



Planning Justification Report

in support of

**Application for
Zoning By-Law Amendment**

36 Industry Street

in the

**Town of Aurora
Region of York**

June 2024



groundswell
URBAN PLANNERS INC.

GIVING YOU SOMETHING TO BUILD ON.

95 Mural Street, Suite 402
Richmond Hill, ON L4B 3G2
(905) 597-8204

GS File: 21-39
36 Industry Street, Aurora
Zoning By-law Amendment



www.groundswellplan.com

GS File 21-39

Table of Contents

1.0 Introduction	4
1.1 Purpose	4
1.2 Report Structure	5
1.3 Site Context and Adjacent Land Uses	6
2.0 Proposal	8
3.0 Proposed Applications	10
3.1 Zoning By-Law Amendment	10
4.0 Supporting Reports and Studies	12
4.1 Geotechnical and Preliminary Hydrogeological Site Assessment	13
4.2 Phase One ESA	14
4.3 Traffic Brief	14
4.4 Arborist Report	15
4.5 Stage 1-2 Archaeological Assessment	16
4.6 Construction Impact Mitigation Report	16
4.7 Servicing and Stormwater Management Report	17
4.8 Urban Design Brief	17
4.9 Natural Heritage Evaluation	18
4.10 Noise and Vibration Study	18
5.0 Policy and Regulatory Framework	19
5.1 Provincial Policy Statement (2020)	19
5.2 A Place to Grow: Growth plan for the Greater Golden Horseshoe (2019)	22
5.3 York Region Official Plan	26
5.4 Lake Simcoe Protection Plan	32
5.