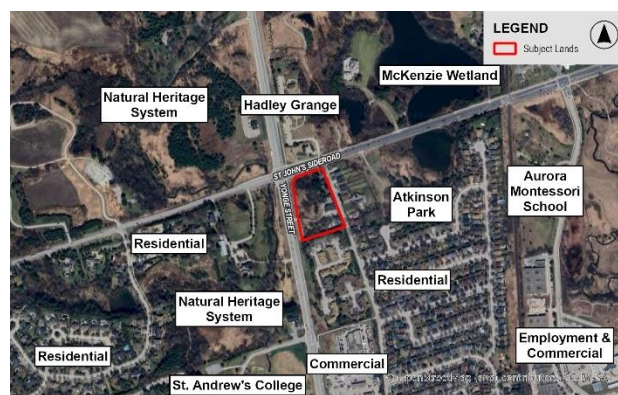


Figure 2: Context Map

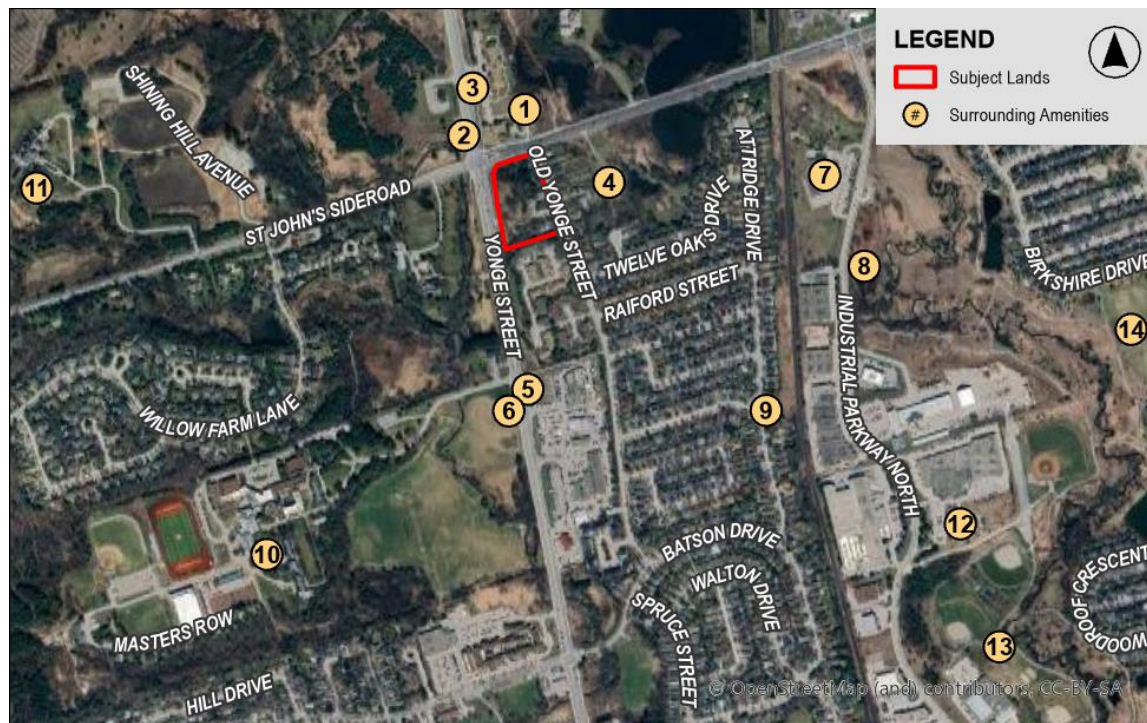
## 2.3 Community Context

The Subject Lands are located on the east side of Yonge Street, immediately south of St. John's Sideroad. Yonge Street acts as an important regional transportation and economic corridor for the Town of Aurora. The Subject Lands are located in proximity to a number of public and private community facilities, parks, and amenities which are listed below in **Table 2**. **Figure 3** illustrates locations identified in table below.



**TABLE 2: LOCATION OF SURROUNDING AMENITIES**

DESTINATION	DISTANCE (metres)	TRAVEL TIME		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
1. Tom Taylor Trafal Northbound	100	1	1	1
2. York Region Transit Yonge Street at St. John's Sideroad (South)	110	2	1	1
3. York Region Transit Yonge Street at St. John's Sideroad (North)	185	4	1	1
4. Atkinson Park	290	4	1	1
5. York Region Transit (Stop #2512) Yonge Street (North)	360	5	2	1
6. York Region Transit (Stop #2620) Yonge Street (South)	420	5	2	1
7. Aurora Montessori School	630	13	4	2
8. Canine Commons Park	660	14	4	2
9. Wilson Park	720	10	3	2
10. St. Andrew's College	800	15	5	3
11. St. Annie's School	980	16	6	3
12. Aurora Children's Centre	1040	23	7	3
13. Lambert Wilson Park Playground	1120	30	10	4
14. Optimist Park	1250	21	6	3

*Figure 3- Community Context*

## 2.4 Area Development Context

As part of the preparation of the proposed applications, a search of the Town of Aurora's development application database was undertaken to provide a broader context of the existing and proposed developments within the surrounding area. Surrounding development applications are described in **Table 3** and illustrated in **Figure 4**.

**TABLE 3: ACTIVE SURROUNDING DEVELOPMENT APPLICATIONS**

#	Address	File Number (Under Review)	Application Type	Residential Units	Site Area (ha)	Density (uph)
1	46 St. John's Sideroad	OPA-2017-06 & ZBA-2017-08	OPA & ZBA	5 four-storey Townhouse Blocks: 39 units	0.81	84
2	65 St. John's SR E	OPA-2023-04 ZBA-2023-04 SP-2023-13	OPA, ZBA, SP	45 Townhouse Units		
3	162, 306, 370, 434 and 488 St. John's Side	OPA-2021-02 ZBA-2021-01 SUB-2021-01	OPA, ZBA & Plan of Subdivision	87 – Single Detached 21 – Townhouse units	57.15	6
4	306, 370. 434 and 488 St John's Sideroad (Phase 2)	SP-2021-06	SP	90 – single detached		
5	15356 Yonge Street	ZBA-2017-06 SP-2017-05, SP- 2006-13	ZBA & SPA	35 unit 5-Storey Apartment	0.26	131
6	15296-15314 Yonge Street	OPA-2021-03 ZBA-2021-03 SP2021-07	OPA, ZBA & SPA	137 unit – 6- Storey Apartment	0.40	343

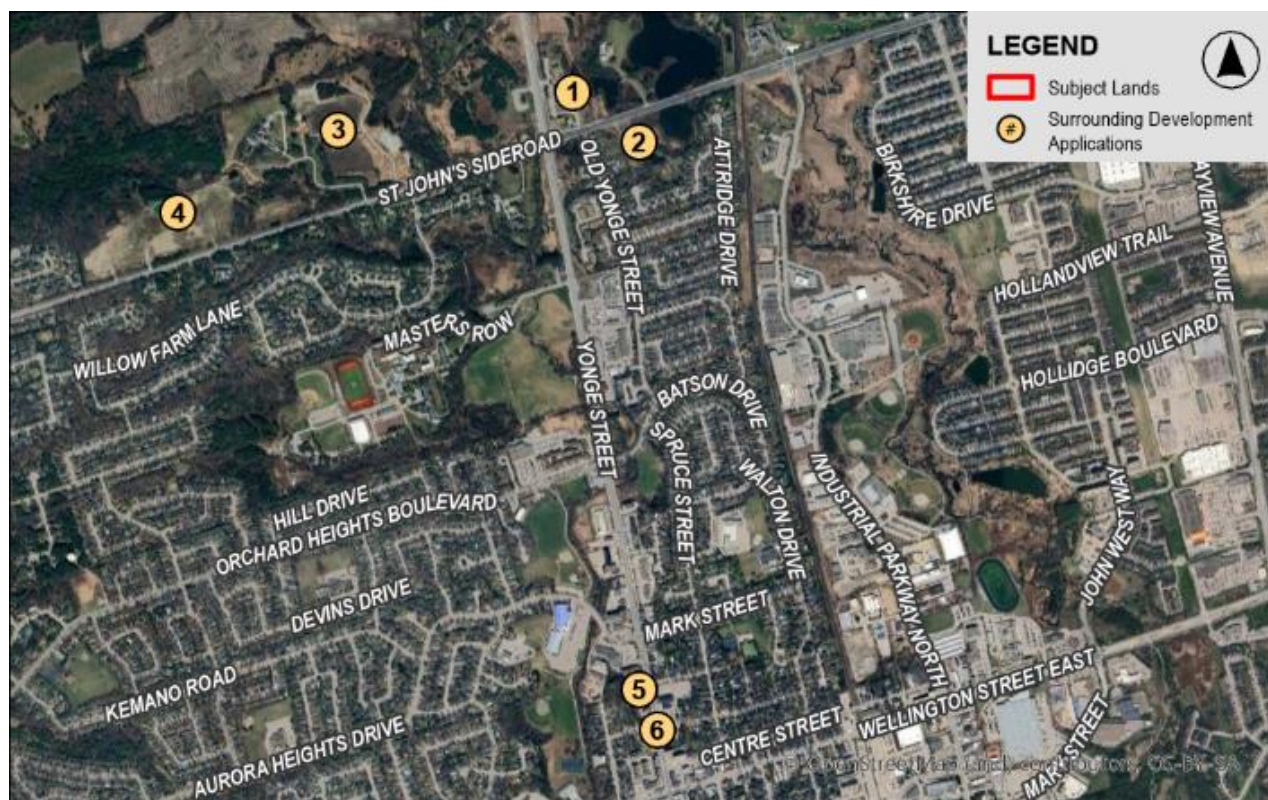


Figure 4: Surrounding Development Applications



## 2.5 Current Site Designation and Zoning Context

### 2.5.1 Region of York Official Plan

The Region of York Official Plan was approved by the Ministry of Municipal Affairs and Housing ("MMAH"), with modifications in November 2022. The Region of York Official Plan describes how to accommodate future growth and development that meets the needs of current and future residents of the Region of York.

### Land Use

As per Map 1: Regional Structure, of the Region of York Official Plan, the Subject Lands are located within the "Urban Area", along a "Regional Corridor" and contain portions of the "Regional Greenlands System" (**Figure 5**). Regional Corridors are one of the Region's Strategic Growth Areas ("SGA"), intended to accommodate compact, well-designed, transit-supportive development. Map 1A, Land Use Designations further designates the Subject Lands as "Community Area" and Map 1B: Urban Systems Overlays, designates the Subject Lands as lands within the "Built Up Area", along a "Regional Corridor" (**Figure 6 & 7**). Community Areas include lands where residential, population-related employment, and community services are to be directed to accommodate existing and future population and employment growth.

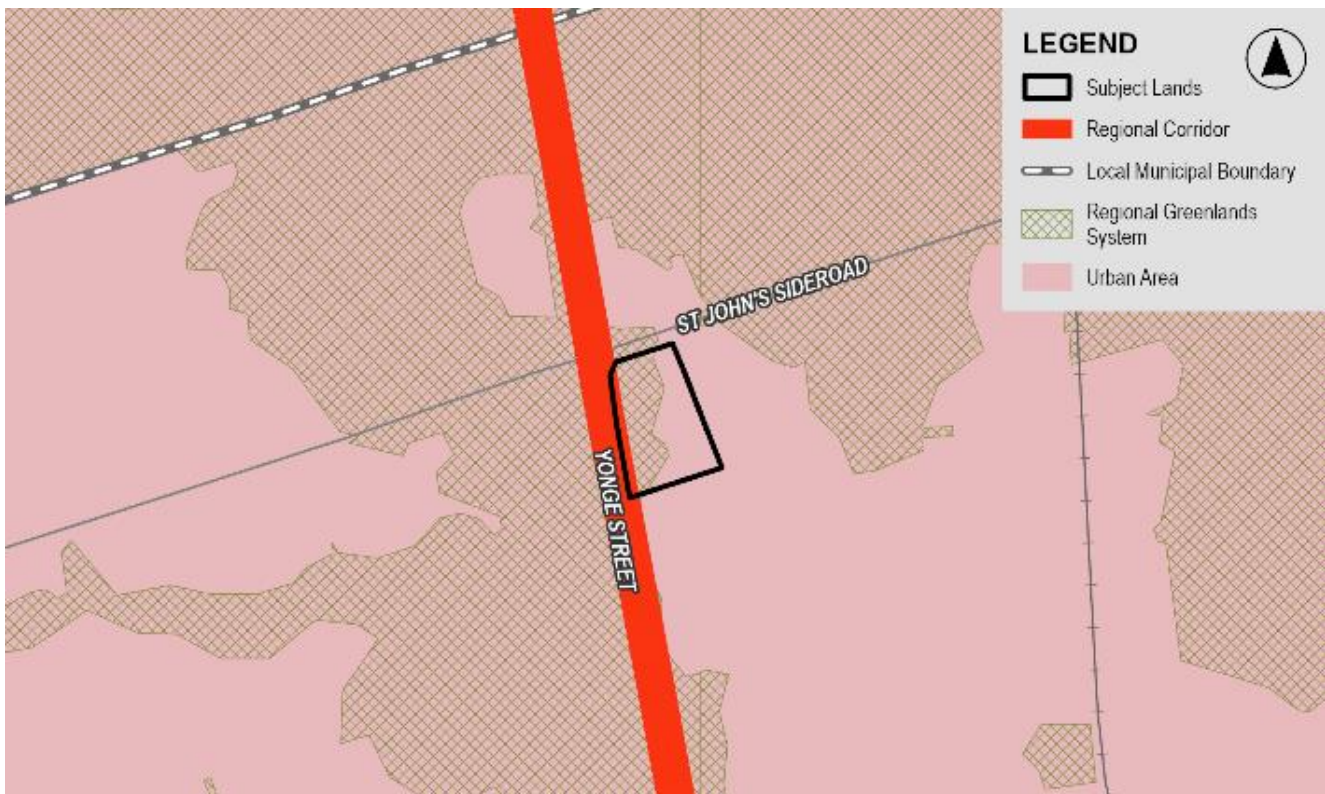


Figure 5: York ROP Map 1 - Regional Structure



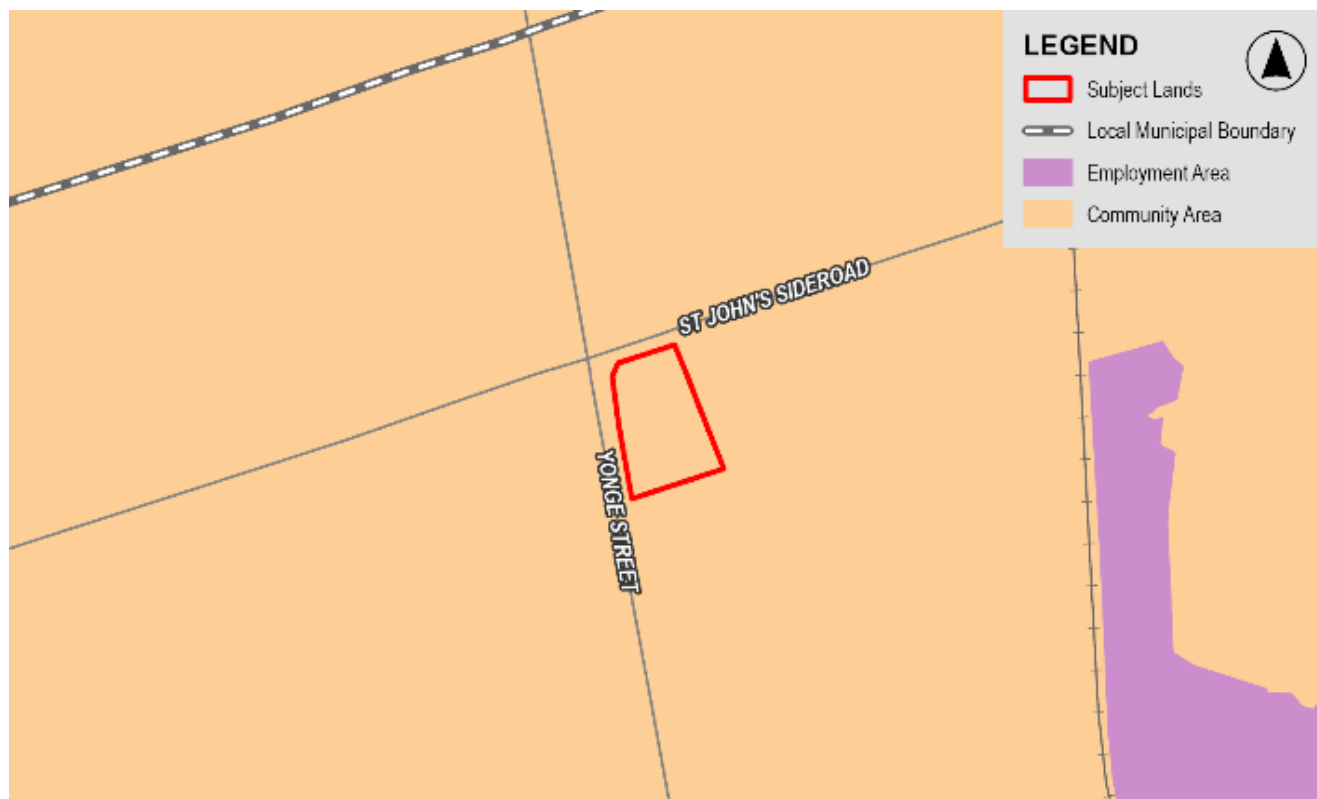


Figure 6: York ROP Map 1A - Land Use Designations

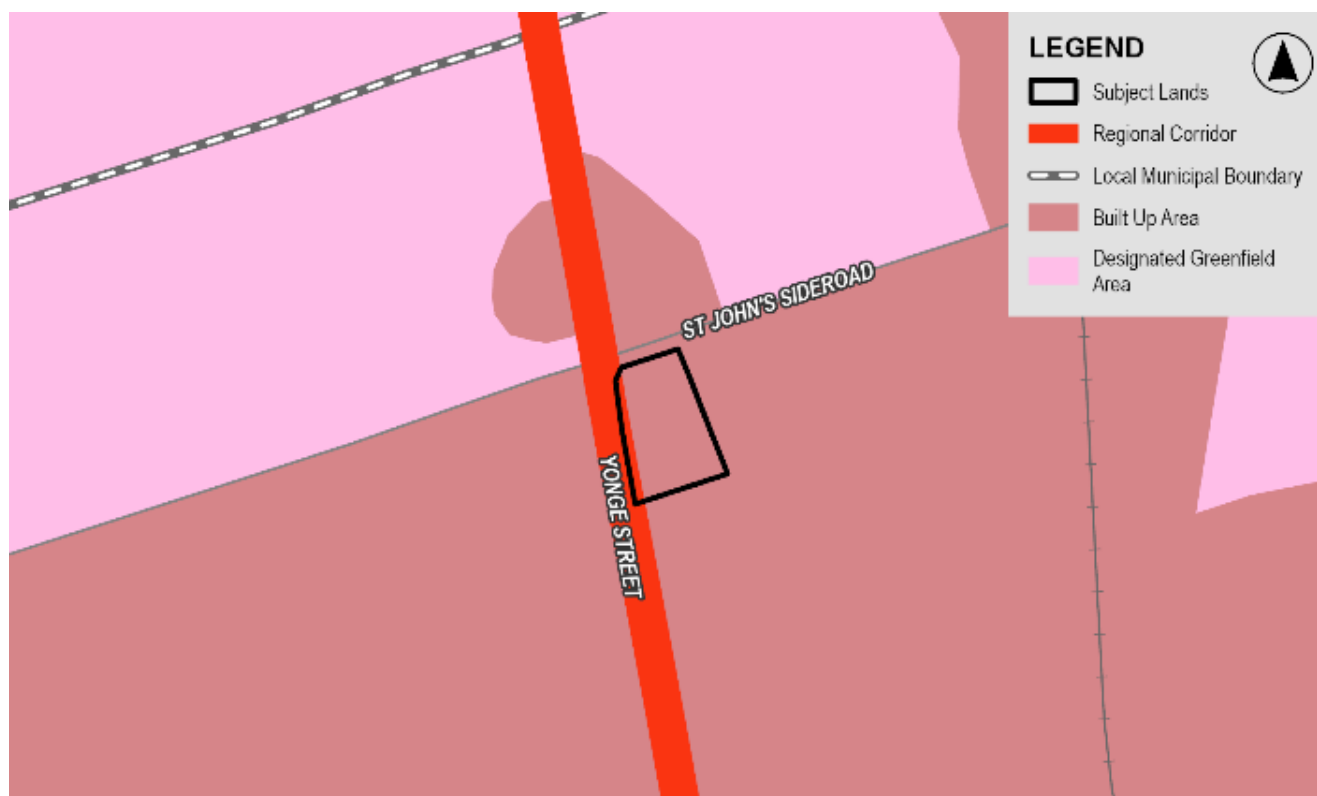


Figure 7: York ROP Map 1B - Urban Systems Overlay

## Environmental Protection

As per Map 2, Regional Greenlands System, the western portion of the Subject Lands lies within the "Regional Greenlands System" (**Figure 8**). As per Map 4, Hydrologic Features (**Figure 9**) and Map 5, Woodlands (**Figure 10**), the Greenland's system on the Subject Lands is not identified as a wetland, lake, stream, or a woodland. The majority of the Subject Lands is located within the "0 to 2 Year Zone/WHPA-B" and the northeast corner of the Subject Lands is

located within the "100 m Zone/WHPA-A" (**Figure 11**). The Subject Lands is not located within a "Highly Vulnerable Aquifer" (**Figure 12**) However, the Subject Lands are located within a "Recharge Management Area (WHPA Q1/Q2)", as per Map 12A of the ROP (**Figure 13**).



Figure 8: York ROP Map 2 - Regional Greenlands System

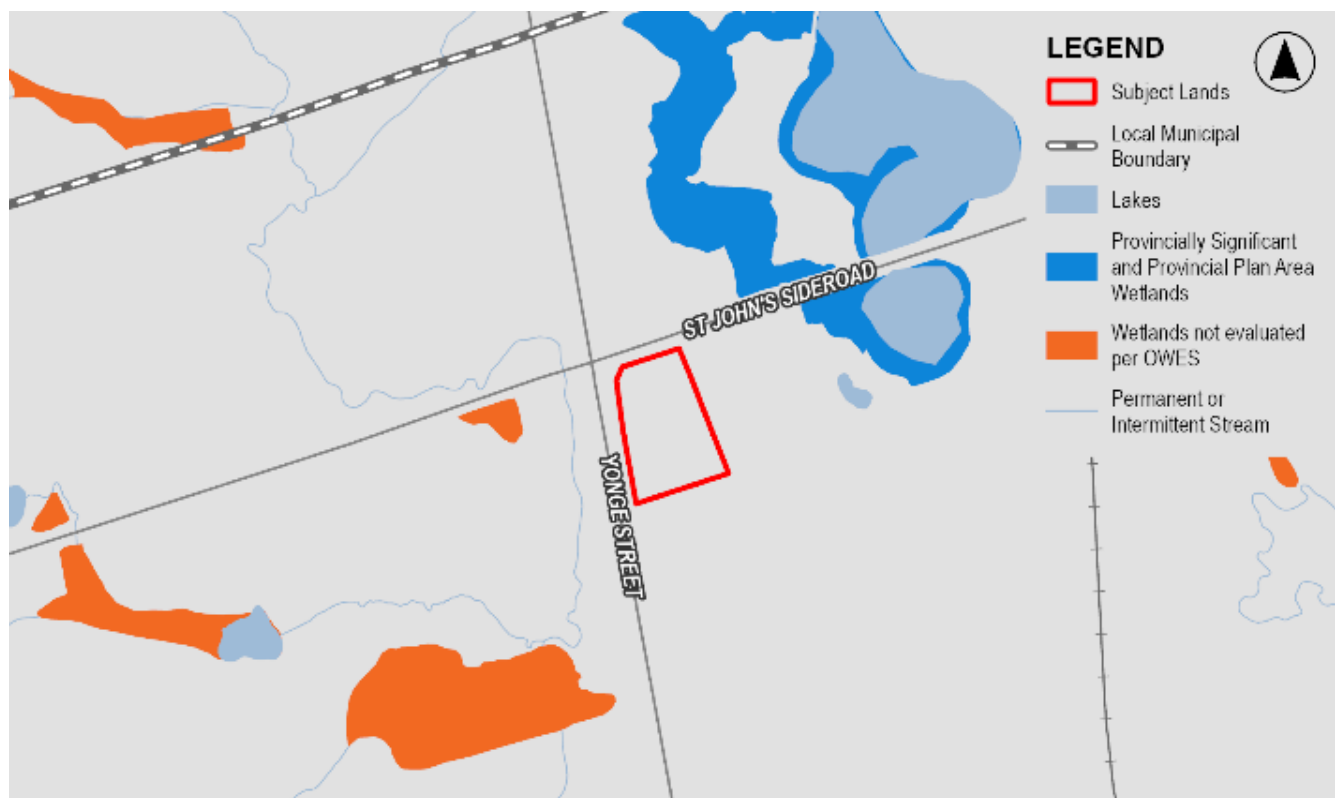


Figure 9: York ROP Map 4 - Key Hydrologic Features

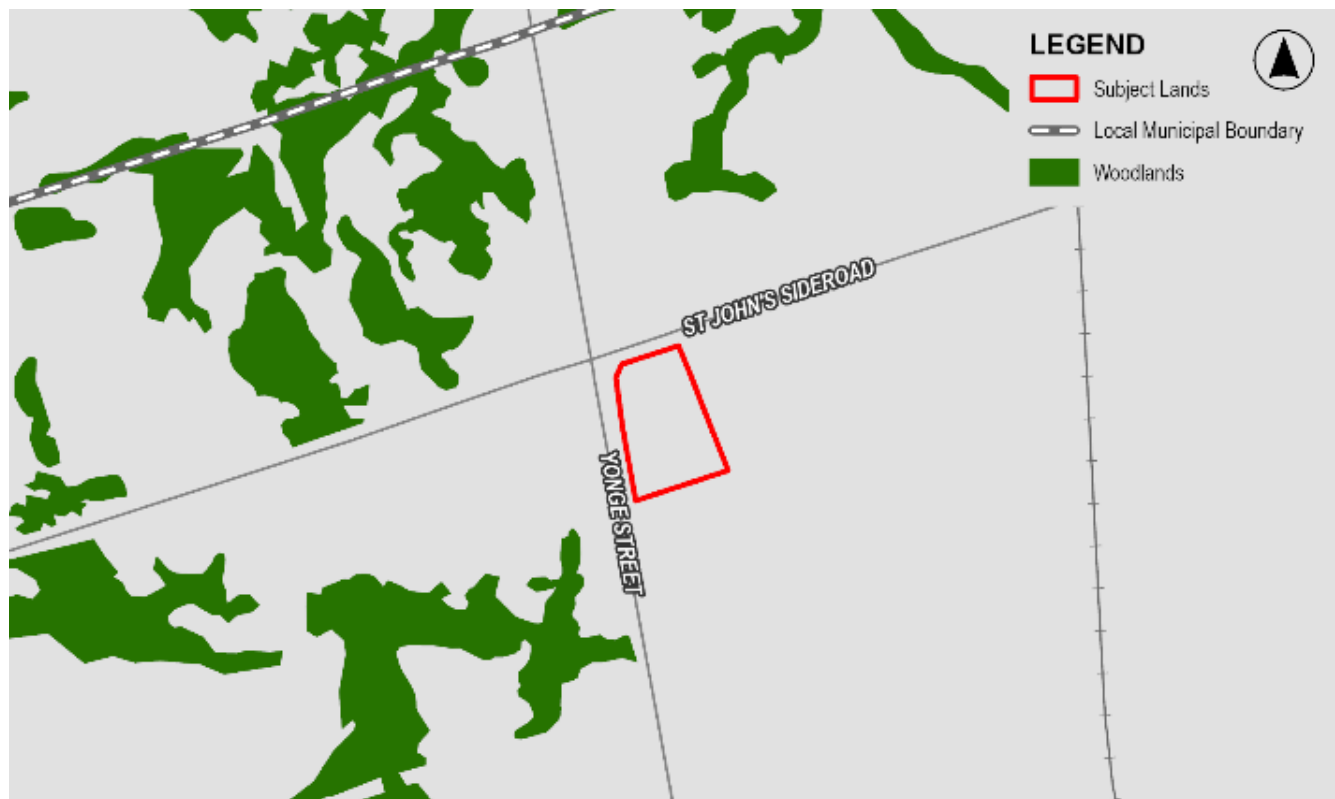


Figure 10: York ROP Map 5 – Woodlands

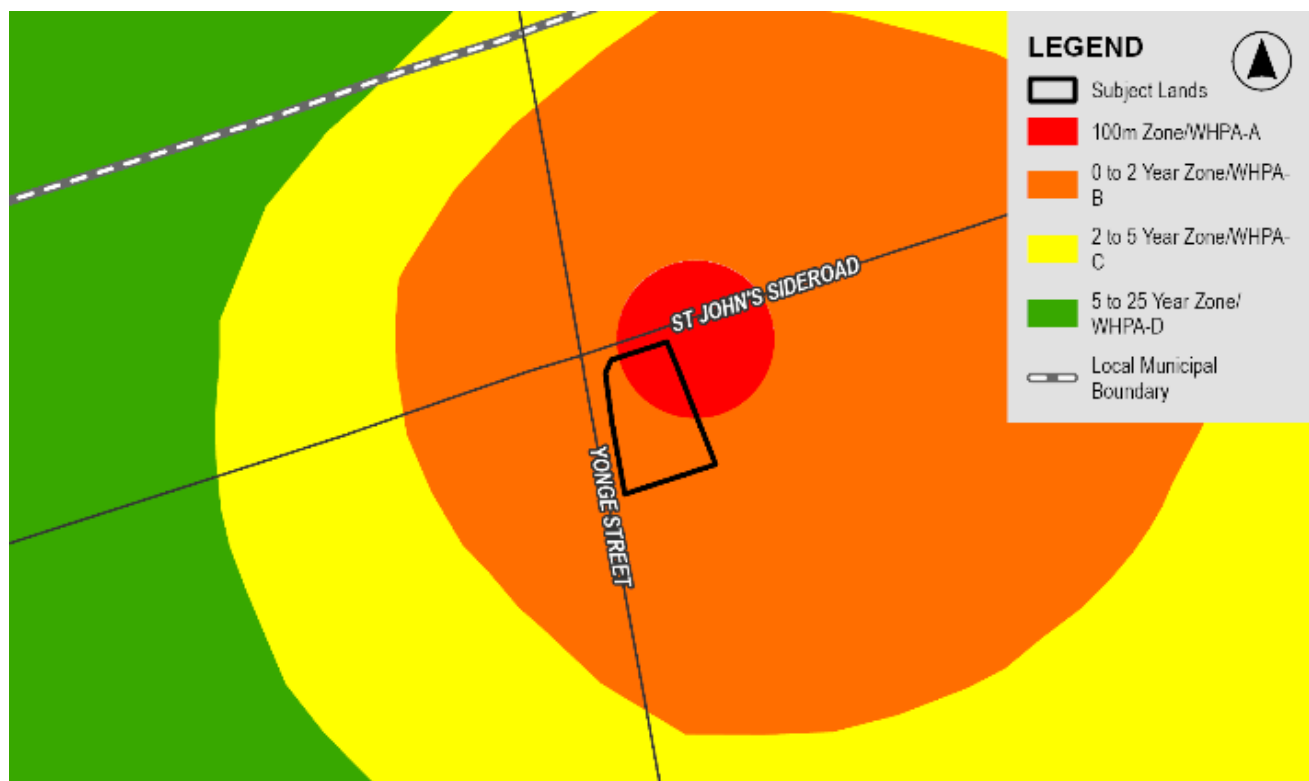


Figure 11: York ROP Map 6 - Wellhead Protection Areas and Intent Protection Zones

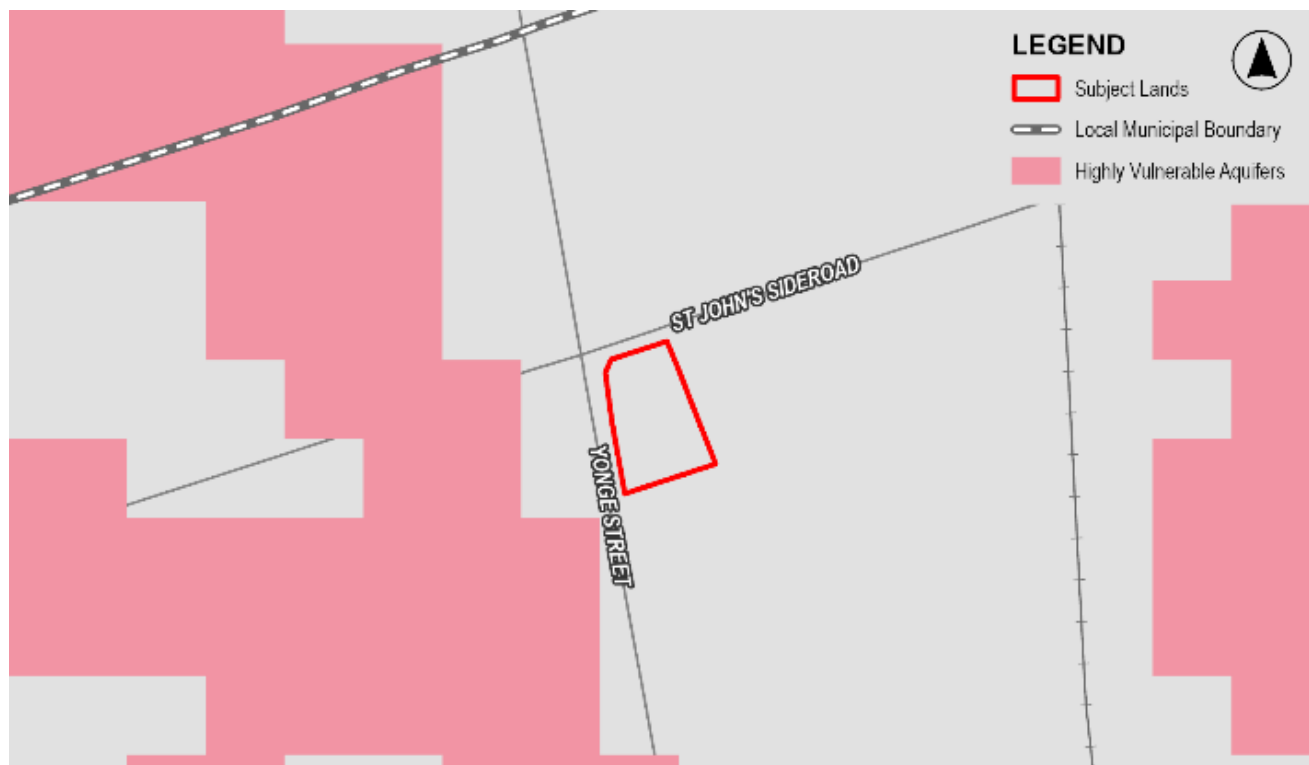


Figure 12: York ROP Map 7 - Vulnerable Aquifers within the ORM Plan and Clean Water Act





Figure 13: York ROP Map 12A - Significant Groundwater Recharge Areas and Recharge Management Area

## 2.5.2 Town of Aurora Official Plan, 2024

The Town of Aurora adopted a new Official Plan in January of 2024 that was approved by the Region of York, with minor modifications, in May 2024. The Official Plan is one of the Town's primary tools to direct the actions of local government, shape development decisions, and manage short and long-term growth in the Town.

### Land Use

As per Schedule A: Town Structure of the 2024 Official Plan, the Subject Lands lie within the "Residential Neighbourhood" structure within the "Regional Corridor" overlay along Yonge Street (**Figure 14**). Lands along the Regional Corridor, are intended to accommodate

residential intensification and growth, and permit a maximum building height of 5 storeys/17 metres. Specifically, Policy 3.1.2, of the Official Plan states the following:

*"The Regional Corridor in Aurora consists of properties fronting onto Yonge Street. **Intensification** along the Regional Corridor will be greatest within the Aurora Promenade. Along the Yonge Street Regional Corridor, outside of the Aurora Promenade, **intensification** will occur at more limited densities, within low and mid-rise buildings. For lands along the Regional Corridor within the Aurora Promenade and Major Transit Station Area Secondary Plan, the maximum building heights shall be in accordance with Schedule D2. For the remaining lands along the Regional Corridor, notwithstanding any other policy of the*

*plan, the maximum building height shall be 5 storeys."*

As the Subject Lands abut the Yonge Street Regional Corridor and are outside of the Aurora Promenade and MTSA Secondary Plan, the maximum building height for development on the Subject Lands is 5-storeys, notwithstanding any other policy of the Plan.

As per Schedule B: Land Use Plan of the Official Plan, the Subject Lands are designated as "Stable Neighbourhood" and "Community Commercial Centre" (**Figure 15**). The southern-most lot at 219-237 Old Yonge Street is designated as "Stable Neighbourhoods". Lands within the Stable Neighborhood designation, that lie along Collector and Arterial Roads may be developed with new multi-use buildings with a maximum height of 4 storeys. The central lot, located at 16003 Yonge Street, is designated as "Community Commercial Centre", subject to Site Specific Policy 11 (**Figure 17**). Site Specific Policy 11 allows the existing heritage structure on the Subject Lands to be used as a restaurant use, provided that the structure meets specific design policies that ensure compatibility with the

surrounding residential uses. The heritage structure is identified on Schedule E, Cultural Heritage, of the Official Plan as a "Designated Heritage Property (Part IV-OHA)" (**Figure 16**). The northern-most lot at 255-257 Old Yonge Street is designated as "Stable Neighbourhoods", subject to Site Specific Policy 3 (**Figure 17**). The site-specific Stable Neighbourhoods designation allows for the development of the site for medium-density residential uses, as well as the generally permitted uses allowed within the Stable Neighbourhoods designation that include: home occupations; bed and breakfast establishments; elementary schools; places of worship; childcare facilities; and, office uses. Building heights are limited to a maximum of 3 storeys or 9 metres.

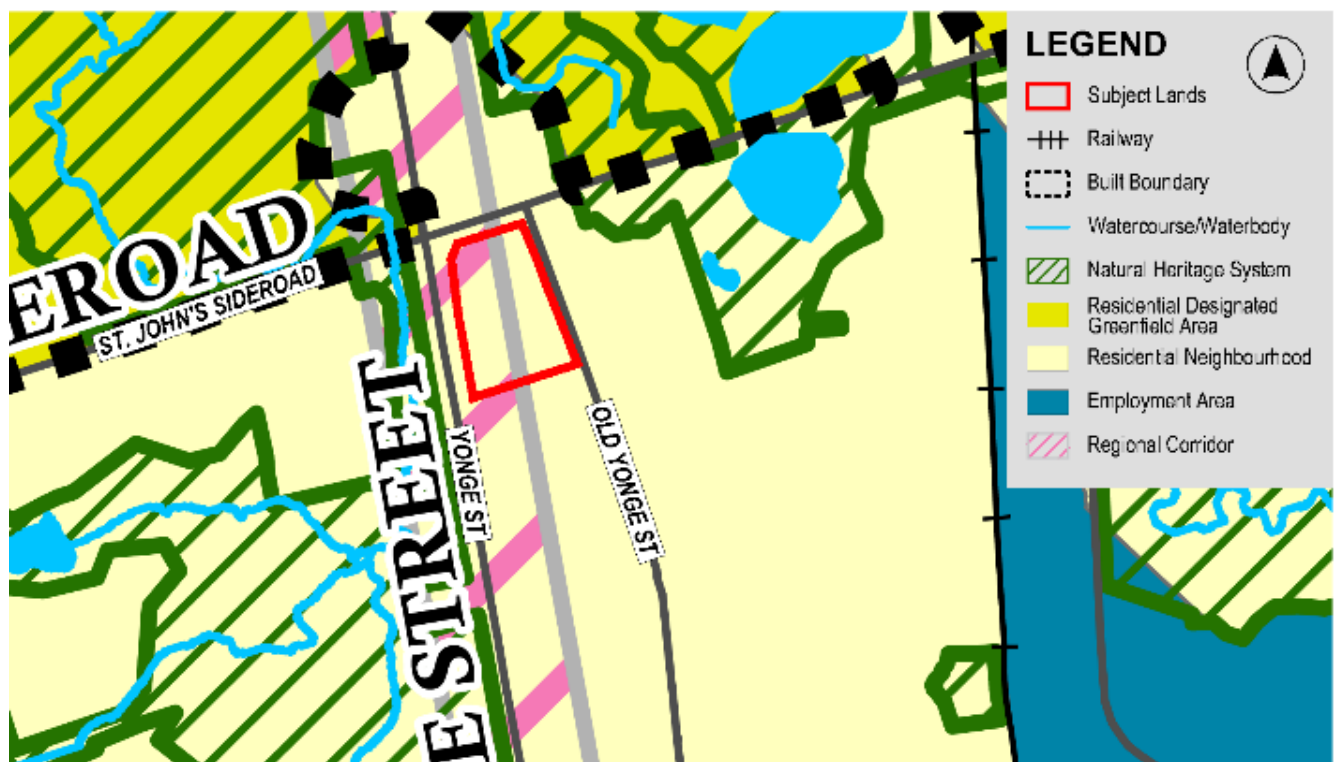


Figure 14: Aurora OP (2024) Schedule A - Town Structure

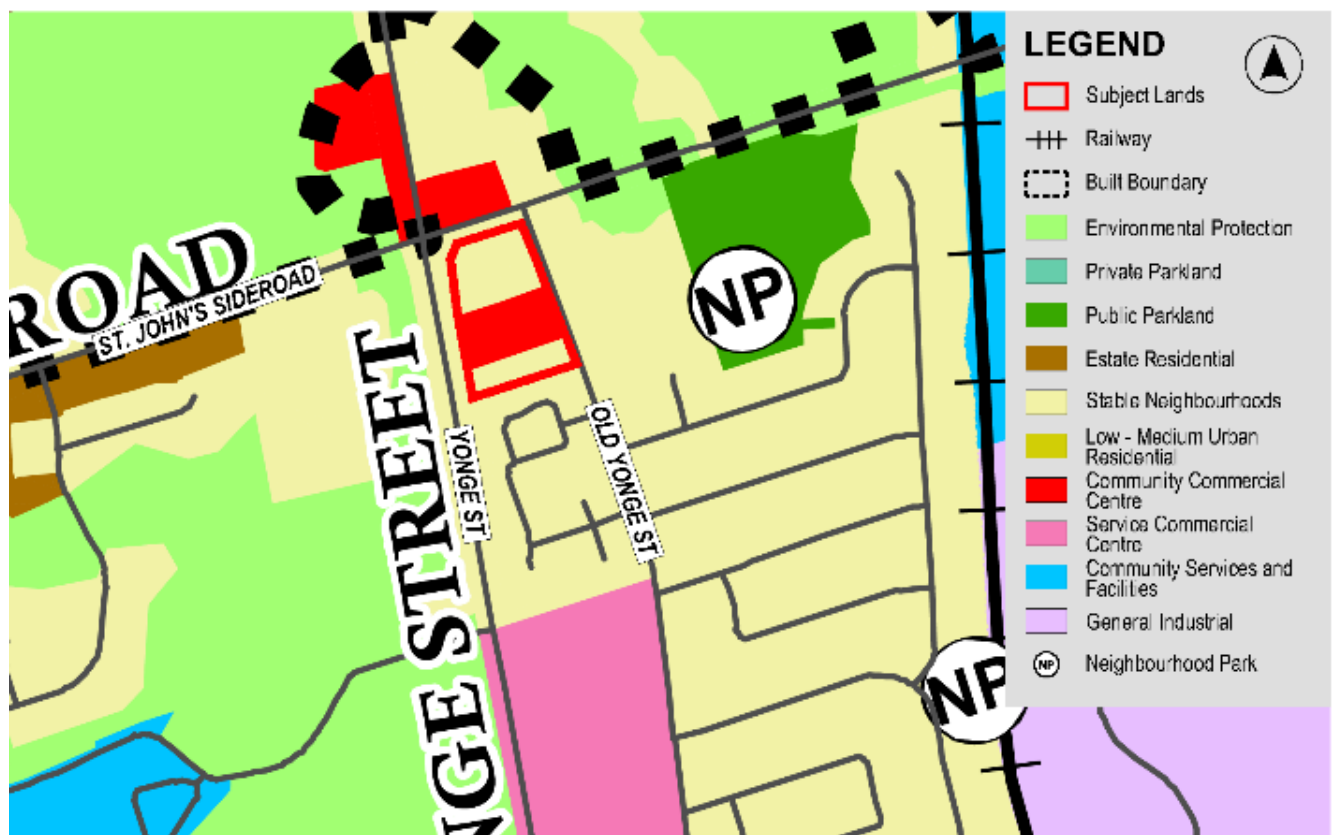


Figure 15: Aurora OP (2024) Schedule B - Land Use Plan

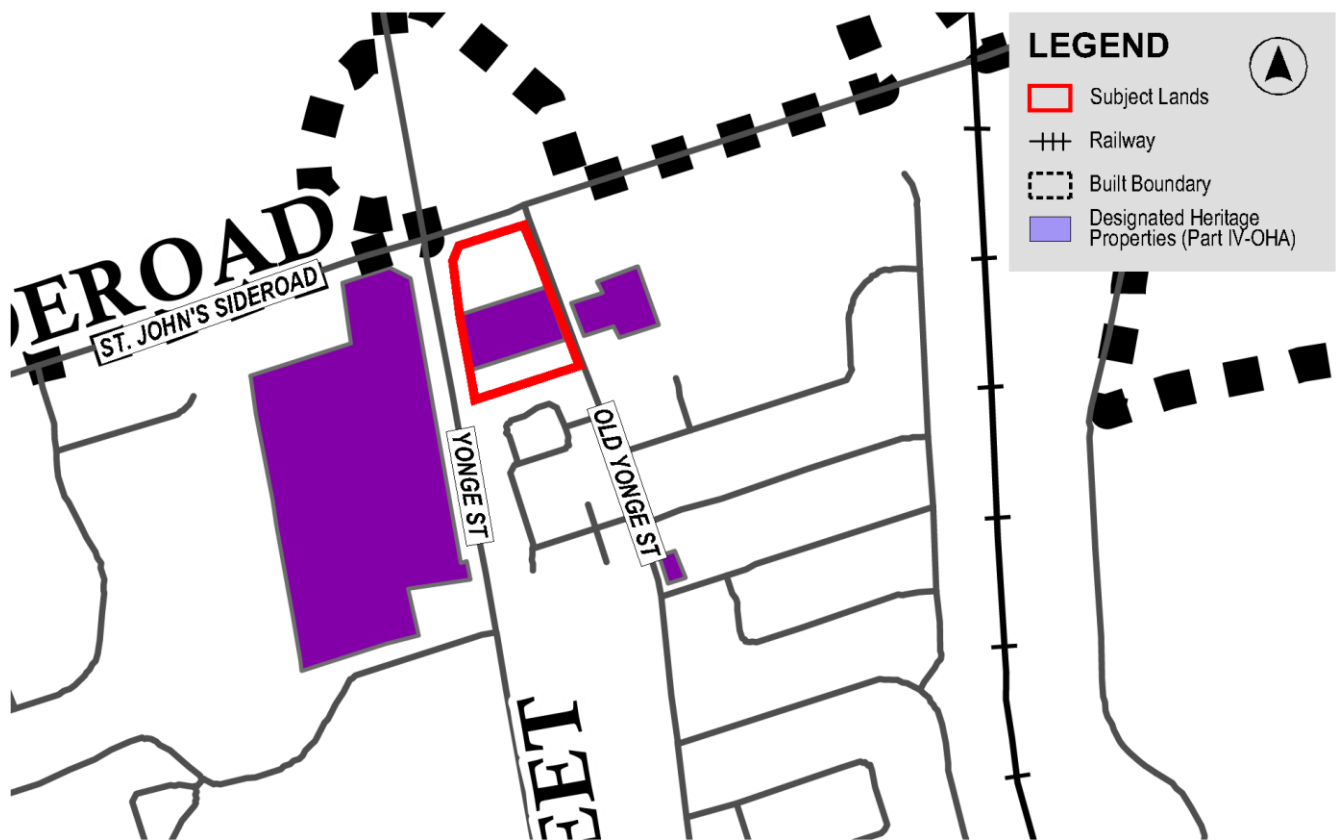


Figure 16: Aurora OP (2024) Schedule E - Cultural Heritage

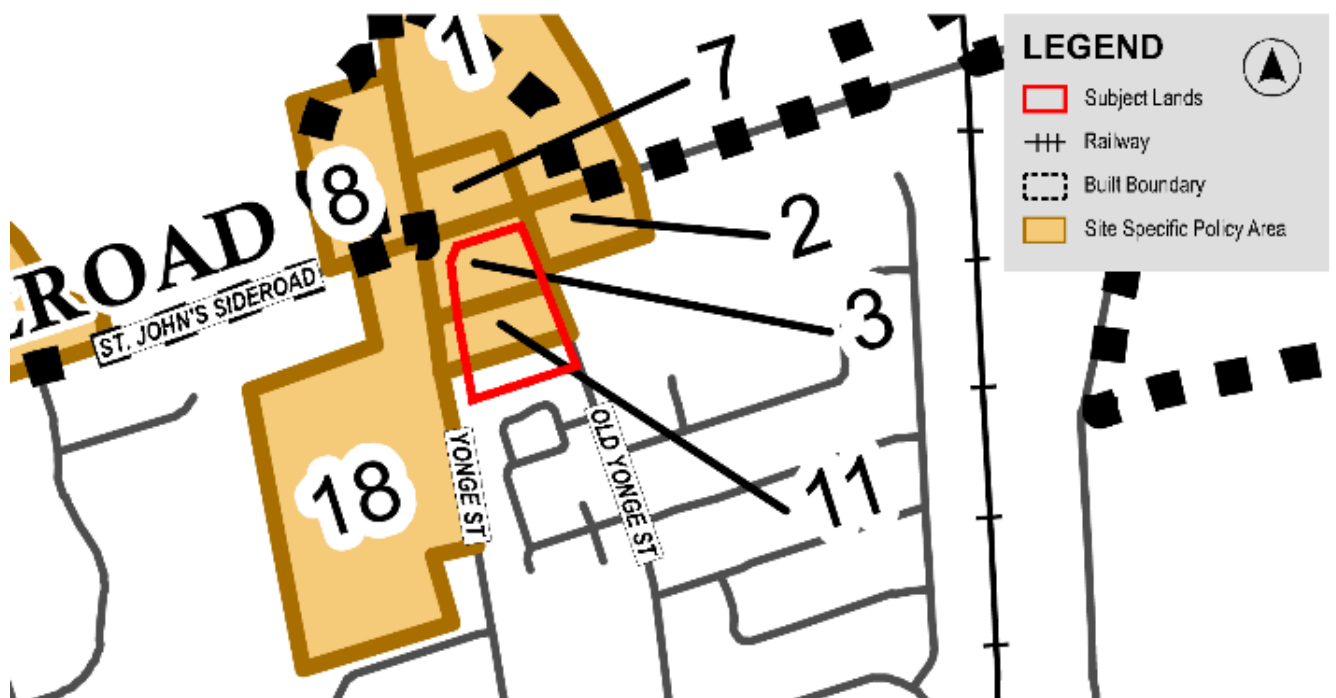


Figure 17: Aurora OP (2024) Schedule H - Site Specific Policy Areas



## Environmental Protection

As per Schedule F, Environmental Designations OFF ORM, of the Official Plan, the Subject Lands do not contain any lands designated for “Environmental Protection” (**Figure 18**). However, the majority of the lands, are located within the jurisdiction of the LSRCA (**Figure 19**). As per Schedule L, Wellhead Protection Areas, the northeast corner of the Subject Lands lies within the “100 m Zone”, and the remainder

of the site is located within the “0-2 Year Zone” (**Figure 20**). The northeast corner of the Subject Lands contains a “Regional Well” (**Figure 21**). The Subject Lands is also located within the “Recharge Management Area WHPA Q1/Q2” (**Figure 22**) and is immediately southwest of an “Ecologically Significant Groundwater Recharge Area” (**Figure 23**).

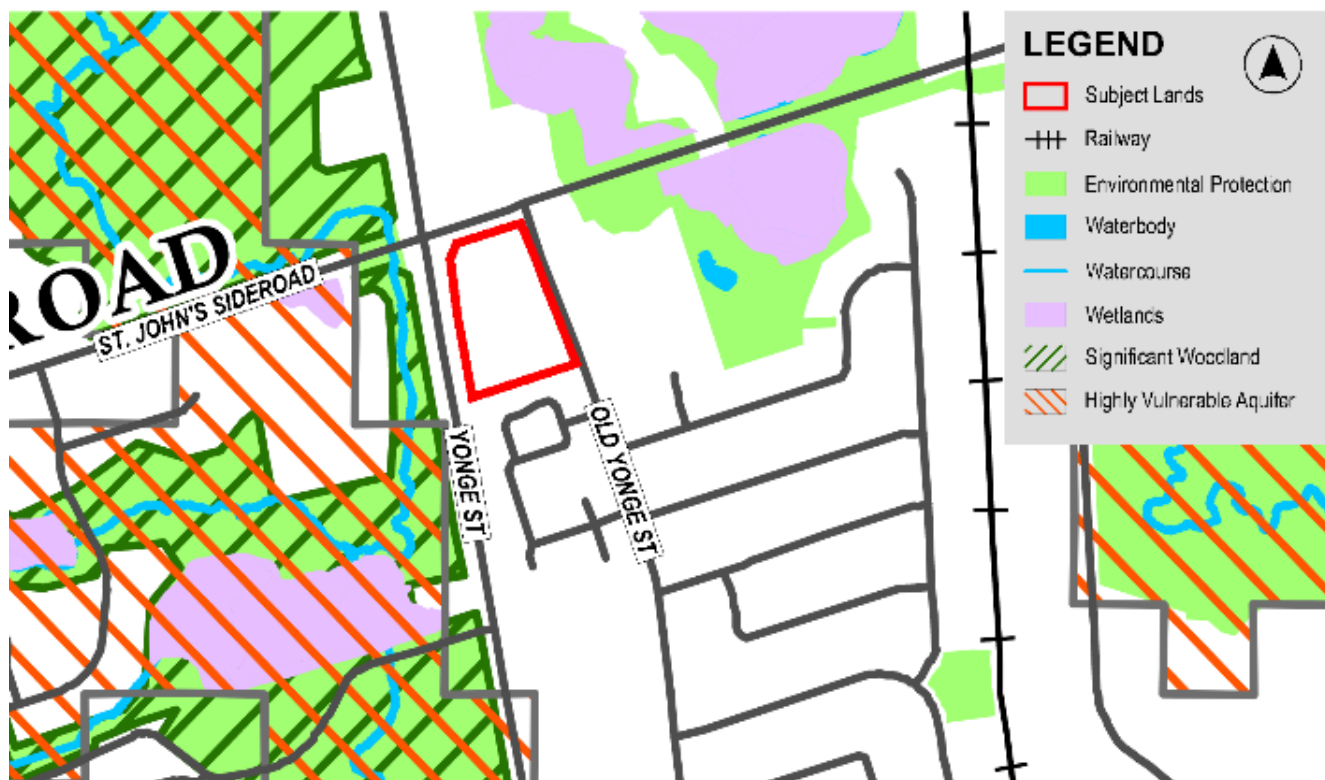


Figure 18: Aurora OP (2024) Schedule F - Environmental Designations OFF ORM

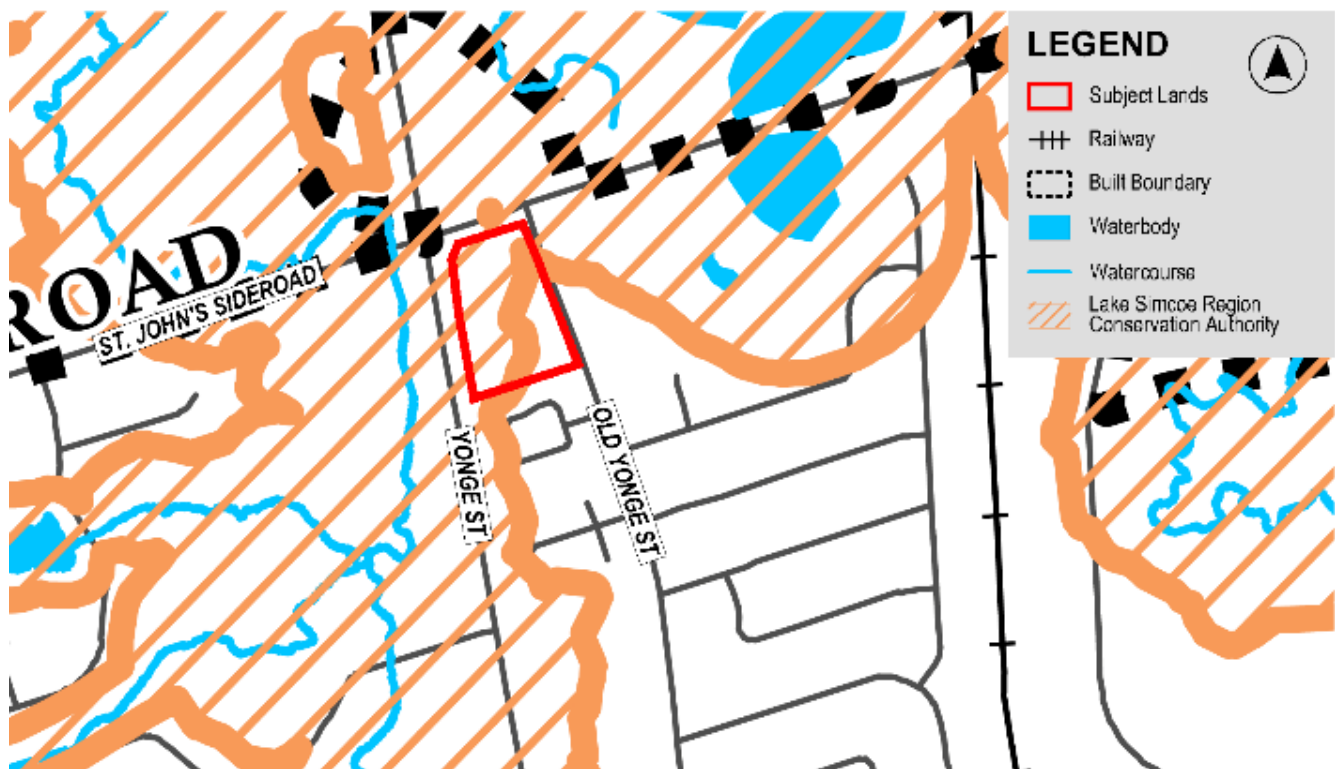


Figure 19: Aurora OP (2024) Schedule G - Conservation Authority Regulated Area

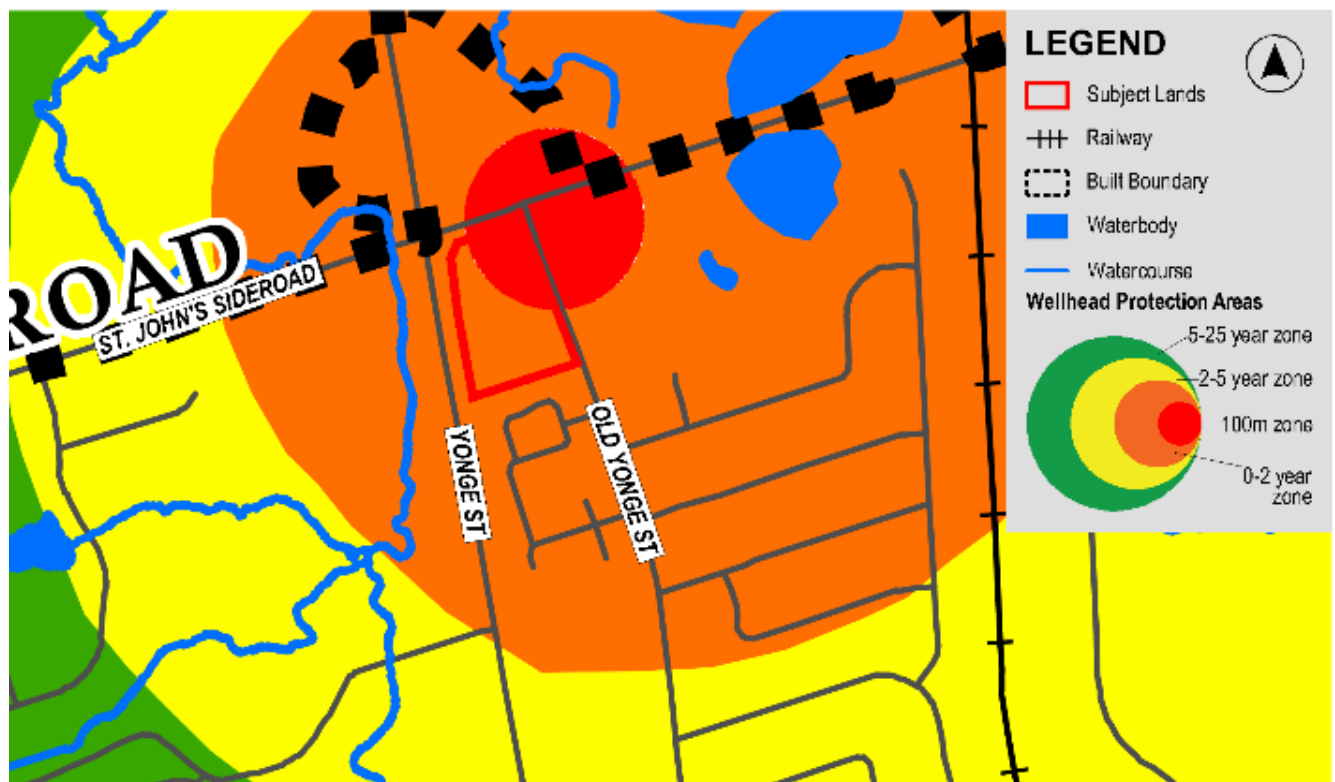


Figure 20: Aurora OP (2024) Schedule L - Wellhead Protection Areas

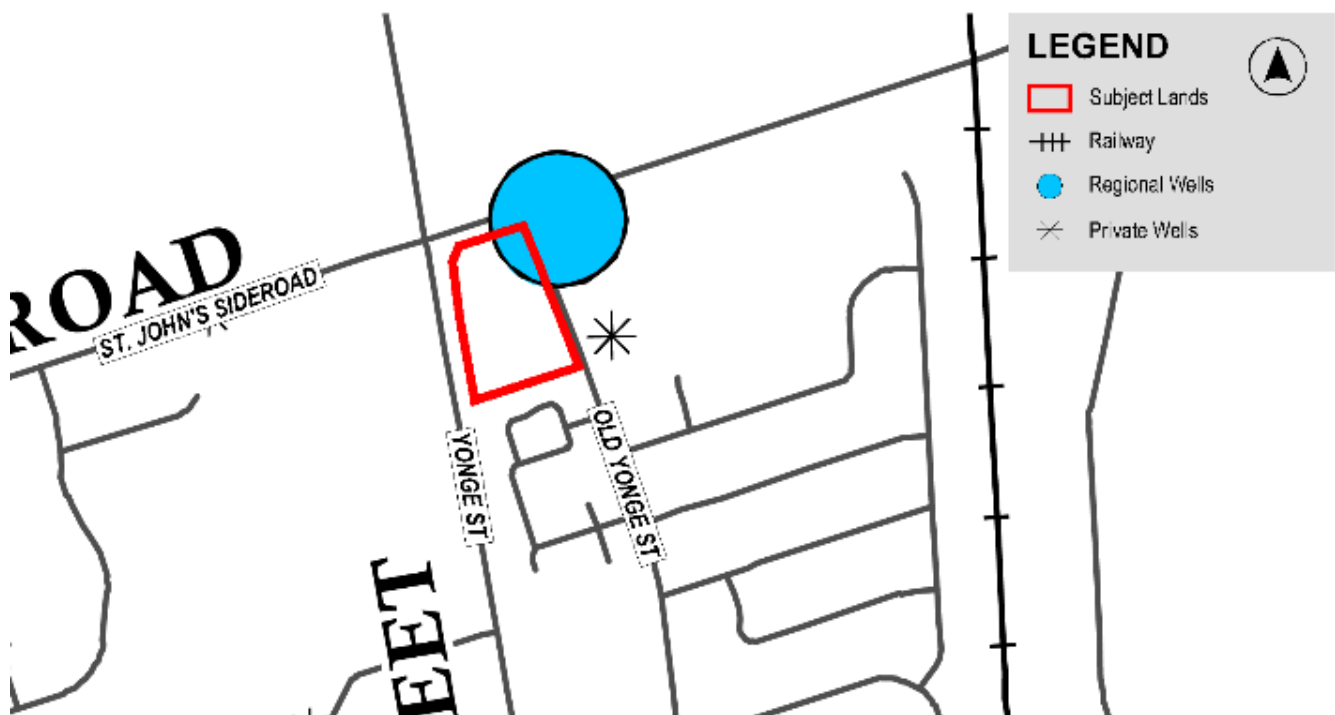


Figure 21: Aurora OP (2024) Schedule O - Water and Wastewater Plan



Figure 22: Aurora OP (2024) Schedule P - Significant Groundwater Recharge Areas and Recharge Management Areas



Figure 23: Aurora OP (2024) Schedule Q - Significant Surface Water Contribution Areas and Ecologically Significant Groundwater Recharge Areas

## 2.5.3 Town of Aurora Zoning By-law

As per the Town of Aurora Zoning By-law 6000-17, the Subject Lands are zoned as follows (**Figure 24**):

- 219-237 Old Yonge Street
  - Special Mixed Density Residential R7 (374); and,
  - Environmental Protection (EP)
- 16003 Yonge Street
  - Community Commercial C4 (295); and,
  - Environmental Protection (EP)
- 255-257 Old Yonge Street
  - Rural Zone (RU); and,
  - Environmental Protection (EP)

The R7(374) zone limits the permitted use of the 219-237 Old Yonge Street to the office use on the lot. The C4 (295) zone permits a 95-seat restaurant with a minimum of 35 parking spaces and a 4-room bed and breakfast in an accessory structure at 16003 Yonge Street. The RU zone governing the use of the lands located at 255-257 Yonge Street permits agriculture, greenhouses, a place of worship and a detached dwelling. The EP zone permits a private park, recreation centre, golf courses, athletic fields, agricultural uses, woodlands, and stormwater management ponds.

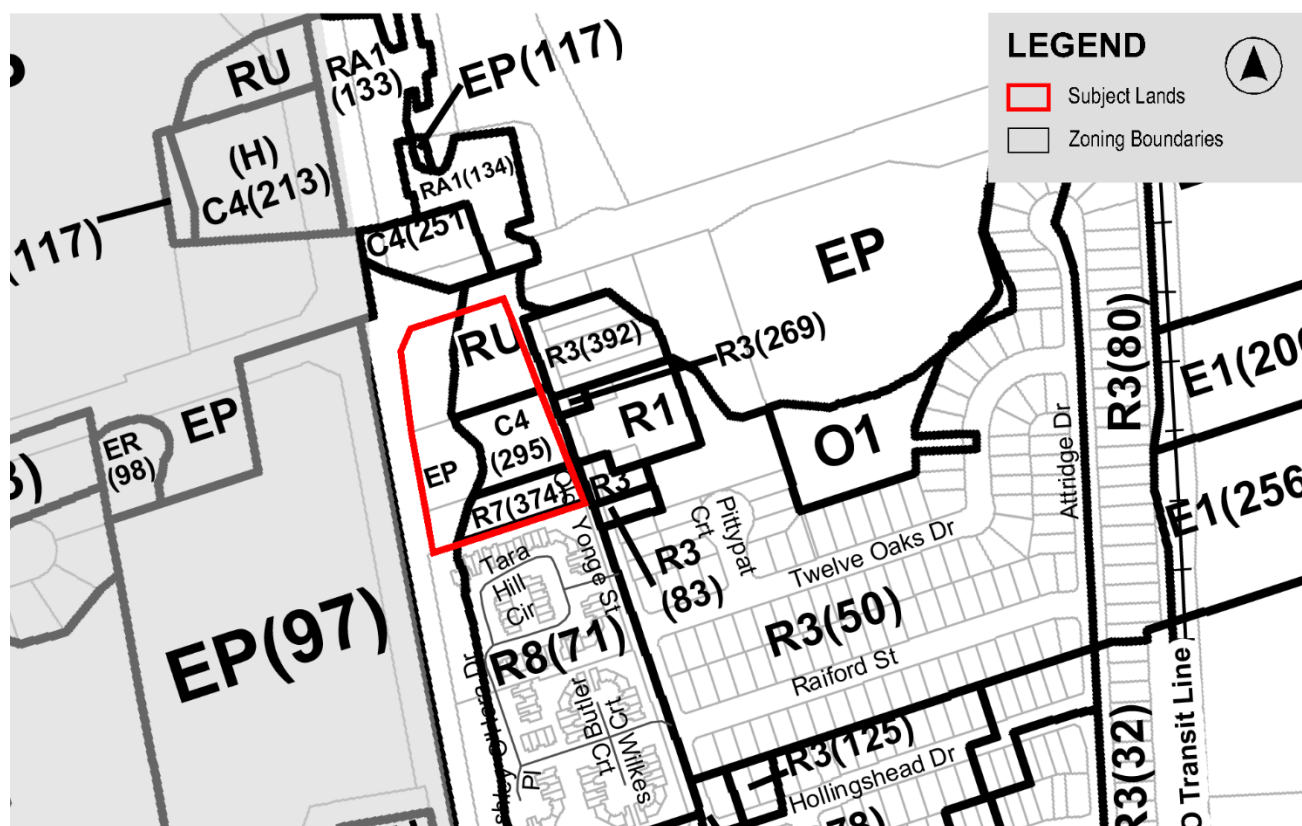


Figure 24: Town of Aurora, Zoning By-law 6000-17



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## 2.6 Transportation

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### 2.6.1 Road Network

The Subject Lands front onto three public roads: Yonge Street, St. John's Sideroad, and Old Yonge Street. As per the Town of Aurora Official Plan, Yonge Street and St. John's Sideroad are "Arterial Roads" and Old Yonge Street is a "Collector Road" (**Figure 25**). The Region of York and Town of Aurora Official Plans identifies that the portion of Yonge Street that the Subject Lands has frontage along has a planned right-of-way width of 45 metres, and St. John's Sideroad has a planned right-of-way width of 36 metres (**Figure 26 & 27**). Schedule J, Right-of-Way Widths of the Town of Auara Official Plan also identifies Old Yonge Street as having a planned right-of-way width of 20-24 metres (**Figure 26**).

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### 2.6.2 Active Transportation Trail Network

There are several on-street and off-street active transportation routes and amenities surrounding the Subject Lands. The Subject Lands are within 66 to 100 metres of the region-wide Tom Taylor Trail that links pedestrians and cyclists both to Newmarket to the north and to Atkinson Park to the east. Tom Taylor Trail provides a trail link to

the Holland River Valley Open Space trail and the Vandorf Woodlot prior to exiting at Bayview Avenue with connection to Richmond Hill.

According to the York Region Official Plan Map 9A: Regional Road Cycling Network (**Figure 28**), St. John's Sideroad contains dedicated and separated cycling facilities as well as proposed cycling facilities, while Yonge Street is planned to contain future cycling facilities. The York Region Official Plan Map 9B, Regional Trail Network (**Figure 29**) indicates that St. John's Sideroad contains both an existing Region-Wide trail network, as well as a planned trail network, both of which terminate northeast of the Subject Lands. The existing Region-Wide trail network connects St. John Side Road, northwards.

As per Schedule K, Active Transportation (**Figure 30**) of the Town of Aurora Official Plan, Yonge Street, to the west of the Subject Lands, contains "Local Neighborhood Trails". Old Yonge Street, that lies to the east of the Subject Lands, contains a "Shared Pathway", while St. John's Sideroad to the north of the Subject Lands contains an "In-Boulevard Multi-use Path".



Figure 25: Aurora OP (2024) Schedule I - Road Classifications

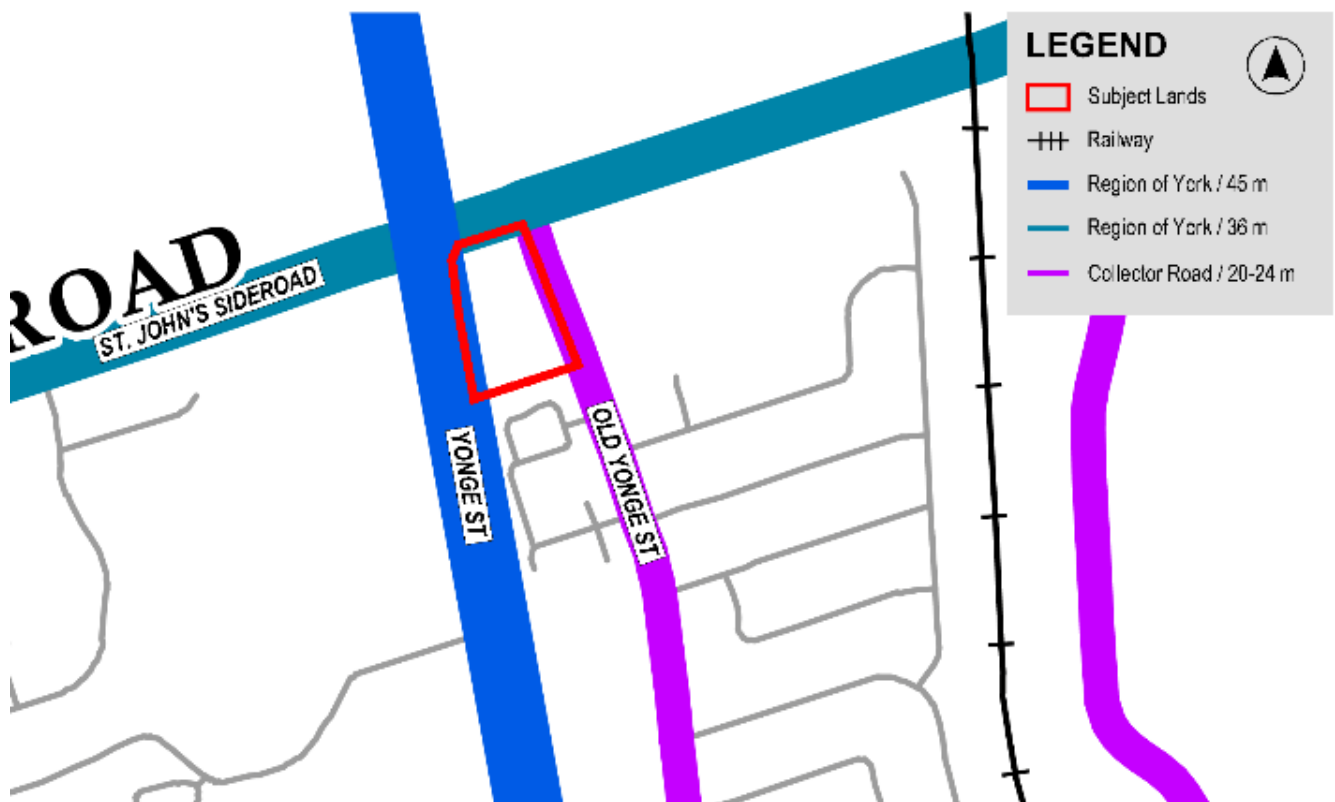


Figure 26: Aurora OP (2024) Schedule J - Planned Right-of-Ways

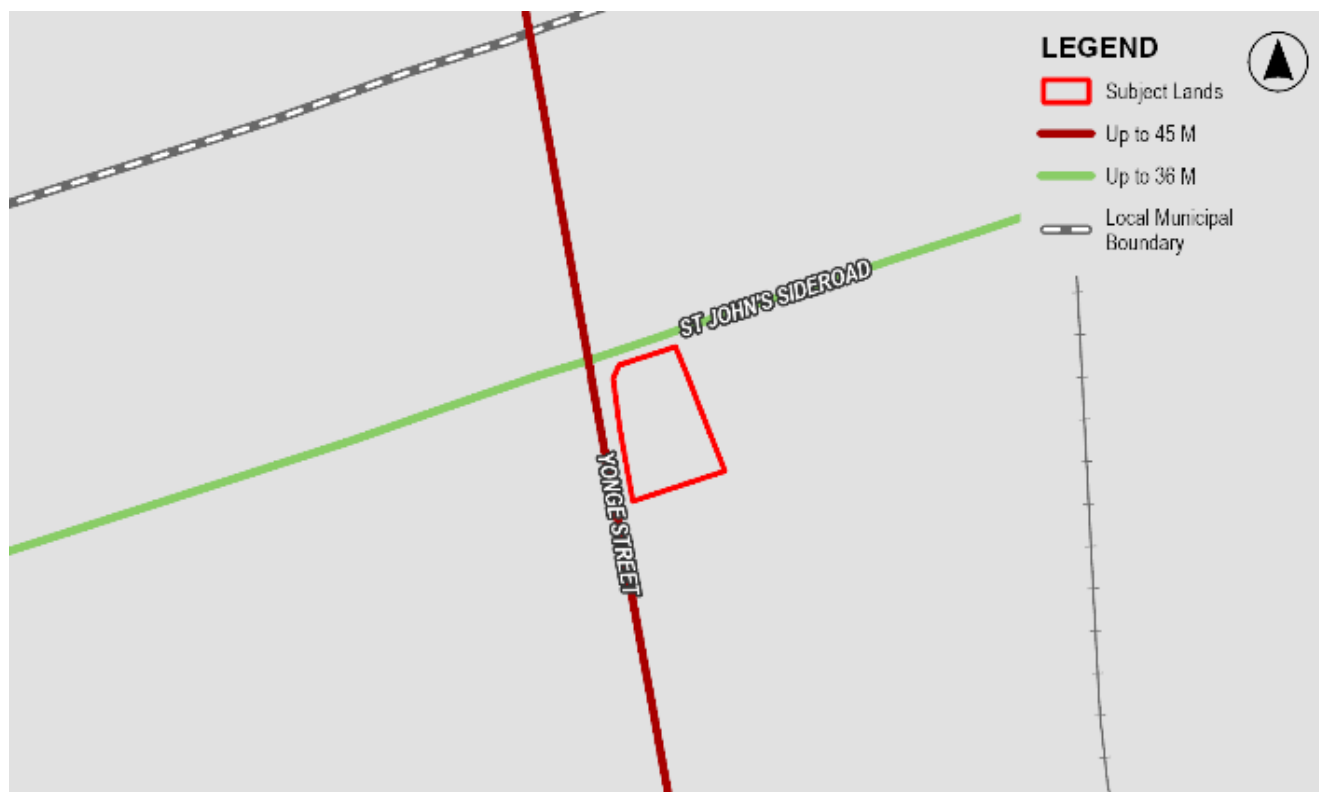


Figure 27: York ROP Map 11 - Street Network

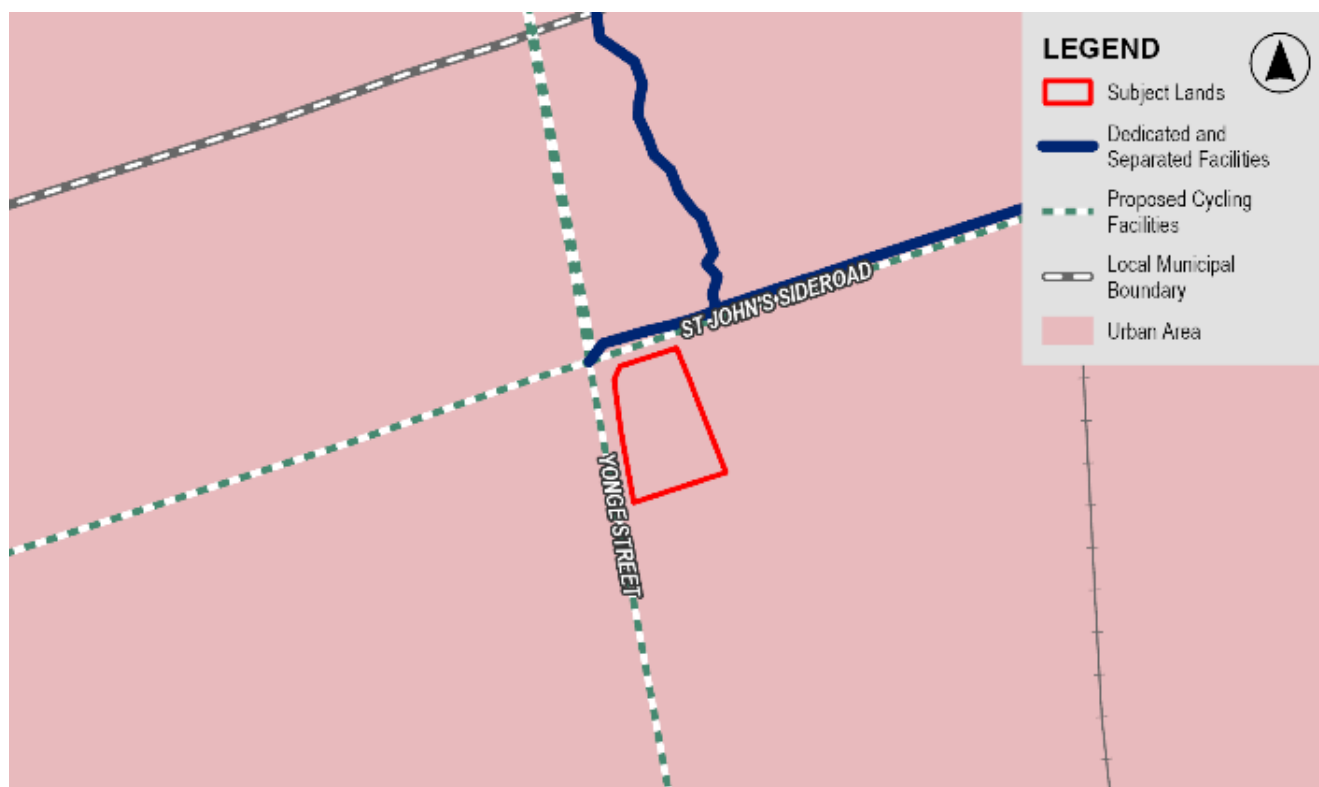


Figure 28: York ROP Map 9A - Regional Road Cycling Network

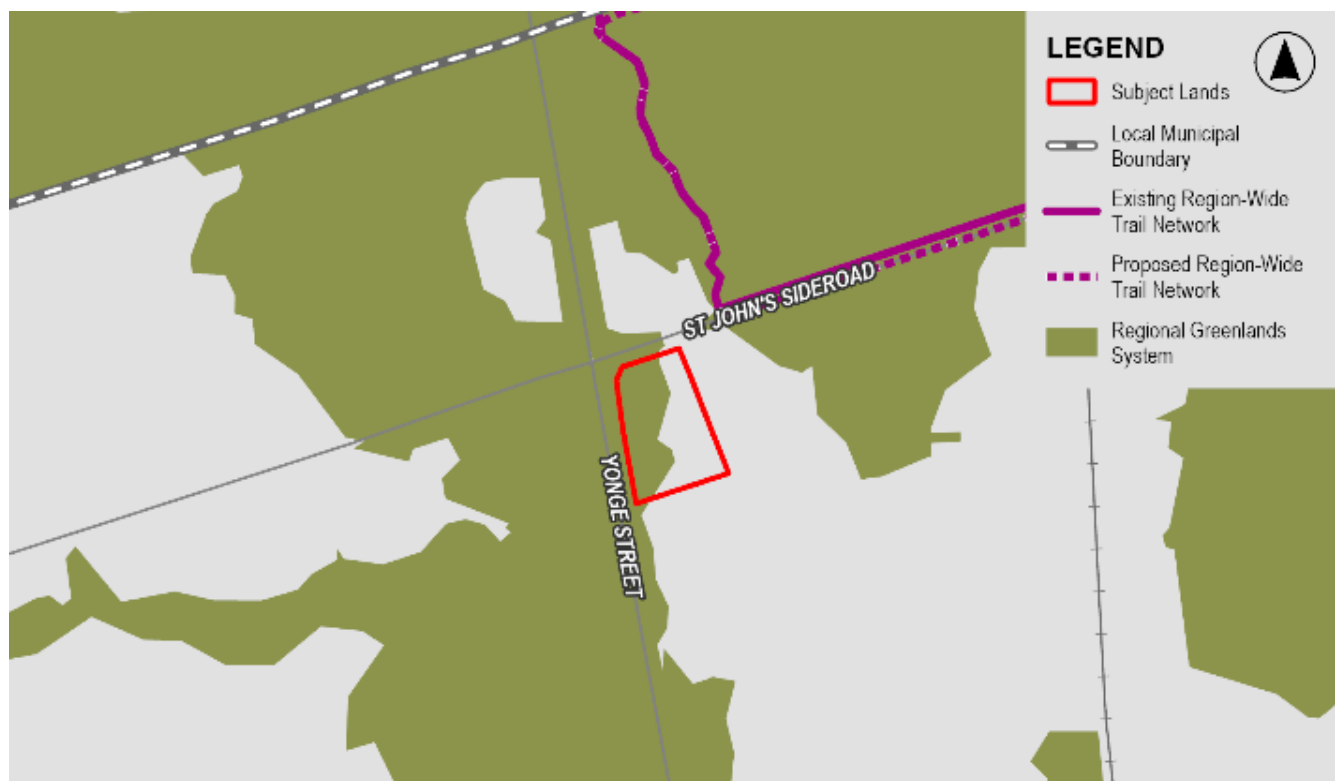


Figure 29: York ROP Map 9B - Regional Trail Network



Figure 30: Aurora OP (2024) Schedule K - Active Transportation

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### 2.6.3 Transit Network

As per Map 10, Rapid Transit Network of the ROP and Schedule M, Regional Rapid Transit Network of the Town of Aurora Official Plan, the Subject Lands has frontage along the Yonge Street Rapid Transit Corridor (**Figure 31 & 32**).

Yonge Street is part of the York Region Transit ("YRT") Viva Bus Rapid Transit ("BRT") System that provides connections for Aurora residents to both the north and south abutting municipalities and their town centres. The Yonge Street Regional Corridor is the Region's main north-south corridor that will gradually transform into a multi-modal corridor that supports transit-oriented development. The YRT Blue Line route spans from Finch GO Bus Terminal/Subway Connection in the south, past the frontage of the Subject Lands, to the Newmarket Terminal in the north. As per the YRT System mapping, the Viva Blue Line stops at Orchard Heights Boulevard and Savage Road, located immediately south and north of the Subject Lands accordingly. The Orchard Heights stop is located 900 metres, or a 12-minute walk south of the Subject Lands. The Savage stop is located 1.1 km, or a 15-minute walk north of the Subject Lands. The Viva Blue Line operates 7 days a week, with service every 10 to 15 minutes during weekdays and 15 to 20 minutes during weekends. YRT has identified the Viva System as a future BRT that operates with a dedicated centre lane for BRT service, that will significantly improve transit service with peak headways between 7-8 minutes, 7 days a week. The Yonge Street BRT currently operates with a dedicated centre turn lane north of the site,

terminating at Sawmill Valley Drive in Newmarket, and south of the site terminating at Gamble Road in Richmond Hill.

There are several existing Aurora Transit bus stops along Yonge Street located in close proximity to the Subject Lands, serving routes 96 (Keele-Yonge), 98 (Yonge and Yonge (Late Night)) and Viva Blue. There are currently four (4) bus stops within a 5-minute walk of the Subject Lands. Route 98 provides local service from Finch GO Bus Terminal in the South, northward up Yonge Street, to the Newmarket Terminal at the Upper Canada Mall. Route 96 provides local service from the Newmarket Terminal in the north, southward down Yonge Street to Pioneer Village Terminal in Concord. These routes run 7-days a week, on 35 minute headways during peak periods. **Figure 33** illustrates public transit routes in the surrounding area.

The proximity of the Subject Lands to existing regional and municipal transit systems, makes it an optimal location for higher density residential development due to the enhanced connectivity, sustainability, and livability associated with access to multimodal mobility options.

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### 2.6.4 Summary

The Subject Lands are in a location well-served by rapid transit, arterial and collector roads as well as active transportation routes. These routes provide options for future residents of the Subject Lands to access both work, education and leisure activities.



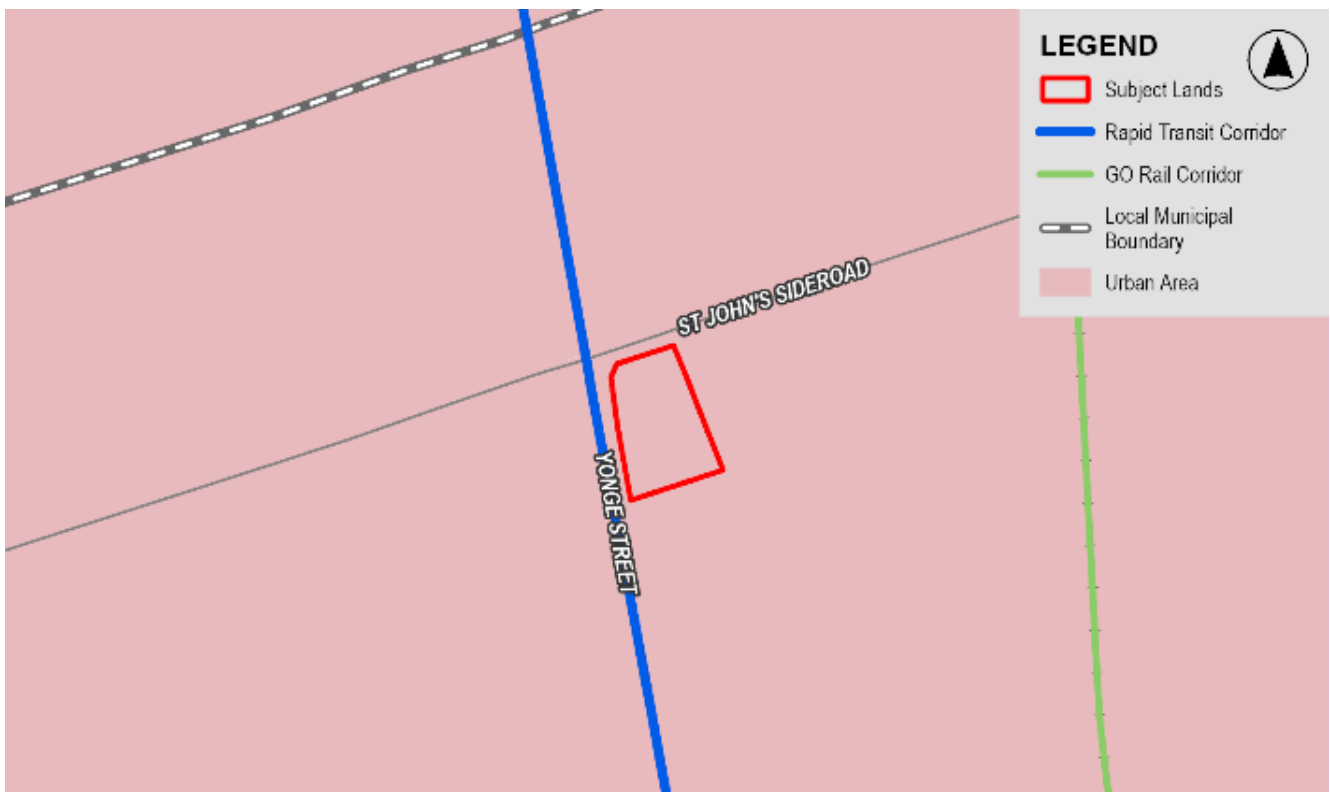


Figure 31: York ROP Map 10 - Rapid Transit Network

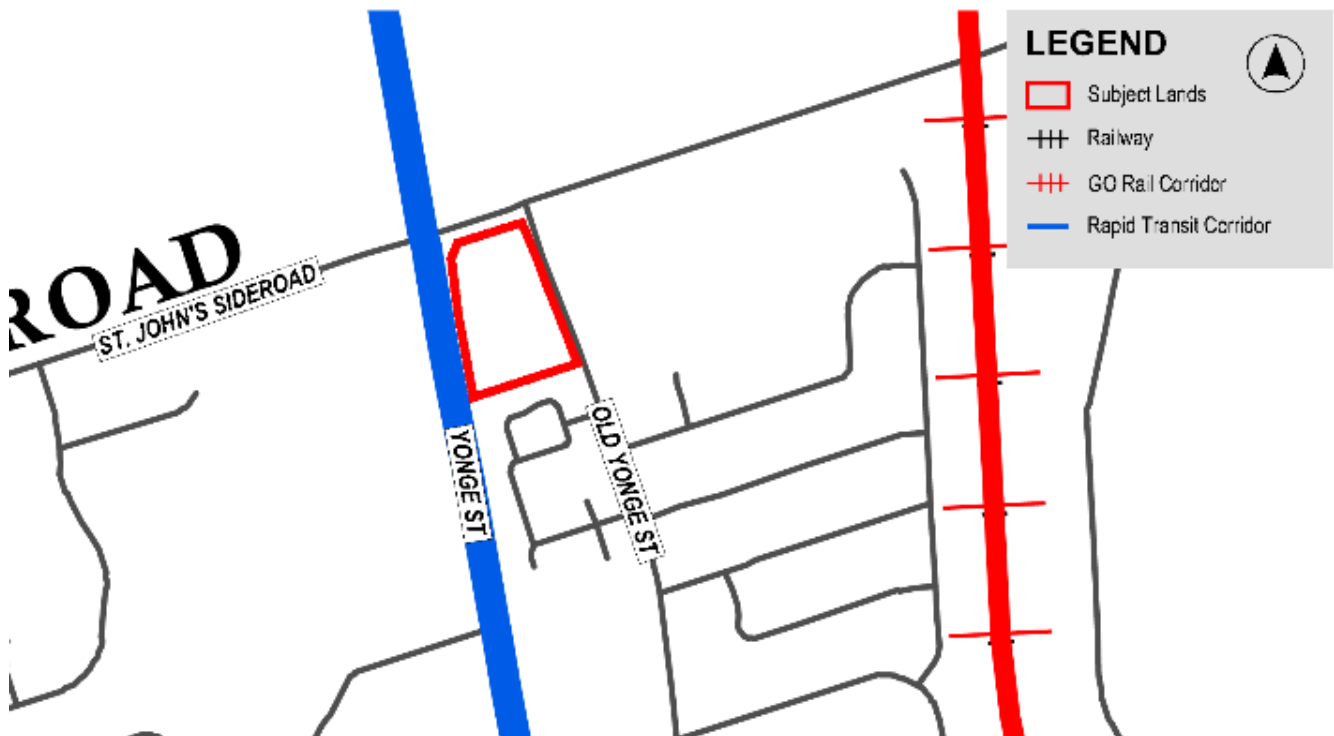


Figure 32: Aurora OP (2024) Schedule M - Regional Rapid Transit Network

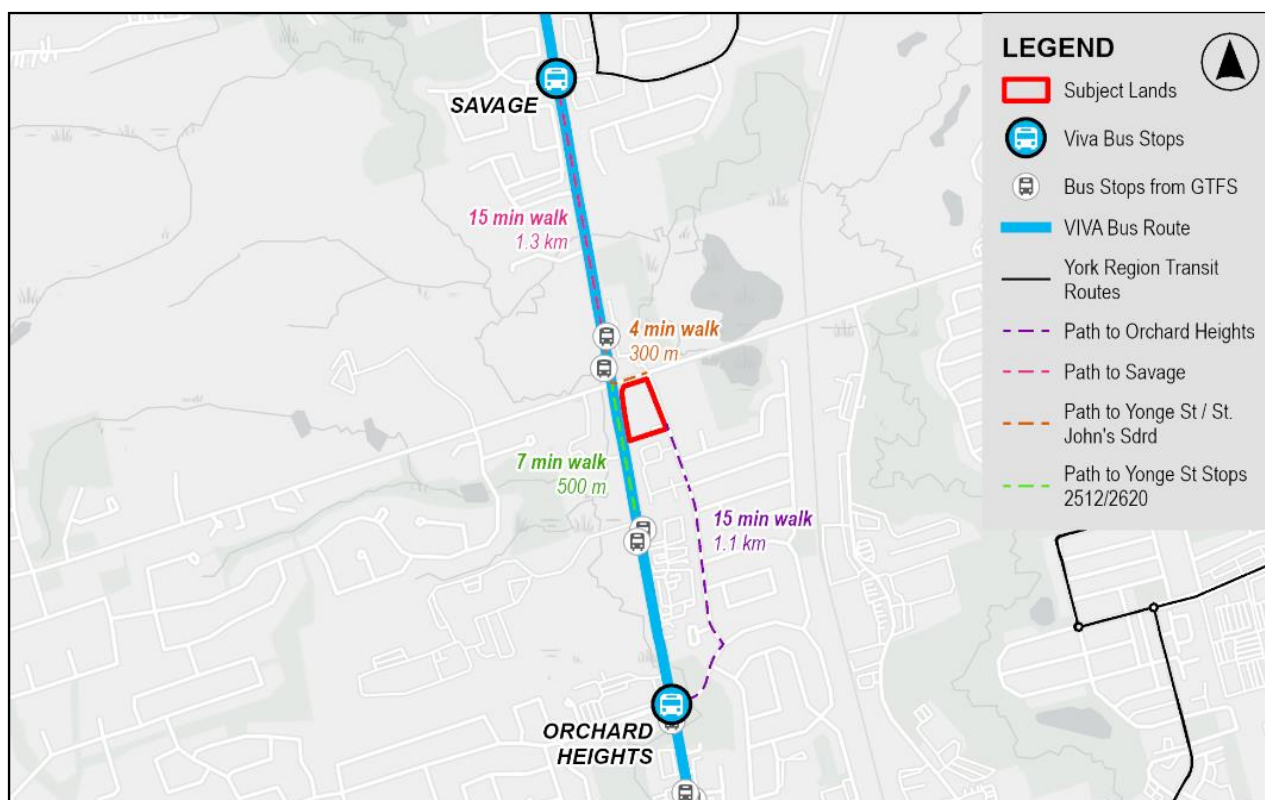


Figure 33: Surrounding Public Transit Routes

# 3.0 Proposal Description

## 3.1 Overview of Proposed Development

The proposed OPA and ZBA applications offer an opportunity to intensify underutilized land adjacent to a regional transit corridor, with a 5-storey residential apartment and a relocated heritage house. This approach strikes a balance between supporting transit-oriented intensification and expanding housing options near transit, while ensuring land use compatibility and contributing to the creation of a complete community.

Together, the Subject Lands have a total area of 1.72 hectares (4.25 acres) with 219-237 Old Yonge Street having an approximate area of 0.36 ha (0.89 acres), 255-257 Old Yonge Street having an approximate area of 0.70 ha (1.73 acres) and 16003 Yonge Street having an approximate area of 0.67 ha (1.64 acres). The northern lot, being 255-257 Old Yonge Street currently contains one single detached dwelling near St. John's Sideroad. The central parcel, 16003 Yonge Street, is designated as a heritage lot and contains one commercial use structure that has been unoccupied for several years. The southern lot, 219-237 Old Yonge Street, contains one two-storey building.

### 3.1.1 16003 Yonge Street & 219-237 Old Yonge Street

The southern consolidated parcel at 16003 Yonge Street and 219-237 Old Yonge Street will house the L-shaped 5-storey residential apartment that will provide a total of 152 residential units, that range in size from studio to 3-bedroom apartments. The intent of the proposed residential apartment is to support the vision for the Yonge Street Regional Corridor described in the ROP and Town of Aurora Official Plan as a location for compatible infill intensification.

#### Building Placement

The design and placement of the proposed residential apartment has been shaped by the site's natural features and challenging topography, which confine the building footprint to the eastern edge of the Subject Lands. The five-storey apartment respects the stable top-of-bank and preserves the site's environmental features through introducing an L-shaped building footprint oriented parallel to Old Yonge Street that integrates seamlessly with the surrounding landscape (**Figure 47**).

The proposed development is oriented parallel to Old Yonge Street, to frame the street edge and create a pedestrian-scaled experience at-grade. The proposed development is setback at-grade along the eastern property line to align with the existing setbacks along Old Yonge Street to the south and east of the site. This setback includes the road widening along Old Yonge Street that will be dedicated to the Town,

in addition to a 3.2 metre building setback from the new proposed property line. A series of deciduous trees are proposed within the road widening to preserve the streets character. The 3.2 metre setback from the proposed property line to the building will include a landscape strip with native plantings and a well-defined pedestrian walkway. This setback not only allows for the introduction of an enhanced streetscape along Old Yonge Street that does not currently exist but also provides sufficient privacy for the individual terraces and at-grade units along the east side of the building.

The southern side of the apartment is setback 6.6 metres from the south property line, to remain compatible with the townhomes to the south of the Subject Lands. This 6.6 metre setback accommodates a landscape strip with a pedestrian path that connects to Old Yonge Street, and individual terraces. Lastly, a 20-meter setback is provided from the north property line to provide sufficient space to accommodate the emergency driveway and adjacent privacy buffer between the heritage home and the proposed development. These carefully planned setbacks ensure an effective height transition that respects the character of the surrounding low-rise residential dwellings, provides privacy for the proposed residential units, and accommodates landscaping and pedestrian paths.

### **Built Form**

The massing and built form of the residential apartment has been planned and designed to achieve transit-supportive densities that increase the use of surrounding public and active transportation networks in the Regional Corridor, while also ensuring an appropriate transition in scale and form to the low-rise community.

The proposed 5-storey building incorporates a stepback of 2.4 metres at the fourth level along

Old Yonge Street and the southern face of the building, reinforcing the 3-storey streetwall compatible with the surrounding uses. The building's overall mass and length are broken up by vertical insets that create smaller sections that seamlessly integrate with the existing built-form context.

Architectural treatments proposed for this development will incorporate a contemporary scheme of materials and colours, including brick, prefinished metal panels, aluminum, and glass balcony railings to establish a consistent architectural appeal and rhythm along the street edge. The building's long façade is broken up with projecting bays and vertical reveals to reduce its perceived length. In some areas, the bays extend down to grade as vertical piers. The colour palette reflects the surrounding low-rise neighbourhood, with subtle variations in brick tones. In summary, the proposed design of the residential apartment will create an attractive and quality-built form and streetscape environment that remains compatible with the surrounding community and increases visual interest.

### **Pedestrian Connectivity and the Public Realm**

The proposed development prioritizes pedestrian and cyclist connectivity to create a dynamic and engaging public realm along Old Yonge Street. Pedestrian access to the proposed development is provided through two entrances; the main entrance is located at the southeast corner on Old Yonge Street and the secondary entrance is located at the rear of the building, accessed from the driveway off Yonge Street. These pedestrian entrances will connect to well-lit pathways that offer seamless connections from the building and various amenity spaces to Old Yonge Street. Specifically, a pedestrian path is provided along the eastern and southern frontages of the

proposed apartment that will improve the flow of people and enhance walkability. Improvements to the street's public realm will include strategically orienting the building to frame the street edge, incorporating generous landscape buffers and a series of deciduous trees within the road widening, and introducing an aesthetically pleasing building façade. These thoughtful design elements will collectively foster a human-scaled experience at ground level.

### Amenity Areas

503 m<sup>2</sup> of indoor and 2,788 m<sup>2</sup> of outdoor amenity areas have been provided throughout the proposed development to increase the livability of the residential building and the quality of life of residents. The outdoor amenity areas are located at-grade at the southeast corner of the development, and on the rooftop patio. The at-grade outdoor amenity space is accessed from a 62 m<sup>2</sup> indoor amenity space. Additional indoor amenity spaces are provided on both lower parking levels adjacent to the elevators. The main shared outdoor amenity space will be provided on the roof level, and will be 1,094 m<sup>2</sup> in size, and will be buffered from the edge of the building by landscaping features. The common amenity areas are also supplemented by dedicated private balconies or terraces, for the majority of the residential units proposed.

### Parking & Vehicular Access

Vehicular access to the proposed residential apartment will be maintained from the existing driveway along Yonge Street. The 7.0-metre-wide driveway will facilitate residents and visitor access to the drop-off area, underground parking, and loading areas. An "Emergency Access" ramp is provided from Old Yonge Street, that will only be used in cases of an emergency.

The development will be supported by 169 parking spaces including, 16 visitor parking spaces. 56 bicycle parking spaces will be provided on level P2 for residents of the development.

TABLE 4: DEVELOPMENT STATISTICS, 16003 YONGE STREET AND 219 -237 OLD YONGE STREET (RESIDENTIAL APARTMENT)	
FEATURE	COUNT AND/OR MEASUREMENT
Total Site Area	1.28 ha
Proposed Residential Units	152
Residential Studio	1
Residential - 1-Bedroom	13
Residential - 2-Bedroom	116
Residential - 3-Bedroom	22
Amenity – Indoor	503 m <sup>2</sup>
Amenity – Outdoor	2,788 m <sup>2</sup>
Parking Spaces – Resident	150
Parking Spaces - Visitor	16
Parking Spaces- PUDO	3
Bicycle Parking Spaces	56

### Green Development Standards

The proposed development will consider various Tier 1 Performance Standards from the Town of Aurora Green Development Standards ("GDS"). These standards, along with the Tier 2 Standards, will be discussed further and refined through a future Site Plan Application. **Table 5** below describes the Tier 1 GDS Standards that will be considered through the proposed development.

TABLE 5: TOWN OF AURORA, GDS PERFORMANCE STANDARDS		
THEME	TIER	METRIC
EN	1	1.1



EN	1	1.2
CC	1	1.1
CC	1	1.3
CC	1	1.4
CC	1	1.5
BWM	1	1.2
E	1	1.1
E	1	1.2
E	1	1.3
E	1	1.4
E	1	1.5
E	1	1.6
E	1	1.7
W	1	1.1
W	1	1.2
W	1	1.3
W	1	1.4
W	1	1.5

### 3.1.2 255-257 Old Yonge Street

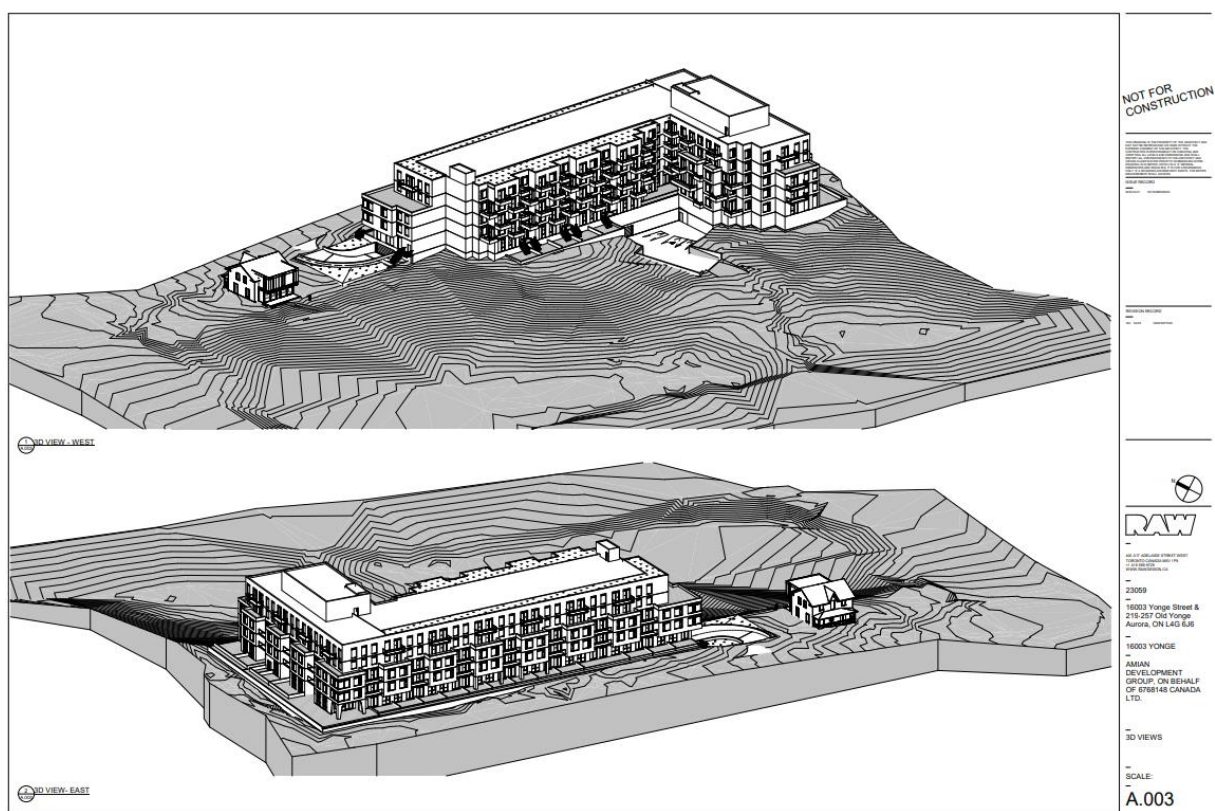
To create a developable area on the Subject Lands which, are already constrained by environmental features and grade variations, the heritage house on 16003 Yonge Street (the "Red House") needs to be relocated north, to 255-257 Old Yonge Street. Upon relocation, the building will be reoriented to face Old Yonge Street. As outlined in the Heritage Impact Assessment ("HIA") prepared by ERA, the main structure will be preserved to maintain its legibility as a mid-19th century rural residence, while a new, complementary addition is planned for the rear of the building, the proposed development incorporates design strategies

aimed at minimizing the impact on the cultural value of the "Red House". Relocating the building to the north of the Subject Lands will enhance its visibility by reorienting it to face Old Yonge Street, while preserving residential privacy. The proposed 5-storey residential apartment building will be visually distinct from the "Red House", with the structure stepping down from five storeys to three storeys along the north side to create a gradual transition. A green buffer between the two buildings will further reinforce their separation and support the rural character of the area. In summary, the proposal preserves the heritage value of the "Red House" by maintaining its connection to significant local owners, relocating it within its historically associated property, and preserving its physical, visual, and historical links to the community.

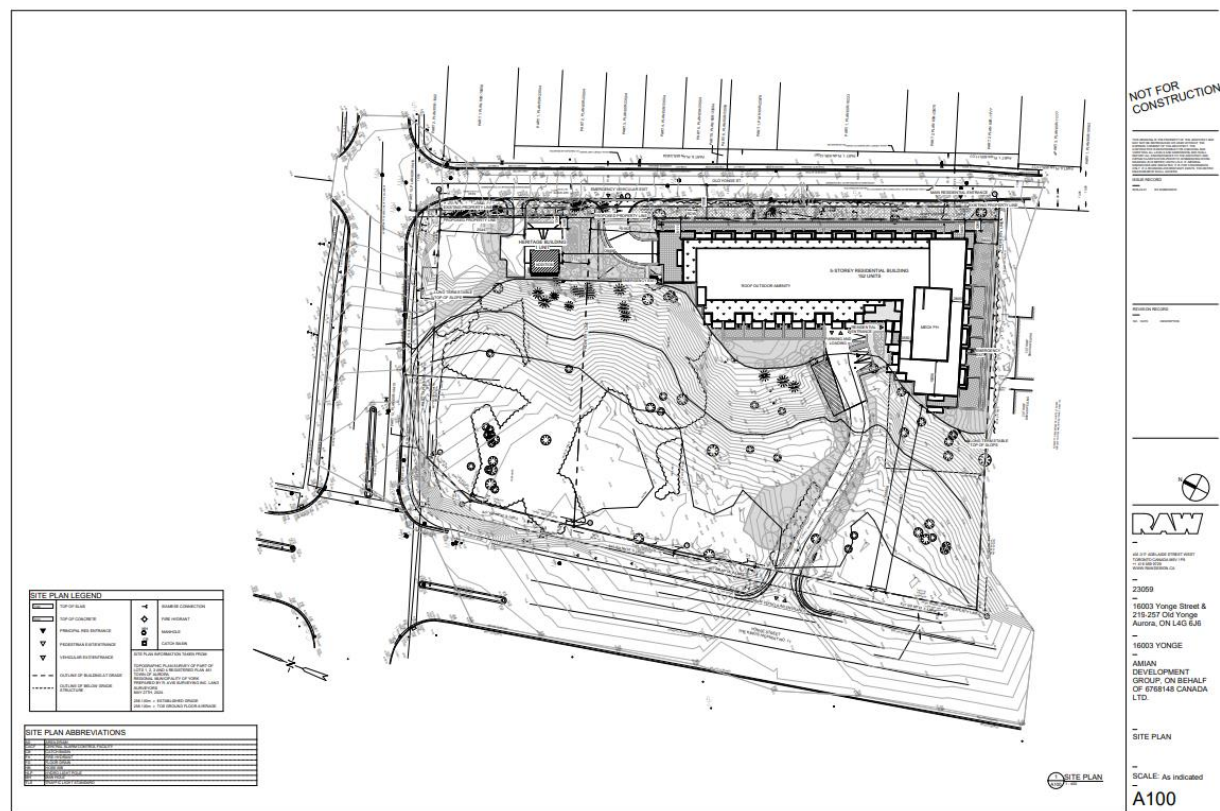
Vehicular access to the relocated heritage structure will be provided along Old Yonge Street to mirror the existing driveways of the low-rise dwellings along Old Yonge Street.

**TABLE 6: DEVELOPMENT STATISTICS, 255-257 OLD YONGE STREET (RELOCATED HERITAGE BUILDING)**

FEATURE	COUNT AND/OR MEASUREMENT
Total Site Area	0.38 ha
Proposed Residential Units	1
Parking Spaces	2



*Figure 34: 3D Views*



*Figure 35: Site Plan*

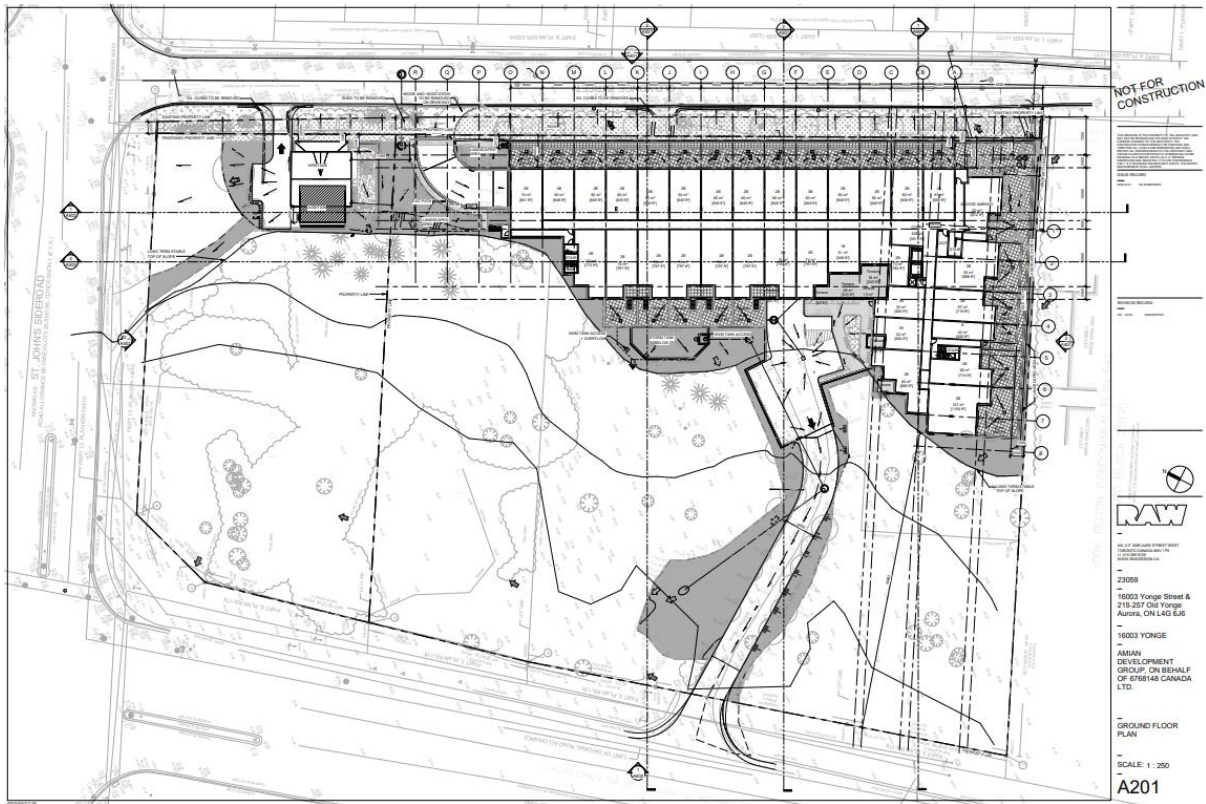


Figure 36: Ground Floor Plan

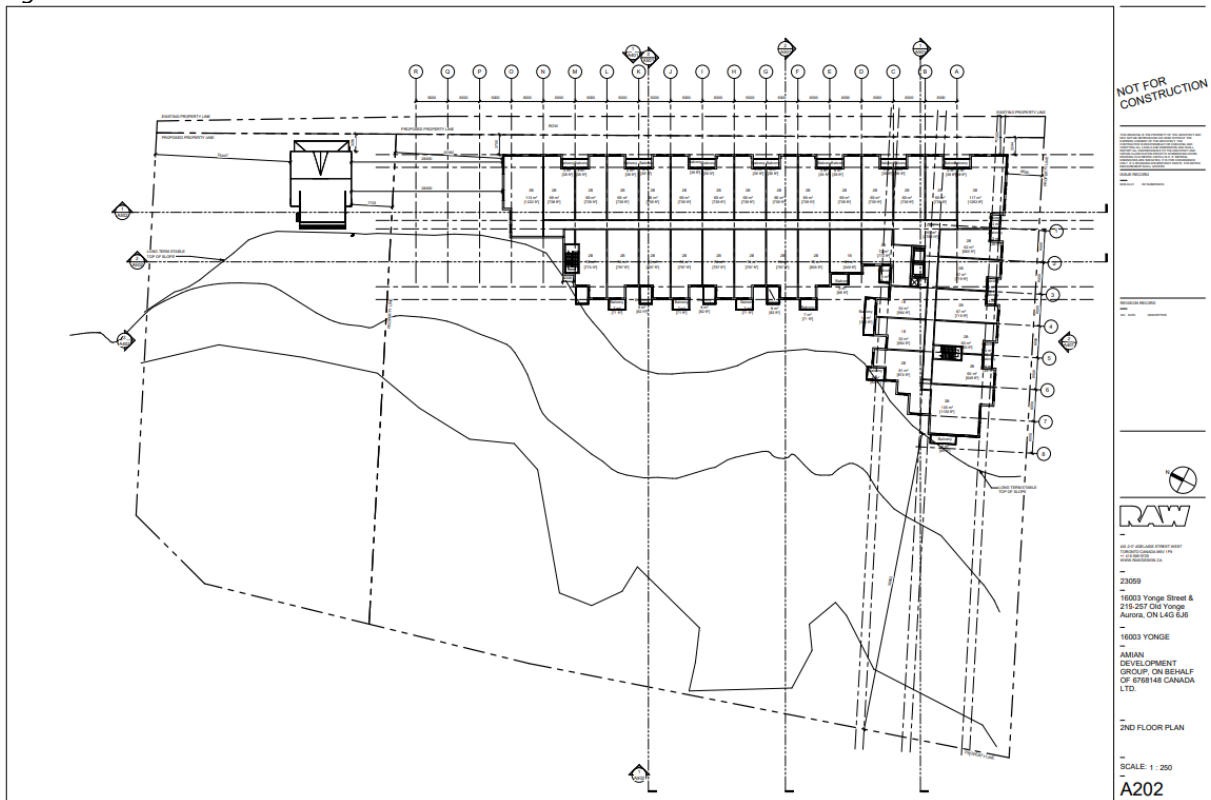


Figure 37: Second Floor Plan

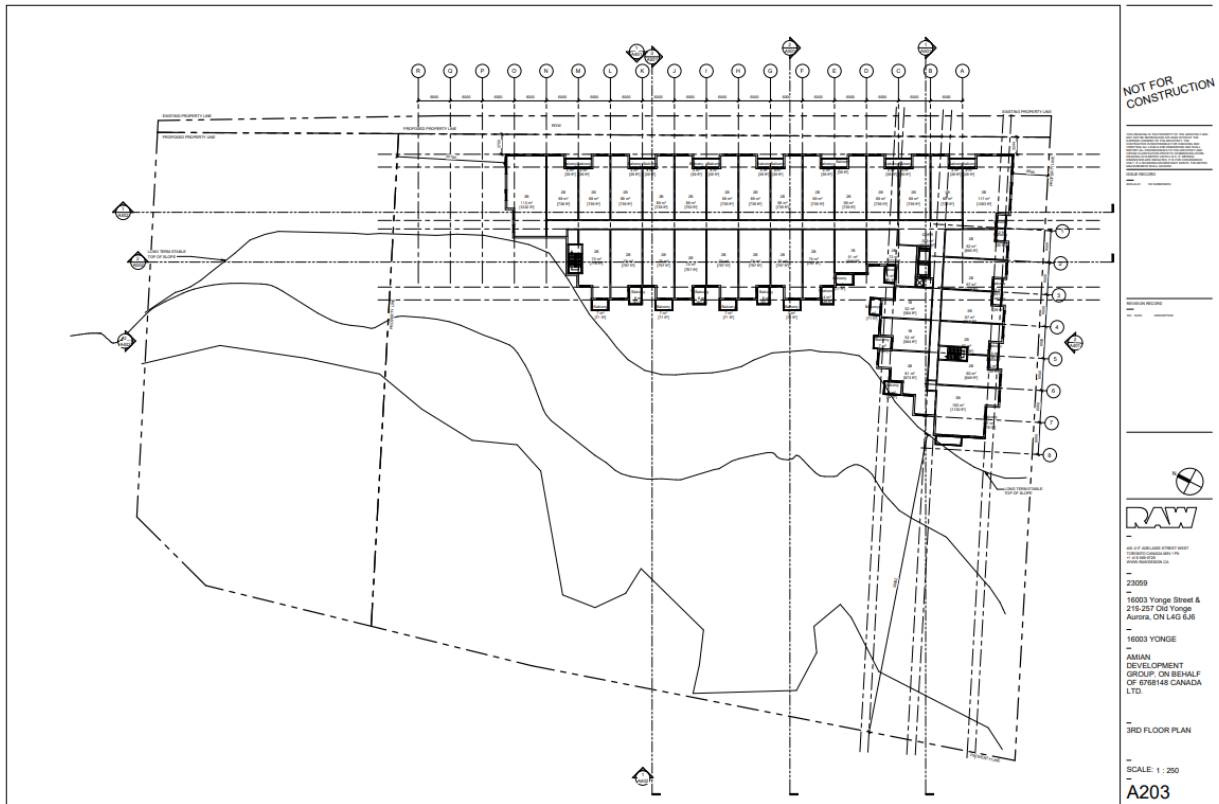


Figure 38: Third Floor Plan

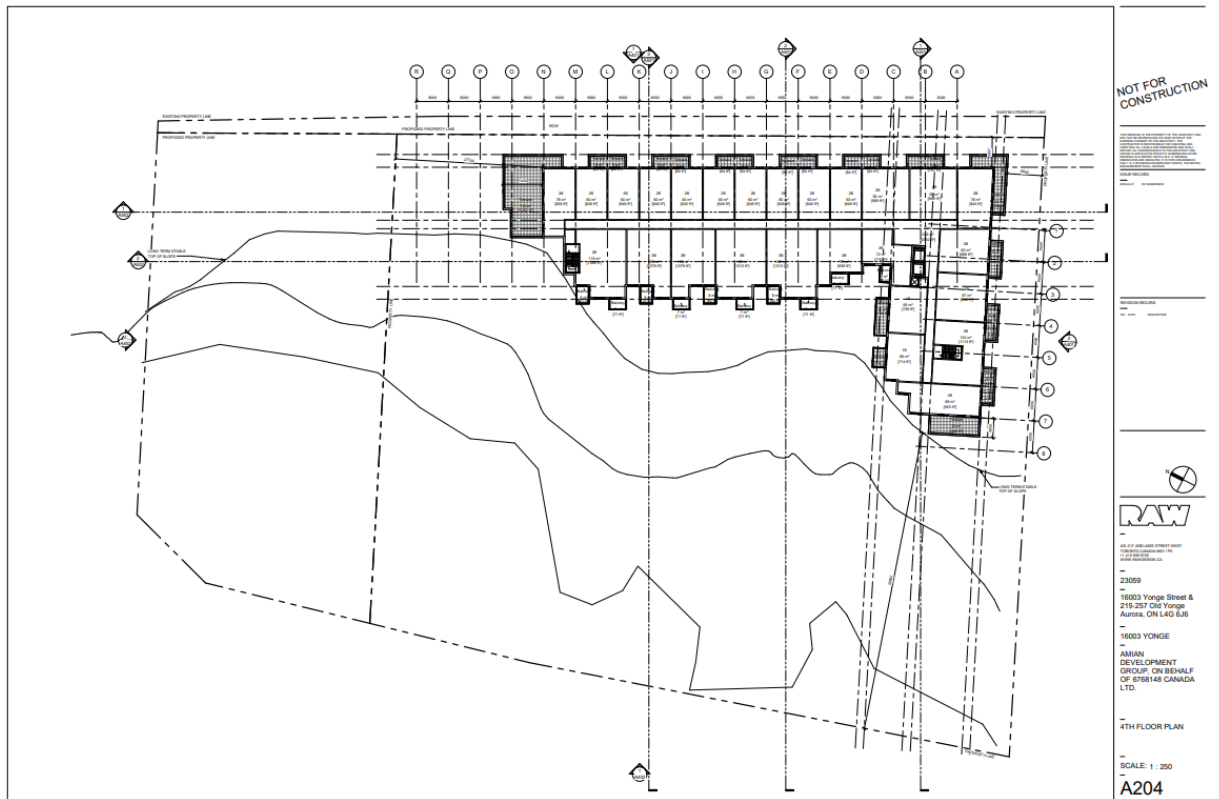


Figure 39: Fourth Floor Plan



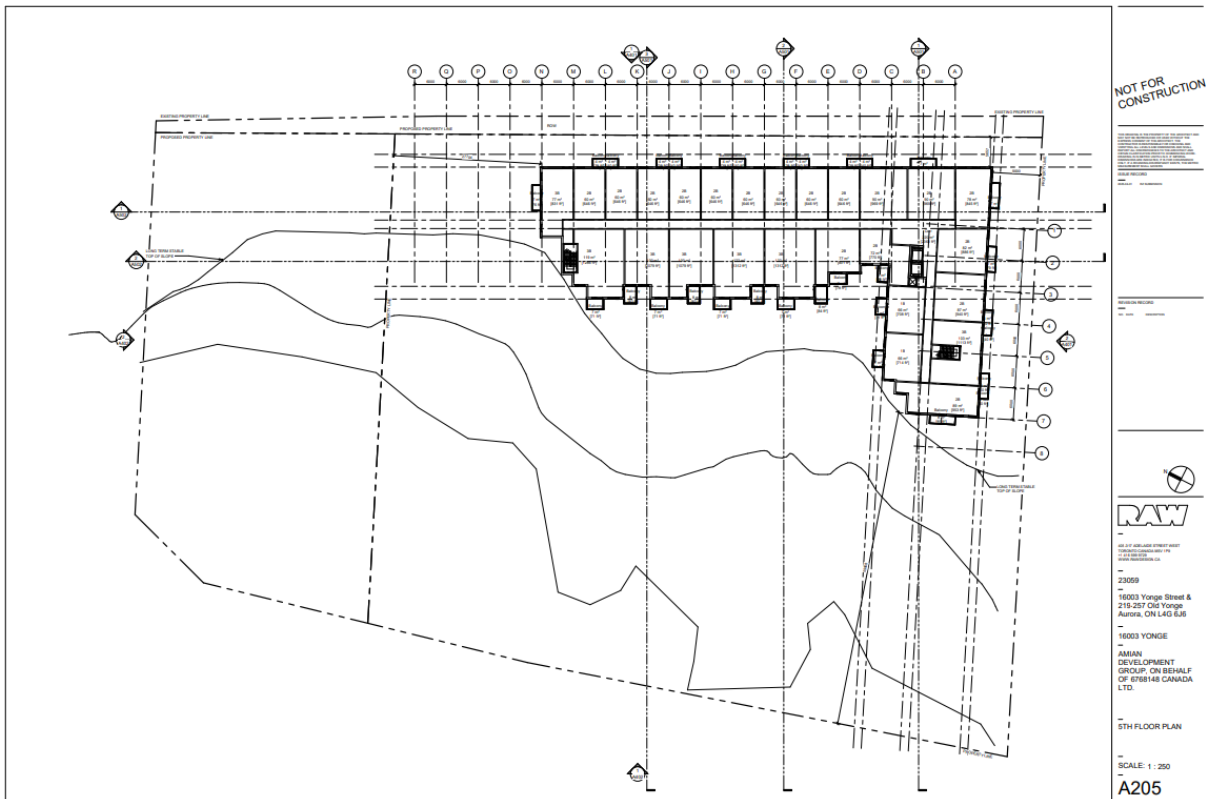


Figure 40: Fifth Floor Plan

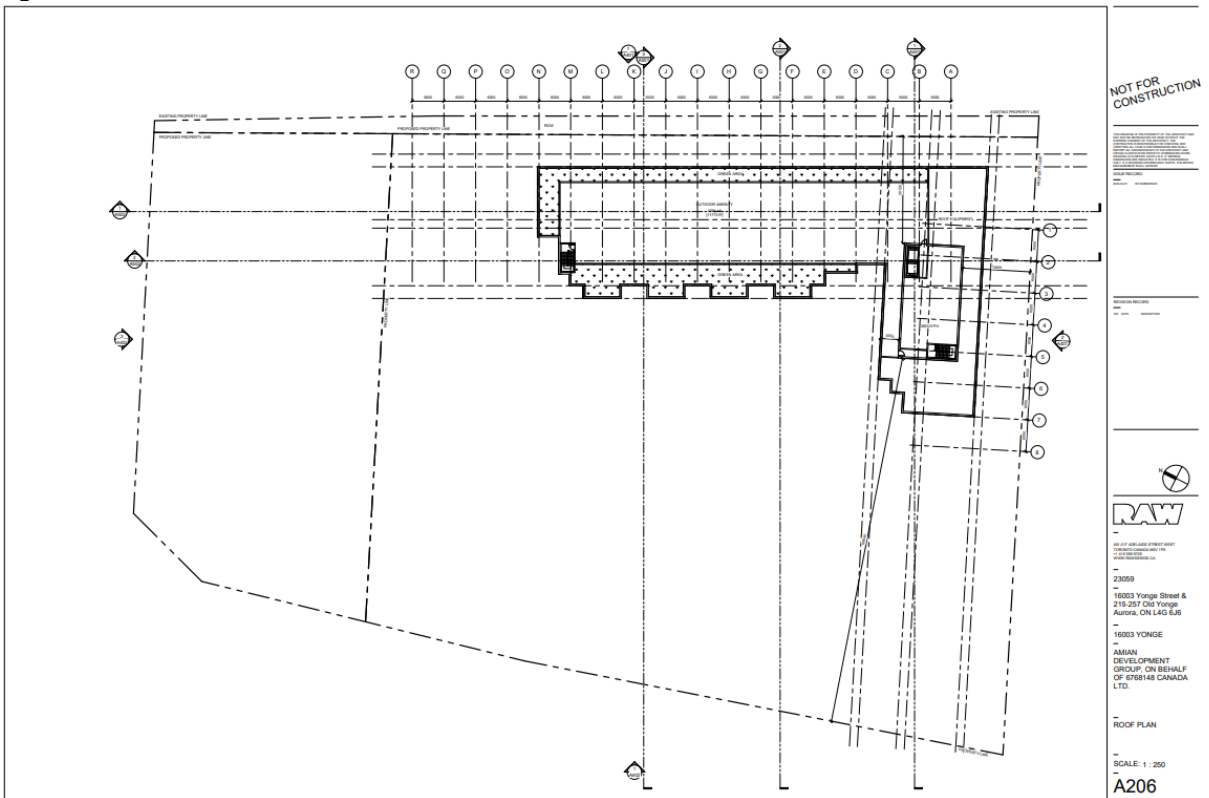


Figure 41: Roof Plan



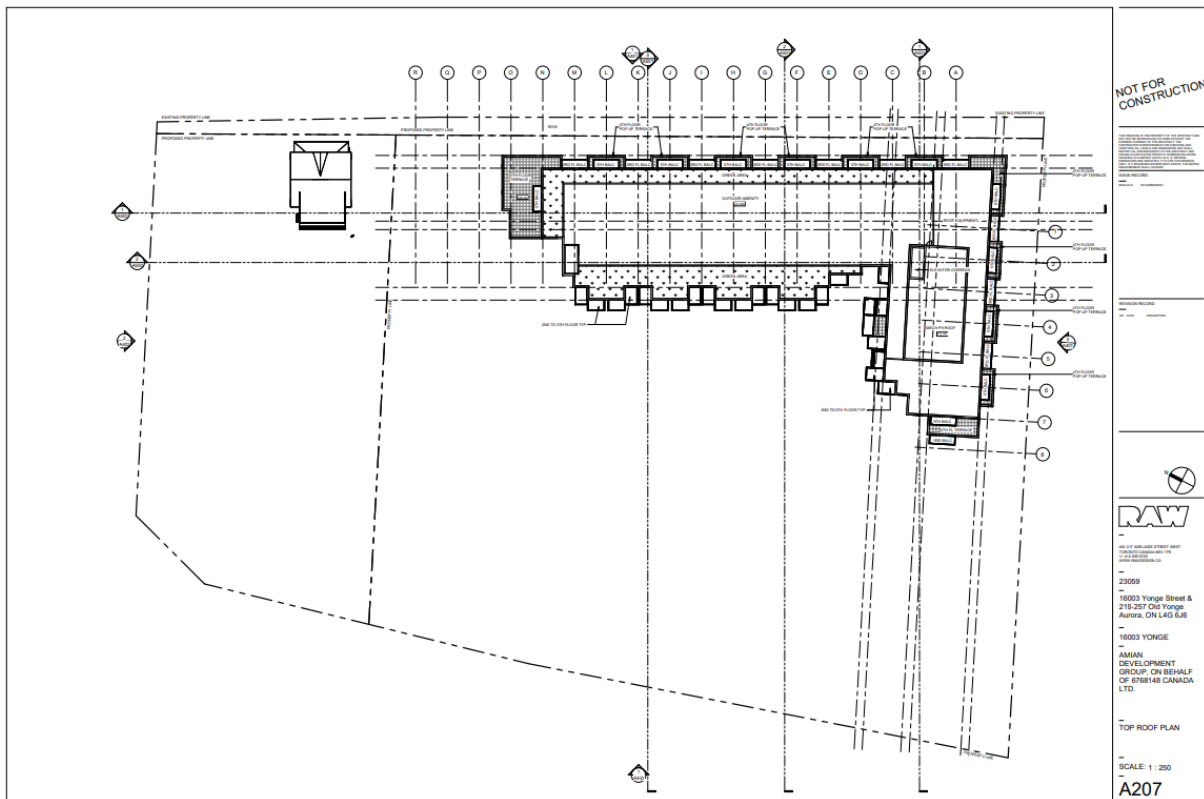


Figure 42: Top Roof Plan

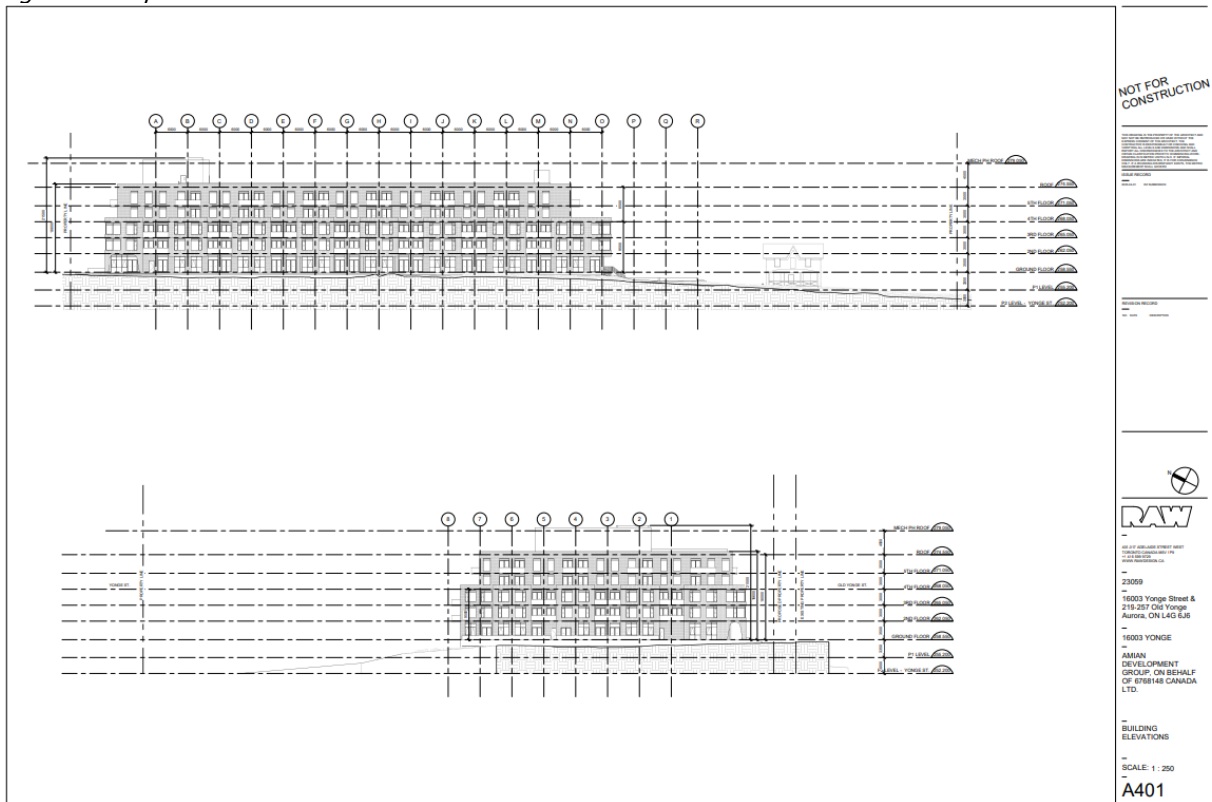


Figure 43: Building Elevations

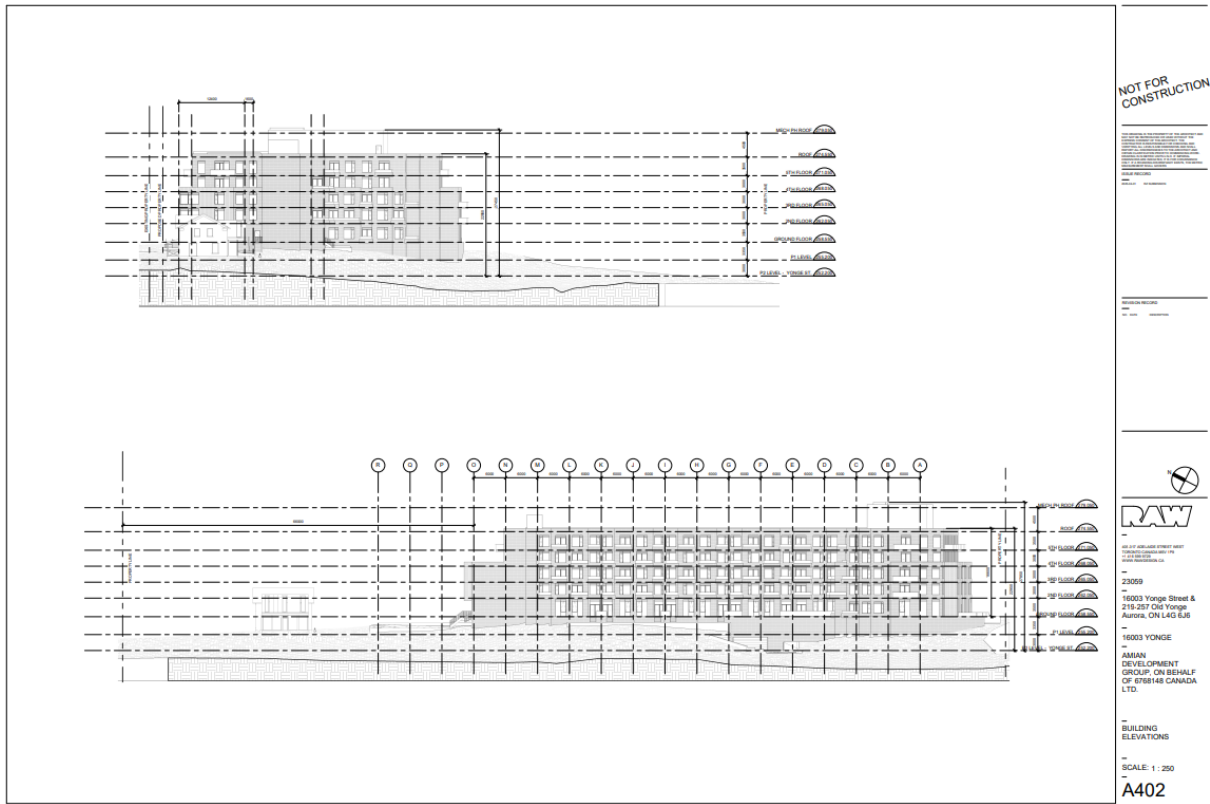


Figure 44: Building Elevations

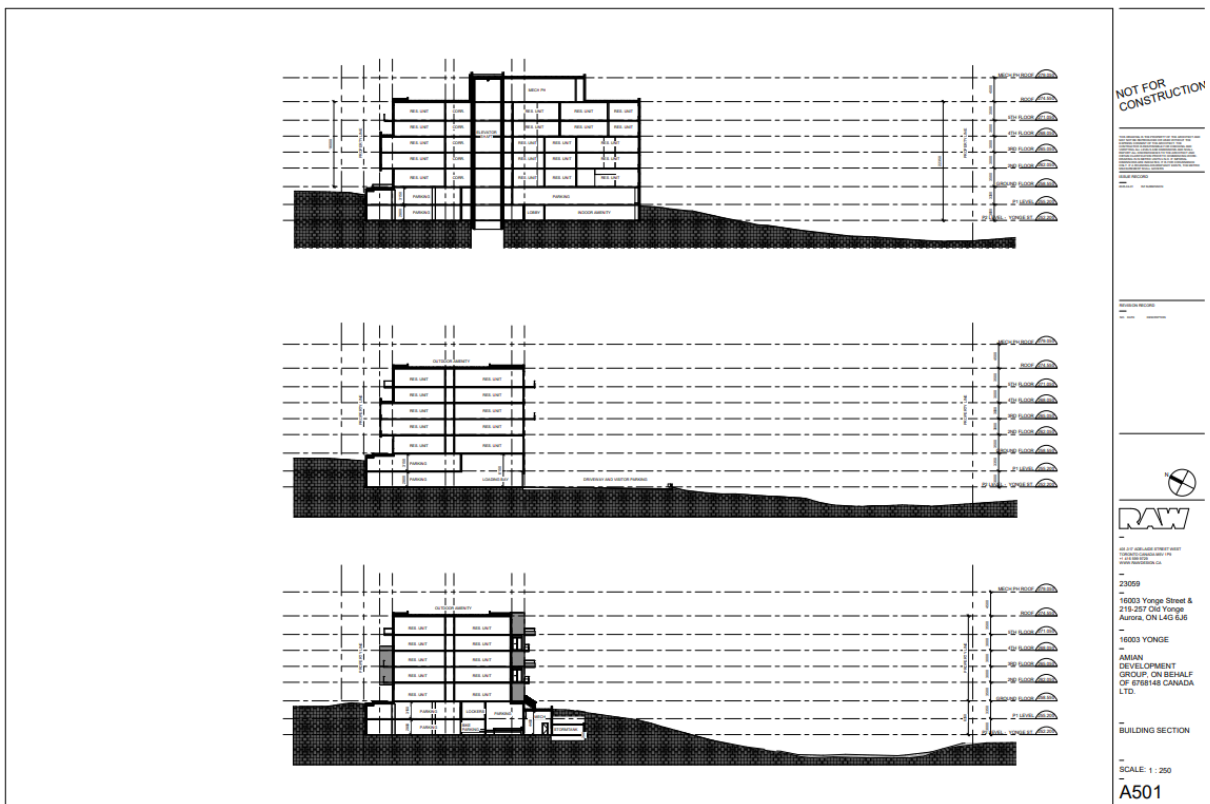


Figure 45: Building Section

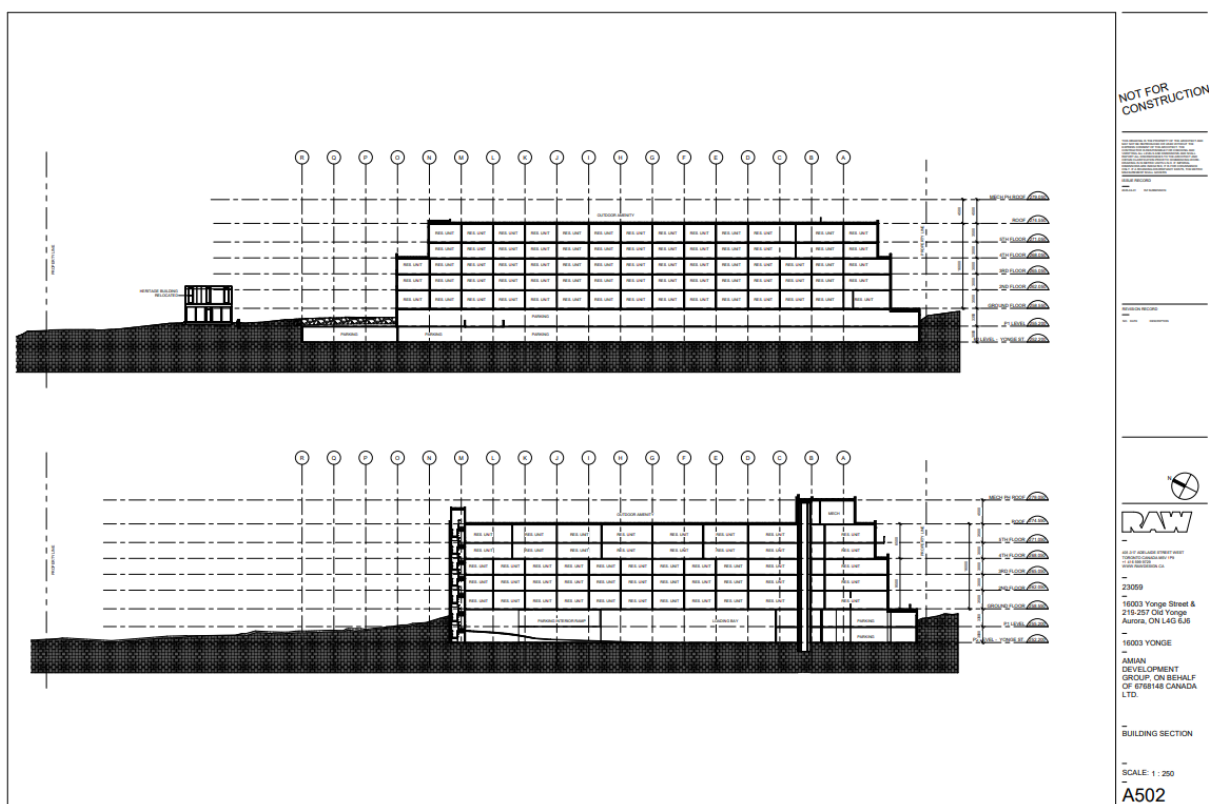


Figure 46: Building Section

### 3.1.3 Areas for Environmental Protection

As stated in the Environmental Impact Study ("EIS") prepared by Birks Heritage Consultants Inc. ("Birks NHC") and Terrapex Environmental Ltd. ("Terrapex"), the western portion of the Subject Lands is primarily undeveloped, with the exception of a driveway from Yonge Street. This undeveloped, naturalized area includes a mix of upland and wetland communities. As per local and provincial policies, the proposed development is located outside of any Key Natural Heritage Features ("KNHF"), and Key Hydrologic Features ("KHF"), and provides a minimum 30 metre setback to the wetland on the west side of the Subject Lands, as shown in **Figure 47** below. As stated in the EIS, a small area of forested land is proposed for removal, in proximity to wetland habitat. No direct impacts are expected to occur as a result of this removal,

and mitigation is recommended to ensure that the wetland present on the Subject Lands will continue to function unimpeded.



Figure 47: Constraint Map

## 3.2 Summary of Technical Reports

To ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Report. Many of these studies also identify how the proposed development and applications advance Provincial, Regional, and local policies.

### 3.2.1 Urban Design

#### Urban Design Brief

An Urban Design Brief ("UDB") has been prepared by MHBC to demonstrate how the

proposed development will implement the design objectives of the Town of Aurora and Region of York Official Plans. The proposed medium-density residential building represents gentle intensification along a major arterial road and existing higher-order transit route that is in close proximity to commercial, retail, business, and recreational uses.

The UDB includes a detailed design analysis of the following elements of the site: the design and orientation of the site; the built form and architectural design; the vehicular and pedestrian circulation routes; the landscape and public realm design; efforts for sustainability and microclimate; signage and lighting; and site servicing and parking.

The architectural design, site orientation, and siting of the building have been carefully



designed to complement the existing area by defining the public realm and street edge along Old Yonge Street. The proposal considers existing view corridors along Old Yonge Street and navigates grade changes on-site to maintain sight lines towards the heritage building and St. John's Sideroad. The proposal implements an appropriate massing and attractive built form that complements its surroundings. The proposal also considers low-impact landscaping that won't detract from existing urban character. That said, it maintains utilities, loading, surface parking and bicycle parking all along the rear side of the building. The proposal utilizes both high-quality architectural and landscape design to create a visually appealing, appropriately scaled street-edge community that is welcoming to residents and visitors. The proposal will be compatible with the surrounding community and aligns with the goals and objectives of both the Town of Aurora's Official Plan and the Town of Aurora Promenade Community Improvement Plan.

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### 3.2.2 Environmental Matters

#### **Hydrogeological Study**

A Hydrogeological Investigation was prepared by Terrapex Environmental Ltd. (Terrapex) for the proposed development. The intent of the investigation was to characterize the subsurface groundwater conditions on the Subject Lands, with reference to the applicable guidelines from the Ministry of the Environment, Conservation and Parks, and York Region.

The subsurface stratigraphy of the Subject Lands is generally comprised of firm to stiff silty clay till with trace sand. All boreholes were covered by asphaltic concrete. Bedrock was not encountered in this investigation. Groundwater was interpreted to be flowing in a generally northwest direction. Analytical hydrochemical analyses indicated that tested groundwater does not meet the criteria for discharge to storm

sewers, due to elevated concentrations of total suspended solids. All other reported results for the tested parameters complied with the sanitary/combined sewer and storm sewer criteria. A Private Water Discharge Agreement is required for discharge of construction dewatering to Town sewers and foundation drainage. As indicated in the Phosphorus Budget Tool Project Development Summary, the phosphorous balance does not meet provincial criteria. However, as indicated in the policy, the MECP recommends that municipalities approve development as site-specific appropriate if all reasonable and feasible construction phase Best Management Processes have been identified for implementation.

Please see the Hydrogeological Investigation enclosed with this study for further details on the findings of the Study.

#### **Geotechnical Investigation and Slope Stability Assessment**

Terrapex was retained by the Owner to complete a Geotechnical Investigation for the proposed development. The purpose of the report was to summarize the findings of the investigations, characterize the underlying soil and groundwater conditions to determine the relevant geotechnical properties of the soil, and to provide geotechnical engineering recommendations.

Please see the Geotechnical Investigation enclosed with this application for a detailed description of the results of the investigation including recommendations for excavation, groundwater control, reuse of on-site excavated soil, foundation design, concrete floor slabs, lateral earth pressure, shoring design, pavement design, earthquake design parameters, and chemical characterization of subsurface soil.

A Slope Stability Assessment was carried out as part of this investigation to determine the Long-



Term Stable Top of Slope ("LTSTOS") line and the applicable setbacks from the crest of the slope at the site. A 6.0 metre setback was delineated from the LTSTOS however, it was confirmed with the LSRCA that the 6-metre setback is not required for the proposed development given the existing environmental constraints on site. Thus, the proposed development respects the LTSTOS, supported by the LSRCA.

### **Floodplain Analysis Report**

A Floodplain Analysis Report was prepared by C.F. Crozier & Associates Inc. ("Crozier") to establish the location of the existing floodline within the Subject Lands, and to determine whether safe access is achieved. Based on the results of a Crozier Modified Existing Conditions hydraulic model, a Regional Floodplain map was prepared. The updates to the LSRCA model indicate that there is no change to the regulatory water surface elevations, and that the proposed development lies outside of the Regulatory floodplain.

### **Arborist Report, Tree Inventory & Tree Protection Plan**

An Arborist Report was prepared by Cohen & Master Tree & Shrub Services in support of the proposed development. The intent of the report is to establish the species, size, and condition of tree located on site, provide a prescription for trees to be protected during the project and identify those requiring removal, and prepare a tree inventory and protection plan.

A total of 261 trees were inventoried on site, of which 89 live trees and 6 dead trees are proposed for removal from private property, and 6 trees are proposed for removal from adjacent municipal property. A total of 1,154 m<sup>2</sup> of shrubs/hedges/understory vegetation is proposed for removal from private property, and 104 m<sup>2</sup> of shrubs/hedges are proposed for removal from the adjacent municipal property.

The Town of Aurora regulates the removal or injury of vegetation relative to the approval of a development agreement. Compensation planting is to be provided following consultation with the Town of Aurora, and with consideration of the proposed landscape design. Tree protection and mitigation measures outlined in the Arborist Report are to be followed to minimize impacts to adjacent vegetation on the site.

### **Environmental Impact Study**

An Environmental Impact Study ("EIS") was prepared by Birks Heritage Consultants Inc. ("Birks NHC") and Terrapex Environmental Ltd. ("Terrapex") in support of the proposed development. The purpose of the EIS was to identify and characterize key natural heritage features and functions associated with the Subject Lands and adjacent lands. Through the assessment, it was identified that the Subject Lands and adjacent lands contain Key Natural Heritage Features ("KNHF") and Key Hydrologic Features ("KHF") including, wetlands, significant woodlands, significant wildlife habitat, and fish habitat.

Given the current urban landscape, road network and residential land use, there is no expectation that the proposed works would result in impacts to those adjacent KNHF or KHF assuming mitigation measures are implemented. In addition, a small area of forested land is proposed for removal, in proximity to wetland habitat. No direct impacts are expected to occur as a result of this removal and mitigation is recommended to ensure that the wetland present on the property will continue to function unimpeded. Mitigation measures recommended in this report have been developed to avoid and mitigate potential negative ecological impacts associated with the proposed development. Recommended mitigation measures include: providing fencing around natural features, implementing a

sediment and erosion control plan and tree protection plan, ensuring general equipment maintenance, providing dark sky lighting fixtures, controlling invasive species, and restricting vegetation removal during bird breeding season. Overall, potential ecological impacts are mitigable provided the listed mitigation measures are applied accordingly.

### **Phase 1 ESA**

A Phase 1 Environmental Site Assessment ("Phase 1 ESA") was prepared by Terrapex for the Subject Lands. The intent of the investigation was to identify actual and potential sources of contamination associated with the site from current and/or historical activities on the site and on properties within the Phase One study area to satisfy the objectives of a Phase 1 ESA listed in O.Reg. 153/04 including:

- Develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water in or around the Subject Lands;
- Determine the need for a Phase 2 ESA; and,
- Provide a basis for carrying out a Phase 2 ESA if required.

The Phase 1 ESA identified five Potential Contaminating Activities (PCAs) on site. The identified PCAs resulted in a total of five Areas of Potential Environmental Concern ("APECs"). Based on the findings of the Phase 1 ESA, it has been concluded that an RSC may not be filed for the site based solely on the results of the Phase 1 ESA. As a result, a Phase 2 ESA is required for the Subject Lands, in accordance with O.Reg. 153/04.

### **Phase 2 ESA**

A Phase Two Environmental Site Assessment ("Phase 2 ESA") was prepared by Terrapex for the Subject Lands. The objective of the

investigation was to assess Areas of Potential Environmental Concern ("APECs") identified during the Phase One ESA on the Subject Lands, to identify the location and concentration of contaminants and if necessary, to remediate the contaminants. The Phase 2 ESA was undertaken for the purpose of filing a Record of Site Condition per Ontario Regulation 153/04, *Records of Site Condition- Part XV.1 of the Act* for the Subject Lands.

The Phase Two ESA was undertaken to assess five on-site APECs, identified during the Phase One ESA. Six boreholes were advanced on site and were completed as monitoring wells. Surface soil samples were also collected. The soil laboratory results show that contaminants of concern are in exceedance of the MECP Table 1, Site Condition Standards. Please see the Phase 2 ESA enclosed with this application for a fulsome list of the contaminants.

Based on the findings of the Phase Two ESA, a Record of Site Condition cannot be filed for the Subject Lands until the identified underground storage tank has been removed and a full-depth soil remediation and/or risk assessment is completed in accordance with the requirements of O./Reg. 153/04 to address the identified soil and/or groundwater impacts.

### **Vegetation Management Report**

A Vegetation Management Plan was prepared by BrookMcIlroy to outline the landscape strategies undertaken throughout the proposed development. The proposed Landscape Plan aligns with the Town of Aurora policies and guidelines including, the Town of Aurora Official Plan, Tree Protection and Preservation Policy, and Sustainable Development Guidelines.

The following key landscape strategies will be undertaken through the proposed development:

- Naturalized planting to mimic the existing woodlot and surrounding landscape;
- A sod boulevard within the Town's easement, with town-approved native street trees;
- A vegetated buffer to provide screening to the roadway and neighbouring properties;
- A pathway within the site boundary that allows for full circulation of the development without altering the existing street frontage along Old Yonge;
- No disturbance beyond the top of slope, except in areas required for regrading (including the driveway access from Yonge Street);
- A re-wilding approach that supports local habitats while keeping the design simple and naturalized; and,
- Maintaining the existing conditions as best as possible to limit the development footprint.

The proposed vegetation management strategy prioritizes ecological preservation, sustainable landscape practices, and aligns with municipal policies. By maintaining a naturalized design with minimal intervention, the development seamlessly integrates with the surrounding environment, while enhancing habitat connectivity and preserving the character of Old Yonge Street. Ongoing collaboration with the Town will ensure that the Landscape Plan continues to meet ecological and community goals.

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### 3.2.3 Site Servicing Matters

#### **Functional Servicing & Stormwater Management Report (FSR)**

A Functional Servicing & Stormwater Management Report ("FSSWMR") was prepared

by Fabian papa & partners to support the proposed development. The report discusses the provision of municipal site services including, the strategy for stormwater management.

The report concludes that the proposed development is feasible from a municipal servicing and stormwater management perspective, including that:

- The proposed domestic water and fire demands are within acceptable ranges that can be accommodated by the existing municipal water supply infrastructure on Old Yonge Street;
- The receiving sanitary sewer network on Old Yonge Street can accommodate the proposed development; and,
- All stormwater management objectives can be met based on the measures contemplated in the FSSWMR.

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### 3.2.4 Transportation

#### **Traffic Impact Study**

An Urban Transportation Considerations ("UTC") Report has been prepared by BA Group in support of the proposed development. The intent of the report is to review key transportation-related aspects of the development including, transportation demand management, site planning travel demand forecasting, traffic operations review, and multi-modal assessments.

Access to the proposed development will be provided through a Right-in Right-out ("RIRO") access located in relatively the same location as the existing driveway, and a secondary emergency access on the eastern extent of the Subject Lands along Old Yonge Street. As part of the future Yonge Street BRT extension, YRT is planning to implement a dedicated centre lane BRT service. The implication of the BRT lane is

that it will preclude in and outbound lefts to and from the site. For this reason, a RIRO access is needed along Yonge Street. The proposed site access has been designed with width consideration of the DS-206 curb standards and includes a centre median that extends from the signal to the north, past the site access. An all-moves stop control is proposed to facilitate vehicular access at the emergency exit along Old Yonge Street. This access would be utilized as an emergency access on occasions when necessary. The proposed site access arrangement will appropriately accommodate the needs of the Subject Lands.

Based on a review of existing planning policies and development approvals in the surrounding area, the proposed parking supply of 1.0 resident's spaces per unit and 0.1 visitor spaces per unit will appropriately accommodate the needs of the development. 56 bicycle spaces will be provided in Level P2 of the proposed development, that exceeds the minimum requirements of the Town of Aurora Zoning By-law 6000-17. 1 loading space will be provided, that meets the supply and design specifications of the Zoning By-law.

A TDM strategy has been developed for the proposed development to encourage the use of alternative modes of transportation. TDM measures contemplated as part of the development include: bicycle parking that exceeds the requirements of the Zoning By-law; the provision of bicycle repair stations within the bicycle parking room; and travel information packages provided to new residents with information about the available travel mode choices.

The UTC Report concludes that the proposed development is appropriate from a transportation perspective and can be

reasonably accommodated on the area transportation network.

### **Traffic Noise Feasibility Study**

A Traffic Noise Feasibility Study was prepared by Gradient Wind to analyze the sound pressure levels in the area of interest. The assessment is based on the theoretical noise predictor methods that conform to the MECP NPC-300 and future vehicular traffic volumes corresponding to the theoretical maximum capacities.

The Study concludes that based on the results of the traffic noise levels, Type A and C warning clauses will be required in all lease and purchase and sale agreements. Regarding stationary noise sources, no large stationary noise sources that could impact the proposed development are observed within the vicinity of the Subject Lands. Stationary noise impacts from the proposed development onto the surroundings can be minimized through intentional placement of mechanical equipment, or the incorporation of silencers and noise screens as necessary. It is also recommended that any large HVAC equipment that is required to be outdoors, be placed closed to the penthouse, avoiding the line of sight with the surrounding buildings.

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## **3.2.5 Cultural Matters**

### **Stage 1 Archaeological Assessment**

A Stage 1 Archaeological Assessment was completed by Archeoworks Inc., for the proposed development on the Subject Lands. An on-site property inspection was conducted for the study area where disturbances and physiographic features with low to no archaeological potential were identified. The balance of the study area, consisting of manicured grassed areas dotted with trees, was identified as retaining archaeological potential, and thus, requires a Stage 2 Archaeological Assessment.

## Stage 2 Archaeological Assessment

In accordance with the recommendations of the Stage 1 Archaeological Assessment, a Stage 2 Archaeological Assessment was conducted by Archaeological Services Inc ("ASI"). The Stage 2 assessment was carried out on the portions of the Subject Lands that were identified during the Stage 1 as having archaeological potential. The Stage 2 field assessment was conducted through test pit surveys, and no archaeological materials were encountered. Thus, the Stage 2 Archaeological Assessment recommends that no further archaeological assessments are required for the Subject Lands.

## Heritage Impact Assessment

An HIA was prepared by ERA for the proposed development on the Subject Lands. The site contains one municipally recognized heritage property at 16003 Yonge Street, designated under Part IV, Section 29 of the *OHA* by By-law 4361.02R. The heritage structure on the site is known as the "Red House". The "Red House" is a 2-storey red brick house, constructed in the 1850s. As the property designation by-law predates the provincial requirement to identify a list of heritage attributes, ERA completed an evaluation of the property in accordance with Ontario Regulation 9/06 and prepared a draft statement of significance. The assessment concludes that the site holds: (1) historical/associative value for its direct association with several locally significant owners; and (2) contextual value due to its connections to the neighbouring properties of Willow Farm and the Pargeter House, as well as its relationship to Old Yonge and Yonge Street. The other properties within the Subject Lands, including 219-237 Old Yonge Street and 255-257 Old Yonge Street, are not listed on the Aurora Register of Property of Cultural Heritage Value or Interest, nor are they designated under Part IV of the *OHA*.

The proposed development will relocate the Red House to the northern portion of the site, at 255-257 Old Yonge Street, where it will be reoriented to face Old Yonge Street. The main building volume will be retained, and the existing rear extension and later addition will be removed, and a new sympathetic addition will be constructed at the rear.

The proposed development incorporates several design strategies that mitigate the impacts on the cultural heritage value of the Red House. Relocating the building to the north of the site and reorienting it to face Old Yonge Street maintains the general position of the building between Yonge Street and Old Yonge Street, as well as the location of the building within the historic area of Cosford's Corners and its spatial relationship to neighbouring properties that contribute to the broader historic agricultural and rural residential context. Reorienting the building along Old Yonge Street will enhance the public visibility of the structure, while maintaining residential privacy.

Conserving the main building volume will maintain the legibility of the structure as a mid-19<sup>th</sup> century rural residence, and the sympathetic yet distinct rear addition will be tucked behind the house, ensuring minimal visual impact. The new 5-storey residential apartment will remain visually separate from the "Red House" through the use of stepdowns that create a gradual transition to the house, and green buffers that reinforce building separation and the rural character of the area.

The HIA concludes that the proposal conserves the cultural heritage value of the "Red House" through retaining its connection to locally significant owners through relocation within its historically associated property and maintaining its physical, visual, and historical links to its context through its relation with the Pargeter House, Willow Farm, and Old Yonge Street. The development successfully balances planning and



heritage goals in accordance with provincial and municipal heritage policies and recognized professional conservation standards in Canada.

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## 3.3 Proposed Draft Official Plan Amendment

The Town of Aurora Official Plan was adopted by Council in January 2024 and was later approved by the Region of York, with modifications in May 2024. Portions of the Official Plan are under-appeal; however, these portions do not impact the designation or permissions on the Subject Lands. Thus, the proposed development and associated OPA will be evaluated for conformity under Councils most recent vision for the Town described in the 2024 Official Plan.

As per Schedule A, Town Structure of the Official Plan, the Subject Lands are located along a “Regional Corridor” (**Figure 14**). Regional Corridors include lands that front onto Yonge Street that are intended to accommodate transit-supportive intensification and growth through low and mid-rise building typologies, with a maximum building height of five storeys.

As per Schedule B, Land Use of the Official Plan, the lands located at 219-237 Old Yonge Street are designated as “Stable Neighbourhoods”, the lands located at 16003 Yonge Street are designated as “Community Commercial Centre, Site Specific Policy 11”, and the lands located at 255-257 Old Yonge Street are designated as “Stable Neighbourhoods, subject to Site Specific Policy 3”. Lands designated as “Stable Neighbourhoods” permit new-multi unit buildings, such as townhouses, triplexes, and fourplexes. New apartments are not permitted. The maximum height of lands within the Stable

Neighbourhoods designation is 3 storeys, unless the lands are located on the edges of the designation along a Collector and Arterial Road, where a maximum of 4 storeys is permitted. Site specific policy 3, applicable to the lands located at 255-257 Old Yonge Street, allows for the development of the site with medium-density residential uses, as well as the general permitted uses of the Stable Neighbourhoods designation. The site-specific Community Commercial designation that applies to the lands located at 16003 Yonge Street, limits the use of the Subject Lands to restaurant and bed and breakfast uses, and does not allow for residential development.

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### 3.3.1 16003 Yonge Street & 219-237 Old Yonge Street

In order to allow for the proposed residential development on the Subject Lands an OPA to the Town of Aurora Official Plan 2024 is required to re-designate the lands located at 16003 Yonge Street and 219-237 Old Yonge Street to a site specific “Medium-High Urban Residential” designation which, permits apartment buildings with a maximum density of 100 units per net residential hectare. A site-specific exception is needed to allow for a marginal increase in the maximum building height and the maximum density in the Medium-High Urban Residential designation. The amendment would allow for an increase in the maximum building height from four to five storeys, and an increase in the maximum density from 100 units per net residential hectare to 316 units per net residential hectare. The OPA will also remove the site-specific policy 11 and the “Designated Heritage Property” overlay from the lands located at 16003 Yonge Street, as these policies protect the “Red House” which, is being relocated to 255-257 Old Yonge Street.

The OPA will recognize the locational attributes of the Subject Lands as a “Regional Corridor”, as set out in the Region of York Official Plan and the Land Use Structure of the Town of Aurora Official Plan. The site-specific increase in permitted building height from a maximum of 4-storeys to 5-storeys will bring the development permissions of the Subject Lands into conformity with Policy 3.1.2 of the Official Plan which states that, notwithstanding any other policy of the Official Plan, the maximum building height along the Regional Corridor shall be 5-storeys.

The proposed OPA seeks to permit a site-specific increase in the maximum residential density on the Subject Lands to 316 units per net residential hectare. The net developable area of the site is significantly constrained by environmental features and topographical variations. The proposed development has been carefully designed to respect these constraints, including the LTSTOS and the 30-metre buffer from the marsh communities located along the western portion of the site. The environmental areas to be protected fall within the “Regional Corridor” designation on Schedule A – Town Structure of the Town of Aurora Official Plan (**Figure 14**). This designation is applied uniformly along Yonge Street, without consideration for variations in site depth or environmental constraints. Rather than allocating residential development within this overlay—where the environmentally sensitive areas are located—the proposal concentrates development on the eastern portion of the site, adjacent to Old Yonge Street, while preserving the natural features to the west. The proposed increase in residential density is necessary to support a development that achieves transit-supportive densities consistent with the goals of a Regional Corridor, while also ensuring the protection of key environmental areas.

The proposed development, as a subtle infill intensification project, offers several key benefits that contribute to both sustainable growth and the creation of a complete community. By redeveloping underutilized lands within an existing urban area with available municipal services, the project maximizes the use of existing infrastructure while minimizing the need for new construction that could contribute to urban sprawl and environmental degradation. The proposed range and mix of residential unit types will help increase the housing supply and promote diversity in the Town of Aurora. The transit-supportive density of the development will enhance walkability and encourage the use of public transit, fostering vibrant, pedestrian-friendly communities and strengthening the viability of the local transit system. Unlike large-scale redevelopments, infill intensification preserves the character of the existing community by introducing thoughtful, incremental changes that support growth while maintaining the neighborhood's aesthetic.

In conclusion, the proposed OPA will allow for the development of a compact 5-storey apartment building that supports the goals of the Regional SGA as a location for infill intensification that strikes a balance between transit-supportive growth, and the maintenance of existing community character.

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### 3.3.2 255-257 Old Yonge Street

An OPA to the Town of Aurora Official Plan will also be required to remove Site Specific Policy 3 from the lands located at 255-257 Old Yonge Street to allow for the relocation and refurbishment of the “Red House”. The lands will remain designated as “Stable Neighbourhoods” which, permits new single-detached dwelling units, with a maximum height of 3-storeys. As part of the OPA, the lands located at 255-257

Old Yonge Street will adopt the “Designated Heritage Property, Part IV-OHA” designation, that previously applied to the lands at 16003 Yonge Street to provide long-term protection for the “Red House”.

The “Red House” will contribute to the objectives of the Stable Neighborhood designation through providing a 2-storey residential dwelling unit that reflects the existing physical character and uses in the surrounding area and contributes to the enhancement of cultural heritage resources. The relocation and renovation of the “Red House” presents an opportunity to increase the visual prominence of this valued heritage structure and the visual interest of the community.

A Draft Official Plan Amendment is provided in **Appendix B** to facilitate the proposed development and heritage structure relocation.

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## 3.4 Proposed Zoning By-law Amendment

The Zoning By-law Amendment (“ZBA”) proposes to rezone the lands located at 219-237 Old Yonge Street from “Special Mixed Density Residential Exception Zone 374 (R7(374))” and the lands located at 16003 Yonge Street from the “Community Commercial Exception Zone 295 (C4(295))” to a “Second Density Apartment Residential Exception Zone (RA2-XX)” to permit the 5-storey apartment building. The ZBA also proposes to rezone the lands located at 255-257 Old Yonge Street from “Rural Zone (RU)” to “Detached First Density Residential Exception Zone (R1-XX)” to recognize the use of the relocated heritage structure as a single residential dwelling unit. The proposed ZBA will also refine the boundaries of the EP Zone on each of the parcels to reflect the LTSTOS defined through the Slope Stability Assessment

enclosed with this application. The EP Zone will ensure the protection of environmental areas identified through the EIS prepared by Birks NHC and Terrapex.

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### 3.4.1 16003 Yonge Street & 219-237 Old Yonge Street

The R7(374) Zone of 219-237 Old Yonge permits office uses (excluding medical offices), while the C4(295) Zone of 16003 Yonge Street, permits a restaurant and a bed and breakfast facility, but does not permit a multi-unit residential development on the Subject Lands. The EP Zone permits agricultural uses, conservation uses, parks, stormwater management ponds, and woodlands. The proposed ZBA seeks to amend the mapping and text of the Town of Aurora Zoning By-law 6000-17 to facilitate the development of the two properties as a consolidated lot to permit the development of a 152 unit residential apartment as described herein. In order to allow for the proposed redevelopment, this application proposes the rezoning of a portion of the two properties to “Second Density Apartment Residential (RA2-XX) Exception Zone”. The lands along the western portion of the Subject Lands will remain designated as EP. The border of the EP Zone will be refined to more accurately reflect the LTSTOS on the Subject Lands.

The site-specific exceptions to the “Second Density Apartment Residential (RA2)” Zone required to facilitate the proposed development include:

- Establishes that the Lot Lines are to be used as the extent of the zone boundaries;
- Establish the front lot line;
- Reduce the front and interior side yard setbacks for above ground buildings;

- Reduce the width of a manoeuvring space for a 90 degree parking space
- Reduce the number of parking spaces for an apartment building;
- Reduce the width of a driveway lane;
- Reduce the proportion of required interior amenity area;
- Reduce the width a required landscape strip;
- Reduce the setback for steps from the Front Lot Line;
- Modify the definition of a Landscape Strip; and,
- State that Building Height does not include mechanical operations, elevator overruns, rooftop elevator access, rooftop stair accesses, or and ornamental landscape features.

The proposed ZBA application will bring the zoning of the Subject Lands into conformity with the designation of the lands outlined in the proposed OPA to the Town of Aurora Official Plan and the current designation of the lands in the Region of York Official Plan. As stated previously, the Region of York and Town of Aurora Official Plans designate the Subject Lands as a "Regional Corridor" intended to accommodate higher intensity, transit-supportive development. The proposed OPA and ZBA support this vision through providing for subtle intensification of the Subject Lands with a residential apartment that will increase the housing supply in the Town, support the creation of a complete community, and maintain the character of the existing neighbourhood.

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### 3.4.2 255-257 Old Yonge Street

The current RU Zone regulation requires that the minimum RU lot area must be 10 ha and provide 9 to 22 metre setbacks for development of 255-257 Old Yonge Street. The proposed ZBA

seeks to amend the mapping and text of the Town of Aurora Zoning By-law 6000-17 to reflect the property's location within the Built-Up Area and designation as Stable Neighbourhoods to facilitate the use of the property as a single detached residential dwelling unit. In order to allow for the "Red House" to be relocated to the lands located at 255-257 Old Yonge Street, this application proposes to rezone a portion of the lands to a "Detached First Density Residential Exception Zone (R1-XX)". Site-specific exceptions are required to allow for a reduction in the front yard setback and to add a covered porch to the list of permitted encroachments into the front yard setback. The ZBA will also refine the limits of the EP Zone to reflect the LTSTOS of the Subject Lands and protect the environmental areas on the site.

A Draft Zoning By-law Amendment is provided in **Appendix C** to facilitate the proposed development and heritage structure relocation.

## 4.0 Policy Analysis

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands and the proposed development. Each subsection describes the applicable policies and regulations and identifies how the proposed Official Plan and Zoning By-law Amendments are consistent with and implement Provincial, Regional, and local policy.

A detailed policy assessment of each document is provided in **Appendix D**.

### 4.1 Planning Act, R.S.O. 1990, C. P. 13

The Ontario *Planning Act*, R.S.O. 1990 (the "*Planning Act*"), consolidated April 1, 2025, is the primary legislation governing land use planning in the Province of Ontario. The *Planning Act* provides the basis for consideration of Provincial interests in managing land and natural resources, preparing official plans and planning policies, establishing planning processes, regulating land uses through zoning by-laws and other measures, ensuring public notice and appeal rights, and other matters of Provincial interest. Under *Planning Act*, s.3, the Province may issue policy statements relating to municipal planning that are of Provincial interest, such as the Provincial Planning Statement 2024.

Section 2 of the *Planning Act* sets out the matters of provincial interest which the Minister, the council of a municipality, a local board, a planning board, and the Tribunal shall have regard to when carrying out their responsibilities

under the Act. Matters of provincial interest relevant to the proposal include:

- (2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:
- a) the protection of ecological systems, including natural areas, features and functions;
  - d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
  - f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
  - h) the orderly development of safe and healthy communities;  
*h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
  - i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
  - j) the adequate provision of a full range of housing, including affordable housing;
  - l) the protection of the financial and economic well-being of the Province and its municipalities;
  - p) the appropriate location of growth and development;
  - q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and



- r) the promotion of built form that:
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

### **Planning Act Summary:**

A full analysis of the relevant *Planning Act* sections in relation to the proposed development may be found in **Appendix D**. In summary:

1. The proposed OPA and ZBA have regard for, and implement, the above-noted matters of Provincial interest.
2. The proposed OPA and ZBA applications will facilitate the orderly redevelopment of lands located within the built boundary of the Town of Aurora, where existing municipal services are available.
3. The proposed residential development will contribute to the range and mix of transit-supportive housing along an existing transportation corridor, planned for growth and intensification.
4. As described in the EIS prepared by Birks NHC & Terrapex, the potential ecological impacts to the Subject Lands are mitigable provided the list of mitigation measures are applied.
5. As the Subject Lands lie in close proximity to the Yonge Street Rapid Transit Line and existing and planned active transportation infrastructure, future residents will have convenient access to public transit and active transportation alternatives, that support reductions in greenhouse gas emissions.
6. As stated in the HIA prepared by ERA, the proposal conserves the cultural heritage value of the "Red House" through retaining its connection to locally significant owners and maintaining its physical, visual, and historical links to the surrounding context.
7. As stated in the Stage 2 Archaeological Assessment completed by ASI, no further archaeological assessments of the Subject Lands are required.
8. The proposed development will incorporate a high-quality and compact built form with appropriate massing and scale, that contributes to the vibrancy of the community and maintains compatibility with the existing stable neighbourhoods in the surrounding area.

As required under Section 2, the proposed development has regard for, and implements, the matters of Provincial interest. The proposed development protects the natural heritage system by ensuring that the buildings and structures meet any requirements of the conservation authority. It proposes to relocate

and conserve a heritage structure in order to provide for a full range of housing in an appropriate location for growth and development along a major transit corridor (Yonge Street). The proposed development is designed to ensure that it is well-integrated with the character of the surrounding community. The Subject Lands will make efficient use of the existing transportation, sewage and water systems through appropriate intensification of the properties.

**It is our opinion that the proposed development, OPA, and ZBA have regard for matters of Provincial interest under the *Planning Act*.**

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## 4.2 Provincial Planning Statement, 2024

The Provincial Planning Statement ("PPS"), 2024, came into effect on October 20, 2024, and replaces the PPS and Growth Plan for the Greater Golden Horseshoe. The PPS 2024 provides policy direction on matters of provincial interest related to land use planning and development. While official plans are the most important implementation document of the PPS 2024, zoning by-laws are expected to be forward-looking and facilitate opportunities for a range and mix of housing options. The Province's vision described in the PPS is to prioritize compact and transit-supportive design, while optimizing investments in infrastructure that supports convenient access to housing, quality employment, services and recreation for all residents.

**Section 2.1 Planning for People and Homes** indicates that an appropriate range and mix of housing options and densities with multi-modal access are required to meet projected requirements of current and future residents of

the regional market area to achieve complete communities.

**Section 2.2 Housing** states that planning authorities are to prioritize intensification and promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

**Section 2.3, Settlement Areas and Settlement Area Boundary Expansions**, states that settlement areas shall be the focus of growth and development, and within settlement areas, growth should be focused in Strategic Growth Areas ("SGA"). Planning authorities are to establish and implement minimum targets for intensification and redevelopment within the built-up areas, based on local conditions.

**Section 2.4 Strategic Growth Areas** including, frequent transit corridors, are to be planned as complete communities, that support growth and intensification at an appropriate scale and increase the range and mix of housing to accommodate a significant share of the population growth.

**Section 2.9, Energy Conservation, Air Quality, and Climate Change**, states that planning authorities shall plan to reduce greenhouse gases through supporting the achievement of compact, transit supportive, and complete communities that incorporate climate change considerations into the development of infrastructure.

**Section 3.1, General Policies for Infrastructure and Public Service Facilities**, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

**Section 3.2, Transportation Systems**, states that transportation systems should be safe, energy efficient, and facilitate the movement of people and goods to address projected needs.

**Section 3.6, Sewage, Water and Stormwater**, provides planning policies for best practices for sewage and water services and stormwater management to accommodate the needs of forecasted growth.

**Section 4.1, Natural Heritage**, states that the diversity and connectivity of natural features and areas shall be protected for the long term.

**Section 4.2, Water**, states that Planning authorities shall protect, improve or restore the quality and quantity of water. Development shall be restricted in or near sensitive water features and groundwater features, such that these features and their related hydrologic functions will be protected.

**Section 4.9, Cultural Heritage and Archaeology**, states that Planning Authorities will not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

**Section 5.2 Natural Hazards** states that development will be directed away from areas of natural or human-made hazards where there is a risk to public health, safety, or property.

### **Provincial Planning Statement (2024) Summary:**

A full analysis of the relevant PPS (2024) policies in relation to the proposed development application can be found in **Appendix D**. In summary:

1. The proposed OPA and ZBA applications will allow for the development of

underutilized lands located within an SGA in the settlement area of Aurora, with a compact, transit-supportive residential apartment that makes efficient use of the land and available resources.

2. The proposed OPA and ZBA will provide 153 residential units of varying sizes and types, that will increase the range and mix of uses and housing options in the community to meet the needs of current and future residents and support the achievement of a complete community.
3. The proposed development will achieve a density of 316 units per net residential hectare which, will assist the Region and the Town in increasing density near transit and active transportation routes.
4. The proposed development will capitalize on the proximity of the lands to the existing and planned improvements to the BRT along Yonge Street, through providing a compact built form with transit-supportive densities, that will encourage reliance on sustainable modes of transportation and support the reduction of greenhouse gas emissions.
5. As stated in the UTC Report prepared by BA Group, the proposed development is appropriate from a transportation perspective and will incorporate TDM measures that encourage the use of alternative modes of travel.

6. As stated in the EIS prepared by Birks NHC & Terrapex, negative ecological impacts to the identified features and functions on, and adjacent to the Subject Lands, are not expected as a result of the proposed development, provided that the listed recommendations in the EIS are implemented.
7. The relocation and renovations of the "Red House" will conserve the cultural heritage value of the House, as described in the HIA prepared by ERA.
8. The proposed development's footprint is external to the required top-of-slope setback requirement established through the Lake Simcoe Conservation Authority's Conservation Authorities Act and O.Reg.41-24 Implementation Guidelines. The Geotechnical Report and Slope Stability Assessment prepared by Terrapex, identify the manner in which natural hazards have been addressed.
9. As stated in the FSSWMR prepared by Fabian Papa & Partners, the proposed development is feasible from a municipal servicing and stormwater management perspective.
10. As described in the UTC prepared by BA Group, the proposed access arrangement will appropriately accommodate the needs of the proposed development.

**The proposed development, OPA, and ZBA are consistent with the Provincial Planning Statement (2024).**

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## **4.3 South Georgian Bay Lake Simcoe Source Protection Plan, 2015 (amended September 2024)**

In December 2008, the Lake Simcoe Protection Act received Royal Assent as part of the Provincial government's strategy to protect and restore the ecological health of the Lake Simcoe watershed. Under this Act, the Lake Simcoe Protection Plan was approved on June 2, 2009 which is a comprehensive watershed-based plan to achieve the envisioned outcomes. On January 26, 2015, the South Georgian Bay Lake Simcoe Source Water Protection Plan ('SWPP') was approved and came into effect on July 1, 2015, with a further revision being completed on September 25, 2024. This Plan's purpose is to ensure that planning authorities protect existing and future municipal drinking water sources through their planning documents.

The Subject lands, being within the Lake Simcoe Protection Act's watershed boundary, are guided by the SWPP. The Ministry of the Environment, Conservation and Parks' on-line Source Protection Information Atlas, and the Official Plan schedules of York Region and the Town of Aurora, indicate that the Subject Lands are within the Lake Simcoe and Couchiching/Black River S.P.A and are within the Wellhead Protection Areas Q1 and Q2 ("WHPA Q1", "WHPA Q2").

The proposed development will be utilizing existing municipal water and wastewater

infrastructure and will not be taking water from aquifers nor disposing of wastewater through an on-site septic system. Refer to the enclosed SWM and Hydrogeological Investigation prepared by Terrapex regarding stormwater and water balance matters.

**Based on our analysis, the proposed OPA and ZBA applications do not conflict with the policies of the South Georgian Bay Lake Simcoe Source Water Protection Plan.**

## 4.4 York Region Official Plan (November 4, 2022)

On November 4, 2022, the Ministry of Municipal Affairs and Housing ("MMAH") approved the 2022 York Region Official Plan Amendment ("ROPA"). The new Region Official Plan ("ROP") represents the Region's growth management policies to 2051.

On July 1, 2024, Bill 185 made changes under Section 1(1) of the *Planning Act*, which removed planning responsibilities from select upper-tier municipalities including, the Regional Municipality of York. As a result, the ROP has become the land use policy plan of the Town of Aurora.

As per the York Region Official Plan, the Subject Lands are designated as follows:

TABLE 7: REGION OF YORK, OFFICIAL PLAN DESIGNATIONS	
Schedule	Designation
Map 1: Regional Structure (Figure 5)	Urban Area; Regional Greenlands System; Regional Corridor
Map 1A: Land Use Designations	Community Area

(Figure 6)	
Map 1B: Systems Overlay (Figure 7)	Regional Corridor; Built up Area
Map 2: Regional Greenlands System (Figure 8)	Regional Greenlands System (west border of the site)
Map 6: Wellhead Protection Areas and Intake Protection Zones (Figure 11)	100 m Zone/WHPA-A and 0 to 2 Zone/WHPA-B
Map 9A: Regional Road Cycling Network (Figure 28)	Proposed Cycling Facilities (Yonge Street & St John's Sideroad) Dedicated and Separated Cycling Facilities (St John's Sideroad)
Map 9B: Regional Transit Network (Figure 29)	Regional Greenlands System (west border of the site)  Existing and Proposed Region-Wide Trail Network along St. John's Sideroad
Map 10: Rapid Transit Network (Figure 31)	Rapid Transit Corridor (Yonge Street)
Map 11: Street Network (Figure 27)	Up to 45 m (Yonge Street) Up to 36 m (St John's Sideroad)
Map 12A: Significant Groundwater Recharge Areas and Recharge Management Areas (Figure 13)	Recharge Management Area (WHPA Q1/Q2)



**Section 2.0 The Foundation for Complete Communities**, indicates that the focus of York Region's most intensive and transit-supportive development is to occur within Regional Corridors. The ROP identifies that communities, such as Aurora, shall be planned to make efficient use of land and optimize infrastructure through encouraging development with a compact, mixed-use, pedestrian friendly and transit-supportive built form. Within complete communities, the ROP notes that it is the policy of Council to provide, in partnership with local municipalities, for a mix and range of housing options suitable for all ages, household sizes and abilities. In terms of promoting housing options, the ROP encourages the development industry to show flexibility in design and construction choices for new developments and to work with local municipalities to explore opportunities to deliver housing in a timely manner.

**Section 2.4 Cultural Heritage**, states that it is the policy of Council to promote well-designed built form and cultural heritage planning and to conserve features that help define character. Cultural heritage resources are to be conserved to benefit communities.

**Section 3.2, Regional Greenlands System** states that development within 120 metres of the Regional Greenlands System shall be accompanied by an environment impact study.

**Section 4.0 An Urbanizing Region**, states that it is the Council's policy to allocate growth and development within the Urban Area, in Towns and Villages, Centres, and along Corridors. The Region of York has five SGA's that are ranked based on their density hierarchy beginning with Regional Centres, to Subway Major Transit Station Areas ("MTSA's"), to other MTSA's, to Regional Corridors, and Local Centres. SGAs are to be the primary locations for concentrations of high-density development

which provide access to culture, parks, and transit within a 15-minute walk. The intensification target rate for Aurora is to be 45%, with a target of 4,600 residential units. Local municipalities are to develop intensification hierarchies and identify minimum and maximum density and height targets for SGA, consistent with the ROP's intensification hierarchy. The ROP also notes that development within SGAs shall be prioritized along existing rapid transit corridors, such as Yonge Street.

**Section 4.4 Regional Corridors**, directs that Regional Corridors along transit routes are to function as urban mainstreets that have a compact, well-designed, pedestrian-friendly, and transit-supportive built form that supports active transportation. Development along Regional Corridors outside of MTSAs, shall have regard to local context while achieving the Regional intensification hierarchy.

**Section 6.0 Servicing our Communities**, requires that development makes efficient use of infrastructure. In terms of transportation, the ROP requires that local municipalities consider major trip generators and strengthen land use and site design policies that promote multimodal access to destinations and sustainable modes of transportation, including walking, cycling, transit, and carpooling. The ROP also requires that local municipalities ensure that the delivery of infrastructure is aligned with the growth policies and/or targets of the ROP. It is also the policy of Council to achieve higher transit usage by supporting improvements in connectivity including that medium and high-density urban development is directed to major transit corridors.

**Section 6.4 Water and Wastewater Servicing**, notes that it is the policy of Council to provide full municipal water and wastewater servicing to accommodate growth and maintain

continual service in the Urban Area. The ROP indicates that land use applications in Wellhead Protection Zone Areas are subject to the provisions of the South Georgina Bay Lake Simcoe Source Protection Plan where certain land use activities may be prohibited, such as storage of chemicals. The policies also require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.

### **York Region Official Plan Summary:**

A full analysis of the relevant policies from the York Region Official Plan, in relation to the proposed development application can be found in **Appendix D**. In summary:

1. The proposed OPA and ZBA applications will facilitate the development of a compact, transit-supportive residential development that will make efficient use land and existing infrastructure, in an SGA located in the built-up area of the Town of Aurora.
2. The proposed development will provide 153 new residential dwelling units of varying sizes and types, that will increase housing choice and affordability along a Regional Corridor, where growth and intensification are intended to occur.
3. The proposed development achieves a density of 316 units per net residential hectare which, will support the achievement of higher densities along the Regional Corridors, that will support the Town and Region in meeting their intensification targets for residential

growth, in accordance with the Region's SGA hierarchy.

4. The proposed development will support the creation of a vibrant complete community along the Regional Corridor, through providing a high-quality, compact, pedestrian-friendly, residential development, that achieves transit-supportive densities, in proximity to existing and planned transit and active transportation routes.
5. As stated in the HIA prepared by ERA, the proposed development incorporates design strategies that will conserve the cultural heritage value of the "Red House" through maintaining its connection to locally significant owners and its physical, visual, and historical relationship to the surrounding community.
6. The location of the proposed development on the bus rapid transit corridor provides multimodal access to destinations and sustainable modes of transportation, including walking, cycling, transit, and carpooling to the nearby community facilities and to inter-municipal connections.
7. As stated in the FSSWMR prepared by fabian papa & partners, existing municipal water and wastewater servicing will be utilized by the proposed development.
8. As stated in the UTC Report prepared by BA Group, the RIRO access along

Yonge Street is appropriate to accommodate the needs of the development and protects for the planned improvements of the BRT along Yonge Street contemplated by YRT.

9. Through active discussions with the LSRCA, stormwater management has been addressed to meet all applicable policies and guidelines, as well as best practices.

**It is our opinion that the proposed OPA and ZBA conform to the York Region Official Plan policies.**

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## 4.5 Town of Aurora Official Plan (2024)

In January 2024 the Town of Aurora adopted the new Town of Aurora Official Plan that was later approved by York Region in May 2024, with minor modifications. The Town of Aurora Official Plan presents a long-term vision for the Town, of a healthy, strong, and complete community with a range of places to live, work, shop, and play.

One of the crucial updates to the Town of Aurora Official Plan was the identification of the Town's Strategic Growth Areas ("SGAs"), that conform to the SGAs identified in the ROP, 2022. The Town's SGAs are intended to accommodate compact, higher density development. In Aurora, the SGAs include the Aurora Promenade and MTSA, the Yonge Street Regional Corridor, and the Local Corridors of Bayview Avenue, Leslie Street, and Wellington Street. As per Schedule A, Town Structure of the Town of Aurora Official Plan, the western portion of the

Subject Lands is located within the "Regional Corridor". Policy 3.1.2., Regional Corridors of the Official Plan states the following:

*"The Regional Corridor in Aurora consists of properties fronting onto Yonge Street. **Intensification** along the Regional Corridor will be greatest within the Aurora Promenade. Along the Yonge Street Regional Corridor, outside of the Aurora Promenade, **intensification** will occur at more limited densities, within low and mid-rise buildings. For lands along the Regional Corridor within the Aurora Promenade and Major Transit Station Area Secondary Plan, the maximum building heights shall be in accordance with Schedule D2. For the remaining lands along the Regional Corridor, notwithstanding any other policy of the plan, the maximum building height shall be 5 storeys."*

Similarly, Policy 4.2f)i-ii states the following:

*"Based on the Town's 2021 population of approximately 64,300 persons, there is a need to accommodate approximately 20,400 additional residents to the year 2051. This projected population growth shall be accommodated by a combination of **intensification** within the **Built Boundary** and new **development** within the Residential Designated Greenfield Areas. It is the intent of this Plan to allocate new population growth, as follows:*

- i. Approximately 45 percent of new residential growth, is to be accommodated through **intensification** within the **Built Boundary**. The majority of residential **Intensification** will be directed to Strategic Growth Areas based on the following hierarchy:

- Regional Corridors as identified on **Schedule 'A'**; shall have a maximum height of 5 storeys / 17 metres.

Thus, to accommodate the projected growth for the Town until the year 2051, notwithstanding any other policies of this Plan, properties along the Yonge Street Regional Corridor shall have a maximum height of 5-storeys/17 metres.

The Yonge Street Corridor delineated on Schedule A is general in nature, outlining the typical depth of a property without considering the specific dimensions of a site. As stated in Policy 3.1.2, the "Regional Corridor" designation applies to all properties that front onto Yonge Street. Therefore, this designation applies to the entirety of the Subject Lands, rather than only to the western portion of the lands that fall within the general boundaries of the overlay. Notably, the current location of the Regional Corridor overlay along the western border of the Subject Lands is occupied by a wetland which, will be protected through the proposed development. This further reinforces the importance of implementing the Regional Corridor overlay on the entirety of the Subject Lands, to allow for the redevelopment of the lands with a residential apartment building that supports the intent of the Regional Corridor.

The Subject Lands are guided by policies pertaining to the following land use designations and matters of the Official Plan Schedules:

<b>TABLE 8: TOWN OF AURORA OFFICIAL PLAN (2024) DESIGNATIONS</b>	
<b>Schedule</b>	<b>Designation</b>
Schedule A: Town Structure <b>(Figure 14)</b>	Residential Neighbourhood; Strategic Growth Area – Regional Corridor
Schedule B: Land Use Plan <b>(Figure 15)</b>	Stable Neighbourhoods;

	Community Commercial Centre
Schedule E: Cultural Heritage Resources <b>(Figure 16)</b>	Designated Heritage Properties, Part IV – OHA
Schedule G: Conservation Authority Regulated Area <b>(Figure 19)</b>	Regulation Limits: Lake Simcoe Region Conservation Authority
Schedule H: Site Specific Policy Areas <b>(Figure 17)</b>	Site Specific Policy Areas 3 and 11
Schedule I: Road Classifications <b>(Figure 25)</b>	Arterial Road (Yonge Street & St John's SR)  Collector Road (Old Yonge St)
Schedule J: Planned Right-of-Ways <b>(Figure 26)</b>	45 metres (Yonge St)  36 metres (St John's SR)  20-24 metres (Old Yonge St)
Schedule K: Active Transportation <b>(Figure 30)</b>	Existing Trail Network: Local Neighbourhood Trails (Yonge St);  In-Boulevard Multi-Use Path (St. John's SR)  Shared Pathway (Old Yonge St)
Schedule L: Wellhead Protection Areas <b>(Figure 20)</b>	100 metre Zone; 0-2 Year Zone
Schedule M: Regional Rapid Transit <b>(Figure 32)</b>	Rapid Transit Corridor (Yonge St)
Schedule P: Significant Groundwater Recharge Areas and Recharge Management Areas <b>(Figure 22)</b>	Recharge Management Area (WHPA Q1/Q2)

**Section 3.1, Strategic Growth Areas**, states that SGA are the Town's preferred location for intensification and higher-density mixed use development. **Policy 3.1.2** states that **Regional Corridors**, includes properties "fronting onto Yonge Street", where intensification will occur through low and mid-rise buildings, with a maximum building height of 5-storeys.

**Section 4.2, Accommodating Growth Projections**, includes policies for the proper planning and management of future growth, that focuses intensification within SGA's. New development should increase the range and mix of housing, introduce a compact built form, encourage sustainable modes of transportation, and be adequately serviced. 45% of the new residential growth in the Town is to be accommodated through intensification in the built boundary, mainly in SGA's. Within Stable Neighbourhoods, new residential development will be accommodated through small scale intensification that is compatible with the local context.

**Section 5, Ensuring Design Excellence**, provides urban design and architectural policies that support development that complement the surrounding context, and create an engaging public realm and a high-quality private realm design.

**Section 6.0, Building a Greener Community** encourages development applications to incorporate green development standards that mitigate and adapt to the effects of climate change.

**Section 7.0, Providing a Range and Mix of Housing** states that measures should be taken to broaden the range and mix of housing sizes, densities, designs, and tenures to meet the needs of current and future residents.

**Section 7.4, General Built Form Residential Use and Density Policies**, includes policies that direct residential development in the Town. Apartment Buildings, are defined as buildings that contain four or more dwelling units, are accessible from a Collector or Arterial Road, are accessible by transit, and are compatible with the character of the existing community.

**Section 7.5.1, Stable Neighbourhood Designation**, states that the permitted uses in this designation shall include new multi-unit buildings including, townhomes, duplexes, and triplexes, on the edge of Stable Neighbourhoods with frontage along Collector and Arterial Roads. Apartment buildings are not permitted in this designation. New developments must be compatible with the character of existing development and provide an appropriate transition in height. The maximum height of development in the Stable Neighbourhoods destination, along Collector and Arterial Roads is 4 storeys.

**Section 7.5.5, Medium-High Urban Residential**, permits all types of townhouses and apartment buildings, provided that development does not exceed 100 units per net residential hectare and a height of four storeys. Lands designated as Medium-High Urban Residential are intended to provide a strong and distinct built form along major roads and ensure an appropriate transition to lower density residential uses.

**Section 12, Protecting the Greenland System** provides policies for the protection of the natural heritage features and areas in the Town.

**Section 14.0 Conserving Cultural Heritage** resources states that cultural heritage resources shall be protected and



conserved for the enjoyment of existing and future generations.

### **Town of Aurora Official Plan (2024)** **Summary:**

A full analysis of the relevant policies from the Town of Aurora Official Plan (2024), in relation to the proposed development application can be found in **Appendix D**. In summary:

1. The proposed OPA and ZBA will allow for the intensification of underutilized lands located within a SGA in the Town of Aurora, intend to be the focus of higher-density, compact development.
2. The proposed development will introduce 153 residential units that will support the Town in meeting their housing goal, of providing 45% of new residential growth through intensification.
3. The proposal will provide a compact built form that will increase the range and mix of housing in the community to meet the needs of a broader demographic and encourage the use of public transit along the Regional Corridor.
4. As stated in the UDB prepared by MHBC, the proposed residential apartment and relocated heritage house will incorporate appropriate siting and massing to add visual interests, complement the existing streetscape, and maintain compatibility with surrounding uses.
5. As stated in the HIA prepared by ERA the proposal conserves the cultural heritage value of the "Red House" by retaining its connection to significant owners through its relocation within its historically associated property and maintaining links to its context through its relationship with the Pargeter House, Willow Farm, and Old Yonge Street. The development successfully balances planning and heritage objectives in accordance with provincial and municipal policies and recognized conservation standards.
6. The apartment building will utilize slope-adaptive design to navigate the challenging topography of the site, that will allow for the intensification of the lands along the Regional Corridor, as envisioned through the Region of York and Town of Aurora Official Plan. The building will be five storeys in height with the storeys above the 3rd storey setback along Old Yonge Street. The accompanying Zoning By-law Amendment ensures that the apartment building will provide appropriate setbacks and landscape buffers to the adjacent properties.
7. An OPA to the Town of Aurora Official Plan (2024) will be required to facilitate the proposed residential development. The proposed OPA will bring the designation of the lands into conformity with the Region of York Official Plan and the Regional Corridor policies of the Town of Aurora Official Plan, through directing the development of a 5-storey infill development, with transit-

supportive densities along the Yonge Street Corridor.

8. As stated in the Traffic Noise Feasibility Study prepared by Gradient Wind, traffic noise and stationary noise levels will be mitigated through incorporating Type A and C warning clauses into agreements for lease and purchase and sale, and the intentional placement of mechanical equipment.
9. The proposed development will allow for the subtle intensification of lands located on the edge of an existing residential area, abutting major roads, that respects the character of the surrounding neighbourhood.
10. An EIS was prepared by Birks NHC & Terrapex in support of the proposed development which concluded that, through the implementation of the mitigation measures in the EIS, the potential ecological impacts to key natural heritage and hydrologic features on, and adjacent to the Subject Lands are mitigable.
11. As stated in the FSSWMR report prepared by Fabian Papa & Partners, the proposed domestic water and fire demands, and sanitary sewer network for the development can be accommodated through existing municipal infrastructure on Old Yonge Street. All stormwater management objectives can be met based on the measures outlined in the Report.

12. The UTC Report prepared by BA Group concluded that the proposed development and associated access, are appropriate from a transportation perspective and can be reasonably accommodated on the area transportation network.

**It is our opinion that the proposed OPA and ZBA conform to the Town of Aurora Official Plan.**

## 4.6 Town of Aurora Zoning By-law 6000-17

The Town of Aurora Zoning By-law 6000-17 provides the as-of-right permissions, practices standards and provisions for development in the Town of Aurora. As per the ZBL, the Subject Lands are zoned as follows (**Figure 24**):

219-237 Old Yonge Street

- Special Mixed Density Residential, Exception Zone 374 (R7 (374))
- Environmental Protection (EP)

16003 Yonge Street

- Community Commercial, Exception Zone 295 (C4(295))
- Environmental Protection (EP)

255-257 Old Yonge Street

- Rural (RU)
- Environmental Protection (EP)

### 4.6.1 Permitted Uses

Under the four zones that govern the Subject Lands, the following uses represent the general permitted uses for the parent zones:

TABLE 9: TOWN OF AURORA ZONING BY-LAW, PERMITTED USES				
Use	Special Mixed Density Residential (R7)	Community Commercial (C4)	Rural (RU)	Environmental Protection (EP)
Dwelling, Detached	X <sup>(2)</sup>		X	
Dwelling, Semi-Detached or Duplex	X <sup>(3)</sup>			
Dwelling, Second Suit	X <sup>(4)(6)</sup>		X <sup>(9)</sup>	
Home Occupation	X <sup>(1)</sup>		X <sup>(8)</sup>	
Dwelling Double Duplex or Triplex	X			
Dwelling, Converted	X <sup>(5)</sup>			
Art Gallery		X		
Clinic		X		
Dry Cleaning Distribution Station and Depot		X		
Dry Cleaning Establishment		X		
Dwelling units above the first storey		X <sup>(7)</sup>		
Financial Institutions		X		
Fitness Centre		X		
Garden Centre		X		
Hospital		X		

Hotel/Motel		X		
Laundromat		X		
Motor Vehicle Service Station		X		
Motor Vehicle Washing Establishment		X		
Museum		X		
Offices		X		
Pet Services		X		
Private Park		X		X <sub>(10)</sub>
Personal Service Shop		X		
Place of Worship		X	X	
Place of Entertainment		X		
Recreation Centre		X		
Restaurants		X		
Retail Store		X		
Service Shop		X		
Studios		X		
Veterinarian Clinic		X		
Agricultural uses			X	X <sub>(10)</sub>
Greenhouses			X	
Athletic Feilds				X <sub>(10)</sub>
Conservation Uses				X <sub>(10)</sub>
Golf Courses				X <sub>(10)</sub>
Public Park				X <sub>(10)</sub>
Stormwater Management Ponds				X <sub>(10)</sub>
Woodlands				X <sub>(10)</sub>

(1) Subject to Section 4.6 of this By-law

(2) Subject to R3 Zone Requirements of this By-law

(3) Subject to R6 Zone Requirements of this By-law

(4) A maximum of one (1) second suite dwelling unit shall be permitted per Lot and shall be in accordance with Section 7.5.4 of this By-law.

(5) Shall be in accordance with Section 7.5.5 of this By-law.

(6) Shall only be permitted in a Detached Dwelling or Semi-Detached Dwelling

(7) Dwelling units shall only be permitted within a Shopping Centre. No more than one (1) residential unit per Shopping Centre, unless otherwise specified in this By-law.

(8) Subject to Section 4.6 of this By-law

(9) Subject to Section 7.5.5 of this By-law

(10) No buildings or structures shall be erected in the Environmental Protection (EP) Zone, except for the following: 1. Buildings or structures intended for flood or erosion control, subject to Public Authority approval. 2. Structures accessory to uses permitted, subject to Public Authority approval.

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## 4.6.2 Special Provision 374

The lands located at 219-237 Old Yonge Street are zoned as "R7, Exception Zone 374". The R7(374) Zone has extremely restrictive permissions and standards that limit the types of development that are permitted on the lands. The R7(374) Zone standards are as follows:

- Section 24.374.1- Permitted Uses
  - The following uses are permitted: offices excluding medical offices, with the exception that the basement shall only be used for accessory storage to the office use.
- Section 24.374.2- Zone Requirements
  - Old Yonge Street shall be deemed to be the front lot line.
- Section 24.374.3- Siting Specifications
  - Interior Side Yard (minimum): 3.0 m
- Section 24.374.4- Parking
  - With respect to a parking area in a front yard in any Residential Zone, a parking area shall be permitted in the front yard.
  - Required manoeuvring space in the parking area (minimum): 6.5 m
  - Parking Requirement for the existing building on the date of passing of this by-law (minimum), and two of the required parking spaces shall be permitted within the existing garage: 12 spaces
- Section 24.374.4- Landscaping
  - No earth berm or fencing shall be required.

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## 4.6.3 Special Provision 295

The lands located at 16003 Yonge Street are zoned as "C4, Exception Zone 295". Once again, these standards are extremely restrictive and limit the ability to provide uses that support the designation of the Subject Lands in the Official Plan. The C4(295) Zone standards are as follows:

- Section 24.295.1- Permitted Uses
  - The following uses are permitted: A 95-seat restaurant, special.
  - The remainder of the lands shall only be used for an accessory bed and breakfast provided the following:
    - i. All other uses, including but not limited to a drive-thru restaurant, shall be prohibited.
- Section 24.295.2- Definitions
  - Bed and Breakfast shall be defined as an accessory structure with a maximum of 4 rooms and a maximum floor area of 200.0 square metres, which may or may not be rented on a daily basis, with or without meals, to the travelling or vacationing public.
- Section 24.295.3.1- Siting Specifications
  - North (minimum): 1.0 m
  - South (minimum): 20.0 m
  - East (minimum): 1.0 m
  - West (minimum): 65.0 m
- Section 24.295.3.2- Building Specifications
  - Height (maximum): Shall not exceed the highest point of the existing main building.



- Section 24.295.4- Additions
  - Building additions to the existing main building shall be limited to a single storey and a maximum of 110.0 square metres of additional floor area.
- Section 24.295.5- Parking
  - Parking requirement (minimum): 35 spaces
  - Vehicular access shall be limited to Yonge Street, other than the use of a single access along Old Yonge Street for emergency purposes only.

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#### 4.6.4 Zoning By-law Amendment

To facilitate the proposed residential development on the lands located at 16003 Yonge Street and 219-237 Old Yonge Street, a ZBA is required to re-zone the lands to a site-specific "RA2" Zone in Zoning By-law 6000-17. To allow for the re-location and conservation of the heritage building to 255-257 Old Yonge Street, these lands must be re-zoned to a site-specific "R1" Zone in Zoning By-law 6000-17. The Zoning By-law must also be updated to accurately reflect the boundaries of the environmental areas on the Subject Lands, zoned as "EP", to ensure their long-term protection.

##### **16003 Yonge Street & 219-237 Old Yonge Street**

The proposed amendment for the lands located at 16003 Yonge Street and 219-237 Old Yonge Street will bring the zoning of the lands into conformity with the designation of the lands as a "Regional Corridor" in the Town of Aurora OP and the ROP. The proposed ZBA application will re-zone the lands located at 16003 Yonge Street from "Community Commercial Exception Zone 295 (C4(295))" and the lands located at 219-237

Old Yonge Street from "Special Mixed Density Residential, Exception Zone 374 (R7(374))" to a "Secondary Density Apartment Residential (RA2-XX) Exception Zone". The ZBA will also refine the EP Zone on the Subject Lands to more accurately reflect the LTSTOS on the Subject Lands, ensuring the protection of environmental areas on the site.

The proposed ZBA represents an opportunity to redevelop underutilized lands within an existing urban area, with a 5-storey residential infill development that will make efficient use of the lands and contribute to the existing and evolving identity of the community. The proposed development incorporates infill intensification intended to increase the use of existing public and active transportation and thus the walkability, liveability, and connectivity of the community, as envisioned for the Regional Corridor.

152 residential units of varying size and design will be provided that will diversify the housing options and affordability in the area. The orientation, built form, scale, and massing of the proposed development has been thoughtfully planned and designed to be architecturally interesting, while respecting the character of the existing community and protecting the environmental areas to the west. The proposed development is supported by robust landscaping and sufficient parking, that will ensure that the recreational and functional needs of residents and visitors are met.

Development on the lands located at 16003 Yonge Street and 219-237 Old Yonge Street will be subject to the requirements and restrictions related to the "Second Density Apartment Residential (RA2)" Zone, as well as the general provisions of the By-law. **Table 10** below demonstrates the compliance with, and exceptions proposed to, the zoning regulations

of the RA2 Zone that are required to facilitate the proposed residential development.

### **255-257 Old Yonge Street**

In order to protect the integrity of the existing heritage house on the Subject Lands, the heritage house will be relocated from 16003 Yonge Street to 255-257 Old Yonge Street. The new location of the heritage house, at the intersection of Old Yonge Street and St. John's Sideroad, will increase the prominence of the building, and its architectural contributions to the character of the exiting community.

The proposed ZBA will re-zone the lands located at 255-257 Old Yonge Street from the "Rural (RU)" to a site-specific "Detached First Density Residential One (R1) Zone" that will allow for the use of the heritage house as a single detached residential dwelling unit that ensures its long-term protection. The ZBA will also bring the zoning of the lands into conformity with the policies and goals of the Stable Neighbourhood designation of the lands. The EP Zone on the Subject Lands will also be refined through the

ZBA to more accurately reflect the LTSTOS of the site.

Development on the lands located at 255-257 Old Yonge Street will be subject to the requirements and restrictions relating to the R1 Zone, as well as the general provisions of the By-law. **Table 11** below demonstrates the compliance with, and exceptions proposed to, the zoning regulations of the R1 Zone that are required to facilitate the proposed commercial development.

**TABLE 10: ZONING REVIEW OF RESIDENTIAL DEVELOPMENT AT 16003 YONGE STREET & 219-237 OLD YONGE STREET**

Provision	RA2 Zone	Proposed Development	Compliance
Lot Area (min)	95 m <sup>2</sup> <sub>(1)</sub>	12,840 m <sup>2</sup>	Yes
Lot Frontage (min)	30 m	122.1 metres (Old Yonge Street)	Yes
Front Yard (min)	½ the height of the Main Building and in no case less than 9 m from the Street Line	3.24 metres	No- An amendment is required to reduce the minimum front yard setback to 3.0 metres
Rear Yard (min)	9 m	56.8 metres	Yes
Interior Side Yard (min)	½ the height of the Main Building and in no case less than 6 m	6.6 metres (south side) 20.2 metres (north side)	No- An amendment is required to reduce the interior side yard to 6.0 metres along the south side of the Subject Lands.
Exterior Side Yard (min)	½ the height of the Main Building and in no case less than 9 m	n/a	-
Lot Coverage (max)	35%	21.1%	Yes
Building Height (max)	26 metres	17.6 metres (Old Yonge Street) 23.95 metres (Yonge Street)	Yes
<b>Amenity Area</b>			
Amenity Area (min)	18 m <sup>2</sup> /dwelling unit, provided minimum 50% is provided as interior amenity area  <i>Required</i> 152 units x 18 m <sup>2</sup> = 2,736 m <sup>2</sup> total (including of 1,368 m <sup>2</sup> interior amenity area and 1,368 m <sup>2</sup> exterior amenity area)	21.7 m <sup>2</sup> /unit including, 503 m <sup>2</sup> indoor amenity area (15.3%) and 2,788 m <sup>2</sup> of outdoor amenity area (84.7%).	No - An amendment will be needed to decrease the minimum percent of the interior amenity area to 15%.
<b>General Provisions</b>			
<b>Landscaping Strip</b>			
Landscape Strip on front and interior side lot line for any lot that has frontage of 15 metres or more (min)  Access ramps or Driveways shall be permitted to cross such landscaping strips.	3.0 metres	Front lot line=1.98 metres landscape strip Interior side lot line= 2.50 metres	No- An amendment is required to: (1) Reduce the minimum landscape strip to 1.50 metres and, (2) allow for a site-specific definition for 'Landscaping Strip' as follows: "Means any combination of trees, shrubs, flowers, grass or other such vegetative

			elements, and (which) may include decorative stonework, paving, screening, or other architectural elements, curbs, retaining walls, stairs and any surface walk or similar area but does not include any driveway or ramp, parking area or any area with an enclosed building or structure”.
<b>Permitted Yard Encroachments</b>			
Balconies – Rear Yards (max)	2.5 m	No encroachment.	Yes
Balconies- Front and Exterior Side Yards (max)	2.0 m	No encroachment.	Yes
Encroachment for steps, landings (max)- All yards	2 m  In no case shall be closer than 4.5 m from the Front Lot Line and 2.1 m from the Exterior Side Lot Line.  In no case shall be closer than 0.3 m from the Interior Side Lot Line.	1.88 m  The stairs are located within 1.32 m of the Front Lot Line.	No- An amendment is required to allow the stairs to be within 1.0 metres of the Front Lot Line.
Uncovered Terraces and Decks – Front and Exterior Side Yards (max)	2.5 m	1.30 m	Yes
<b>Parking &amp; Stacking</b>			
Parking space dimension requirements (min)	2.7 m x 5.3 m	2.7 m x 5.3 m	Yes
Maneuvering Space (min)	90-degree spaces= 7.0 m 60-degree spaces= 5.2 m 45-degree spaces= 4.2 m Less than 45-degree spaces= 3.6 m	90-degree spaces = 6.0 m	No- An amendment will be required to permit 6.0 m wide maneuvering space.

Required Parking (min)	1.5 spaces per dwelling unit, minimum 20% spaces provided shall be visitor parking  <i>Required</i> 1.5 spaces x 152 dwelling units= 228 spaces (including, 46 visitor spaces)	169 standard parking spaces including, 16 visitor spaces and 8 accessible spaces.  1.0 residential spaces per unit, minimum 9% of spaces provided shall be visitor parking	No - An amendment will be required to reduce the minimum required parking.
Bicycle Parking (min)	1.0 spaces for every 5 residential units.  <i>Required</i> 1.0 spaces x 152 units/5 units= 31 spaces	56 spaces	Yes
<b>Barrier Free Parking</b>			
Barrier Free Parking (min)	Minimum required parking spaces for 201-1,000 = 2 plus 2% of the total number of parking spaces  <i>Required</i> 228 required parking spaces x 0.02 = 2 + 5= 7 spaces  *As per Section 5.8.2(b) of the ZBL, if the minimum parking requirement of the site is greater than 12 spaces, barrier-free parking requirements are to be provided in addition to the total minimum parking requirements of the site.	8 spaces *In addition to the total parking provided.	Yes
Dimensions of Barrier-Free Parking (min)	Type A: 3.65 m x 5.3 m Type B: 2.7 m x 5.3 m	Type A: 3.65 m x 5.3 m Type B: 2.7 m x 5.3 m	Yes
Barrier Free Parking, Separation Distances (min)	1.5 m	1.5 m	Yes
<b>Parking Setbacks &amp; Driveways</b>			
Setbacks for parking (min)	No parking pace manoeuvring area and/or driveway within a side yard or rear yard shall be closer to any wall of a building than 1.5 m	No parking proposed in Rear Yard.	Yes
Parking in Front Yards (min)	No part of any Parking Area other than a (Driveway) is permitted in any Front Yard in any Residential Zone.	No parking proposed in Front Yard	Yes
Number of Driveways (max)	Two per lot.	1 – Old Yonge Street 1 – Yonge Street	Yes



Driveway width per lane (min)	3.5 m	3.0 metres per lane- Yonge Street (existing condition) 3.50 metres per lane- Old Yonge Street	No- An amendment is needed to reduce the minimum width of a driveway lane for the driveway along Yonge Street to 3.0 metres.
Driveway width per lane (max)	4.5 m	3.0 metres per lane- Yonge Street (existing condition) 3.50 metres per lane- Old Yonge Street	Yes
Interior angle of intersection between a driveway and a street line (min)	60 degrees	75 degrees- Yonge Street 90 degrees- Old Yonge Street	Yes

TABLE 11: ZONING REVIEW OF HERITAGE HOUSE RELOCATION AT 255-257 OLD YONGE STREET			
Provision	R1 Zone	Proposed Development	Compliance
Lot Area (min)	2,000 m <sup>2</sup>	3,859.5 m <sup>2</sup>	Yes
Lot Frontage (min)	30 m	45.2 metres	Yes
Front Yard (min)	9 m	3.28 metres	No- An amendment is required to reduce the minimum front yard setback to 3.0 metres.
Rear Yard (min)	9 m	70.4 metres	Yes
Interior Side Yard (min)	4.5 m	7.7 metres	Yes
Exterior Side Yard (min)	9 m	25.4 metres	Yes
Lot Coverage (max)	35%	3.7% (Building is 144 m <sup>2</sup> )	Yes
Height (max)	10 m	8.0 metres (2 storeys)	Yes
Parking (Freehold or Block Townhouse) (min)	2.0 spaces per dwelling unit	2.0 spaces	Yes
Driveway width (max)	6.0 metres	3.50 metres	Yes
Encroachment for open and roofed porches, uncovered terraces and decks (max)- Front yard	2.50 metres	1.93	No- While the proposed encroachment is less than what is permitted, an amendment is needed to add a roofed porch to the list of permitted encroachments.

The various exceptions proposed in **Table 10 and 11** are appropriate for the Subject Lands. The following tables demonstrates how each of the proposed amendments are justified for the Subject Lands.

<b>TABLE 12: RATIONALE FOR SITE SPECIFIC EXCEPTIONS TO PROPOSED ZONING FOR APARTMENT BUILDING</b>	
<b>EXCEPTION</b>	<b>RATIONALE</b>
<b>Section 2.0- Zones and Zoning Maps</b>	
<b>Section 2.3- Zone Boundaries</b>	
Establishing that the Lot Lines are to be the area to which the provisions of the By-law apply.	For the purposes of this Zoning By-law, the Lot Lines will be defined as the area to which the provisions of this Bylaw shall respectively apply. This amendment will allow for the efficient use of the developable area of the Subject Lands which, is extremely confined through environmental features and changes in topography. As stated in the EIS prepared by BIRKS NHC and Terrapex, the potential ecological impacts from the proposed development are mitigable through the implementation of the listed mitigation measures in the EIS including, respecting the LTSTOS.
<b>Section 3.0- Definitions</b>	
Change the definition of a Landscaping Strip	<p>An amendment is required to change the site-specific definition of "<i>Landscaping Strip</i>" to allow for the pedestrian pathway and stairs along the south and east sides of the site to be included in the Landscaping Strip. The definition proposed aligns with the definition of a "<i>Landscaping Strip</i>" under Section 4.8d of the Zoning By-law which, applies to lands subject to existing landscaping requirements under Section 24 of the By-law.</p> <p><i>"Landscaping/Landscape Strip" means any combination of trees, shrubs, flowers, grass or other such vegetative elements, and (which) may include decorative stonework, paving, screening, or other architectural elements, curbs, retaining walls, stairs and any surface walk or similar area but does not include any driveway or ramp, parking area or any area with an enclosed building or structure."</i></p> <p>The revised definition will allow the pedestrian path along the east and south sides of the Subject Lands as well as the stairs along the east side of the Subject Lands to be included in the landscape strip to provide a more substantial landscaping strip along these property lines. The intent of the proposed pedestrian paths is to improve pedestrian connectivity throughout the Subject Lands, and to provide safe and effective connections to the right-of-way of Old Yonge Street.</p>
Provide clarification on the provision of Building Height	For the purposes of this Zoning By-law Amendment " <i>Building, Height</i> " does not include mechanical operations, elevator overrun, rooftop elevator access, rooftop stair access, and ornamental landscape features. This change is meant to provide further clarification to, and support the intent of, the definition of Building, Height in the Zoning

	By-law which states that any construction used as an ornament, or the mechanical operation of the building shall not be included in the calculation of " <i>Building, Height</i> ".
<b>Section 4.0- General Provisions</b>	
<b>Section 4.8- Landscaping Strip</b>	
Reduction in the minimum landscape strip for the front lot line	An amendment is required to reduce the minimum width of the landscape strip along the front lot line to 1.50 metres. A reduction in the landscaping strip along the front lot line is appropriate given the substantial tree plantings proposed within the roadway dedication that enhance the streets character and complement the community.
Reduction in the minimum landscape strip for the interior side lot line	The 2.0 metre landscape strip along the interior side lot line is a slight deviation from the required 3.0 metre landscape strip, that is required to accommodate the large ground floor terraces that provide private amenity space for residents. Overall, the landscape strip will provide sufficient space for native plantings and low-impact landscaping structures such as paths, that will support pedestrian connectivity, improve the aesthetics of the space, and blend seamlessly with the existing landscape.
<b>Section 4.20- Yard Encroachments Permitted</b>	
Reduction in the minimum distance from stairs to the front lot line	An amendment is required to allow the stairs along the eastern side of the building, with frontage along Old Yonge Street, to be located within 1.0 metres of the Front Lot Line. The stairs are proposed to connect residents and visitors from the right-of-way of Old Yonge Street to the pedestrian walkway that traverses the entire frontage of the building along Old Yonge Street. This walkway will improve pedestrian connectivity throughout the proposed development and encourage walkability.
<b>Section 5.0- Parking &amp; Stacking Requirements</b>	
<b>Section 5.3- Required Manoeuvring Space</b>	
Reduction in the minimum width of a manoeuvring space for 90-degree spaces	An amendment is required to reduce the minimum width of an aisle for parking spaces at a 90-degree angle, from 7.0 metres to 6.0 metres. This reduction is minor in nature and will provide adequate space for vehicles to manoeuvre within the underground parking structure.
<b>Section 5.4- Parking Standards</b>	
Reduction in the minimum parking for an Apartment Building	A site-specific amendment is required to reduce the minimum required parking for an Apartment Building from 1.5 spaces per dwelling unit with a minimum of 20% of the spaces provided as visitor parking, to 1.0 residential spaces per unit with a minimum of 9% of the spaces to be provided as visitor parking. As stated in the UTC Report prepared by BA Group, the reduced parking rate is appropriate and will meet the needs of the site given the sites adjacency to sustainable modes of transportation including, the current and future expansion of the

	Yonge Street BRT, and a review of approved parking rates governing other transit oriented/urban areas in the GTHA.
Reduction in the minimum width of one driveway lane	A slight reduction in the minimum width of a driveway lane from 3.5 m to 4.0 m is required to maintain the existing driveway along Yonge Street. The driveway will connect the RIRO access along Yonge Street to the pick-up/drop-off areas and underground parking at the front of the proposed residential apartment. The driveway lanes are of a sufficient width to support the movement of vehicles into and out of the proposed development.
<b>Section 7.0- Residential (R) Zones</b>	
<b>Section 7.4- Apartment Residential Zone Requirements</b>	
Reduced in the minimum front yard setback	An amendment is required to reduce the minimum front yard setback to above ground buildings to 3.0 metres. The reduced front yard setback is needed to frame the public right-of-way along Old Yonge Street and support the creation of a pedestrian-oriented public realm. The setback proposed aligns with the existing setbacks of the residential uses along Old Yonge Street, to the south and east of the site. Low impact landscape design will be provided in the front yard setback that will enhance and define the street edge along Old Yonge Street.
Reduced in the minimum interior side yard setback	An amendment is required to slightly reduce the minimum interior side yard setback along the southern side of the apartment to 6.0 metres. Following the 6.0 metre setback the building will be additionally setback in 2.4 metre intervals that will facilitate an effective height transition that respects the townhomes to the south.
<b>Section 7.5- Residential Provisions</b>	
<b>Section 7.5.2- Amenity Area</b>	
Reduction in the minimum indoor amenity area	An amendment is needed to reduce the minimum percent of interior amenity area from 50% of the total amenity area to 15% of the total amenity area. 21.7 m <sup>2</sup> of amenity area is provided per residential unit which, exceeds the requirements of the Zoning By-law of 18 m <sup>2</sup> of amenity area per unit. In total, 2,788 m <sup>2</sup> of outdoor amenity area and 503 m <sup>2</sup> of indoor amenity area are provided throughout the proposed development. Outdoor amenity space is provided at grade, located at the southeast corner of the building directly accessed from a 62 m <sup>2</sup> indoor amenity space. Additional indoor amenity spaces are provided on both lower parking levels adjacent to elevators. The surplus of outdoor amenity area provided through the development, will ensure that the amenity needs of future residents are met. In addition, the proposed development is predominantly composed of larger apartment units (two bedrooms or more), which account for 90% of the total unit count. These spacious units provide residents with more room for personal recreation, helping to offset the reduction in shared indoor amenity space.

**TABLE 13: RATIONALE FOR SITE SPECIFIC EXCEPTIONS TO PROPOSED ZONING FOR HERITAGE BUILDING**

EXCEPTION	RATIONALE
<b>Section 2.0- Zones and Zoning Maps</b>	
<b>Section 2.3- Zone Boundaries</b>	
Establishing that the Lot Lines are to be the area to which the provisions of the By-law apply.	For the purposes of this Zoning By-law, the Lot Lines will be defined as the area to which the provisions of this Bylaw shall respectively apply. This amendment will allow for the efficient use of the developable area of the Subject Lands which, is extremely confined through environmental features and changes in topography. As stated in the EIS prepared by BIRKS NHC and Terrapex, the potential ecological impacts from the proposed development are mitigable through the implementation of the listed mitigation measures in the EIS including, respecting the LTSTOS.
<b>Section 7.0- Residential Zones</b>	
<b>Section 7.2- Residential Zone Requirements</b>	
Reduction in the minimum front yard	An amendment is required to reduce the minimum front yard from 9.0 metres to 3.0 metres. The placement and orientation of the heritage house is intended to increase the visual prominence of the heritage house and create a gateway into the community. This setback respects the setbacks of the existing low-rise building along the east side of Old Yonge Street.
<b>Section 4.0- General Provisions</b>	
<b>Section 4.20- Yard Encroachments Permitted</b>	
Increase in the maximum encroachment for a roofed porch into the front yard	An amendment is required to add a roofed porch to the list of permitted encroachments in Section 4.20 of the By-law. The roofed porch will encroach 1.94 metres into the front yard which, is less than the permitted encroachment of 2.50 metres.



## Zoning By-law Summary

As per the Town of Aurora Zoning By-law 6000-17, the Subject lands are zoned as "C4(295), EP" (16003 Yonge Street), "R7(374), EP" (219-237 Old Yonge Street), and "RU, EP" (255 Old Yonge Street). The current zoning of the Subject Lands does not support the necessary types of growth and intensification envisioned by Provincial, Regional, and Municipal policy as discussed herein. To address this objective, the proposed ZBA will support and facilitate the comprehensive redevelopment of the Subject Lands with a new 5-storey residential apartment and the relocation of the single-detached residential heritage house. The proposed ZBA not only aligns with the vision for the lands set out in the applicable policy framework—as a location for higher-density, transit-oriented residential growth—but also facilitates the re-zoning of the lands located at 16003 Yonge Street and 219-237 Old Yonge Street to a Second Density Apartment Residential ("RA2") Exception Zone to accommodate the residential apartment. Additionally, the lands located at 255-257 Old Yonge Street will be re-zoned to a Detached First Density Residential ("R1") Exception Zone to support the use of the building as a single-detached dwelling. The limits of the EP Zone will also be refined through the proposed ZBA to more accurately reflect the LTSTOS and ensure the protection of the environmental areas on the Subject Lands.

The ZBA application for the lands located at 16003 Yonge Street and 219-237 Old Yonge Street, will bring the zoning of the lands into conformity with the designation of the lands as a "Regional Corridor", as defined in the ROP, Town of Aurora OP, and the proposed OPA Application. The residential apartment has been planned and designed to balance density and contextual appropriateness, fostering a vibrant, livable, and sustainable community while respecting the established character of the community. The proposed development will

transform the currently underutilized site into an asset for the community, by providing substantial improvements to the streetscape along Old Yonge Street that encourages pedestrian activity, a unique and innovative building façade that enhances the aesthetic of the space, and a mid-rise built form that allows for appropriate transitions to the surrounding areas. Site-specific provisions are required to address a reduction in the minimum: width of a landscaping strip; width of a maneuvering space for a 90-degree space; parking for an apartment building; width of a driveway lane; front and interior side yard setbacks; the indoor amenity area; and setback for stairs to the front lot line. An amendment is also required to provide a site-specific definition of a 'Landscaping Strip' that includes decorative stonework and paving as well as stairs. This definition is used in Section 24 of the current Town of Aurora Zoning By-law. Finally, an amendment is required to allow the Lot Lines to be defined as the areas to which the provisions of the By-law apply. The site-specific ZBA amendments have been considered in the context of the existing physical and policy context and are appropriate to implement the proposed development.

The ZBA application for the property located at 255-257 Old Yonge Street is necessary to accommodate the relocation of the heritage house, which will serve as a gateway into the existing community. The heritage house will be carefully oriented and positioned to preserve the dominant low-rise character of the area, while also adding visual interest at the intersection of Old Yonge Street and St. John's Sideroad. An amendment is required to reduce the minimum front yard setback along Old Yonge Street, enabling the house to be placed in a way that enhances public interaction with and enjoyment of the restored structure. An amendment is also required to add the covered porch on the front of the building, to the list of permitted encroachment within the By-law.

## 5.0 Conclusions

Based on the existing physical context and surrounding area, the technical assessment of the proposal, and the analysis of the proposal within the current and proposed policy and regulatory context, the proposed redevelopment and associated OPA and ZBA:

1. Have regard for the *Planning Act*;
2. Are consistent with the Provincial Planning Statement (2024);
3. Conforms to the York Region Official Plan;
4. Conforms to the Town of Aurora Official Plan;
5. Allows for the intensification of lands within a SGA, with a well-designed, compact residential development that will contribute to the housing stock in the Town, and the achievement of a complete community;
6. Achieves transit-supportive densities along a Regional Corridor, where growth and intensification are intended to occur;
7. Represents appropriate development of the Subject Lands that remains compatible with the surrounding community;
8. Protects the natural environment;
9. Protects public health and safety through respecting the long-term stable top of slope;
10. Is appropriate from a transportation perspective;
11. Is serviced through municipal servicing infrastructure; and,
12. Is appropriate for the Subject Lands and represents good planning and is in the public interest.

Based on these conclusions, it is recommended that the proposed OPA and ZBA be approved.

Respectfully submitted,

**MHBC**



Oz Kemal, BES, MCIP, RPP  
Partner

# A

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## **Appendix A: Pre-consultation Meeting Checklist**



**Town of Aurora**

**OPA, ZBA, SUB, CDM**

**Pre-Consultation Checklist**

**Planning and Development Services**

**Development Planning Division**

**OPA, ZBA, SUB, CDM  
Pr-Consultation Departmental /Agency Checklist Package**

**Phone: (905) 726-4700  
E-mail: [planning@aurora.ca](mailto:planning@aurora.ca)**



100 John West Way  
Aurora, Ontario  
L4G 6J1  
(905) 727-3123  
aurora.ca

Town of Aurora

## OPA ZBA SUB CDM Pre-Consultation Checklist

Planning and Development Services

### Table of Contents

(Click Heading to go to Desired Selection)

<b>Forward</b> .....	<b>2</b>
<b>Checklist</b> .....	<b>3</b>
Planning and Development .....	3
Urban Design .....	3
Environmental Matters .....	3
Site Servicing Matters .....	4
Transportation .....	4
Cultural Matters .....	5
Administrative Items .....	5
Economic Analysis .....	5
Others .....	5
Additional Comments:.....	6





Town of Aurora

## **OPA ZBA SUB CDM Pre-Consultation Checklist**

Planning and Development Services

### **Forward**

For all the required materials, please provide one (1) paper copy and one (1) digital copy unless otherwise stated. Planning Applications must be submitted digitally via Town of Aurora Online Portal, and paper copies must be submitted directly to the Planning Department.

**Pre-Consultation Meeting Date:**

**Owner/Applicant/Agent:**

**Property Address:**

**Pre-Consultation File No.:**

**Proposal:**



Town of Aurora

## OPA ZBA SUB CDM Pre-Consultation Checklist

Planning and Development Services

# Checklist

Required	Information	OPA	ZBA	SUB	CDM
<b>1.</b>	<b>Planning and Development</b>				
a)	Planning Justification Report				
b)	Draft Official Plan Amendment document				
c)	Draft Zoning by-law Amendment document				
d)	Draft Plan of Subdivision/ Condominium				
e)	Conceptual/Approved Site Plan*				
f)	Schedule of Lots and Blocks Indicating Area and Frontage*				
g)	Block Plan				
h)	Phasing Plan				
i)	Shadow and/or Massing Study/Plan				
j)	Green Development Standards				
<b>2.</b>	<b>Urban Design</b>				
a)	Urban Design Reports, Plans Guidelines				
b)	Conceptual Building Elevations				
c)	Streetscape Plan				
d)	Site Assessment				
e)	Accessibility Design Standards Analysis				
<b>3.</b>	<b>Environmental Matters</b>				
a)	Environmental Impact Study				
b)	Flood Impact Study				
c)	Floodplain Mapping/Analysis				
d)	Geotechnical Study				
e)	Hydrogeological Study				
f)	Landform Conservation Study				



Town of Aurora

## OPA ZBA SUB CDM Pre-Consultation Checklist

Planning and Development Services

Required	Information	OPA	ZBA	SUB	CDM
g)	Natural Heritage Evaluation				
h)	Phase 1 Environmental Site Assessment (ESA)				
i.	Phase 2 ESA (if required by Phase 1 ESA)				
i)	Soils Report				
j)	Vegetation Management Report (Tree Preservation Protection and Replacement Plan, Landscape Analysis Plans, Tree Survey, Tree Inventory and Vegetation Preservation and Enhancement Strategy)				
<b>4.</b>	<b>Site Servicing Matters</b>				
a)	Functional Servicing Report and/or Master Plan				
b)	Grading/Drainage Plan				
c)	Service Infrastructure Master Plan				
d)	Stormwater Management Report and/or Master Plan				
e)	Slope Stability Study				
f)	Construction Impact Mitigation Study				
g)	Power Generation Impact Study				
h)	Transmission Line Impact Study				
<b>5.</b>	<b>Transportation</b>				
a)	Entrance Analysis				
b)	Parking Study/Analysis				
c)	Transportation Study and/or Master Plan (including linkages to trails or park system)				
d)	Traffic Impact Study				
e)	Noise and Vibration Impact Assessment				



Town of Aurora  
**OPA ZBA SUB CDM Pre-Consultation Checklist**  
 Planning and Development Services

Required	Information	OPA	ZBA	SUB	CDM
<b>6.</b>	<b>Cultural Matters</b>				
a)	Stage 1 Archaeological Assessment				
i.	Stage 2 Archaeological Assessment (if required by Stage 1 Archaeological Assessment)				
b)	Archaeological Conservation Plan				
c)	Heritage Evaluation/ Heritage Impact Statement				
<b>7.</b>	<b>Administrative Items</b>				
a)	Application Fees*				
b)	Application Form*				
c)	Survey*				
<b>8.</b>	<b>Economic Analysis</b>				
a)	Market Analysis and Financial Impact Study				
<b>9.</b>	<b>Others</b>				
a)	Other Required Information as Identified according to the Pre-Consultation Meetings.				

*Table 1 – Complete Official Plan Amendment, Zoning Bylaw Amendment, Plan of Subdivision, and Plan of Condominium Requirements Checklist*

\* Not required according to Official Plan. However, required pursuant to the prescribed information in accordance with Town requirements, as described in the Planning Act and/or by corresponding Secondary Plan.



Town of Aurora

## **OPA ZBA SUB CDM Pre-Consultation Checklist**

Planning and Development Services

### **Signoff By Planning and Development Services**

**Name:**

**Date:**

**Additional Comments:**

# B

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## Appendix B: Draft Official Plan Amendment



The Corporation of the Town of Aurora

By-law Number XXXX-25

BEING A BY-LAW to adopt Official  
Plan Amendment No. XXX

**Whereas** on January 30, 2024, the Council of The Corporation of the Town of Aurora (the “Town”) enacted By-law Number 6579-24, as amended, to adopt the Official Plan for the Town of Aurora (the “Official Plan”);

**And whereas** authority is given to Council pursuant to the *Planning Act*, R.S.O. 1990, c.P.13, as amended (the “Planning Act”), to pass a by-law amending the Official Plan;

**And whereas** the Council of the Town deems it necessary and expedient to further amend the Official Plan;

**Now therefore the Council of the Corporation of the Town of Aurora hereby enacts as follows:**

1. Official Plan Amendment No. XXX attached hereto, and forming part of this by-law, be, and hereby is, adopted.
2. 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 final passage hereof.

**Enacted by Town of Aurora council this \_\_\_\_ of \_\_\_\_\_, 2025.**

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Tom Mrakas, Mayor

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Michael de Rond, Town Clerk

**Amendment No. \_\_\_\_**  
**To the Official Plan for the Town of Aurora**

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**Statement of Components**

**Part I – The Preamble**

1. Introduction
2. Purpose of the Amendment
3. Location
4. Basis of the Amendment

**Part II – The Amendment**

1. Introduction
2. Details of the Amendment
3. Implementation and Interpretation

**Part III – The Appendices**

## Part I – The Preamble

### 1. Introduction

This part of the Official Plan Amendment No. XXX (the “Amendment”), entitled Part I- The Preamble, explains the purpose and location of this Amendment, and provides an overview of the reasons for it. It is for explanatory purposes only and does not form part of the Amendment.

### 2. Purpose of the Amendment

The purpose of this Official Plan Amendment is to amend the provisions and schedules of the Aurora Official Plan to:

- Redesignate the lands located at 16003 Yonge Street and 219-237 Old Yonge Street from “Community Commercial Centre, Site Specific Policy 11” and “Stable Neighbourhoods” accordingly, to “Medium-High Urban Residential” on Schedule B, Land Use of the Official Plan to facilitate the development of one 5-storey residential apartment building, with a maximum density of 316 units per net residential hectare.
- Relocate the “Designated Heritage Property, Part IV-OHA” from the lands located at 16003 Yonge Street to the lands located at 255-257 Old Yonge Street, on Schedule E, Cultural Heritage Resources of the Official Plan, to relocate the heritage house to a more prominent location at the northern end of the Subject Lands to be used for residential purposes.
- Remove “Site Specific Policy Area 3” from the lands located at 255-257 Old Yonge Street on Schedule H, Site Specific Policy Areas and delete Subsection 20.3 of the Official Plan, to accommodate the re-located single-detached residential heritage dwelling.
- Remove “Site Specific Policy 11” from the lands located at 16003 Yonge Street on Schedule H, Site Specific Policy Areas and delete Subsection 20.11 of the Official Plan to accommodate the proposed 5-storey residential apartment.
- Add “Site Specific Policy Area X” to the lands located at 16003 Yonge Street and 219-237 Old Yonge Street on Schedule H, Site Specific Policy Areas of the Official Plan, to accommodate a building height of 5-storeys and density of 316 units per net residential hectare for the proposed residential apartment.

### 3. Location

The lands affected by this Amendment are located on the east side of Yonge Street, west of Old Yonge Street, south of St. John’s Sideroad. The lands are municipally known as 16003

Yonge Street, 219-237 Old Yonge Street, and 255-257 Old Yonge Street; have a total area of approximately 1.72 hectares (4.27 acres); and are legally described as:

16003 Yonge Street	PT LT 3 PL 461 WHITCHURCH AS IN R524310; AURORA
219-237 Old Yonge Street	PT LT 4 PL 461 WHITCHURCH AS IN R603216; AURORA
255-257 Old Yonge Street	PT LT 1 PL 461 WHITCHURCH; PT LT 2 PL 461 WHITCHURCH AS IN R671374; S/T R671374; AURORA

#### **4. Basis of the Amendment**

The basis of the Amendment is as follows:

The amendment is privately initiated and is intended to facilitate the development of the Subject Lands. A related amendment to the Zoning By-law accompanies this Amendment. The Amendment is supported by technical studies submitted by the applicant, which establishes that the lands can be developed for residential uses.

As per Schedule A, Town Structure of the Official Plan, the Subject Lands are located within the Yonge Street “Regional Corridor”. The Regional Corridor is a Regional Strategic Growth Area intended to accommodate infill intensification and growth in proximity to transit. The Yonge Street Regional Corridor is the Region of York’s main north-south corridor, that currently forms part of York Region Transit Bus Rapid Transit (“BRT”) System that connects Finch GO Bus Terminal/Subway Connection to the Newmarket Terminal. The Subject Lands is located within a 15-minute walk of two BRT stations. Higher order transit expansions are planned for the Yonge Street Corridor. As per Policy 3.1.2. of the Aurora Official Plan (2024) development with building heights of up to 5-storeys are permitted within the Regional Corridor.

The Subject Lands are designated as “Community Commercial Centre, Site Specific Policy 11” (16003 Yonge Street), “Stable Neighbourhoods” (219-237 Old Yonge Street), and “Stable Neighbourhoods, Site Specific Policy 3” (255-257 Old Yonge Street). Community Commercial Centre, Site Specific Policy 11 allows for the existing heritage structure on 16003 Yonge Street to be used as a restaurant, provided that the structure meets specific design policies that ensure compatibility with the surrounding residential uses. The Stable Neighborhoods designation permits low-density residential uses and new multi-unit buildings along the edges of residential neighborhoods, abutting major roads. Stable Neighbourhoods, Site Specific Policy 3, allows for the development of the lands located at 255-257 Old Yonge Street for medium-density residential uses, as well as the generally permitted uses allowed within the Stable Neighbourhoods designation. Building heights are limited to a maximum of 3 storeys or 9 metres.

An Official Plan Amendment is required to bring the designation of the Subject Lands into conformity with the Region of York Official Plan through: (1) redesignating the lands located at 16003 Yonge Street and 219-237 Old Yonge Street to a site-specific “Medium-High Urban Residential” designation that will permit the 5-storey residential apartment; and, (2) redesignating the lands located at 255-257 Old Yonge Street to the “Stable Neighbourhoods” designation that will allow for the relocated single detached residential heritage dwelling. The site-specific “Medium-High Urban Residential” designation will allow for a slight increase in

the permitted building height for the Subject Lands from 4-storeys to 5-storeys, that conforms to the permitted building height for lands within the “Regional Corridor” outlined in the Town structure of the Official Plan. The site-specific designation will also allow for a marginal increase in the maximum residential density from 100 units per net residential hectare to 316 units per net residential hectare. The increase in density aligns with the objectives of the Subject Lands, as a location for higher-density transit-supportive development.

Redesignating the lands at 16003 Yonge Street and 219-237 Old Yonge Street to a “Medium-High Urban Residential” designation will facilitate higher-density development near existing and planned higher order transit, aligning with both the Region and the Town's vision for Strategic Growth Areas. This change is consistent with the policies of the Provincial Planning Statement (2024), which direct growth and intensification to frequent transit corridors. The proposed 5-storey apartment will achieve transit-supportive densities that promote walking and transit use, and the creation of a complete community. Residential units of varying sizes and types will increase the range and mix of uses and housing options in the community to meet the needs of current and future residents while supporting the Town in achieving its intensification targets for 2051. The accompanying studies enclosed with the application including, the proposed Zoning By-law Amendment, demonstrate that the infill development will remain compatible with the existing community through introducing gradual changes that support growth while maintaining the character of the existing community.

The lands located at 16003 Yonge Street which, contain the “red house” are designated under Part IV of the *Ontario Heritage Act*. To permit the 5-storey residential apartment on the lands located at 16003 Yonge Street and 219-237 Old Yonge Street, the “red house” must be relocated from 16003 Yonge Street, north to a more prominent location at 255-257 Old Yonge Street, where it will act as a gateway into the community. The “red house” will be refurbished and reverted to its original use as a single-detached residential dwelling unit, that will contribute to the predominant housing types and styles in the existing community. The heritage designation of the “red house” under Part IV of the Ontario Heritage Act, will be transferred to the lands located at 255-257 Old Yonge Street.



## Part II – The Amendment

### 1. Introduction

The part of this amendment, entitled Part II – The Amendment, consisting of the following text and attached maps, designated as Schedule “A”, Schedule “B”, and Schedule “C”, constitutes Amendment No. XX to the Official Plan.

### 2. Details of the Amendment

The Official Plan be and is hereby amended as follows:

Item (1):

Schedule “B”, Land Use Plan, being part of the Town of Aurora Official Plan, be and is hereby amended by amending the land use designation of the lands municipally known as 16003 Yonge Street and 219-237 Old Yonge Street, Town of Aurora in the Regional Municipality of York, from “Community Commercial Centre” and “Stable Neighbourhoods” accordingly, to “Medium-High Urban Residential” as shown on Schedule “A” - Schedule “B” Land Use Plan, attached hereto and forming part of this Amendment.

Item (2):

Schedule “E”, Cultural Heritage Resources, being part of the Town of Aurora Official Plan, be and is hereby amended by removing the “Designated Heritage Properties, Part IV-OHA” from the lands municipally known as 16003 Yonge Street, Town of Aurora in the Regional Municipality of York, as shown on Schedule “B” - Schedule “E” Cultural Heritage Resources, attached hereto and forming part of this Amendment.

Item (3):

Schedule “E”, Cultural Heritage Resources, being part of the Town of Aurora Official Plan, be and is hereby amended by designating the lands municipally known as 257 Old Yonge Street, Town of Aurora in the Regional Municipality of York as “Designated Heritage Properties, Part IV-OHA”, as shown on Schedule “B” - Schedule “E” Cultural Heritage Resources, attached hereto and forming part of this Amendment.

Item (4):

Schedule “H”, Site Specific Policy Areas, being part of the Town of Aurora Official Plan, be and is hereby amended by removing the “Site Specific Policy Area 11” from the lands municipally known as 16003 Yonge Street, Town of Aurora in the Regional Municipality of York, as shown on Schedule “C” - Schedule “H” Site Specific Policy Areas, attached hereto and forming part of this Amendment.

Item (5):

Schedule “H”, Site Specific Policy Areas, being part of the Town of Aurora Official Plan, be and is hereby amended by removing the “Site Specific Policy Area 3” from the lands municipally known as 255-257 Old Yonge Street, Town of Aurora in the Regional Municipality of York, as shown on Schedule “C” - Schedule “H” Site Specific Policy Areas, attached hereto and forming part of this Amendment.

Item (6):

Schedule “H”, Site Specific Policy Areas, being part of the Town of Aurora Official Plan, be and is hereby amended by adding “Site Specific Policy Area X” to the lands municipally known as 16003 Yonge Street and 219-237 Old Yonge Street, Town of Aurora in the Regional Municipality of York, as shown on Schedule “C” - Schedule “H” Site Specific Policy Areas, attached hereto and forming part of this Amendment.

Item (7):

Section 20: Site Specific Policies of the Town of Aurora Official Plan, be and is hereby amended by deleting Subsections 20.3 and 20.11 in its entirety.

Item (8)

Section 20: Site Specific Policies of the Town of Aurora Official Plan be and is hereby amended by adding Subsection “20.XX”, as follows:

“20.XX. The following special site specific uses and policies apply to the lands designated as “Medium-High Urban Residential- Site Specific Policy No. XX”, municipally known as 16003 Yonge Street and 219-237 Old Yonge Street.

a) Permitted uses:

- i. The lands municipally known as 16003 Yonge Street and 219-237 Old Yonge Street may hereby be developed to permit a five (5) storey residential apartment building, with a maximum density of 316 units per net residential hectare.
- b) Notwithstanding any other policies in this Plan to the contrary, the maximum permitted building height shall be 5 storeys.
- c) Notwithstanding any other policies in this Plan to the contrary, the maximum permitted residential density shall be 316 units per net residential hectare.

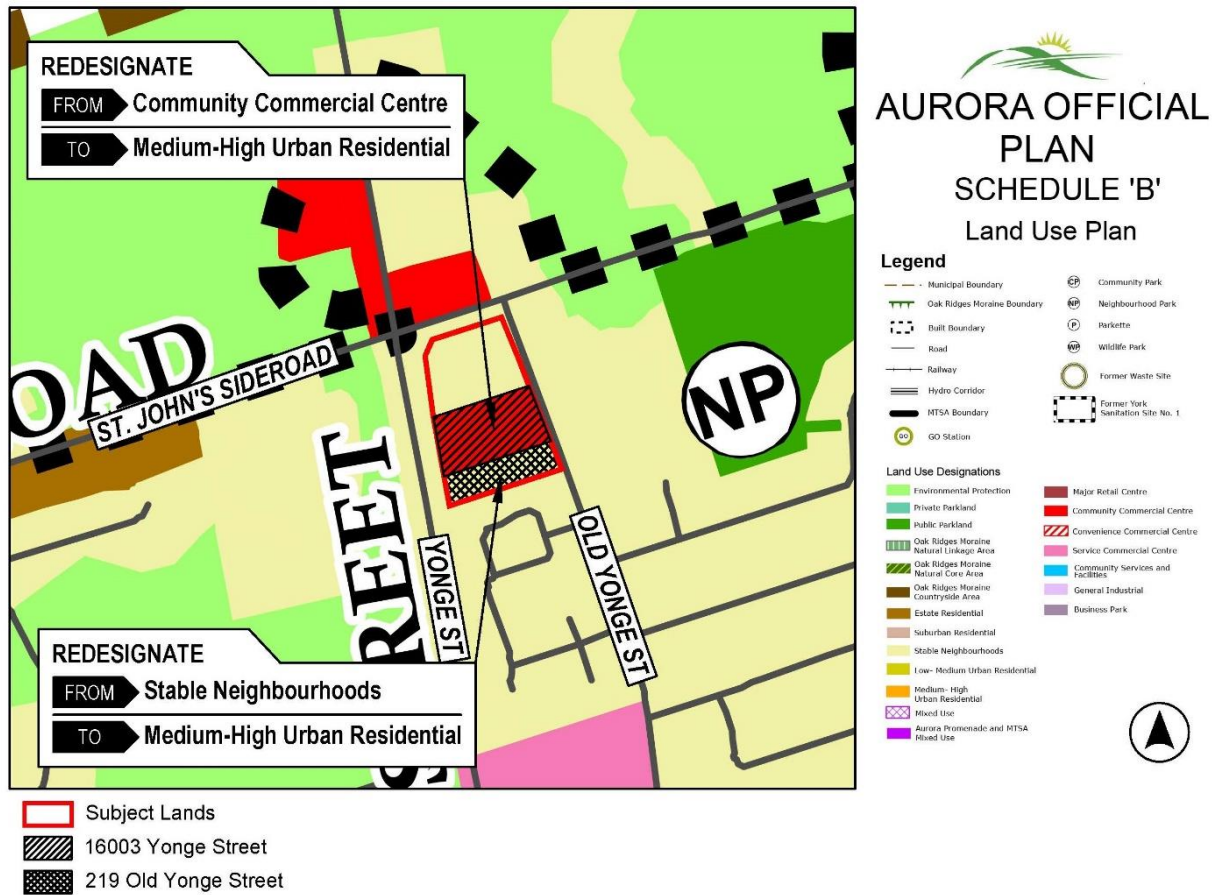
### **3. Implementation**

This Amendment has been considered in accordance with the provisions of the Official Plan.

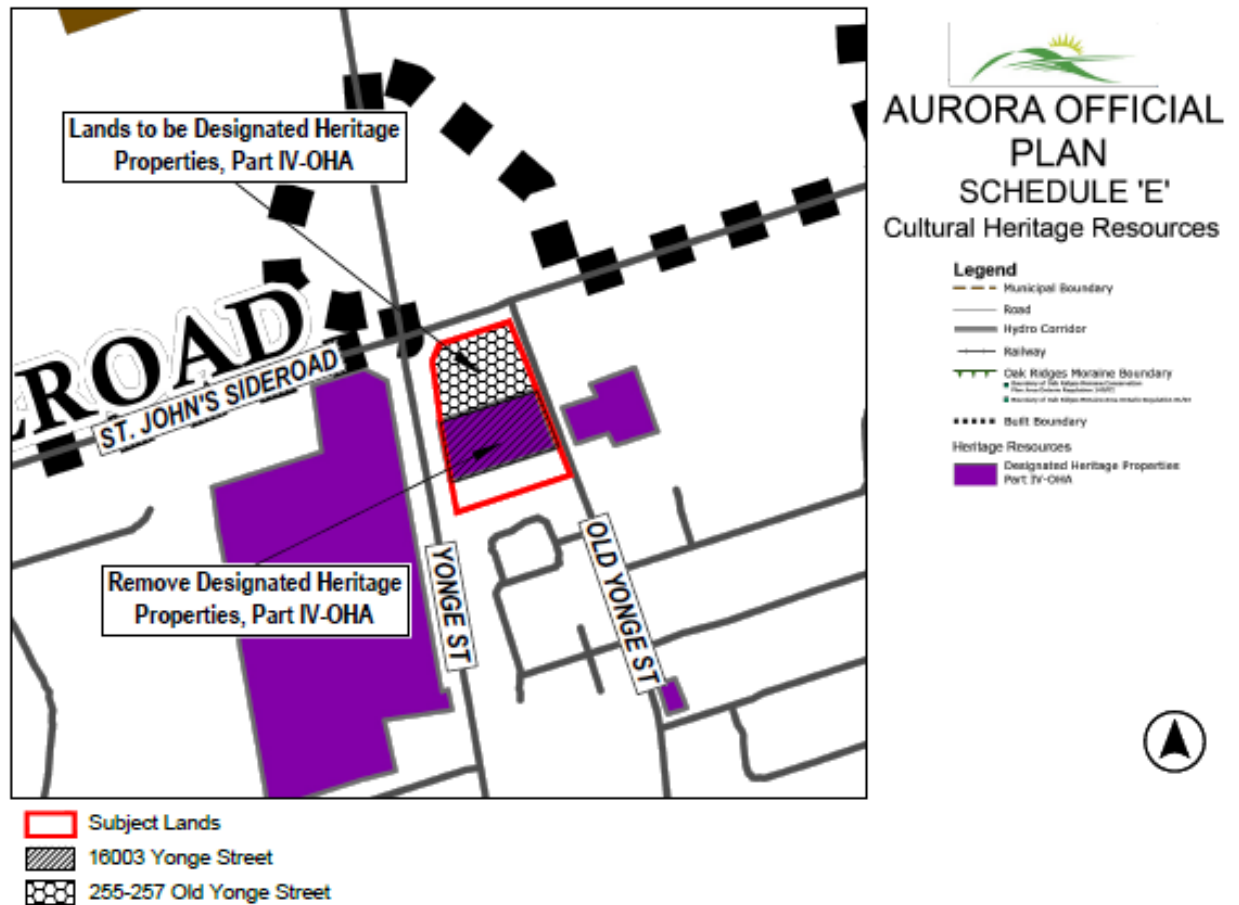
The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan.

## Part III – The Appendices

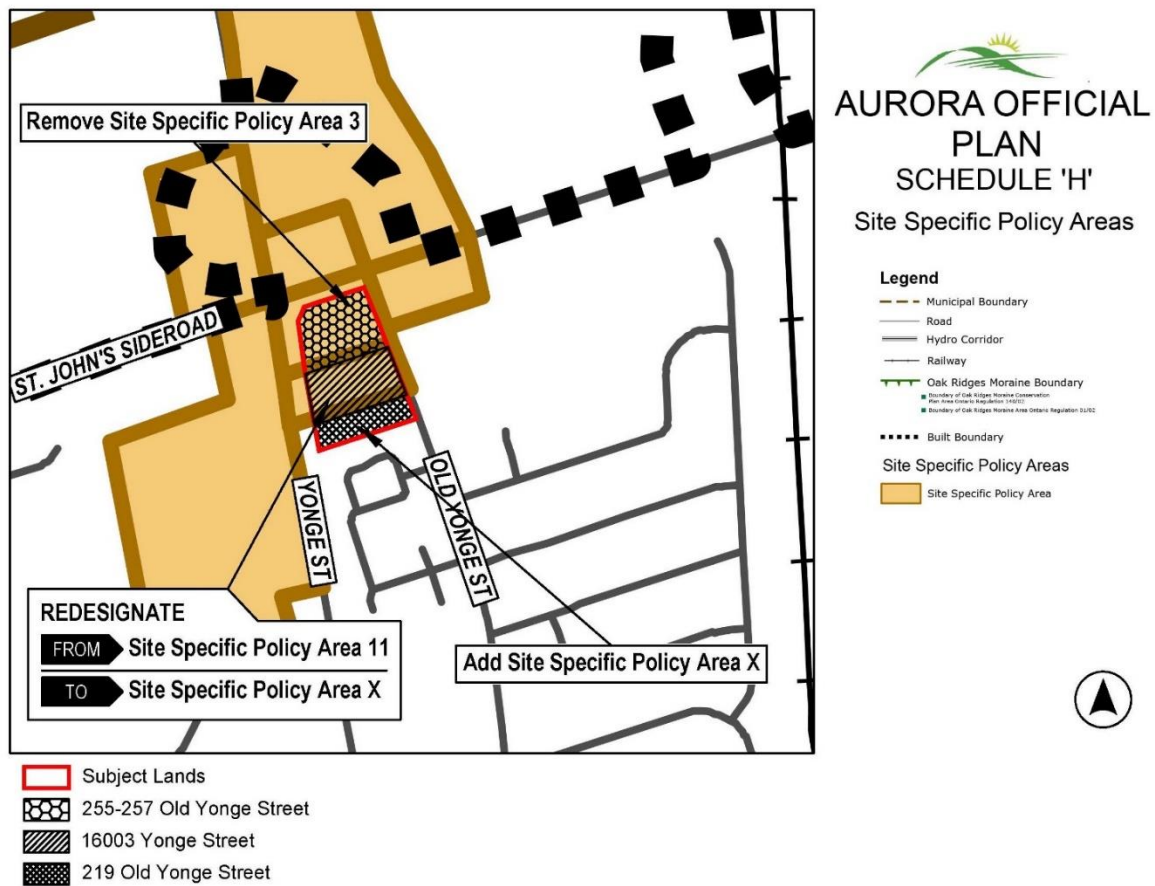
## Schedule "A" - Schedule "B" Land Use Plan



## Schedule "B" - Schedule "E" Cultural Heritage Resources



## Schedule "C" - Schedule "H" Site Specific Policy Areas





# C

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## **Appendix C: Draft Zoning By-law Amendment**

**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  
219-237 Old Yonge Street, 255-257 Old Yonge Street, and 16003 Yonge Street  
(ZBA-2025-XX).**

**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** the Council of the Town deems it necessary and expedient to further amend the Zoning By-law;

**Now therefore the Council of The Corporation of the Town of Aurora hereby enacts as follows:**

1. The Zoning By-law be and is hereby amended to replace the “R7(374)”, “C4(295)”, and “EP” zoning category applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law with “Second Density Apartment Residential Exception (RA2-XXXX)” zoning category.
2. The Zoning By-law be and is hereby amended to replace the “C4(295)” zoning category applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law with “EP” zoning category.
3. The Zoning By-law be and is hereby amended to replace the “R7(374)” zoning category applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law with “EP” zoning category.
4. The Zoning By-law be, and is, hereby amended to add the following:

<b>Parent Zone:</b> RA2 <b>Exception No.:</b> (XX)	<b>Map:</b> Schedule “A”, Map No. X	<b>Previous Zones:</b> R7(374) C4(295) EP	<b>Previous By-laws:</b> 5093-08.D 4349-02.D
<b>Municipal Address:</b> 219-237 Old Yonge Street & 16003 Yonge Street			
<b>Legal Description:</b> Part of Lot 4, Plan 461, Whitchurch as in R603216 & Part of Lot 3 Plan 461 Whitchurch as in R524310, Town of Aurora			
<b>24.X.1 Zone Requirements</b>			
Old Yonge Street shall be deemed to be the front lot line.			

Notwithstanding Section 2.3 of this By-law, the extent of the Lot Lines of a parcel shall hereby be defined as areas to which the provision of this By-law shall respectively apply.	
<b>24.X.1.1 Siting Specifications</b>	
The following setbacks only apply to above ground buildings:	
Front Yard (minimum)	3.0 metres
Interior Side Yard (minimum)	6.0 metres
Distance from stairs to Front Lot Line (minimum)	In no case shall stairs be closer than 1.0 m from the Front Lot Line.
<b>24.X.2 Parking</b>	
Width of a manoeuvring space for a 90 degree parking space (minimum)	6.0 metres
Parking spaces for an Apartment Building (minimum)	1.0 residential spaces per unit including, a minimum of 9% of the required parking spaces for visitor parking.
Width of a driveway lane (minimum)	3.0 metres
<b>24.X.3 Amenity Area</b>	
Amenity Area (minimum)	15% of the Amenity Area is provided as interior amenity space.
<b>24.X.4 Landscaping Strip</b>	
Width of landscaping strip provided on the front lot line (minimum)	1.50 metres
Width of landscaping strip provided on the interior side lot line (minimum)	2.0 metres
<b>24.X.5 Definitions</b>	
For the purposes of this zone <b>Landscaping Strip</b> means any combination of trees, shrubs, flowers, grass or other such vegetative elements, and (which) may include decorative stonework, paving, screening, or other architectural elements, curbs, retaining walls, stairs and any surface walk or similar area but does not include any driveway or ramp, parking area or any area with an enclosed building or structure.	
For the purpose of this zone <b>Building, Height</b> , does not include mechanical operations, elevator overrun, rooftop elevator access, rooftop stair access, and ornamental landscape features.	

5. The Zoning By-law be and is hereby amended to replace the “RU” zoning category applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law with “Detached First Density Residential Exception (R1-XXXX)” zoning category.
6. The Zoning By-law be and is hereby amended to replace the “RU” zoning category applying to the lands shown in hatching on Schedule “A” attached hereto and forming part of this By-law with “EP” zoning category.
7. The Zoning By-law be, and is, hereby amended to add the following:

<b>Parent Zone:</b> R1 <b>Exception No.:</b> (XX)	<b>Map:</b> Schedule "A", Map No. X	<b>Previous Zones:</b> RU EP	<b>Previous By-laws:</b>
<b>Municipal Address:</b> 255-257 Old Yonge Street			
<b>Legal Description:</b> Part of Lot 1 Plan 461 Whitchurch; Part of Lot 2 Plan 461 Whitchurch as in R671374; S/T R671374, Town of Aurora			
<b>24.X.1 Zone Requirements</b>			
Notwithstanding Section 2.3 of this By-law, the extent of the Lot Lines of a parcel shall hereby be defined as areas to which the provision of this By-law shall respectively apply.			
<b>24.X.1.1 Siting Specifications</b>			
Front Yard (minimum)		3.0 metres	
Encroachment of open-sided roofed porch into the Front Yard (maximum)		2.5 metres	

8. 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 final passage hereof.

Enacted by the Town of Aurora Council this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Tom Mrakas, Mayor

\_\_\_\_\_  
Michael de Rond, Clerk

## **Explanatory Note**

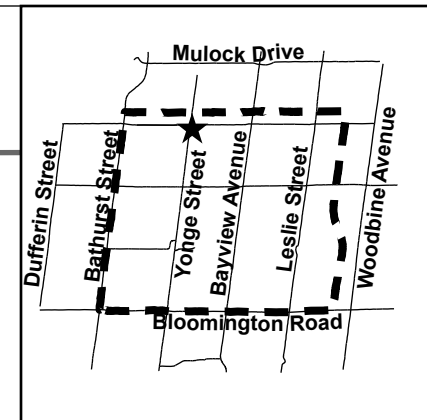
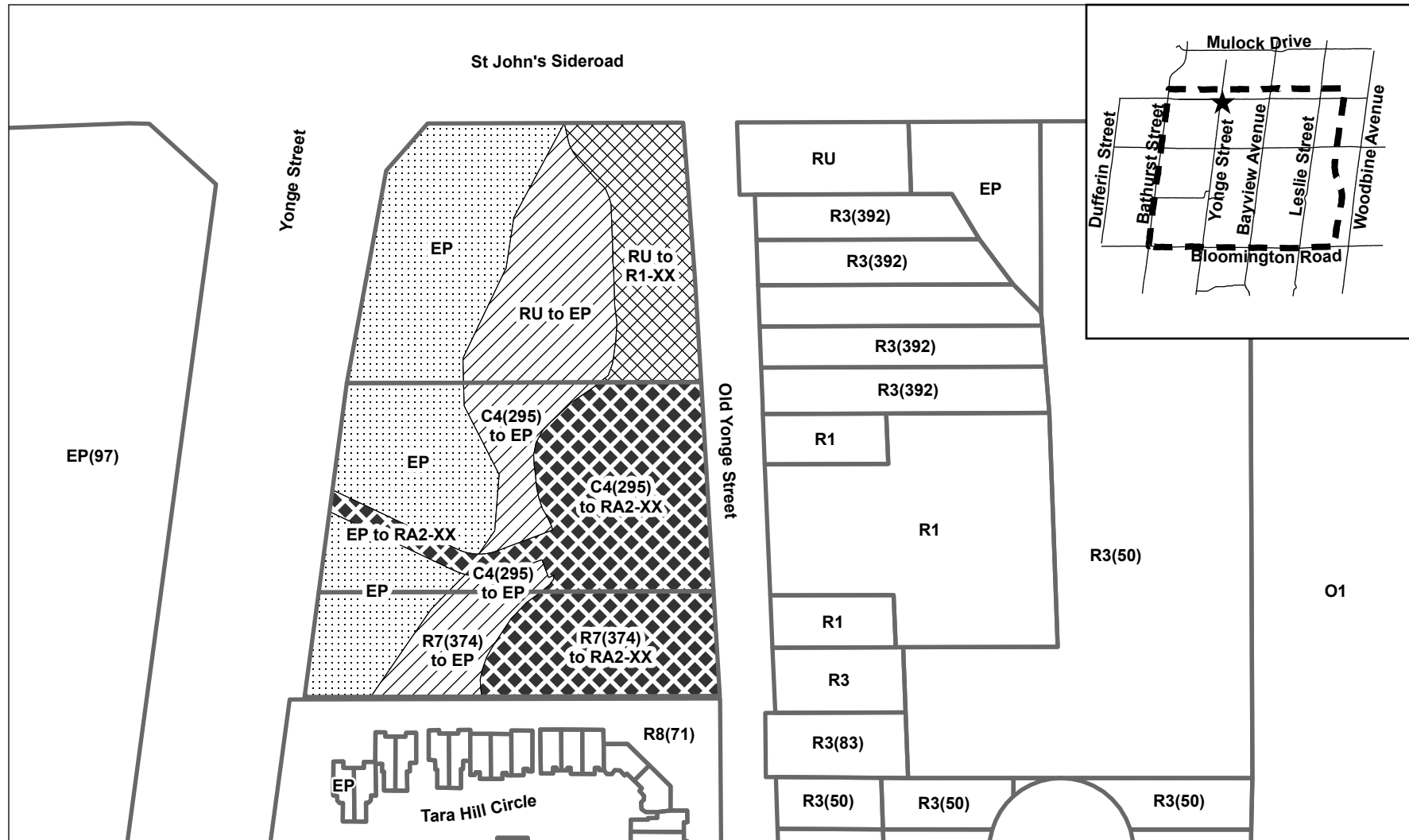
Re: By-law Number XXXX-25

By-law Number XXXX-25 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 lands located at 16003 Yonge Street and 219-237 Old Yonge Street from “Community Commercial (C4(295) Exception Zone” and “Environmental Protection” and “Special Mixed Density Residential (R7 (374)) Exception Zone”, respectively to “Second Density Apartment Residential (RA2-XXX) Exception Zone” and “Environmental Protection”.

To amend By-law Number 6000-17, as amended, the Zoning By-law in effect in the Town of Aurora, to rezone the lands located at 255-257 Old Yonge Street from “Rural (RU)” to “Detached First Density Residential One (R1-XXX) Exception Zone” and “Environmental Protection”.

The effect of this zoning amendment is to rezone the subject property to facilitate one 5-storey residential apartment building and one relocated single detached residential dwelling unit. The residential apartment will provide 152 residential units, 169 parking spaces, 56 bicycle parking spaces, and associated indoor and outdoor amenity areas. The relocated residential dwelling unit will ensure the long-term protection of the heritage structure, that will be a gateway into the community.







## PROPOSED ZONING

APPLICANT: \_\_\_\_\_

FILES: \_\_\_\_\_

**SCHEDULE A**

-  Remain as EP
-  Rezone from EP, C4(295), R7(374) to RA2-XX
-  Rezone from RU to R1-XX
-  Rezone from RU, C4(295), R7(374) to EP



Source: Town of Aurora

# D

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## Appendix D: Policy Appendix



## Appendix D – Policy Assessment

**Table 1: Planning Act, R.S.O. 1990 (Planning Act) - Assessment of Provincial Interests**

SECTION	MATTERS OF PROVINCIAL INTEREST	ASSESSMENT
<b>Part I- Provincial Administration</b>		
<b>Provincial Interest</b>		
<b>Section 2</b>		
<b>2</b>	<i>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,</i>	The Environmental Impact Statement ("EIS") prepared by Birks NHC and Terrapex, concludes that the potential ecological impacts to the Subject Lands from the proposed development are mitigable provided that the listed mitigation measures are applied accordingly.
	<i>(a) the protection of ecological systems, including natural areas, features and functions;</i>  <i>(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;</i>	<p>16003 Yonge Street is a designated heritage property under Part IV of the OHA, that contains a two-storey brick house, known as the "Red House". The Heritage Impact Assessment ("HIA") prepared by ERA, concludes that the proposed development conserves the cultural value of the Red House through retaining its connection to locally significant owners and maintaining its physical, visual, and historical links to the surrounding context.</p> <p>The Stage 2 Archaeological Assessment completed by ASI concludes that based on the findings of the test pit surveys completed as part of the assessment, no further archaeological assessments of the Subject Lands are required.</p>

SECTION	MATTERS OF PROVINCIAL INTEREST	ASSESSMENT
	<i>(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;</i>	As stated in the Urban Transportation Considerations ("UTC") Report prepared by BA Group, and the Functional Servicing and Stormwater Management Report ("FSSWMR") prepared by Fabian Papa & Partners, the proposed development will make efficient use of the existing municipal services and transportation infrastructure.
	<i>(h) the orderly development of safe and healthy communities;</i>	The proposal allows for the orderly residential redevelopment of lands located within a Strategic Growth Area ("SGA"), that intensifies the site and promotes the creation of safe and healthy communities that are accessible, walkable, and lively.
	<i>(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;</i>	The development will follow all relevant requirements of the Ontario Building Code and the Accessibility for Ontarians with Disabilities Act. These matters will be addressed during the Site Plan and Building Permit stages.
	<i>(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;</i>	Recreational, social, and cultural amenities, including, indoor and outdoor amenity areas will be provided as part of the proposal.
	<i>(j) the adequate provision of a full range of housing, including affordable housing;</i>	The proposed development will provide 152 residential units of varying size and typologies that will contribute to the creation of new housing stock that will diversify the housing options to meet the needs of various demographics.
	<i>(l) the protection of the financial and economic well-being of the Province and its municipalities;</i>	The proposal will be supported by existing roadways and make efficient use of existing municipal servicing infrastructure, thereby limiting additional costs to the Province or municipality.
	<i>(p) the appropriate location of growth and development;</i>	The proposal is located at the northern-most boundary of the Aurora Settlement Area, along the Regional BRT Corridor. Lands

SECTION	MATTERS OF PROVINCIAL INTEREST	ASSESSMENT
		along the Regional BRT Corridor are designated as an SGA, intended to accommodate higher density, transit-supportive residential developments.
	<i>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</i>	The proposed development incorporates transit-supportive density in proximity to regional and local transit that connects residents to the surrounding community and municipalities.
	<i>(r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</i>	The Urban Design Brief ("UDB") prepared by MHBC, concludes that the proposed development provides an attractive built form that is compact, compatible with surrounding uses, and promotes a vibrant public realm.
	<i>(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.</i>	The Subject Lands are located adjacent to existing local and regional transit, and near to a public trail system that provides future residents with convenient public and active transportation options as an alternative to the personal automobile, supporting the reduction of greenhouse gas emissions.

**Table 2: Provincial Planning Statement 2024 – Assessment of Consistency**

PROVINCIAL PLANNING STATEMENT 2024		
Section	Policy	Assessment
<b>Section 2: Building Homes, Sustaining Strong and Competitive Communities</b>		
<b>2.1-Planning for People and Homes</b>		
<b>2.1.2.</b>	<i>Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.</i>	The proposed OPA and ZBA will facilitate the development of a residential apartment that will achieve a density of 316 units per net residential hectare, that will support the Region and Town in meeting their targets for residential intensification for the Regional SGAs.
<b>2.1.4</b>	<p><i>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 zoned, including units in draft approved or registered plans</i></p>	The proposed development will provide 152 residential units, that are of varying size, type, and design, that will meet the market-demands for housing of current and future residents.
<b>2.1.6</b>	<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 childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</i></p>	The proposed multi-unit residential apartment development will support the creation of a complete community through contributing to the range and mix of uses and housing options near existing employment and institutional facilities, commercial areas, and existing parks and open spaces uses. The provision of housing by a regional transit route and active transportation systems supports an improved quality for residents that may be of all ages, abilities or incomes.

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
	<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>	
<b>2.2- Housing</b>		
<b>2.2.1</b>	<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>b) permitting and facilitating:</i></p> <ol style="list-style-type: none"> <li><i>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</i></li> <li><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></li> </ol> <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>The proposed development features a diverse range of unit typologies including, studio, one bedroom, two bedroom, and three-bedroom units that ensure housing needs are met for a wide variety of residents at various stages of their lives. The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards.</p> <p>The proposed development will make efficient use of existing and available servicing and transportation infrastructure, as stated in the FSSWMR prepared by fabian papa &amp; partners and UTC Report prepared by BA Group and will introduce transit-supportive densities and amenities that promote the use of existing transit and active transportation.</p>

PROVINCIAL PLANNING STATEMENT 2024		
Section	Policy	Assessment
Section 2.3- Settlement Areas and Settlement Area Boundary Expansions		
Section 2.3.1- General Policies for Settlement Areas		
<b>2.3.1.1</b>	<i>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</i>	The Subject Lands are located within a Regional Corridor in the Settlement Area of Aurora which, is a Regional Strategic Growth Area intended to accommodate a significant portion of the planned intensification and growth.
<b>2.3.1.2</b>	<i>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</i> <ul style="list-style-type: none"> <li><i>a) efficiently use land and resources;</i></li> <li><i>b) optimize existing and planned infrastructure and public service facilities;</i></li> <li><i>c) support active transportation;</i></li> <li><i>d) are transit-supportive, as appropriate</i></li> </ul>	The proposed development supports the efficient use of land and resources through facilitating the intensification of underutilized lands with a residential apartment that makes efficient use of existing water, wastewater, and stormwater infrastructure, as outlined in the FSSWMR prepared by Fabian Papa & Partners. The proposed development provides transit-supportive densities adjacent to the Regional Corridor/BRT Line with connections to existing active transportation trails.
<b>2.3.1.3</b>	<i>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities</i>	The development proposal will allow for the intensification of lands within a Regional Corridor, intended to accommodate the Region's most intensive development, with residential uses that contribute to the range and mix of uses and housing options in the area in support of a complete community.
<b>2.3.1.4</b>	<i>Planning authorities are encouraged to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</i>	The Subject Lands are located within the Yonge Street Regional Corridor and achieves a density of 316 units per net residential hectare.
Section 2.4-Strategic Growth Areas		
Section- 2.4.1 General Policies for Strategic Growth Areas		
<b>2.4.1.1</b>	<i>Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.</i>	As per the Region of York Official Plan, the Subject Lands are located in a Regional Corridor which, is an SGAs intended to accommodate transit-supportive growth and intensification.
<b>2.4.1.2</b>	<i>To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:</i>	The Subject Lands are within an area for intensification identified by York Region and the Town of Aurora, where convenient access to services and public service facilities will

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
	<p><i>a) to accommodate significant population and employment growth;</i></p> <p><i>b) as focal areas for education, commercial, recreational, and cultural uses;</i></p> <p><i>c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and</i></p> <p><i>d) to support affordable, accessible, and equitable housing.</i></p>	support the creation of a complete community for future residents. The proposed residential apartment development will support the creation of a complete community through providing 152 residential units that will broaden the range and mix of housing options in the Town, accommodate population growth, and promote the use of transit.
<b>2.4.1.3</b>	<p><i>Planning Authorities should:</i></p> <p><i>a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;</i></p> <p><i>b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;</i></p> <p><i>c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;</i></p>	The proposed OPA will allow for the development of a 5-storey residential development that is supported by sufficient transportation and servicing infrastructure, as stated in the FSSWMR prepared by Fabian Papa & Partners and the UTC Report prepared by BA Group. The growth contemplated through the proposed development will support the intensification goals for the Regional Corridor, while maintaining compatibility with the surrounding community.
<b>Section 2.4.3- Frequent Transit Corridors</b>		
<b>2.4.3.1</b>	<i>Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.</i>	The proposed residential development will achieve a density of 316 units per net residential hectare that will support the Region and Town's intensification goals for the Regional Corridor, intended to accommodate higher density, transit-supportive development.
<b>Section 2.9- Energy Conservation, Air Quality and Climate Change</b>		
<b>2.9.1</b>	<i>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</i>	The proposed development prepares for, and adapts to, the impacts of a changing climate through providing a compact development that optimizes existing and planned



## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
	<p><i>a) support the achievement of compact, transit-supportive, and complete communities;</i></p> <p><i>b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;</i></p> <p><i>c) support energy conservation and efficiency;</i></p> <p><i>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and</i></p> <p><i>e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.</i></p>	infrastructure, encourages the use of local transit, and incorporates elements of green infrastructure.
<b>Section 3- Infrastructure and Facilities</b>		
<b>Section 3.1- General Policies for Infrastructure and Public Service Facilities</b>		
<b>3.1.2</b>	<p><i>Before consideration is given to developing new infrastructure and public service facilities:</i></p> <p><i>a) the use of existing infrastructure and public service facilities should be optimized; and</i></p> <p><i>b) opportunities for adaptive re-use should be considered, wherever feasible.</i></p>	As stated in the FSSWMR prepared by fabian papa & partners, the proposed water and fire demands are within acceptable ranges, that can be accommodated by the existing municipal water supply infrastructure on Old Yonge Street. The receiving sanitary sewer network on Old Yonge Street can accommodate the proposed development.
<b>Section 3.2- Transportation</b>		
<b>3.2.2</b>	<i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i>	As stated in the UTC Report prepared by BA Group, the preliminary TDM strategies considered as part of the proposed development include bicycle parking, bicycle repair stations, and travel mode information packages. Specific details of the TDM Strategy will be confirmed through a future Site Plan Application.

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
Section 3.3- Transportation and Infrastructure Corridors		
3.3.1.	Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.	The Subject Lands has frontage along Yonge Street, Old Yonge Street, and St. John's Sideroad. The proposed development will protect the right-of-way and function of the surrounding roads through providing a roadway dedication along Old Yonge Street.
3.3.3.	New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.	
Section 3.6- Sewage, Water and Stormwater		
3.6.1.	Planning for sewage and water services shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;  c) promote water and energy conservation and efficiency;	The proposed development will operate on full municipal servicing, thereby promoting efficient use and optimization of existing and planned infrastructure, as outlined in the FSSWMR prepared by fabian papa & partners.
3.6.2.	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	As stated in the FSSWMR prepared by fabian papa & partners, and as described in policy response 3.6.1, the proposed development will operate on full municipal servicing.
3.6.8	Planning for stormwater management shall: a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;	The proposed stormwater management approach will address the noted criteria and has been designed in accordance with all Regional and Municipal requirements. Please see the FSSWMR prepared by fabian papa & partners, included in this application, for a detailed description of the SWM measures undertaken for the proposed development.

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
	<ul style="list-style-type: none"> <li><i>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</i></li> <li><i>c) minimize erosion and changes in water balance including through the use of green infrastructure;</i></li> <li><i>d) mitigate risks to human health, safety, property and the environment;</i></li> <li><i>e) maximize the extent and function of vegetative and pervious surfaces;</i></li> <li><i>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</i></li> <li><i>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</i></li> </ul>	
<b>Section 3.9- Public Spaces, Recreation, Parks, Trails and Open Space</b>		
<b>3.9.1.</b>	<p><i>Healthy, active, and inclusive communities should be promoted by:</i></p> <ul style="list-style-type: none"> <li><i>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></li> <li><i>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></li> </ul>	<p>The proposed development will provide indoor and outdoor amenity space and connections to surrounding parks and active transportation routes that will encourage an active and healthy lifestyle for residents of the proposed development.</p>
<b>Section 4.0- Wise Use and Management of Resources</b>		

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
<b>Section 4.1-Natural Heritage</b>		
<b>4.1.4</b>	<i>Development and site alteration shall not be permitted in: c) significant wetlands in Ecoregions 5E, 6E and 7E</i>	The EIS prepared by Birks NHC and Terrapex, determined that there are marsh communities on the Subject Lands. These marshes are not provincially significant wetlands. The EIS concluded that, through the implementation of the mitigation measures outlined in the EIS including, the 30.0 metre buffer to the marsh communities, the potential ecological impacts associated with the proposed development are mitigable.
<b>4.1.5</b>	<i>Development and site alteration shall not be permitted in: b) significant woodlands in Ecoregions 6E and 7E</i>	The Subject Lands do not contain any Provincially Significant Woodlands nor any Regional/Town Woodland.
<b>4.1.8</b>	<i>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>	As stated in the EIS prepared by Birks NHC & Terrapex, the mitigation measures recommended in the EIS have been developed to avoid and mitigate potential negative ecological impacts associated with the proposed development on the key natural heritage features ("KNHF") and key hydrologic features ("KHF") within and adjacent to the Subject Lands. Overall, the potential ecological impacts are mitigable, provided the listed mitigation measures are implemented accordingly.
<b>Section 4.2- Water</b>		
<b>4.2.2</b>	<i>Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.</i>	A Hydrogeological Report was prepared by Terrapex and is enclosed with this application.
<b>Section 4.6- Cultural Heritage and Archaeology</b>		
<b>4.6.1</b>	<i>Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.</i>	As stated in the HIA prepared by ERA the proposed development integrates design strategies that will mitigate the impacts on the cultural heritage value of the Red House. The main building volume of the Red House is retained through the proposal effectively, conserving its legibility as a mid-19th-century rural residence. The relocation of the Red House to the north-adjacent lot enhances public visibility by reorienting the
<b>4.6.3</b>	<i>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved</i>	

## PROVINCIAL PLANNING STATEMENT 2024

Section	Policy	Assessment
		<p>house toward Old Yonge Street, while maintaining residential privacy. A sympathetic yet distinct rear addition is tucked behind the house, ensuring minimal visual impact. The new residential building proposed south of the Red House, remains visually separate from the House through the use of stepdowns and a green buffer that reinforces separation between the buildings and the house's rural character. The HIA concludes that, through the implementation of these design strategies, the proposed development will conserve the cultural heritage value of the Red House.</p> <p>The Stage 2 Archaeological Assessment completed by ASI concluded that no further archaeological assessments of the Subject Lands are required.</p>
<b>Section 5- Protecting Public Health and Safety</b>		
<b>Section 5.1- General Policies for Natural and Human-Made Hazards</b>		
<b>5.1.1</b>	<i>Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.</i>	As stated in the Geotechnical Report prepared by Terrapex, the proposed residential apartment and single-dwelling unit will respect the LTSTOS to minimize risks to public health and safety.
<b>Section 5.2- Natural Hazards</b>		
<b>5.2.1</b>	<i>Planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and hazardous sites and manage development in these areas, in accordance with provincial guidance.</i>	The Geotechnical Investigation and Slope Stability Assessment prepared by Terrapex, enclosed with this application, determined the LTSTOS on the Subject Lands. The proposed development will respect the LTSTOS.
<b>5.2.2</b>	<i>Development shall generally be directed to areas outside of:</i> c) <i>hazardous sites</i>	

**Table 3: Lake Simcoe Protection Plan**

SECTION	LAKE SIMCOE PROTECTION PLAN	ASSESSMENT
<b>4.8 DP</b>	<p><i>An application for major development shall be accompanied by a stormwater management plan that demonstrates:</i></p> <ul style="list-style-type: none"> <li><i>a. consistency with stormwater management master plans prepared under policy 4.5, when completed;</i></li> <li><i>b. consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;</i></li> <li><i>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;</i></li> <li><i>d. through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and</i></li> <li><i>e. through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.</i></li> </ul>	<p>An FSSWMR was prepared by Fabian Papa &amp; Partners that describes the stormwater management strategy for the proposed development. The stormwater management servicing strategy has been prepared in conjunction with the Town of Aurora designs standards, the MECP Stormwater Management Practices Planning and Design Manual (2003), and the LSRCA Watershed Development policies. Please see the FSSWMR enclosed with this application for a detailed list of the quality and quantity controls proposed for stormwater management. The FSSWMR concludes that, through the implementation of the stormwater management scheme outlined in the report, the proposed development is feasible from a stormwater management perspective.</p>
<b>4.9 DP</b>	<p><i>Stormwater management works that are established to serve new major development in the Lake Simcoe watershed shall not be permitted unless the works have been designed to satisfy the Enhanced Protection level specified in Chapter 3 of the MOE's "Stormwater Management Planning and Design Manual 2003", as amended from time to time.</i></p> <p><i>This policy does not apply if the works are intended to serve an infill development or a redevelopment within a settlement area, it is not feasible to comply with the specified design standard,</i></p>	

SECTION	LAKE SIMCOE PROTECTION PLAN	ASSESSMENT
	<i>and the person seeking to establish the works demonstrates that the works incorporate the most effective measures in the circumstances to control the quality and quantity of stormwater related to the development or redevelopment.</i>	
<b>South Georgian Bay Lake Simcoe Source Water Protection Plan</b>		
<b>LUP-12</b>	<i>Planning Approval Authorities shall only permit new major development (excluding single detached residential, barns and non-commercial structures that are accessory to an agricultural operation) in a WHPA-Q2 where the activity would be a significant drinking water threat, where it can be demonstrated through the submission of a hydrogeological study that the existing water balance can be maintained through the use of best management practices such as low impact development. Where necessary, implementation and maximization of off-site recharge enhancement within the same WHPA-Q2 to compensate for any predicted loss of recharge from the development.</i>	A Hydrogeological Report has been prepared by Terrapex and has been submitted with this application.
<b>LUP-13</b>	<i>Planning Approval Authorities shall require the use of best management practices such as low impact development to maintain pre-development recharge rates for non-major developments or site alterations in a WHPA-Q2 assigned a moderate risk level, where the activity would be a significant drinking water threat.</i>	The proposed development will incorporate best management practices for stormwater management, as stated in the FSSWMR prepared by Fabian Papa & Partners.



**Table 4: York Region Official Plan– Assessment of Conformity**

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>Section 2.0- The Foundation for Complete Communities</b>		
<b>Section 2.1- Regional structure</b>		
<b>2.1.2</b>	<p><i>It is the policy of Council:</i></p> <p><i>That the policies of this Plan be based on the Regional Structure on Map 1 outlining:</i></p> <p><i>a. Areas that provide the focus for growth and development including the Urban Area, Towns and Villages, and Regional Centres and Corridors.</i></p>	<p>The Subject Lands are located along the Region’s Rapid Transit Corridor along Yonge Street, which is an area intended for growth and development in support of alternative modes of transportation and the efficient use of existing infrastructure.</p>
<b>2.1.3</b>	<p><i>That the Regional Structure consists of land use designations on Map 1A. This Plan includes specific goals, objectives, policies and permitted uses for each land use designation that govern development. Land use designations include:</i></p> <p><i>a. Community Areas, where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth.</i></p>	<p>The Subject Lands are located within the Community Area of the Town of Aurora, where residential growth is intended to occur. The proposed development will support the growth of the Community Area through providing a residential development that contributes to the range and mix of uses and housing options, that support the creation of a complete community.</p>
<b>2.1.4</b>	<p><i>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. The urban system includes the following components:</i></p> <p><i>a. Built-up area, based on the Provincially defined built boundary identified in the report ‘Built Boundary for the Growth Plan for the Greater Golden Horseshoe, 2006’,</i></p>	<p>The Subject Lands are located within the Regional Corridor within the Built Boundary of the Town of Aurora. The proposed development will support the objectives of the Regional Corridor through intensifying underutilized lands with a compact, transit-supportive residential infill development.</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>where the minimum 50% intensification target applies annually;</i></p> <p><i>c. Regional Centres and Corridors, the focus of York Region's most intensive development connected by transit-supportive intensification and Regional corridors.</i></p>	
<b>Section 2.2- Integrated Growth Management</b>		
<b>2.2.2</b>	<p><i>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 proposed OPA and ZBA will allow for the orderly development of a compact residential apartment with transit-supportive densities that makes efficient use of the land and available infrastructure and supports the creation of a complete community.</p>
<b>2.2.6</b>	<p><i>To continue to recognize the role of partners in building communities and to encourage greater coordination and information exchange with local municipalities, the development industry, conservation authorities, Indigenous communities and other interested groups to ensure:</i></p> <ul style="list-style-type: none"> <li><i>a. a comprehensive, integrated and collaborative planning process;</i></li> <li><i>b. the early identification of capital infrastructure (roads, transit, water and wastewater) and human services requirements;</i></li> <li><i>c. the coordination of the delivery of capital infrastructure and human services;</i></li> <li><i>d. protection and enhancement of the Regional Greenlands System and Agriculture System;</i></li> <li><i>e. continuous improvement for an efficient and timely approvals process.</i></li> </ul>	<p>The proposed development represents an opportunity for the Town and landowner to collaborate and invest in the timely and efficient development of an underutilized site, with available services and infrastructure, that will support the Town in meeting their required growth targets and protect the regional greenlands system.</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>2.2.11</b>	<i>That development shall be prioritized in locations with existing Regional infrastructure capacity.</i>	
<b>Section 2.3- Supporting Complete Communities</b>		
<b>2.3.1</b>	<p><i>It is the policy of Council:</i></p> <p><i>That communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities.</i></p>	<p>The Subject Lands are located within walking distance of several active transportation routes, and the Yonge Street BRT, that provide connections to the broader community. The proposed development will leverage the accessibility and connectivity of the site, through providing a compact residential apartment, with transit-supportive densities.</p>
<b>2.3.2</b>	<i>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>	
<b>2.3.13.</b>	<p><i>That communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods, which:</i></p> <ul style="list-style-type: none"> <li><i>a. Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;</i></li> <li><i>b. Complement the character of the existing community's unique sense of place to foster social connections and inclusion;</i></li> <li><i>c. Promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions;</i></li> <li><i>d. Promote landscaping including increasing tree canopy for shaded areas and community greening to promote environmental sustainability;</i></li> <li><i>f. Ensure appropriate transition to surrounding land uses to support land use compatibility;</i></li> </ul>	<p>The proposed development will provide a 5-storey apartment building with an appropriate scale and massing, and an attractive built form and streetscape that will contribute to the existing character of the community. A new public realm will be established along Old Yonge Street—where none previously existed—by orienting the building to frame the street, incorporating enhanced landscaping, a pedestrian walkway, and a design focused on walkability. The transit-supportive density of the development will further promote the use of nearby public and active transportation options.</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>g. Use strategic building placement and orientation to emphasize walkability, accessibility and pedestrian visibility;</i></p> <p><i>h. Apply best practices and guidelines to implement transit-supportive development;</i></p>	
<b>2.3.17</b>	<i>That development shall be supported by a mobility plan, prioritizing active transportation and transit. The plan shall assess impacts on York Region's transportation system, infrastructure and surrounding land uses.</i>	The proposed development is supported by an UTC prepared by BA Group, enclosed with this application.
<b>2.3.19</b>	<p><i>That local municipalities shall, in consultation with York Region and related agencies, incorporate parking management policies and standards through planning and development tools that include:</i></p> <p><i>a. reduced minimum and maximum parking requirements that reflect the walking distance to transit and complementary uses, where appropriate.</i></p>	As stated in the UTC prepared by BA Group, the reduced parking rate proposed for the development will appropriately meet the needs of the development given the sites proximity to the future Yonge Street BRT, transit-oriented parking rates in comparable GTHA municipalities, and approved parking precedents in the Town of Aurora.
<b>2.3.44</b>	<p><i>It is the policy of Council:</i></p> <p><i>To require that local municipal official plan and zoning by-laws permit a range of housing options, unit sizes, tenure and levels of affordability within each community, including:</i></p> <p><i>d. permitting, facilitating and appropriately distributing housing options throughout communities.</i></p>	The proposed residential development will provide a 5-storey residential apartment building and a single detached dwelling unit that will increase the housing options near active and public transportation routes. The 152 residential units provided through the proposed development will range in size and type from studio to 3-bedroom units to meet the needs of a broad demographic.
<b>Supporting and Growing the York Region Economy</b>		
<b>2.3.50</b>	<i>To encourage local municipalities to foster an economic environment that supports businesses, grows employment and volunteer opportunities, and attracts and retains talent by</i>	The location of the proposed residential development provides future residents with options to work locally or regionally. Access to these employment options is provided through, not only the local transit system, but also the regional bus and train systems.

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>developing policies in their official plans, strategies and programs, which may include:</i></p> <p><i>d. supporting the diverse workforce by providing a mix and range of housing options and tenures, including affordable housing.</i></p>	
<b>Section- 2.4 Cultural Heritage</b>		
<b>2.4.2</b>	<p><i>To promote well-designed built form and cultural heritage planning, and to conserve features that help define character, including built heritage resources and cultural heritage landscapes.</i></p>	<p>As stated in the HIA prepared by ERA, the main building volume of the Red House will be retained through the proposal, conserving its legibility as a mid-19<sup>th</sup>-century rural residence. Relocating the Red House to the northern portion of the site will enhance the public's visibility of the building and its contributions to the community. A sympathetic yet distinct rear addition will be tucked behind the house ensuring minimal visual impact. These design strategies will conserve the cultural heritage value of the Red House.</p>
<b>Section 3.0- A Sustainable Natural Environment</b>		
<b>Section 3.1- Planning for Natural Systems</b>		
<b>3.1.1</b>	<p><i>It is the policy of Council:</i></p> <p><i>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>Map 6, Wellhead Protection Areas (WHPA) of the York ROP indicates that the Subject Lands are within the "0 to 2 year Zone/WHPA-B" and "100 m Zone/WHPA-A" (Figure 11). As per Map 7, Vulnerable Aquifers of the ROP, the Subject Lands is not located within a Highly Vulnerable Aquifer (Figure 12). The Hydrogeological Report prepared by Terrapex, attached to this submission addresses the mitigation measures to be undertaken regarding these areas.</p>
<b>3.1.2</b>	<p><i>That the Regional Greenlands System and water resource system shown on Maps 2, 7, 9, 12A and 12B are overlays and should be read in conjunction with other policies in this Plan relevant to the underlying land use designation.</i></p>	<p>As per Map 2, Regional Greenlands System of the ROP, the western border of the Subject Lands, along Yonge Street, contains portions of the "Regional Greenlands System" (Figure 8). As per Map 4,</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>3.1.4</b>	<i>That in the Urban Areas ..., the Regional Greenlands System and water resource system shall be designated more specifically in local official plans and secondary plans and integrated into community design using best available scientific information in consultation with conservation authorities. These plans shall contain mapping, policies and detail initiatives that identify remedial works, restoration and enhancement opportunities within and around the system to build its resilience over the long term.</i>	Key Hydrologic Features, these features are not considered to be key hydrologic features (Figure 9). The greenlands system on the Subject Lands was studied through an EIS prepared by Terrapex and Birks NHC, which concluded that the potential ecological impacts to the Subject Lands are mitigable provided the listed mitigation measures in the EIS are applied accordingly.
<b>Section- 3.2 Regional Greenlands System</b>		
<b>3.2.1</b>	<i>It is the policy of Council:  That the Regional Greenlands System (as shown on Map 2) consists of cores, corridors, and linkages. These include the Oak Ridges Moraine Conservation Plan's Natural Core Area and Natural Linkage Area designations, the Natural Heritage System within the Protected Countryside of the Greenbelt Plan, the Natural Heritage System for the Growth Plan, approved local natural heritage systems, key natural heritage features, key hydrologic features and functions, and the lands necessary to maintain these features within a system.</i>	As per Map 2, Regional Greenlands System of the Region of York OP, the Subject Lands contains portions of the "Regional Greenlands System" along the western portion of the Subject Lands (Figure 8). These lands are evaluated through an EIS enclosed with this application.
<b>3.2.3.</b>	<i>That development and site alteration be prohibited within the Regional Greenlands System</i>	The EIS prepared by Birks NHC and Terrapex for the proposed development determined that the Subject Lands and adjacent lands contain KNHF and KHF. The intent of the EIS was to characterize the pertinent KNHF and KHF and make recommendation measures to mitigate any potential negative ecological impacts associated with the proposal. The EIS concluded that through the implementation of the mitigation measures described in the EIS, the potential impacts from the proposed development are mitigable. Particularly, the marsh community
<b>3.2.4</b>	<i>That development and site alteration applications within 120 metres of the Regional Greenlands System shall be accompanied by an environmental impact study.  The requirement for, content and scope of the environmental impact study will be determined through the pre-consultation meeting. The environmental impact study shall also address any</i>	

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<i>requirements of the local municipality and all applicable Provincial plans.</i>	identified on the western border of the Subject Lands will be protected through a 30.0 metre development buffer, as further described in the EIS.
<b>3.2.7.</b>	<i>That where lands within the Regional Greenlands System are held in private ownership, nothing in this Plan requires that these lands be free and available for public use. Similarly, there is no obligation for a public agency to purchase lands identified as part of the Regional Greenlands System.</i>	
<b>Section 3.3- Water Resource System</b>		
<b>3.3.1.</b>	<i>To protect, restore and enhance the water resource system as shown on Maps 4, 7 and 12A and 12B.</i>	As per Map 4 and 7, of the ROP, the Subject Lands do not contain key hydrologic features and are not located within a highly vulnerable aquifer (Figure 9 and 12). As per Map 12A, the Subject Lands are located within a "Recharge Management Area (WHPA Q1/AQ2)" and have been studied through a Hydrogeological Report prepared by Terrapex.
<b>3.3.2.</b>	<i>That key hydrologic areas within York Region are shown on Maps 7, 12A and 12B and include:</i> <i>a) significant groundwater recharge areas;</i> <i>b) Ecologically Significant Groundwater Recharge Areas;</i> <i>c) highly vulnerable aquifers; and</i> <i>d) significant surface water contribution areas.</i>	
<b>3.3.6.</b>	<i>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>	A Hydrogeological Study was completed by Terrapex to characterize the subsurface groundwater conditions on the Subject Lands. Please see the Study enclosed with this application that describes how the water resource system on the Subject Lands will be protected through the development.



SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>3.3.7.</b>	<i>That in recharge management areas (as shown on Map 12A) development and site alteration will maintain pre-development recharge rates to the fullest extent possible.</i>	As stated in the FSSWMR, prepared by fabian papa & partners, the stormwater management servicing strategy proposed for the development has been prepared in conjunction with Town design standards, the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Practices Planning and Design Manual dated March 2003, and the LSRCA Watershed Development Policies. One of the relevant criteria from these plans, addressed in the report, is the maintenance of pre-development recharge onsite, to the greatest extent feasible
<b>Section 3.4- Natural Features</b>		
<b>3.4.5.</b>	<p><i>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>	An EIS was prepared by Birks Heritage Consultants Inc. ("Birks NHC") and Terrapex Environmental Ltd. ("Terrapex") in support of the proposed development. The purpose of the EIS was to identify and characterize key natural heritage features and functions associated with the Subject Lands and adjacent lands. Through the assessment, it was identified that the Subject Lands and adjacent lands contain Key Natural Heritage Features ("KNHF") and Key Hydrologic Features ("KHF"). KNHF/KHF identified on the Subject Lands include: march communities (non provincially significant); potential significant wildlife habitat ("SWH"); and potential and confirmed habitat of threatened or endangered species. KHNH/KNF within 120 metre of the Subject Lands include: unevaluated wetlands, significant woodlands, potential SWH, fish habitat, and potential habitat of threatened or endangered species.
<b>3.4.7.</b>	<i>That key natural heritage features and key hydrologic features shall be precisely delineated on a site-by-site basis using procedures established by the Province or other authorities, where applicable. Such delineation shall occur through the approval of Planning Act applications supported by appropriate technical studies such as master environmental servicing plans or environmental impact study(ies). Where such delineation refines boundaries shown on related maps within the Plan, updates to these maps can occur without an amendment to the Plan.</i>	Given the current urban landscape, road network and residential land use, there is no expectation that the proposed works would result in impacts to those adjacent KNHF or KHF assuming mitigation measures are implemented. In addition, a small area of forested land is proposed for removal, in proximity to wetland habitat. No direct impacts are expected to occur as a result of this removal and mitigation is recommended to ensure that the wetland
<b>3.4.9.</b>	<i>That an application for development and site alteration within 120 metres of a key natural heritage feature or key hydrological</i>	

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>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 application process. The environmental impact study shall also address the requirements of any applicable Provincial plan.</i></p>	<p>present on the property will continue to function unimpeded. Mitigation measures recommended in this report have been developed to avoid and mitigate potential negative ecological impacts associated with the proposed development. Recommended mitigation measures include: providing fencing around natural features, implementing a sediment and erosion control plan and tree protection plan, ensuring general equipment maintenance, providing dark sky lighting fixtures, controlling invasive species, and restricting vegetation removal during bird breeding season. Overall, potential ecological impacts are mitigable provided the listed mitigation measures are applied accordingly.</p>
<b>Wetlands</b>		
<p><b>3.4.20.</b></p>	<p><i>To permit development and site alteration within 120 metres of wetlands identified on Map 4, but not within the vegetation protection zone, subject to an approved environmental impact study that demonstrates no negative impacts to the wetland feature or its ecological functions. Notwithstanding the aforementioned, within the vegetation protection zone, development and site alteration may be permitted in accordance with policies 3.2.5.c and 3.2.5.d of the Plan.</i></p>	<p>As stated in EIS prepared by Birks NHC and Terrapex, the western portion of the Subject Lands is primarily undeveloped, with the exception of a laneway from Yonge Street. This undeveloped, naturalized area includes a mix of upland and wetland communities. As per local and provincial policies, the proposed development is located outside of any Key Natural Heritage Features ("KNHF"), and Key Hydrologic Features ("KHF"), and provides a minimum 30 metre setback to the wetland on the west side of the Subject Lands. As stated in the EIS, a small area of forested land is proposed for removal, in proximity to wetland habitat. No direct impacts are expected to occur as a result of this removal, and mitigation is recommended to ensure that the wetland present on the Subject Lands will continue to function unimpeded.</p>
<p><b>3.4.21.</b></p>	<p><i>That applications for development and site alteration within 120 metres of wetlands not evaluated per the Ontario Wetland Evaluation System, or wetlands not shown on Map 4 of the Plan shall be accompanied by an environmental impact study that determines their importance, functions and means of protection and/or maintenance of function, as appropriate, to the satisfaction of the approval authority.</i></p>	
<b>Section 3.5- Managing Hazards</b>		

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
3.5.1	<i>To direct development and site alteration in accordance with guidance developed by the Province, outside of hazardous lands and hazardous sites in accordance with provincial guidelines.</i>	The proposed development has been assessed through a Geotechnical and Slope Stability Study prepared by Terrapex, enclosed with this application. The Study determined the Long-Term Stable Top of Slope line on the Subject Lands and delineated a 6.0 metre setback from the slope line. It has been confirmed with the LSRCA that due to the constrained development area on the site, the 6-metre setback is not required for the proposed development. Therefore, the proposed development respects the Long-Term Stable Top of Slope line, determined by Terrapex.
3.5.2	<i>That development be planned and designed to demonstrate no negative flooding and erosion impacts.</i>	
3.5.3	<i>That development and site alteration are generally prohibited within defined portions of the floodplain, subject to conservation authority regulations.</i>	
3.5.5	<i>To require local official plans and zoning by-laws to contain policies and/or mapping to:</i>  <i>a. address floodplains, hazardous lands, hazardous sites and regulated lands;</i> <i>b. identify permitted uses and the requirement for setbacks or buffers;</i> <i>c. address land use within and adjacent to hazardous lands and hazardous sites.</i>	
3.5.6.	<i>To require setbacks, buffers and/or access allowance from hazardous lands and hazardous sites based on a minimum buffer where defined by the local municipality in consultation with the conservation authority, or such distance as may be determined through technical studies or to conform to Provincial regulations. Where hazardous lands and hazardous sites have been defined to include setbacks, buffers and/or access allowance, the Plan shall not require additional lands.</i>	
Section 4.0- An Urbanizing Region		
Section 4.1- The Urban System		

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>4.1.1</b>	<p><i>It is the policy of Council:</i></p> <p><i>That the primary location for growth and development within York Region take place within the Urban System which includes the following structural elements:</i></p> <ul style="list-style-type: none"> <li><i>a. Urban Area, Towns and Villages, and Centres and Corridors, as shown on Map 1;</i></li> <li><i>b. Community Area and Employment Area land use designations, as shown on Map 1A.</i></li> </ul>	<p>The Subject lands are situated within the Regional Corridor, along Yonge Street, within the Urban Area and the Community Area. The proposed development will support the objectives of the Regional Corridor through providing higher density, residential uses that encourage the use of transit and contribute to the housing options in the community.</p>
<b>4.1.3</b>	<p><i>That the forecasts in Table 1 be used as the basis for planning and development primarily within the Urban System in accordance with the following per Section 2.2 of this Plan:</i></p> <ul style="list-style-type: none"> <li><i>a. Strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:</i> <ul style="list-style-type: none"> <li><i>i. Regional Centres</i></li> <li><i>ii. Subway station major transit station areas</i></li> <li><i>iii. Other major transit station areas</i></li> <li><i>iv. Regional Corridors outside of major transit station areas</i></li> <li><i>v. Local centres and corridors.</i></li> </ul> </li> <li><i>b. the built-up area, outside of strategic growth areas, with small scale intensification and infill based on the local context;</i></li> </ul>	<p>The proposed development will support the objective of the lands, as a Regional Corridor outside of an MTSA, through providing a compact, infill development that increases density along an existing BRT line, while maintaining compatibility with the surrounding local context.</p>
<b>Section 4.2- Community Areas</b>		
<b>4.2.1</b>	<p><i>It is the policy of Council:</i></p> <p><i>That Community Areas, identified on Map 1A, are where the majority of residents, personal services, retail, arts, culture, recreational facilities and human services needs, will be located.</i></p>	<p>The proposed development will provide 152 residential units that will contribute to the range and mix of uses and housing options in the community, to meet the needs of a diverse population. The apartment development will achieve a density of 316 units per net</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<i>Employment opportunities shall also be encouraged within Community Areas.</i>	residential hectare which, will support the Town and the Region in meeting their required growth targets for the Regional Corridor and encourage the use of public and active transportation.
4.2.2	<i>That Community Areas shall contain a wide range and mix of housing types, sizes, tenures that include options that are affordable to residents at all stages of life. To require that local municipal official plans and zoning by-laws implement this mix and range of housing consistent with other Regional forecasts, intensification and density targets and the objectives of this Plan.</i>	
4.2.3	<i>That an adequate supply of housing be maintained by providing:</i> <i>a. a minimum 15-year supply of land designated for housing through intensification and redevelopment, and, if necessary, in designated greenfield areas; and</i> <i>b. a minimum 5-year supply of units with servicing capacity to facilitate residential intensification and redevelopment, and land in draft approved and registered plans</i>	
Section 4.4- Intensification		
4.4.1	<i>It is the policy of Council:</i> <i>That intensification be directed in accordance with the Regional hierarchy outlined in policy 4.4.2 to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context.</i>	The proposed OPA and ZBA applications will allow for the orderly and efficient redevelopment of underutilized lands in the built-up area of the Town of Aurora, where existing hard and soft services are available.
4.4.2	<i>That a minimum of 50% of all residential development between 2021 to 2041, and 55% from 2041 to 2051 occur annually within the built-up area identified on Map 1B.</i>	The proposal will provide 152 new residential units that will support the Region in meeting their targets for residential intensification within the built-up area.

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>4.4.3.</b>	<i>That strategic growth areas be the primary locations for concentrations of high density and mixed-use development in York Region.</i>	The proposed OPA and ZBA applications will facilitate the development of a five-storey residential apartment building, achieving a density of 316 units per net residential hectare within the Yonge Street Regional Corridor. The proposal supports a land use that aligns with the Region's intensification hierarchy, promotes increased use of existing and planned transit infrastructure, utilizes existing municipal services, and offers recreational and cultural amenities for future residents.
<b>4.4.5.</b>	<i>That local municipal official plans, secondary plans, or other comprehensive plans, and development contemplated within strategic growth areas shall plan for growth consistent with:</i> <ul style="list-style-type: none"> <li><i>a. The Regional intensification hierarchy outlined in policy 4.1.3;</i></li> <li><i>b. Existing and/or planned transit identified on Map 10 of the Plan,</i></li> <li><i>c. Water, water-wastewater and road infrastructure capacities;</i></li> <li><i>d. The provision of/access to local parks, schools, and other social, cultural, and commercial services</i></li> </ul>	
<b>4.4.7</b>	<i>That the majority of residential intensification shall be directed to locations which provide access to human, educational, and social services, retail, employment, arts, culture, parks, recreational facilities and transit within a 15 minute walk and in a manner that is consistent with the policies in Section 2.3 this Plan.</i>	The proposed infill development will provide 152 residential units of various unit sizes, from studio to family-sized 3-bedroom units, that increase housing choice in a location connected to existing commercial, employment, and educational uses and community amenities.
<b>4.4.8</b>	<i>That intensification shall include a variety of medium and high density dwelling unit types and sizes to provide housing choice. Larger family type units shall be encouraged to accommodate York Region's forecast.</i>	
<b>4.4.10.</b>	<i>That local municipalities shall complete and adopt intensification strategies based on the policies of the Plan. The local municipal</i>	The proposed development will achieve a density of 316 units per net residential hectare, supporting the Town of Aurora in meeting its intensification targets for the Yonge Street Regional Corridor.

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>intensification strategies, developed in cooperation with York Region, shall:</i></p> <ul style="list-style-type: none"> <li><i>a. Plan to meet or exceed intensification targets identified in Table 6</i></li> <li><i>b. Identify the role and planned function of each strategic growth area in conformity with the Regional intensification hierarchy in policy 4.1.3;</i></li> <li><i>c. Identify the planned residents and jobs target for each strategic growth area;</i></li> <li><i>d. Identify the role for other locations in Community Areas in accommodating additional residential units through gentle density along other major streets and in local infill:</i></li> <li><i>e. Plan for a range and mix of housing that is commensurate with the planned density and local context, considering affordable housing needs; and,</i></li> <li><i>f. identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets in local official plans.</i></li> </ul>	<p>The project will offer 152 residential units in a variety of sizes and types—including studio and three-bedroom units—to accommodate a diverse range of demographics and housing needs.</p>
<b>4.4.11</b>	<p><i>That local municipalities shall develop local municipal intensification hierarchies and identify minimum density and height targets for strategic growth areas in a manner that is consistent with the Regional intensification hierarchy.</i></p>	<p>The proposed development provides units that assist in achieving York Region’s intensification targets within the Built-up Area and within the Regional Corridor SGA.</p>
<b>4.4.13.</b>	<p><i>That development within strategic growth areas shall be prioritized along existing rapid transit corridors on Map 10 and in locations with existing water and wastewater capacity</i></p>	<p>As per Map 10 of the ROP, the Subject Lands are located along the “Yonge Street Rapid Transit Corridor” (Figure 31). As stated in the UTC prepared by BA Group, the YRT Blue line operates along</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
<b>4.4.14.</b>	<i>That rapid transit corridors identified in Map 10 be planned to support higher density development and improve access to multi-modal transit facilities over the long-term.</i>	Yonge Street, with a dedicated centre lane BRT north and south of the site. YRT has identified the segment of Yonge Street adjacent to the Subject Lands, as a location for a future BRT project. The proposal will support the intent of the Transit Corridor through providing higher density development that will increase the ridership of the future BRT.
<b>4.4.15</b>	<i>That local municipalities shall, in consultation with York Region, identify locations along Regional arterial roads and other major streets where the missing middle can be accommodated.</i>	The proposed development provides a 'missing middle' built form that complements, and is compatible with, the existing low density residential neighbourhoods in the surrounding area. This missing middle structure achieves the intensification targets that support the Regional Rapid Transit service along Yonge Street, that abuts the proposed development to the west.
<b>4.4.16</b>	<i>To work with local municipalities to encourage integration of gentle density and a mix and range of housing options within the built boundary, where local appropriate, through redevelopment of existing neighbourhoods.</i>	
<b>4.4.17.</b>	<i>That development within strategic growth areas be of an urban form and design that is compact, accessible, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.</i>	The proposed OPA and ZBA will allow for the development of a 5-storey residential apartment with a compact urban form and pedestrian-oriented public realm that achieves transit-supportive densities, while remaining compatible with surrounding development.
<b>4.4.19.</b>	<i>That strategic growth areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.</i>	
<b>4.4.24.</b>	<p><i>That secondary plans or other equivalent comprehensive planning studies and/or development contemplated within strategic growth areas address the following criteria, as appropriate, to the satisfaction of York Region:</i></p> <p><i>a. Minimum density requirements and targets established by York Region;</i></p>	The proposed OPA and ZBA applications will facilitate the redevelopment of the Subject Lands with a 5-storey residential apartment building that will contribute to a greater range and mix of housing options that achieves transit-supportive densities along the Yonge Street Regional Corridor. As outlined in the UDB prepared by MHBC, the building's form, massing, and façade have



SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<ul style="list-style-type: none"> <li><i>b. Minimum and maximum height and densities established by local municipalities;</i></li> <li><i>c. The planned population and jobs, as identified by local municipalities through local intensification strategies, secondary plans, and/or other comprehensive studies;</i></li> <li><i>e. A range of unit sizes and housing and tenure options;</i></li> <li><i>h. Vehicular and active transportation connections between sites and shared access;</i></li> <li><i>i. An urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons with ground-floor uses such as retail, human and personal services;</i></li> <li><i>j. Staging and phasing policies and/or plans that sequence development in an orderly way, coordinated with water, wastewater, and transportation capacity, residential/non-residential development thresholds, the provision of human services, community facilities, and other infrastructure;</i></li> <li><i>k. Excellence in urban design in accordance with policy 2.3.13 of the Plan and sustainable construction methods, as identified in section 2.3.1 of the Plan;</i></li> <li><i>l. Best practices and guidelines for transit-supportive development;</i></li> <li><i>s. Provisions for stormwater management in accordance with Section 6.5 of the Plan;</i></li> </ul>	<p>been thoughtfully designed to create a human-scaled environment that balances architectural quality with a strong sense of community. The proposal will be implemented in appropriate phases to ensure that sufficient infrastructure is in place to support the anticipated level of growth.</p>
4.4.25	<p><i>That approval of secondary plans and/or development within strategic growth areas shall be contingent on the availability of existing or planned infrastructure and other services and be</i></p>	

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<p><i>consistent with the Regional intensification hierarchy outlined in policy 4.1.3. York Region may require phasing of development on the basis of the capacity of water, wastewater and/or transportation and transit systems, and/or the timing of required infrastructure. York Region may also require the coordination of development applications to ensure an orderly, coordinated and phased approach to development and the provision of transportation, transit, water, wastewater and other infrastructure.</i></p>	
<b>Regional Corridors and Major Transit Station Areas</b>		
<b>4.4.34</b>	<p><i>It is the policy of Council:</i></p> <p><i>That the boundaries of the Regional Corridors shown on Map 1 be identified and designated in local official plans, secondary plans, and in consultation with York Region based on:</i></p> <ul style="list-style-type: none"> <li><i>a. reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;</i></li> <li><i>b. contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development;</i></li> <li><i>c. compatibility with and transition to adjacent and/or adjoining lands;</i></li> </ul>	<p>The proposed development will capitalize on the proximity of the Subject Lands to the Yonge Street BRT, that abuts the site to the west, through providing a compact, transit-supportive residential development with direct pedestrian access to the Regional Corridor. The proposed development will incorporate thoughtful built form, scale, and a transition in height to maintain compatibility with the existing surrounding neighbourhoods.</p>
<b>4.4.35</b>	<p><i>That Regional Corridors along transit routes function as urban mainstreets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-supportive built form and allow for active transportation.</i></p>	
<b>4.4.45</b>	<p><i>That development applications along Regional Corridors outside of MTSAs shall have regard to local context and impact on</i></p>	<p>The proposed development will support contextually appropriate growth by balancing the need for higher-density development</p>

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<i>achieving the Regional intensification hierarchy outlined in policy 4.1.3.</i>	along expanding transit corridors with the preservation of the character of established neighbourhoods.
<b>Section 6.0- Servicing Our Communities</b>		
<b>Section 6.1- Making Efficient Use of Infrastructure</b>		
<b>6.1.1.</b>	<i>To prioritize active transportation, transit, and goods movement and require that Transportation Demand Management measures to reduce single occupancy automobile trips are identified in transportation studies and in development applications.</i>	As described in the UTC prepared by BA Group, the proposed development will consider several TDM measures including, bicycle parking in excess of the zoning requirement, bicycle repair stations in the bicycle parking area, and the provision of travel mode information packages. The specific details of the TDM Strategy will be confirmed through the Site Plan process.
<b>6.1.3</b>	<i>To require development applications to complete a Mobility Plan to demonstrate how the proposed development is designed to support a transportation system for all users.</i>	A UTC has been prepared by BA Group, which describes how future residents will move within and beyond the Subject Lands.
<b>Section 6.3- Moving People and Goods</b>		
<b>6.3.3.</b>	<i>To provide connected, comfortable, safe and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people of all abilities.</i>	The proposed development will incorporate enhanced pedestrian and cyclist infrastructure including, bicycle parking, pedestrian pathways, and amenity areas that encourage the use of alternative modes of transportation.
<b>6.3.5.</b>	<i>To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, commuter lots, park and ride facilities, stations and terminals, where warranted.</i>	
<b>6.3.6</b>	<i>It is the policy of Council: To require local municipalities to include pedestrian and cycling connections where appropriate as a condition of development. Connections could include, but not limited to:</i>	The proposed development will provide connections to existing and planned cycling and pedestrian routes that abut the Subject Lands. In particular, the pedestrian pathway along the eastern side of the

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
	<ul style="list-style-type: none"> <li><i>a. Interconnections between local streets, cul-de-sacs, and across green spaces;</i></li> <li><i>b. Connections between developments and adjacent sidewalks.</i></li> </ul>	building, will connect future residents from the apartment to the right-of-way of Old Yonge Street.
<b>6.3.16</b>	<p><i>To achieve higher transit usage by supporting improvements in service, convenient access, connectivity and urban design, including the following:</i></p> <ul style="list-style-type: none"> <li><i>d. directing medium-and high-density urban development to major transit corridors;</i></li> </ul>	The proposed development will achieve a density of 316 units per net residential hectare that will support the Region in increasing the usage of the existing and planned expansions to the Yonge Street BRT line.
<b>6.3.28</b>	<i>To implement transit improvements on urban streets as identified on Map 10 and Map 11, which may include transit lanes, high-occupancy vehicle lanes, queue jump lanes, cycling facilities and other transit signal priority needs to support an integrated mobility network.</i>	As stated in the UTC Report prepared by BA Group, YRT is planning to implement a dedicated centre lane BRT service along the portion of Yonge Street that the development has frontage along. Implementation of the BRT lanes will preclude in and outbounds lefts to and from the site. For this reason, a RIRO is necessary to accommodate vehicular access to the site, while supporting the planned transit improvements contemplated by the Region.
<b>6.3.36</b>	<p><i>To limit direct vehicle access from developments adjacent to Regional roads by:</i></p> <ul style="list-style-type: none"> <li><i>a. Providing connections to local streets; and,</i></li> <li><i>b. Creating shared driveways by creating interconnections between adjacent properties.</i></li> </ul>	As stated in the UTC Report prepared by BA Group, the RIRO access along Yonge Street is appropriate to accommodate the needs of the development and protects for the planned improvements of the BRT along Yonge Street contemplated by YRT.
<b>Section 6.4- Water and Wastewater Servicing</b>		
<b>6.4.3</b>	<p><i>It is the policy of Council:</i></p> <p><i>That the provision of appropriate water and wastewater infrastructure and servicing capacity is coordinated with plans of subdivision, plans of condominium, site plans or any other development applications by local municipalities in order to ensure services are available prior to occupancy.</i></p>	As stated in the FSSWMR prepared by fabian papa & partners, the proposed water and fire demands are within acceptable ranges, that can be accommodated by the existing municipal water supply infrastructure on Old Yonge Street. The receiving sanitary sewer network on Old Yonge Street can accommodate the proposed development.

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
6.4.5	<i>To provide full municipal water and wastewater servicing to accommodate growth and maintain continual service in the Urban Area identified on Map 1.</i>	
Wellhead and Intake Protection		
6.4.25	<i>It is the policy of Council: That Wellhead Protection Areas and Intake Protection Zones are shown on Map 6.</i>	As per Map 6, of the ROP (Figure 11), the Subject Lands are located in "100 m Zone/WHPA-A" and "0 to 2 Year Zone/WHPA-B". The Hydrogeological Report prepared by Terrapex identified the wells on site and within 500 m of the site and conducted a groundwater monitoring assessment. The results of this analysis are provided in the Hydrogeological Report enclosed with this application.
6.4.26	<i>To require local municipalities to update official plans and zoning bylaws to incorporate Wellhead Protection Area and Intake Protection Zone policies and mapping as necessary.</i>	
6.4.27	<i>To protect the quality and quantity of Regional water supply from incompatible uses and sources of contamination with the Province, local municipalities and conservation authorities by implementing Source Protection Plans.</i>	
6.4.28	<i>That applications for any land use, except low density residential, in Wellhead Protection Areas A, B, C and Intake Protection Zone 1 will require a Section 59 notice pursuant to the Clean Water Act, 2006, issued by the Risk Management Official as part of the complete application requirements under the Planning Act, Condominium Act, 1998 and Building Code Act,1992</i>	
6.4.29	<i>That applications for development and/or site alteration proposed within Wellhead Protection Areas A, B, C and Intake Protection Zone 1 as identified on Map 6 are subject to the provisions of the Credit Valley, Toronto and Region and Central Lake Ontario and South Georgina Bay Lake Simcoe Source Protection Plans and certain land use activities may be prohibited.</i>	
Section 6.5- Stormwater Management		

SECTION	YORK REGION OFFICIAL PLAN	ASSESSMENT
6.5.3	<p><i>It is the policy of Council: To require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.</i></p>	<p>As described in the FSSWMR prepared by fabian papa &amp; partners, the stormwater management servicing strategy proposed for the development has been prepared in conjunction with Town design standards, the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Practices Planning and Design Manual dated March 2003, and the LSRCA Watershed Development Policies</p>
Section 7.0- Implementation of the Official Plan		
Section 7.4- Interpreting this Plan		
7.4.2	<p><i>It is the policy of Council: That all policies of this Plan must be considered together to determine conformity. Individual policies should not be read or interpreted in isolation.</i></p>	<p>The proposed OPA and ZBA applications support the vision for the Subject Lands as a Regional Corridor, through facilitating the development of a compact, transit-supportive residential development that will provide higher densities on an existing transit line, and increase housing choice in the community.</p>

**Table 5 – Town of Aurora Official Plan (2025)– Assessment of Conformity**

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>Section 2.0- The Vision</b>		
<b>Section 2.1- Fundamental Principles</b>		
<b>2.1</b>	<p><i>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.</i></p>	<p>The proposed OPA and ZBA applications will amend the Town of Aurora Official Plan to facilitate the development of the Subject Lands with a residential apartment that aligns with the growth management directions set by the Province and Region for SGAs. This proposal supports contextually appropriate growth by introducing higher-density development within an intensification area, where planned expansions to existing transit services are anticipated.</p>
	<p><i>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</i></p>	<p>As outlined in the UDB prepared by MHBC, which is enclosed with this application, the proposed development will promote design excellence in the Town by providing a high-quality, well-designed building. The development will create a pedestrian-friendly public realm, respect cultural heritage, and integrate seamlessly with the existing landscape.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<i>and Aurora's continued evolution as a memorable and beautiful place.</i>	
	<i>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.</i>	The proposal will provide 152 residential units that range in size from studio to 3-bedroom units, to meet a wide range of housing needs in the Town of Aurora.
	<i>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. It is an objective of the Town to ensure that all new development occurs in a manner that protects people and property and prevents social disruption from natural hazards such as flooding and erosion. The public cost or risk to the municipality and its residents resulting from natural hazards should be avoided and minimized.</i>	As stated in the EIS prepared by Birks NHC and Terrapex, the potential ecological impacts on the Subject Lands associated with the proposed development are mitigable, provided the listed mitigation measures are implemented.
	<i>m) Conserving Cultural Heritage Resources - To promote the conservation and enhancement of Aurora's cultural heritage resources. Cultural heritage resources, whether they are buildings, monuments, landscapes, archeological sites, or districts, tell the story of a community's evolution and provide important visual reminders that can help to define a sense of place. This Plan seeks to ensure that</i>	The HIA prepared by ERA, enclosed with this application, concludes that the proposal conserves the cultural heritage value of the "Red House" through retaining its connection to locally significant owners through relocation within its historically associated property and maintaining its physical, visual, and historical links to its context through its relation with the Pargeter House, Willow Farm, and Old Yonge Street. The development



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<i>Aurora's cultural heritage resources are conserved and enhanced to the longterm benefit of the community.</i>	successfully balances planning and heritage goals in accordance with provincial and municipal heritage policies and recognized professional conservation standards in Canada.
<b>Section 3.0 – Town Structure</b>		
<b>Section 3.1- Strategic Growth Areas</b>		
<b>3.1</b>	<i>The Town's Strategic Growth Areas are the preferred location for major office uses and 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>	As per Schedule A: Town Structure, the Subject Lands are located within the "Yonge Street Regional Corridor" which, is a Regional SGA (Figure 14). The proposed OPA and ZBA applications will support the intent of the SGA through intensifying the Subject Lands with a higher density, compact development that will support the use of transit within the Regional Corridor.
<b>Section 3.1.2 – Regional Corridor</b>		
<b>3.1.2</b>	<i>The Regional Corridor in Aurora consists of properties fronting onto Yonge Street. Intensification along the Regional Corridor will be greatest within the Aurora Promenade. Along the Yonge Street Regional Corridor, outside of the Aurora Promenade, intensification will occur at more limited densities, within low and mid-rise buildings. For lands along the Regional Corridor within the Aurora Promenade and Major Transit Station Area Secondary Plan, the maximum building heights shall be in accordance with Schedule D2. For the remaining lands along the Regional Corridor, notwithstanding any other policy of the plan, the maximum building height shall be 5 storeys.</i>	As the Subject Lands lie within the Yonge Street Regional Corridor, outside of the Aurora Promenade and MTSA Secondary Plan, notwithstanding any other policy of the plan, the maximum building height of development on the Subject Lands shall be 5-storeys. The proposed OPA is intended to amend the designation of the Subject Lands to a site-specific Medium-High Urban Residential designation with a maximum permitted height of 5-storeys and density of 316 units per net residential hectare, that will bring the permissions of the site into conformity with the direction and objectives for the Regional Corridor.
<b>Section 3.2- Residential Neighbourhoods</b>		
<b>3.2</b>	<i>Residential Neighbourhoods consist of existing residential neighbourhoods within the Town's Built-up Area that generally consist of lower densities than other residential areas in Town.</i>	As per Schedule A: Town Structure, the Subject Lands are located at the edge of the "Residential Neighborhood" designation, along a "Regional Corridor" (Figure 14). The York Region Official Plan

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>Existing Residential Neighbourhoods are envisioned to remain low density in nature, while generally accommodating gentle intensification in the form of additional dwelling units, as well as slightly denser forms of development on the edges of residential neighbourhoods, while maintaining and enhancing the existing character of the neighbourhood.</i></p>	<p>indicates that lands along Regional Corridors are to accommodate higher density intensification that supports the use of the transit corridor. The proposed development responds to this vision through intensifying the lands with a compact, transit-supportive infill development, that will provide 152 residential units of varying size and type that will increase the housing stock in the Town and remain compatible with the pattern of existing development.</p>
<b>Section 4.0- Promoting Responsible Growth Management</b>		
<b>Section 4.1- Objectives</b>		
<b>4.1</b>	<p><i>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%;</i></p> <p><i>c) Development and 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 development supports Councils directive to allocate higher density housing forms to designated Regional Corridors through providing a 5-storey residential apartment on underutilized lands within the Yonge Street Corridor that will increase the housing supply. As stated in the UDB prepared by MHBC Planning, the proposed development has been designed with an appropriate built form, scale, and massing that will contribute to the existing low-rise neighbourhood and the creation of a complete community.</p>
<b>Section 4.2- Accommodating Growth Projections</b>		
<b>4.2</b>	<p><i>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</i></p>	<p>The proposed OPA and ZBA will facilitate the development of underutilized lands within the built-up area in the Town of Aurora with a 5-storey apartment that will broaden the range of housing opportunities and result in positive physical, social, public health, economic and environmental benefits to the community. The new residential housing will be integrated within the existing Town</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>to 2051 in 10- year increments. These growth forecasts serve as the 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><i>d) This Plan will also aim to address other needs and challenges facing the Town of Aurora, such as providing a greater range of housing opportunities, strengthening the local economy, support for planned transit facilities and preserving the Town's rich natural and cultural heritage.</i></p>	<p>structure and built form typologies, while introducing density adjacent to Regional rapid transit services in a contiguous and compact urban form.</p>
	<p><i>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>The proposed OPA and ZBA applications will allow for the orderly and timely development of lands within a Regional Corridor in the built-up area of Aurora, with a 5-storey residential infill development that will make efficient use of existing municipal servicing and transportation infrastructure. The proposed development will provide 152 residential units that will contribute to the Town's goal of providing 45% of new residential growth through intensification, to meet the needs of the projected population to the year 2051. The proposed OPA incorporates a site-specific amendment to increase the maximum building height of the "Medium-High Urban Residential" designation to 5-storeys and the maximum density to 316 units per net residential hectare</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<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>f) Based on the Town's 2021 population of approximately 64,300 persons, there is a need to accommodate approximately 20,400 additional residents to the year 2051. This projected population growth shall be accommodated by a combination of intensification within the Built Boundary and new development within the Residential Designated Greenfield Areas. It is the intent of this Plan to allocate new population growth, as follows:</i></p> <p><i>i. Approximately 45 percent of new residential growth is to be accommodated through intensification. Residential Intensification within the Built Boundary. The majority of residential intensification will be directed to Strategic Growth Areas based on the following hierarchy:</i></p> <ul style="list-style-type: none"> <li><i>• Regional Corridors as identified on Schedule 'A': shall have a maximum height of 5 storeys / 17 metres</i></li> </ul> <p><i>ii. Within the Stable Neighbourhoods, new residential development, new residential development, is to be accommodated through small scale intensification and minor compatible infill based on the local context.</i></p>	<p>which, supports the Region's vision for the Yonge Street corridor, as a vibrant, transit-supportive growth area.</p>
	<p><i>g) Stable Neighbourhoods within Town are made up of generally low-density residential areas. Only gentle infill is anticipated within Stable Neighbourhoods which should be directed to the edges of residential neighbourhoods, which are those lands generally abutting major roads. Secondary residential dwelling units shall also be promoted and encouraged within</i></p>	<p>The lands located at 255-257 Old Yonge Street will remain designated as Stable Neighborhoods, as they will host the Red House, a low-rise single-detached residential dwelling unit relocated from 16003 Yonge Street.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<i>Stable Neighbourhoods. Development will be compatible with and respect the existing character of stable Neighbourhoods in accordance with the policies in Chapter 7 of this Plan</i>	
<b>Section 5.0- Ensuring Design Excellence</b>		
<b>Section 5.1- Objectives</b>		
<b>5.1</b>	<i>a) Encourage a high quality and consistent level of urban design for Aurora's public and private realms.</i>	As stated in the UDB prepared by MHBC, the proposed development will achieve a high-quality of urban design and a human-scaled design through design tactics such as, thoughtful stepbacks and setbacks, high-quality materiality and subtle landscaping, and appropriate massing.
	<i>b) Ensure community design practices are age-friendly and barrier-free.</i>	
	<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>	
	<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>	The proposed design approach will respect the existing context of the area through incorporating setbacks and setbacks including a 2.4 metres stepback at the fourth level of the building along Old Yonge Street and the south end of the building. The proposed apartment and relocated heritage house will act as a gateway into the community, that enhances community character. View corridors towards the Heritage building on site will be preserved and enhanced by strategically framing sightlines through building orientation and planting arrangements.
	<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>	
	<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>	
	<i>g) Encourage sustainable buildings that minimize energy use and reduce greenhouse gas emissions.</i>	As stated in the UDB prepared by MHBC, the planting design and selection for the site will ensure compatibility with the adjacent

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>h) Encourage landscaping to increase tree canopy, promote community greening and increase climate change resilience.</i></p>	<p>Greenlands System by implementing native plant species and low-impact landscape structures where applicable and as shown on the concept landscape plan.</p>
<b>Section 5.2- General Urban Design and Architectural Policies</b>		
<b>5.2</b>	<p><i>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>As stated in the UDB prepared by MHBC, the proposed development will achieve excellence in design through the consideration of the Town of Aurora Urban Design policies and standards.</p>
	<p><i>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.</i></p> <p><i>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.</i></p> <p><i>k) 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></p> <p><i>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 this Plan.</i></p>	<p>As stated in the UDB prepared by MHBC, the proposed development, inclusive of the 5-storey residential apartment and the relocated heritage dwelling will meet the design objectives of the Official Plan and ensure compatibility with the surrounding community.</p> <p>As stated in the HIA prepared by ERA, the main building volume of the Red House will be retained, conserving its legibility as a mid-19th-century rural residence. Relocating the House to the north-adjacent lot enhances the public visibility of the House through reorienting it towards Old Yonge Street, while maintaining residential privacy. A sympathetic yet distinct rear addition is tucked behind the house, ensuring minimal visual impact. The new 5-storey residential building to the south remains visually separate, stepping down from five storeys to three storeys on its north side to create a gradual transition to the Red House. A green buffer reinforces this separation with trees and other landscape elements used to screen and separate the new construction from the heritage lot. The landscape strategy reinforces the house's rural character, incorporating softscaped greenery, organic forms and informal plantings, and mature trees. The proposed apartment development at 219-237 Old Yonge and 16003 Yonge Street will complement the landscape and grades through</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
		appropriate siting and massing measures. The development will add visual interest and blend within the existing streetscapes of both the arterial road, as well as the Town's collector road.
<b>Section 5.3- Public Realm Design</b>		
<b>5.3</b>	<p><i>b) Streetscapes</i></p> <p><i>i. It is intended that all streetscapes will be designed to:</i></p> <ul style="list-style-type: none"> <li><i>• Respect the predominant character and function of the surrounding area;</i></li> <li><i>• Provide safe access for vehicles, pedestrians and bicycles;</i></li> <li><i>• Provide and/or maintain opportunities for vistas and view corridors; and,</i></li> <li><i>• Provide adequate space for pedestrian amenity areas, street furnishings and utilities and services.</i></li> </ul>	<p>As outlined in the UDB prepared by MHBC, the proposed development will deliver an attractive, well-built form and streetscape that frames the right-of-way along Old Yonge Street. A pedestrian-oriented streetscape, which previously did not exist, will be introduced along Old Yonge Street. This new streetscape will respect the character of the surrounding community, provide safe access for pedestrians and cyclists, and serve as a gateway into the community.</p>
	<p><i>c) Pedestrian Environment</i></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>• The design and siting of new buildings shall provide visibility and ease of access to adjacent roads, parks and open spaces;</i></li> <li><i>• Appropriate lighting and visibility shall be provided for all walkways, parking lots, garages and outdoor amenity areas;</i></li> </ul>	<p>Safe and visible pedestrian paths will be accommodated throughout the proposed development that connect pedestrians and cyclists to the active transportation system adjacent to the Subject Lands. Specifically, a pedestrian pathway will be provided along the eastern and southern frontage of the apartment that connect to Old Yonge Street. Thoughtful, functional landscaping including, hard and soft scaping, will be provided throughout the proposed development to improve the aesthetic of the space. The heritage building on the Subject Lands will be re-located to the northern portion of the Subject Lands to increase its visibility, and the enjoyment of those passing by.</p>

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	<ul style="list-style-type: none"> <li>• <i>A consistent level of landscape design shall be provided, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.</i></li> </ul> <p><i>d) Views and Focal Points</i></p> <p><i>i. The preservation, enhancement and creation of significant views and focal points within the Town shall be encouraged towards:</i></p> <ul style="list-style-type: none"> <li>• <i>Natural heritage features, including woodlands, cultural heritage landscapes, water bodies;</i></li> <li>• <i>Parks and open spaces;</i></li> <li>• <i>Important public buildings and community facilities;</i></li> <li>• <i>Heritage buildings; and,</i></li> <li>• <i>Other landmarks.</i></li> </ul>	
<b>Section 5.4- Private Realm Design</b>		
<b>5.4</b>	<p><i>The quality of the private realm, comprising of individually owned sites and buildings, helps to define the character of different areas of the Town and has a direct impact on the public realm. Buildings and sites within Aurora shall be of high quality design through varied, yet contextual and compatible, built form, architectural, site layout and landscape elements.</i></p> <p><i>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</i></p>	<p>As described in the UDB prepared by MHBC the proposed development inclusive, of the 5-storey apartment building and restored single-detached dwelling unit, will contribute to the established character of the existing community and the growth along the Yonge Street corridor. As shown on the renderings prepared by Norm Li, the buildings incorporate high-quality building façade and treatments, with appropriate siting, massing, and orientation to remain compatible with existing development. Clear, convenient, and direct pedestrian paths will connect the proposed development to the public right-of-way and increase the use of active and public transportation.</p>



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>for residential buildings and their outdoor amenity areas.</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 development, whether a renovation to an existing building, or a completely new building, will be reviewed by the Town taking into consideration matters relating to exterior design, including the character, scale, colour, building materials, appearance and design features of buildings;</i></p> <p><i>vi. The upper storeys of tall buildings may require stepbacks to achieve:</i></p> <ul style="list-style-type: none"> <li><i>• Human scale buildings;</i></li> <li><i>• Vistas to heritage sites;</i></li> <li><i>• Mitigation of potential shadow impacts;</i></li> <li><i>• Harmony with natural contours; and,</i></li> <li><i>• Diversity of scales without harsh contrast and monotony.</i></li> </ul> <p><i>vii. Any visible mechanical equipment, including rooftop equipment, shall be appropriately screened by landscaping and/or enclosures that complement the building design and located in a manner that has a minimal physical and visual impact on the public realm.</i></p>	
<b>5.4</b>	<p><i>b) Site Design</i></p> <p><i>i. Site design and development should encourage:</i></p> <ul style="list-style-type: none"> <li><i>• Sun penetration on outdoor spaces such as sidewalks, streets, parks and court yards;</i></li> <li><i>• A micro climate which prevents wind tunnels and shelters against cold northerly winds;</i></li> </ul>	<p>Outdoor amenity areas for the proposed development are provided at-grade at the southeast corner of the proposed site plan and on the roof of the proposed development. The amenity areas incorporate thoughtful hard and soft scaping that will meet the recreational needs of the proposed development. The at-grade amenity area will incorporate pedestrian paths, that</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<ul style="list-style-type: none"> <li>• <i>Access to historic areas, parks, open spaces and community facilities by walking, cycling and transit; and,</i></li> <li>• <i>Practices that would mitigate local heat island effects such as the incorporation of green or white roofs, strategic planting of shade trees, and the use of light coloured paving materials;</i></li> </ul> <p><i>ii. Where feasible, locate site elements such as loading, parking, refuse storage areas, transformers and other above ground utilities within the building, or on private property located away from, and/or screened from public view.</i></p> <p><i>iii. Visual screens may consist of landscaped buffer areas with grass strips, tree(s), shrubs and or decorative screens, walls or fences, as specified in municipal standards. Such screens shall not obscure visibility or compromise the sense of safety.</i></p>	<p>connect residents to the right-of-way and active and public transportation routes. As shown on the Landscape Plans prepared by BrookMcIlroy, appropriate landscaping and buffers will be provided throughout the development to reduce the heat island effects and increase enjoyment of residents and visitors. Loading, parking, and utilities will be located internal to the site, away from public view and will be appropriately screened.</p>
5.4	<p><i>c) Neighbourhood Design</i></p> <p><i>i. Within residential neighbourhoods, the following measures will be employed to reinforce the established road, lane and block pattern:</i></p> <ul style="list-style-type: none"> <li>• <i>Buildings shall be aligned parallel to a public road, in proximity to the property line;</i></li> <li>• <i>Buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads;</i></li> <li>• <i>Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads;</i></li> </ul>	<p>The proposed development including, the 5-storey apartment building and single-detached dwelling unit, have been designed to reinforce the existing road and block pattern through the use of appropriate building siting, orientation, and massing. The buildings will create a pedestrian-oriented environment that promotes pedestrian safety, comfort, and enjoyment, and reinforces the existing character of the community. As stated in the HIA prepared by ERA the heritage building will be re-located to a more prominent location at the intersection of St John's Sideroad and Old Yonge Street that will retain its connection to locally significant owners and maintain its visual, physical, and historical links to its context.</p>

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	<ul style="list-style-type: none"> <li>• <i>Siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads;</i></li> <li>• <i>Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for access and overlook into the open space;</i></li> <li>• <i>The massing, siting and scale of buildings located adjacent to, or along the edge of a park or open space will create an edge or definition appropriate to the type of open space they abut; and,</i></li> <li>• <i>Buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.</i></li> </ul>	
5.4	<p><i>d) Parking Design</i></p> <p><i>i. In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances and loading areas need to be carefully considered and coordinated with the locations for pedestrian entrances.</i></p> <p><i>ii. Parking shall be located in a manner that has a minimal physical impact on sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are encouraged to provide for these functions.</i></p> <p><i>iii. Within mixed use areas and for higher density forms of housing, all new parking shall be located at the rear or side of buildings and is encouraged to be provided in structures, either above or below grade in order to reduce the impact of surface parking and to provide at grade amenity areas.</i></p>	<p>The proposed apartment and single-detached residential dwelling each have individual driveways that allow for efficient access to each building and reflect the development pattern of the existing community. The 5-storey apartment building will be accessed through the existing driveway along Yonge Street, that will connect to two levels of underground parking located below the proposed development. Minimal surface parking is provided for pick-up and drop-off functions, adjacent to the lobby of the building. A reduced parking standard is proposed through the ZBA submitted with this application. As stated in the UTC prepared by BA Group, the reduced parking standard is appropriate given the existing and planned transit surrounding the site, approved parking precedent in the Town of Aurora, and parking standards of compatible transit-oriented areas in GTHA municipalities.</p> <p>Access to the single-detached dwelling will be provided along Old Yonge Street. Parking will be provided along the side of the</p>

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	<p><i>iv. Where parking is located adjacent to the street, it should be appropriately screened from view of the street. In areas that have already been developed, parking in front shall be encouraged to:</i></p> <ul style="list-style-type: none"> <li><i>• Be screened by landscaping;</i></li> <li><i>• Allow for visibility of store fronts from the street by limiting the depth of front parking areas;</i></li> <li><i>• Not create large gaps between developments;</i></li> <li><i>• Allow for substantially uniform setbacks from the street;</i></li> <li><i>• Minimize conflict with pedestrian circulation; and,</i></li> <li><i>• Be coordinated with adjacent commercial developments.</i></li> </ul> <p><i>vi. Where a parking structure is above grade, it shall include a façade with active uses at grade and appropriate architectural articulation above the ground floor. Entrances to below grade or structured parking and service areas should occur within the building.</i></p> <p><i>vii. New development shall incorporate parking management policies and standards that:</i></p> <ul style="list-style-type: none"> <li><i>• Reduce minimum and maximum parking standards based on proximity to transit and complementary uses;</i></li> <li><i>• Include shared parking requirements where appropriate;</i></li> <li><i>• Include site designs which orient main building entrances towards the street, provide a pedestrian friendly urban form, and where appropriate, do not permit surface parking between the main entrance and the street;</i></li> </ul>	<p>dwelling, mirroring the types of parking found at the single-detached dwelling across Old Yonge Street.</p>

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	<ul style="list-style-type: none"> <li>• <i>Identify preferential locations for carpooling and car-sharing spaces, electric vehicle charging and bicycle storage requirements;</i></li> <li>• <i>Accommodate designated parking for on-demand deliveries and vehicles.</i></li> </ul>	
<b>Section 5.5- Accessibility</b>		
<b>5.5</b>	<p><i>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>d) All new development will be designed to facilitate accessible and integrated public transit for people with disabilities.</i></p>	<p>The buildings will meet the requirements of the Ontario Building Code and have regard for the Aurora Accessibility Plan. The design of the apartment residential building will ensure accessibility through the provision of accessible parking spaces in the underground parking structure. Within the apartment development, elevators are provided from the underground parking to above-grade residential units.</p>
<b>Section 6.0- Building a Greener Community</b>		
<b>Section 6.1- Objectives</b>		
<b>6.1</b>	<p><i>c) Demonstrate through application of the policies of this Plan, leadership in sustainable forms of development and design utilizing the Green Development Standard during the development process.</i></p> <p><i>e) Apply the Town of Aurora Green Development Standard to the review of all public and private sector applications.</i></p>	<p>Please see the main body of the PJR for a high-level list of the Town of Aurora Green Development Standards that will be considered for the proposed development. These standards will be finalized through a future Site Plan application.</p>
<b>Section 6.2- Green Development Standards; 6.3 Green Development &amp; Climate Sensitive Design</b>		
<b>6.2</b>	<p><i>a) The Green Development Standard shall be integrated into the development review process and used to evaluate development applications.</i></p> <p><i>b) All development shall meet the minimum standards established by the Green Development Standard.</i></p> <p><i>c) The Green Development Standard is a flexible document, designed to respond to emerging climate challenges and local priorities. The document and process shall be reviewed</i></p>	<p>During the Site Plan application stage, the proposed residential development will be reviewed and assessed for achievement of the Green Development Standards. The Site Plan will also have regard for York Region's Climate Change Action Plan. Redeveloping an under-utilized site through intensification adjacent to a regional public transit line and, within the Settlement Boundary, represents a core principle of Sustainable Development</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>and revised periodically to respond to local building expectations, design innovations, emerging trends in sustainable development, and current legislative and regulatory changes. An Amendment to this Plan shall not be required to implement the results of the review unless the intent and/or objectives of this Plan are affected.</i></p>	<p>to mitigate the effects of climate change. Electric vehicle charging infrastructure within the multi-unit residential development will be designed and addressed during the Site Plan application phase.</p>
6.3	<p><i>a) Council shall address, mitigate and adapt to the effects of climate change by:</i></p> <p><i>ii. Requiring that new development is designed to be more resilient and minimizes and/or mitigates the effects of climate change by applying a climate change lens in the review of development applications and infrastructure; and,</i></p> <p><i>iii. Promoting the reduction of energy consumption and the use of renewable and alternative energy systems through the development.</i></p> <p><i>g) Development applications shall have regard for York Region's Climate Change Action Plan, which provides actions for community resiliency, infrastructure, low carbon living and supporting an equitable approach to addressing climate change risks and opportunities, as well as the sustainable and resilient community standards set out within the York Region Official Plan.</i></p>	
<b>Section 6.9- Noise and Air Pollution Mitigation</b>		
6.9	<p><i>b) Proposed developments, redevelopment and subdivision approval adjacent to or near any sources of noxious noise, will require a Noise Attenuation Study. New residential development within Regional and Local Corridors shall also be required to conduct a Noise Attenuation Study to ensure noise from road traffic is mitigated.</i></p>	<p>A Traffic Noise Feasibility Study prepared by Gradient Wind has been submitted with this application.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>Section 7.0- Providing a Range and Mix of Housing</b>		
<b>Section 7.1- Objectives</b>		
<b>7.1</b>	<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>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 will provide 152 residential units of varying sizes, densities, and designs that meet the current and projected needs of residents.</p>
<b>Section 7.2- General Housing Policies</b>		
<b>7.2</b>	<p><i>a) Council recognizes that the number of residential dwelling units required to meet the long-term needs of the Town's population could vary over time due to market and demographic factors. Accordingly, this Plan shall not prescribe the mix of housing types to be developed in the Town, providing the other policies of this Plan are attained.</i></p> <p><i>b) Council shall endeavor 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>There is a current market demand for all housing types in York Region. The proposed OPA and ZBA application will facilitate the development of lands within the Built-up Area of Aurora where existing municipal services are available, with a residential development that increases the housing supply within the Town's market area.</p>
<b>Section 7.4- General Built Form, Residential Use and Density Policies</b>		

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>7.4</b>	<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 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>The proposed OPA and ZBA applications will allow for the development of a 5-storey apartment building, and the relocation and revitalization of a heritage building that will increase the range and mix of housing and building types in Aurora. The built form of each of the buildings will increase the visual interest and appeal of the Subject Lands, contribute to the character of the community, and remain compatible with existing development patterns. The height, density, and lot coverage of the developments is appropriate given the location of the lands, along a Regional Corridor, and the transition in massing and scale of the proposed buildings.</p>
<b>7.4.2</b>	<p><i>Apartment Buildings</i></p> <p><i>a) Apartment buildings are buildings that contain four or more dwelling units where the door leading directly to a dwelling unit is accessed from a common internal or external hallway or stairway serving more than one dwelling unit.</i></p> <p><i>b) Apartment buildings shall not be considered on a Local Road. Apartment buildings may be considered on a Collector Road or an Arterial Road, provided sufficient evidence indicates that the road is capable of handling additional dwellings and that the development is deemed acceptable to Council.</i></p> <p><i>c) Where permitted, apartment buildings shall be located at highly accessible locations, ideally within 250 metres of an existing or planned public transit route. It is also desirable that apartment buildings be developed in proximity to community facilities and commercial facilities.</i></p>	<p>The proposed apartment building is located on a Regional Corridor/Arterial Road and is designed in a slope-adaptive form due to the changing elevation between Old Yonge Street and Yonge Street. The proposed 5-storey building incorporates a stepback of 2.4 metres at the fourth level along Old Yonge Street and the southern face of the building, reinforcing the 3-storey streetwall compatible with the surrounding uses. The building's overall mass and length are broken up by vertical insets that create smaller sections that seamlessly integrate with the existing built-form context. The accompanying Zoning By-law Amendment ensures that the apartment building will provide appropriate setbacks and landscape buffers to the adjacent properties to the south and east of the site.</p>



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p>d) <i>All apartment building developments shall be compatible with the character of the surrounding community by providing appropriate setbacks and transitions of height and density adjacent to low rise neighbourhoods.</i></p> <p>e) <i>All apartment building developments shall be subject to Site Plan Control if located in an area within the Town subject to Site Plan Control and may be subject to a Zoning By-law Amendment or Community Planning Permit application.</i></p>	
<b>Section 7.5- Residential Land Use Designations</b>		
<b>7.5.1 Stable Neighborhoods Designation</b>		
<b>Section 7.5.5.1- Intent</b>		
<b>7.5.1.1.</b>	<p>a) <i>It is the intent of this Plan to ensure that the areas designated 'Stable Neighbourhoods', as identified on Schedule 'B', are protected from incompatible forms of development. At the same time, these areas are permitted to evolve and be enhanced over time to accommodate gentle forms of intensification that help support the provision of additional housing options, including additional dwelling units, a variety of housing types, and the provision of affordable housing. All new development shall be compatible with its surrounding context and shall conform with all other applicable policies of this Plan.</i></p>	<p>The proposed OPA will redesignate the lands located at 255-257 Old Yonge Street to the "Stable Neighborhoods" designation, that will permit the relocation of the Red House to these lands. The Red House will provide a single-family residential dwelling that will contribute to the existing character of the low-rise neighbourhood, and act as a gateway into the community.</p>
<b>Section 7.5.1.2- Permitted Uses</b>		
<b>7.5.1.2</b>	<p>a) <i>The permitted uses within the Stable Neighbourhoods designation shall be:</i></p> <p>i. <i>New single-detached, semi-detached and street townhouse dwellings;</i></p>	<p>The lands located a 255-257 Old Yonge Street are designated as "Stable Neighborhoods, Site Specific Policy 3". As part of the OPA a site-specific amendment is being requested to remove Site Specific Policy 3 from the lands located at 255-257 Old Yonge Street to allow for the relocation and refurbishment of the Red House from 16003 Yonge Street. The Red House is a 2-storey</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
		single detached dwelling unit, that is permitted in the Stable Neighbourhood designation.
<b>Section 7.5.1.3- Development Policies</b>		
<b>7.5.1.3</b>	<p><i>a) New development and site alteration abutting existing residential development shall be sympathetic to the form and character of the existing development and shall be compatible with regard to building scale and urban design having regard to the Infill Design Guidelines for Stable Neighbourhoods.</i></p> <p><i>b) Through the implementing Zoning By-law or Community Planning Permit By-law, the range and density of permitted uses may be refined or restricted on a particular site or location to ensure that new development or site alteration is appropriate and compatible with adjacent uses and buildings.</i></p> <p><i>c) Through the implementing Zoning By-law, Community Planning Permit By-law and/or through site plan control, specific measures including, but not limited to, building setbacks, landscaping and fencing, may be required in order to ensure that new development is appropriate in the context of the adjacent uses and the surrounding neighbourhood.</i></p> <p><i>e) All new development within the 'Stable Neighbourhoods' designation shall have a maximum height of 3 storeys unless located on the edges of Stable Neighbourhoods along Collector and Arterial Roads, where a maximum height of 4 storeys is permitted.</i></p>	<p>As stated in the HIA prepared by ERA, the main building volume of the Red House will be retained, to conserve its legibility as a mid-19<sup>th</sup> century rural residence. A sympathetic yet distinct rear addition will be tucked behind the house, ensuring minimal visual impact. The 2-storey single-detached residential dwelling unit will conform to the dominant scale and design of the existing community and the permitted uses in the Stable Neighbourhood designation. The Red House is subject to a site-specific Zoning By-law Amendment for the lands located at 255-257 Old Yonge Street that supports the intent of the Stable Neighbourhood designation.</p>
<b>Section 7.5.1.4- Design Policies</b>		
<b>7.5.1.4</b>	<p><i>a) All new development within the 'Stable Neighbourhoods' designation shall respect and reinforce the existing physical character and uses of the surrounding area, having regard to</i></p>	<p>Re-locating the Red House to a more prominent location at 255-257 Old Yonge Street will reinforce the character of the existing community and support the goals of the Stable Neighborhood</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>the Infill Design Guidelines for Stable Neighbourhoods, with particular attention to the following elements:</i></p> <ul style="list-style-type: none"> <li><i>i. the pattern of lots, streets and blocks;</i></li> <li><i>ii. the size and configuration of nearby lots;</i></li> <li><i>iii. the building type of nearby residential properties;</i></li> <li><i>iv. the heights and scale of nearby residential properties;</i></li> <li><i>v. the setback of buildings from the street;</i></li> <li><i>vi. the pattern of rear and side-yard setbacks; and,</i></li> <li><i>vii. conservation and enhancement of cultural heritage resources.</i></li> </ul>	<p>designation through providing a development that mirrors the existing lot pattern, size and configuration, and the types, scale, and height of single-detached dwellings in the area. The proposed OPA represents an opportunity to improve community character through the contribution of a cultural heritage resource that will increase the visual interest of the community.</p>
<b>Section 7.5.5- Medium-High Urban Residential</b>		
<b>Section 7.5.5.1- Intent</b>		
<b>7.5.5.1</b>	<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>The proposed OPA will redesignate the lands located at 219-237 Old Yonge Street and 16003 Yonge Street to a site-specific "Medium-High Urban Residential" designation. The proposed OPA will bring the designation of the Subject Lands into conformity with the vision for the lands as a "Regional Corridor", with a 5-storey height permission identified in the Region of York Official Plan and the Land Use Structure of the Official Plan. The proposed OPA and ZBA will allow for the development of a 5-storey residential apartment with transit-supportive densities and a high-quality built form, along an Arterial Road with active and public transit routes.</p>
<b>Section 7.5.5.2- Permitted Uses</b>		

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>7.5.5.2.</b>	a) <i>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>	The proposed development consists of a 5-storey residential apartment which, is a permitted use in the Medium-High Urban Residential designation.
<b>Section 7.5.5.3- Development Policies</b>		
<b>7.5.5.3.</b>	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>  b) <i>Building heights shall generally not exceed four storeys.</i>  d) <i>Appropriate vehicular circulation and parking arrangements shall be provided through individual development applications.</i>	<p>As part of the proposed OPA, a site-specific amendment is required to increase the maximum building height of development on the Subject Lands to 5-storeys and increase the maximum density to 316 units per net residential hectare.</p> <p>As stated in Policy 3.1.2. of the Official Plan, “<i>For the remaining lands along the Regional Corridor, notwithstanding any other policy of the plan, the maximum building height shall be 5 storeys</i>”.</p> <p>The site-specific increase in the maximum permitted building height for the Subject Lands will bring Policy 7.5.5.3. into conformity with the maximum permitted height and objectives of lands within the Regional Corridor. An amendment is also required to allow for a slight increase in the maximum residential density for the Medium-High Density Residential designation. The increase in density will support the intent of the Regional Corridor, as a location for transit-supportive densities and intensification.</p> <p>As stated in the UTC Report prepared by BA Group, appropriate vehicular circulation and parking is provided to meet the needs of the proposed development.</p>
<b>Section 7.5.5.4- Design Policies</b>		
<b>7.5.5.4</b>	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</i>	As stated in the UDB prepared by MHBC, the proposed development will incorporate appropriate built form, massing, and building orientation to maintain compatibility with the existing and planned character of the surrounding community. As shown

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>surrounding area, with particular attention to the following elements:</i></p> <ul style="list-style-type: none"> <li><i>i. The heights and scale of nearby residential properties;</i></li> <li><i>ii. The setback of buildings from the street; and,</i></li> <li><i>iii. The pattern of rear and side-yard setbacks.</i></li> </ul>	<p>through the zoning review prepared as part of the PJR, the 5-storey apartment building and single-detached dwelling unit will incorporate appropriate scale, setbacks, yards, and stepbacks.</p>
<b>Section 12.0- Protecting the Greenlands System</b>		
<b>Section 12.1- Objectives</b>		
<b>12.1</b>	<p><i>c) Protect, enhance and restore natural areas and related functions containing natural features and areas, surface water features, and groundwater features, including key natural heritage features and key hydrologic features.</i></p>	<p>The EIS prepared by Birks NHC and Terrapex, enclosed with this application, identified and characterized the pertinent natural heritage features and functions associated with the Subject Lands. The EIS concluded that, the potential ecological impacts to the subject Lands are mitigable provided the listed mitigation measures are applied.</p>
<b>Section 12.4- Other Environmental Features</b>		
<b>12.4.1</b>	<p><i>c) An application for development or site alteration within 120 metres of the Environmental Protection, Oak Ridges Moraine Natural Core or Oak Ridges Moraine Natural Linkage designation, or a key natural heritage feature or key hydrologic feature identified on Schedule 'F' and 'F1', shall be accompanied by an Environmental Impact Study Statement meeting the following requirements:</i></p> <ul style="list-style-type: none"> <li><i>i. Demonstrate that the development or site alteration applied for will have no adverse effects on the key natural heritage feature, key hydrologic feature, Lake Simcoe and its associated vegetation protection zone, or on the related ecological functions;</i></li> <li><i>ii. Identify planning, design and construction practices that will maintain and, where feasible, improve or restore the</i></li> </ul>	<p>The Subject Lands are located within 120 metres of the Tannery Creek located on the west side of Yonge Street. Based on Schedule F: Environmental Designations of the Official Plan, the Subject Lands are not designated "Environmental Protection (EP)" (Figure 18). An EIS was prepared by Birks NHC and Terrapex to identify and characterize KNHF and KHF associated with the Subject Lands and the proposed development area. The report assessed the potential impacts associated with the proposed development on these features and provided a set of recommendations to avoid and mitigate potential impacts, where required. The EIS concludes that the negative ecological impacts to the identified features and functions on and adjacent to the Subject Lands, are not expected as a result of the proposed development, provided that the listed recommendations and mitigation measures in the EIS are implemented.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>health, diversity and size of the key natural heritage feature or key hydrologic feature and its connectivity with other key natural heritage features or key hydrologic features as well as connectivity and linkages to natural heritage systems identified in Provincial Plans or by municipalities, the appropriate Conservation Authority, Ministry of Natural Resources or other jurisdictions having authority;</i></p> <p><i>iii. Demonstrate how connectivity within and between key natural heritage features and key hydrologic features will be maintained and, where possible, improved or restored before, during and after construction to allow for the effective dispersal and movement of plants and animals;</i></p> <p><i>iv. Determine a sufficient minimum vegetation protection zone is sufficient to protect the ecological functions of the feature and the area being evaluated, in particular where this feature or area is adjacent to a coldwater stream, headwaters, freshwater estuaries, steep slope or is acting as or has been identified as a wildlife corridor to ensure that the area will continue to effectively act and function as a wildlife corridor;</i></p> <p><i>v. Determine a sufficient minimum vegetation protection zone is sufficient to protect areas adjacent to existing features including areas that would be appropriate for restoration or renaturalization to enhance the ecological functioning of that feature, such as lands that provide for rounding out or filling of gaps in woodlands; and,</i></p>	<p>Based on Schedule G: Regulation Areas of the Official Plan, the Subject Lands contain an area regulated by the Lake Simcoe Region Conservation Authority (LSRCA) (Figure 19). The necessary approvals and/or permits will be obtained from the LSRCA to allow for the proposed development. A Tree Preservation Plan prepared by Cohen &amp; Master Tree &amp; Shrub Services accompanies the application.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>vi. To protect the function of the feature or protect opportunities for feature enhancement, specify the dimensions of the required vegetation protection zone.</i></p> <p><i>i) Where development and site alteration is proposed within an area regulated by the a Conservation Authority, the owner or proponent is required to obtain all necessary approvals and/or permits from the Conservation Authority.</i></p> <p><i>j) Any development proposal on land which contains trees may be required to undertake a Tree Preservation Plan prepared by a qualified professional, which shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that can be conserved on site.</i></p>	
	<p><i>L) Council will recognize significant groundwater recharge areas as a vital component of the natural system and uses that negatively impact the quality and quantity of water will be prohibited, in accordance with the policies of Section 12.8.</i></p>	<p>As per Schedule P, Significant Groundwater Recharge Areas and Recharge Management Areas, of the Official Plan, the Subject Lands are located within a "Recharge Management Area (WHPA Q1/Q2) (Figure 22). As such, the Subject Lands has been assessed through a Hydrogeological Study enclosed with this application.</p>
	<p><i>p) That prior to development or site alteration approval, non-evaluated wetlands that may be impacted shall be assessed for their significance.</i></p> <p><i>q) To encourage landowners to restore or maintain existing wetlands on their property.</i></p> <p><i>s) Buffers are to be determined through an Environmental Impact Study and / or hydrologic evaluation and may include 15</i></p>	<p>As per the EIS prepared by Birks NHC and Terrapex, a marsh wetland community was identified on the Subject Lands, and other unevaluated wetlands were located outside of the Subject Lands, but within the study area of the EIS. These wetlands were not identified as provincially significant wetlands. As per local and provincial policies, the proposed development is located outside of these features and provides a minimum 30.0 metre setback to the wetlands.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>metres from warm watercourse or non-provincially significant wetlands, and 30 metres from Provincially Significant Wetlands or cold watercourses.</i></p> <p><i>T) Buffers shall be left in a natural state and, where possible and appropriate, augmented with native species.</i></p>	
<b>Section 14.4.2- Hazard Lands</b>		
<b>14.4.2.</b>	<p><i>a) Flooding and Erosion Hazards - River and Stream Systems Lands prone to erosion, slope instability and riverine flooding are generally included in the Environmental Protection Designation in Schedule 'F'. The LSRCA uses the Hurricane Hazel storm as the regulatory flood standard for riverine systems in the Lake Simcoe Watershed. The Toronto and Region Conservation Authority uses the Hurricane Hazel storm or the 100-year flood event as the regulatory flood standard, whichever is greater. The one-zone concept for floodplain management is applied across the Lake Simcoe Watershed. The precise location of hazardous areas will be established, to the satisfaction of Council and the appropriate Conservation Authority when considering development applications</i></p> <ul style="list-style-type: none"> <li><i>ii. Development shall be planned and designed to demonstrate no negative erosion impacts.</i></li> <li><i>iii. New development and site alteration will generally be prohibited in areas that are subject to flooding and erosion.</i></li> <li><i>iv. New development and/or site alternation shall comply with the Provincial Policy Statement.</i></li> <li><i>vi. Erosion areas may be determined by technical evaluation and study through the planning and the</i></li> </ul>	<p>The Geotechnical Investigation and Slope Stability Assessment prepared by Terrapex determined the Long-Term Stable Top of Slope for the site and calculated the 6.0 metre buffer line from the slope. Due to the existing constraints of the site including, the changing topography and wetland, the LSRCA has confirmed that the 6-metre setback from the top of slope is not required for the proposed development. The development does however respect the Top of Slope determined through the Geotechnical Study.</p>



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>development applications, the cost of which will be borne by the developer.</i></p> <p><i>vii. The determination of the erosion hazard limit will be based on the combined influence of, but will not be limited to, the:</i></p> <ul style="list-style-type: none"> <li><i>• Toe erosion allowance;</i></li> <li><i>• Stable slope allowance;</i></li> <li><i>• Erosion access allowance; and,</i></li> <li><i>• Meander belt allowance and will be guided by the Natural Hazards Technical Guides prepared by the Ministry of Natural Resources.</i></li> </ul>	
<b>Section 14.4.4- Endangered and Threatened Species and Ther Habitats</b>		
<b>12.4.4.</b>	<p><i>Habitats of endangered and threatened species contain species that have been listed by the Province as occurring in significantly low population numbers, restricted geographic areas, or are threatened by human activities that their continued presence in Ontario is a matter of conservation concern. These habitat areas are generally included in the Environmental Protection Designation on Schedule 'F'.</i></p> <p><i>a) 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>As per the EIS prepared by Birks NHC and Terrapex, the Subject Lands contains potential habitat of endangered bat species and confirmed butternut tree species.</p> <p>There is a possibility that trees within the development area could be utilized as day roost trees. Therefore, tree removals should occur outside of the active breeding/day roosting/nesting season for all Species at Risk that may utilize habitats in the area, including bats. Tree cutting should be timed to occur during the period between November 1 to March 31 and no removals outside of the designated development area should occur. This will ensure that no nesting birds or bats actively roosting in trees will be killed or harmed as a result of clearing activities.</p> <p>Three Butternut trees were identified within the woodlands of the property. These trees are not proposed for removal or injury as defined in the arborist report (Cohen &amp; Master, 2025) and the</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
		<p>proposed development would be outside of any root protection zone of the Butternut trees. Further, the woodlands containing the Butternut trees would remain after the proposed development. Appropriate measures will be taken to ensure no contravention of the ESA. This may require registry exemptions if work occurs within 25m of a Butternut. the health of a Butternut tree to be impacted as part of, or incidental to, an activity must be assessed and classified into categories through a BHA. A BHA report is to be provided to the Ministry of Environment, Conservation and Parks ('MECP') with information on each Butternut tree that would be impacted by the development/site alteration. BHAs for any Butternut trees and habitat that have the potential to be impacted shall occur prior to any site development or alteration to determine appropriate compensation under the ESA.</p>
<b>Section 12.8- Water Resource System and Aquifer Vulnerability</b>		
<b>12.8</b>	<p><i>a) The Town shall protect, restore and enhance the water resource system as shown on Schedules F, F1, L, P and Q and Appendix B of this Plan.</i></p> <p><i>c) Development and site alteration in the water resource system shall 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, where appropriate, or other technical studies, which include strategies and techniques to address the goal.</i></p>	<p>The water resource system on the Subject Lands has been evaluated through a Hydrogeological Study prepared by Terrapex, enclosed with this application.</p>
	<p><i>d) In recharge management areas as shown on Schedule 'P' of this Plan, development and site alteration will maintain pre-development recharge rates to the fullest extent possible.</i></p>	

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>Section 14- Conserving Cultural Heritage Resources</b>		
<b>Section 14.1- Objectives</b>		
<b>14.1</b>	<p><i>Objectives</i></p> <ul style="list-style-type: none"> <li><i>a) Conserve and enhance recognized cultural heritage resources of the Town for the enjoyment of existing and future generations;</i></li> <li><i>b) Preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance.</i></li> </ul>	<p>As stated in the HIA prepared by ERA, the proposal conserves the cultural heritage value of the Red House by retaining its connection to locally significant owners through relocation within its historically associated property and maintaining its physical, visual, and historical links to its context through its relationship with the Pargeter House, Willow Farm, and Old Yonge Street. The development successfully balances planning and heritage objectives in accordance with provincial and municipal heritage policies and recognized professional conservation standards in Canada.</p> <p>The Stage 2 Archaeological Assessment completed by ASI concluded that based on the findings of the test pit surveys completed as part of the assessment, no further archaeological assessments of the Subject Lands are required.</p>
<b>Section 14.2- General Cultural Heritage Policies</b>		
<b>Section- 14.3 Policies for Built Cultural Heritage Resources</b>		
<b>14.2</b>	<ul style="list-style-type: none"> <li><i>a) Heritage planning is the joint responsibility of the Provincial Government, the Region and the Town. An Advisory Committee, known as the Aurora Heritage Advisory Committee has been established to provide advice to the Town Council on all matters pertaining to the designation and preservation of heritage conservation districts in accordance with the Ontario Heritage Act.</i></li> <li><i>s) Alterations made to a designated heritage property shall comply with the Ontario Heritage Act and the Town of Aurora Accessibility Technical Standards except where such alterations are deemed to alter the essential nature or</i></li> </ul>	<p>As stated in the HIA prepared by ERA, the proposal will conserve the cultural heritage value of the Red House through retaining its connection to locally significant landowners and maintaining its physical, visual, and historical links to its context. The proposal will retain the main building volume of the Red House, conserving its legibility as a mid 19<sup>th</sup>- century rural residence. A rear addition will be tucked behind the house, that will ensure minimal visual impact. The relocation of the building to the north end of the Subject Lands, will enhance the public visibility and enjoyment of the structure, while maintaining residential privacy. The new 5-storey residential building will incorporate design tactics, including</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>substantially affect the viability of the enterprise, as allowed for under the Ontario Human Rights Code, or affect the defining heritage attributes.</i></p> <p><i>t) The Heritage Resource Area as identified on Schedule 'E' is considered to be of primary significance to the Town's heritage. Appropriate planning tools shall be applied to the review and approval of any proposed development within the area including site plan control. Redefining or amending the Heritage Resource Area's boundary shall require Council approval.</i></p> <p><i>u) The Town shall implement the heritage objectives of the Town's Cultural Master Plan in protecting art, cultural and heritage resources.</i></p>	<p>step downs and green buffers to ensure proper transition and separation between the buildings. In conclusion, the development successfully balances planning and heritage objectives in accordance with provincial and municipal heritage policies and recognized professional conservation standards in Canada.</p>
14.3	<p><i>i) Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards.</i></p> <p><i>j) Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.</i></p> <p><i>k) Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the Town.</i></p>	

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>k) Council may require that a heritage impact assessment be prepared by a qualified professional to the satisfaction of the Town, for any proposed alteration, construction, or any development proposal, including Secondary Plans, involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:</i></p> <ul style="list-style-type: none"> <li><i>i. The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;</i></li> <li><i>ii. The current condition and use of the building or structure and its potential for future adaptive re-use;</i></li> <li><i>iii. The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;</i></li> <li><i>iv. Demonstrations of the community's interest and investment (e.g. past grants);</i></li> <li><i>v. Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,</i></li> <li><i>vi. Planning and other land use considerations.</i></li> </ul> <p><i>m) A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving</i></p>	<p>The HIA prepared by ERA outlines the proposed mitigation and conservation strategy for the Red House, a 2-storey brick house located on the lands municipally addressed as 16003 Yonge Street, designated under Part IV of the OHA. As the property's designation by-law predates the provincial requirement to identify a list of heritage attributes, ERA has completed an evaluation of the property in accordance with Ontario Regulation 9/06 (O. Reg. 9/06) and has prepared a draft Statement of Significance. The O. Reg. 9/06 assessment concludes that the Site holds:</p> <ul style="list-style-type: none"> <li>• Historical/associative value for its direct association with several locally significant owners; and</li> <li>• Contextual value due to its connections to the neighbouring properties of Willow Farm and the Pargeter House, as well as its relationship to Old Yonge and Yonge Streets.</li> </ul> <p>The proposed development incorporates design strategies that will mitigate the impacts on the cultural heritage value of the Red House. Although relocated to the adjacent lot to the north (255-257 Old Yonge Street), the house maintains its general position between Yonge Street and Old Yonge Street. The relocation keeps the Red House within the historic area known as Cosford's Corners and maintains its spatial relationship to neighbouring properties that contribute to the broader historic agricultural and rural residential context. Reorienting the building toward Old Yonge Street enhances public visibility while maintaining residential privacy. A sympathetic yet distinct rear addition is tucked behind the house, ensuring minimal visual impact. The new residential building remains visually separate, stepping down from five storeys to three on its north side to create a gradual transition to the lower scale of the Red House. A green buffer reinforces this</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.</i></p> <p><i>n) All options for on-site retention and integration of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:</i></p> <p><i>i. on-site retention in the original use and integration with the surrounding or new development;</i></p> <p><i>ii. on site retention in an adaptive re-use;</i></p> <p><i>iii. relocation to another site within the same development; and,</i></p> <p><i>iv. relocation to a sympathetic site within the Town.</i></p> <p><i>t) The Town may modify its property standards and by-laws as appropriate to meet the needs of preserving heritage structures.</i></p> <p><i>w) There shall be no alteration or demolition of designated Part IV properties except in accordance to the Ontario Heritage Act, unless Council has approved the alteration or demolition.</i></p>	<p>separation through the use of trees and other landscape elements that screen the new construction from the heritage lot.</p> <p>The HIA concludes that the proposal conserves the cultural heritage value of the Red House by retaining its connection to locally significant owners through relocation within its historically associated property and maintaining its physical, visual, and historical links to its context through its relationship with the Pargeter House, Willow Farm, and Old Yonge Street. The development successfully balances planning and heritage objectives in accordance with provincial and municipal heritage policies and recognized professional conservation standards in Canada.</p>
<b>Section 14.6- Policies for Archaeological Resources</b>		
<b>14.6</b>	<p><i>e) All development or site alteration proposed on an archaeological site or a site identified as having archaeological potential, shall be required to prepare a Stage 1 Archeological Assessment. A Stage 1 Archeological Assessment shall be required as part of the approval condition of a secondary or block plan. The assessment shall be provided by the development proponent and prepared by a</i></p>	<p>A Stage 1 and 2 Archaeological Assessment was conducted for the Subject Lands by ASI and are enclosed with this application. The Stage 2 Assessment concluded that no further archaeological assessments are required for the Subject Lands.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>licensed archaeologist. Further, where warranted by a Stage 1 Archeological Assessment, Draft Plan of Subdivision/Condominium and/or applications for Site plan Approval shall be accompanied by a Stage 2 Archeological Assessment or higher stage Archeological Assessment if required, provided by the development proponent and prepared by a licensed archeologist</i></p>	
<b>Section 15- Connecting the Transportation Network</b>		
<b>Section 15.1- Objectives</b>		
<b>15.1</b>	<ul style="list-style-type: none"> <li><i>a) Promote Active Transportation and the use of alternate transportation modes such as transit, walking and cycling to reduce the dependence on the private motor vehicle.</i></li> <li><i>b) Support the York Region Transit system as an essential, environmentally significant public service through appropriate land use and urban design policies.</i></li> <li><i>e) Promote Transit Oriented Development (TOD) and implementation of Travel Demand Management (TDM) measures in order to reduce the single-occupant vehicle usage and to encourage other modes of transportation such as walking, cycling, and public transit to and from the Town of Aurora.</i></li> </ul>	<p>The proposed development incorporates transit-supportive densities that will encourage the use of alternative modes of transportation, including walking, cycling, and public transit. In particular, it will contribute to the success of planned transit improvements along the Yonge Street Regional Corridor by delivering more compact, higher-density housing that supports increased transit use. As outlined in the UTC prepared by BA Group, the proposal considers several TDM measures, such as bicycle parking that exceeds the requirements of the Zoning By-law, the installation of bicycle repair stations, and the provision of travel demand packages.</p>
<b>Section 15.2- General Transportation Policies</b>		
<b>5.2.</b>	<ul style="list-style-type: none"> <li><i>a) The Town shall support the growth of a robust, multi-modal transportation system that connects all land uses, enhances existing connections, meets the needs of all residents and is consistent with the Town's objectives for managed growth and sustainable development.</i></li> <li><i>g) The Towns shall support transportation infrastructure designs that facilitate the creation of healthy, walkable</i></li> </ul>	<p>The proposed development will support the development of a multi-modal transportation system through providing residential densities that encourage the use of alternative modes of transportation including, active transportation and transit. The proposal will enhance connections to existing and planned transit and active transportation routes, located along Yonge Street, St. John's Side Road, and Old Yonge Street, that increase the accessibility of multi-modal transit. As stated in the UTC prepared</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>complete communities by promoting the use of active transportation, transit, and carpooling.</i></p> <p><i>h) Travel Demand Management (TDM) measures shall be identified and developed as part of any major development or redevelopment in order to reduce the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit.</i></p>	<p>by BA Group, several TDM measures will be considered through the development to encourage the use of alternative modes of transportation including, the provision of bicycle parking, bicycle repair stations, and travel demand packages.</p>
<b>Section 15.3- Policies for Roads</b>		
<b>15.3</b>	<p><i>a) The transportation network, for purposes of right-of-way protection, is shown on Schedules 'I' and 'J'. The transportation network is intended to provide for the efficient and safe passage of pedestrians and cyclists, the operation of an efficient public transit system and provide for the balanced usage of motor vehicles. Schedules 'I' and 'J', together with the following policies, forms the basis for the provision of roads, trails, right-of-way widths and access controls.</i></p> <p><i>b) All road improvements and new road projects shall incorporate universal design policies for designing accessible and safe streets.</i></p>	<p>As per Schedule I and J of the Official Plan, Yonge Street (west of the site) is an Arterial Road with a planned right-of-way width of 45.0 metres, St. John's Sideroad (north of the site) is an Arterial Road with a right-of-way width of 36.0 metres and Old Yonge Street (east of the site) is a Collector Road with a right-of-way width of 20.0 to 24.0 metres. The proposed development respects the planned right-of-way widths and functions of each roadway that borders the Subject Lands including, the roadway dedication required along Old Yonge Street.</p>
	<p><i>e) The functional road classification and associated guidelines of this Plan pertain to Highway 404, Arterial Roads, Collector Roads, Local Roads and Lanes. Highways and the Arterial and Collector Road network are as shown on Schedule 'I'. This Plan reflects the Town's proposed road improvements for the next 20 years. Roads are intended to function in accordance with the following policies:</i></p>	<p>The proposed development respects the function and planned right-of-way widths of the Arterial and Collector Roads that abut the Subject Lands. Based on the traffic operations analysis completed in the UTC prepared by BA Group, the proposed development is appropriate from a transportation perspective and can be reasonably accommodated on the area transportation network.</p>



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p>iii. <i>Regional Roads accommodate a wide range of transportation modes including walking, cycling, transit, automobile use and goods movement. Regional Roads are controlled and managed by the York Region, and relevant policies are found in the York Region Official Plan. Direct access to Regional roads shall be limited. Direct connections to local streets and interconnected shared driveways shall be promoted.</i></p> <p>iv. <i>Sidewalks, with shade trees are required, where possible, on both sides of all Regional Roads. Bicycle lanes are to be considered on Arterial Roads where they are generally identified as bicycle routes on Schedule 'K' and in accordance with the York Region Transportation Master Plan.</i></p> <p>vi. <i>Municipal Collector Roads are identified on Schedule 'I'. They are intended to carry traffic between Regional Roads and the Municipal Local Roads. Through traffic will be discouraged from using these roadways. Limited access to properties abutting these roadways will be permitted. Municipal Collector Roads will generally have a right-of- way width of between 20.0 and 24.0 metres. Sidewalks, with shade trees where possible, are required on both sides of all Municipal Collector Roads in accordance with the Town's policies for sidewalk installation. Bicycle routes are to be considered on Collector Roads where they are generally identified on Schedule 'I'.</i></p>	

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>j) Development and redevelopment proposals that require an Amendment to this Plan or the Zoning By-law may be required to carry out and implement a Traffic Impact Study. Developments adjacent to Highway 404 are subject to the safety requirements and permit control of the Province.</i></p> <p><i>l) Development and redevelopment proposals adjacent to arterial roads or collector roads may be required to carry out a noise and vibration study to the satisfaction of the Town.</i></p>	<p>The proposed development is supported by a UTC prepared by BA Group and a Traffic Noise Feasibility Study prepared by Gradient Wind, enclosed with this application.</p>
	<p><i>m) Road Widenings and Intersection Improvements and Alignments:</i></p> <p><i>i. Schedule 'J' identifies the planned right-of-way widths for Town and Regional Arterial and Collector Roads. The right-of-way widths identified represent the required widths to provide for traffic surfaces, boulevards, sidewalks, multi-use trails, cycling facilities, high-occupancy-vehicle lanes, public transit lanes and transit facilities, public streetscape enhancements, utility locations and ditches. Each road identified on Schedule 'J' shall be subject to road widenings and lands may be required to be dedicated to the Town or Region for the road's planned ultimate right-of-way during development. As a condition of the approval of a development application, landowners are required to provide land at no expense to the Town and/or the Region for road widenings required to implement the planned right-of-way widths identified on Schedule 'J',</i></p>	<p>The proposed development incorporates the required road widening along Old Yonge Street, which is anticipated to be conveyed to the Town as a condition of development approval.</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>based on the following principles and in accordance with the Planning Act:</i></p> <ul style="list-style-type: none"> <li>• <i>That land will be conveyed to the Town and/or the Region for street widenings, sight triangles, cuts, fills, exclusive left and/or right turn lanes, and extra turn lanes required as a result of new growth and development, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures;</i></li> <li>• <i>That in general, street widenings shall be taken equally from the existing or approved Environmental Assessment centre line of construction; however unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings or other cultural heritage resources such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way;</i></li> </ul> <p><i>iii. Land required for new or realigned Town or Regional roads to accommodate land development shall be conveyed, at no expense to the Town and/or the Region, up to and including the first 41 metres of the required right-of-way;</i></p> <p><i>iv. Road widenings shall protect and enhance the Greenlands System and shall be in accordance with the policies of Section 12, where applicable</i></p>	
<b>Section 15.6- Sustainable Transportation Policies</b>		

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>15.6</b>	<i>Sustainable modes of travel such as active transportation and transit have a vital role in supporting the creation of a healthy, safe, complete community. The reduction in automobile dependence, and promotion of physical activity can reduce motor vehicle injuries, lower emissions, and support a healthy lifestyle for residents.</i>	The proposed development will provide transit-supportive densities along existing and planned transit routes, that will encourage the use of alternative modes of transportation that support the creation of a healthy, safe, and complete community.
<b>Section 15.6.1- Active Transportation &amp; Aurora Trail Network Objectives</b>		
<b>15.6.1.</b>	<p><i>a) In recognition of the health and environmental benefits associated with active transportation, it is a priority of this Plan to facilitate an active and integrated multi-modal transportation system that is safe, efficient, economical, convenient and comfortable while respecting the heritage features and character of the community. The Town's Active Transportation Network is shown on Schedule 'K'. In addition to the general objectives for providing sustainable infrastructure, the objectives of the Town with respect to Active Transportation are:</i></p> <ul style="list-style-type: none"> <li><i>i. To encourage an active, healthy lifestyle for the citizens of Aurora;</i></li> <li><i>iv. To provide a multi-modal transportation system which encourages convenient movement within the community as well as providing linkages to external transportation systems outside the Town;</i></li> <li><i>x. To require the provision of appropriate active transportation facilities through the development approvals process such as covered bicycle storage, lockers, and shower facilities.</i></li> </ul>	The proposed development includes 56 bicycle parking spaces which, exceeds the requirements of the Town of Aurora Zoning By-law. The proposed development incorporates a pedestrian walkway along the east and south sides of the apartment building, that connect residents from the building to the right-of-way of Old Yonge Street. This walkway is intended to increase the accessibility of active transportation routes for future residents, to encourage walkability and cyclability and encourage an active and healthy lifestyle.
<b>Section 15.6.2- Policies for Public Transit</b>		
<b>15.6.2.</b>	<i>a) It is the intent of this Plan to promote the use of public transit as an alternative to the use of private motor</i>	As stated in the UTC prepared by BA Group, while the existing level of transit accessibility afforded to the site today provides

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>vehicles. As such, public transit is considered to be a priority in the interest of reducing traffic, reducing greenhouse gas emissions, promoting Active Transportation and the avoidance of road expansions through established neighbourhoods.</i></p> <p><i>e) In the planning and design of public transit routes, stations, bus stops and transfer points, the following criteria will be applied:</i></p> <p><i>ii. In areas to be developed or redeveloped, development will be designed to incorporate land use, densities and road patterns that facilitate use of public transit and permit convenient access to transit routes;</i></p>	<p>modest connectivity across the Region, planned investments in public transit services will further improve the transit options for future residents and visitors of the site and surrounding area. The proposed development capitalizes on the existing and future transit surrounding the site, through providing a compact, residential development with transit-supportive densities that will encourage the use of transit services.</p>
<b>Section 15.6.4- Design Policies for Public Transit</b>		
<b>15.6.4.</b>	<p><i>i) The Town will support the achievement of higher transit usage by supporting improvements in service, convenient access and good urban design in accordance with the following criteria:</i></p> <p><i>iii. Directed medium and high-density urban developments to major transit corridors;</i></p> <p><i>viii. Requiring that development application include a mobility plan.</i></p>	<p>The proposed OPA and ZBA Applications will provide a 5-storey residential apartment, with a higher-density urban built form along the Yonge Street Regional Corridor, that supports the Towns objectives for higher transit usage.</p>
<b>Section 16.0- Providing Sustainable Infrastructure</b>		
<b>Section 16.3- General Policies</b>		
<b>16.2</b>	<p><i>c) All new development shall be serviced with municipal sanitary sewage and water supply services.</i></p> <p><i>f) Development shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional</i></p>	<p>The FSSWMR prepared by fabian papa &amp; partners, enclosed with this application, concluded that the proposed development is feasible from a municipal servicing and stormwater management perspective. Specifically, the: (1) proposed domestic water and fire demands are within acceptable ranges that can be accommodated by the existing municipal water supply infrastructure on Old Yonge</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>Servicing Plan shall be prepared in accordance with criteria established by the Town and shall be submitted concurrently with development applications. The Functional Servicing Plan(s) shall be prepared to provide for the continuous, orderly extension of services in a cost effective manner, to the satisfaction of the Town in consultation with York Region.</i></p> <p><i>j) Council shall ensure that the provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with development applications to ensure services are available prior to occupancy.</i></p>	<p>Street; (2) the receiving sanitary sewer network on Old Yonge Street can accommodate the development; (3) all stormwater management objectives can be met based on the measures contemplated in the Report.</p>
<b>Section 16.5- Wellhead Protection Areas</b>		
<b>16.5.1</b>	<p><i>c) Wellhead Protection Areas, as identified on Schedule 'L' Appendix 'A', are based on time of travel zones as follows:</i></p> <ul style="list-style-type: none"> <li><i>i. A 100-metre pathogen zone around each wellhead (WHPA-A);</i></li> <li><i>ii. 0 to 2 year time of travel (WHPA-B);</i></li> <li><i>iii. 2 to 5 year time of travel (WHPA-C);</i></li> <li><i>iv. 5 to 10 year time of travel (WHPA-C1); and,</i></li> <li><i>v. 10 to 25 year time of travel (WHPA-D).</i></li> </ul> <p><i>e) Where existing land uses in Wellhead Protection Areas and areas with high potential for groundwater contamination, involve the storage, manufacture or use of materials detailed in Section d) above, a Risk Management Plan or Source Water Impact and Assessment Mitigation Plan (SWIAMP) may be required.</i></p>	<p>Schedule L of the Official Plan (Figure 24) indicates that the Subject Lands are generally within the WHPA-B area, and the northern-most portion of the Subject Lands is within WHPA-A. The groundwater conditions on the Subject Lands were assessed through a Hydrogeological Study prepared by Terrapex, enclosed with this application. Please see the Hydrogeological Study for a detail description of the findings of the Investigation and the impacts of the proposed development on the groundwater conditions. Of note, the proposed land uses do not include any new uses that involve the storage or manufacture of chemicals, solvents or road salts.</p>
<b>Section 16.6- Stormwater Management</b>		

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
<b>16.6.1</b>	<p><i>h) New development must satisfy the Town and demonstrate consistency with the relevant Conservation Authority's Stormwater Management Criteria for quality (flood flow) control, water quality control, erosion control and water balance, groundwater recharge and water balance, for the protection of hydrologically sensitive features. Conservation Authority stormwater management criteria are based on current research, watershed planning and hydrology studies, therefore the criteria are subject to change based on the approval and adoption of updated studies.</i></p> <p><i>i) New development must satisfy the Town's Design Criteria Manual for Engineering Plans.</i></p> <p><i>j) Innovative stormwater management approaches must be implemented and designed in accordance with the Province's Stormwater Management Practices Planning and Design Manual and with reference to TRCA's Low Impact Development Stormwater Management Practices Planning and Design Guide (2010), as may be updated from time to time.</i></p> <p><i>k) For all development, a treatment train approach to stormwater must be considered consisting of source controls (for example green roofs, permeable paving, improved urban tree canopy), conveyance controls (for example bioswales and permeable pipes) and end of pipe treatment (for example wetlands and ponds).</i></p> <p><i>k) All stormwater management plans within the Lake Simcoe Watershed shall be consistent with the requirements of the Lake Simcoe Protection Plan.</i></p>	<p>As described in the FSSWMR prepared by fabian papa &amp; partners, the stormwater management servicing strategy proposed for the development has been prepared in conjunction with Town design standards, the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Practices Planning and Design Manual dated March 2003, and the LSRCA Watershed Development Policies.</p>
<b>Section 17- Interpreting this Plan</b>		
<b>Section 17.5- Amendments to this Plan</b>		

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
17.5	<p>a) <i>This Plan should only be Amended when the policies of this Plan have been found to not address issues or alternatively, issues have been raised with respect to site specific proposals that must be addressed.</i></p> <p>c) <i>When considering an Amendment to this Plan, Council shall understand the following issues:</i></p> <ul style="list-style-type: none"> <li>i. <i>The need for the proposed change as determined through an analysis of the existing and/or planned supply of similar uses in the market area versus the identified demand for the proposed use in the market area;</i></li> <li>ii. <i>The impact of the proposed change in terms of the social, economic, environmental and visual costs and benefits for the community;</i></li> <li>iii. <i>The extent to which the proposed change will affect policies, objectives and principles of this Plan:</i> <ul style="list-style-type: none"> <li>• <i>Planning principles and objectives shall not be changed outside of the context of a full review of this Plan; and,</i></li> <li>• <i>Planning policies may be changed as long as the principles and objectives are met, and the intent of this Plan is maintained.</i></li> </ul> </li> <li>iv. <i>Suitability of the proposed change, with respect to:</i> <ul style="list-style-type: none"> <li>• <i>Physical characteristics of the area, especially where Environmental Protection Areas are involved;</i></li> <li>• <i>Adequacy of transportation, utilities and other community services, including water supply and sewage facilities; and,</i></li> <li>• <i>Technical reports or recommendations from the Province of Ontario, York Region, Lake Simcoe Region</i></li> </ul> </li> </ul>	<p>The proposed OPA will allow for the development of lands in the built-up area of Aurora, where existing municipal services and transportation infrastructure exist, with a 5-storey residential apartment and a revitalized single-family residential dwelling, that support the planning principles of the Regional Corridor and the market demand for housing. The proposed development is consistent with the PPS (2024), conforms to the Region of York and Town of Aurora Official Plan, and will create positive social, economic, and visual benefits for the community. The proposed apartment will provide 152 residential units of varying size, type, and design, in proximity to existing transit and active transportation routes, that will support the Region and Town in meeting the targets for residential intensification and growth in the Yonge Street Regional Corridor. The relocation of the Red House will increase the prominence of this historical building, and its contributions to the aesthetics of the community, while maintaining the heritage value of the structure.</p> <p>As stated in the EIS prepared by Birks NHC &amp; Terrapex, negative ecological impacts to the identified features and functions on the Subject Lands are not expected as a result of the proposed development, so long as the recommendation measures in the EIS are implemented.</p>



SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>Conservation Authority, and any other appropriate authority in response to the proposed change.</i></p> <p><i>v. Compatibility of proposed use with the surrounding area;</i></p> <p><i>vi. Effect on population and employment projections and finances of the municipality;</i></p> <p><i>vii. Conformity with the York Region Official Plan;</i></p> <p><i>viii. Conformity with Provincial legislation and policies; and,</i></p> <p><i>ix. Consistency with the Provincial Policy Statement.</i></p>	
<b>Section 20- Site Specific Policies</b>		
<p><b>3.</b></p>	<p><i>Lands located on Part Lot 85, Concession 1, E.Y.S., south of St. John's Sideroad, west of Old Yonge Street, shall permit development for medium density residential. Design concepts for the site shall include:</i></p> <p><i>a) Setbacks as required by the Ministry of Transportation;</i></p> <p><i>b) Limitation of 3 storeys;</i></p> <p><i>c) Lands now shown on Schedule 'A' as Private Open Space or Stable Neighbourhoods may be conveyed to the municipality for Public Open Space purposes and indicated as such on Schedule 'A' without an amendment to this Plan.</i></p>	<p>The Subject Lands, to which the Site-Specific Policy 20.3 applies, and with civic address 255-257 Old Yonge Street, are legally identified as, Lot 85, Con 1, East of Yonge St (Pt Lt 1 Pt 461 Whitchurch, Pt Lt 2 Pt 461 Whitchurch as in R671374; S/t R671374 – Aurora). As part of the proposed development the Red House, a two-storey brick house designated under Part IV of the OHA will be relocated from 16003 Yonge Street, northwards to 255-257 Old Yonge Street. As stated in the HIA prepared by ERA, the proposal will conserve the cultural heritage value of the Red House through retaining its connection to locally significant owners through relocation within its historically associated property and maintaining its physical, visual, and historical links to its context through its relationship with the Pargeter House, Willow Farm, and Old Yonge Street. The proposed OPA will remove Site Specific Policy 3 from the lands located at 255-257 Old Yonge Street as this Site-Specific Policy is not needed to permit the Red House. In order to ensure the long-term protection of the Red House, the proposed OPA will also reallocate the "Designated Heritage Properties (Part IV-OHA)" designation applicable to 16003 Yonge</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
		Street on Schedule E, Cultural Heritage of the Official Plan to the new location of the Red House, at 255 Old Yonge Street.
11.	<p><i>The following policies apply to the lands designated "Commercial Special" on Part of Lot 85, Concession 1, E.Y.S., better described as Lot 3, Registered Plan 461 as shown on Schedules 'A,' 'C' and 'H,' attached hereto and forming part of this plan:</i></p> <p><i>a) The lands may be used for a restaurant containing a maximum of 95 seats and bed and breakfast facility with a maximum of 4 rooms. To ensure compatibility with the surrounding residential area, an outdoor patio, take-out restaurant and drive-thru restaurant shall be prohibited by this policy and in the implementing Zoning By-law.</i></p> <p><i>Given the prominence of the site in relation to neighbouring properties and beyond, special regard shall be had to the location and screening of garbage enclosures, as well as any other mechanical equipment such as heating or air conditioning units.</i></p> <p><i>b) The site plan shall ensure to the greatest extent possible the preservation of the integrity and structure of the historic building. Specifically, architectural and historical aspects of the property will be maintained and where appropriate enhanced. The site's natural features, including existing mature vegetation, shall also be preserved to the greatest extent possible and additional landscaping shall be encouraged to further enhance the rural and historical character. Building additions to the historic structure shall be limited to a 30 square metre enclosed patio and an 85 square metre addition, which shall be architecturally compatible with the existing structure. In order to ensure this, the site plan application will be reviewed by the Town of Aurora Heritage</i></p>	<p>The Subject Lands, to which the current Site-Specific Policy 20.11 applies, and with civic address 16003 Yonge Street, are legally identified as, Lot 85, Con 1, East of Yonge St (Pt Lt 3 Pt 461 Whitchurch As in R524310 – Aurora). The lands located at 16003 Yonge Street are currently designated under Part IV of the OHA through By-law 4361.02R, adopted in September 2002. These lands contain the Red House, a 2-storey brick house, constructed in the 1850s. As stated in the HIA prepared by ERA, the Red House will be relocated to the lands located at 255-257 Old Yonge Street, where the building will be retained and reoriented to face Old Yonge Street. Design strategies will be undertaken to mitigate impacts on the cultural heritage value of the Red House including, conserving the main building volume, ensuring appropriate transition and separation to the building, and providing landscaping elements to screen the dwelling unit.</p> <p>The vacant lot at 16003 Yonge Street will then be re-designated through the proposed OPA to a site-specific Medium-High Urban Residential designation that will allow for the intensification of the lands with the proposed 5-storey apartment development, that achieves a density of 316 units per net residential hectare. The proposed OPA will bring the lands into conformity with the objectives and vision for the Regional Corridor, as described in the Town and Region's Official Plans. The development will diversify the housing stock and provide transit-supportive densities along Yonge Street, while ensuring compatibility with the existing community. As stated in the EIS prepared by Birks NHC &amp; Terrapex, the proposed development respects the minimum 30.0 metre setback from the wetland along the western edge of the Subject Lands. Access to the development will be provided</p>

SECTION	TOWN OF AURORA OFFICIAL PLAN (2024)	ASSESSMENT
	<p><i>Advisory Committee. It is the intention of the Town that the historic structure will be designated under the Ontario Heritage Act, and that a clause be included in the site plan agreement to implement the designation.</i></p> <p><i>c) The site shall only be accessed via Yonge Street, other than the use of a single access along Old Yonge Street for emergency purposes and for pedestrian access.</i></p> <p><i>d) Prior to site plan approval, the Lake Simcoe Region Conservation Authority and the Town of Aurora shall be satisfied with the proposed drainage and stormwater management measures.</i></p>	<p>through the existing driveway along Yonge Street, and emergency and pedestrian access will be provided along Old Yonge Street.</p> <p>Development on these lands are subject to the proposed Official Plan and Zoning By-law Amendments that introduce new site-specific policies and zoning regulations for the lands.</p>

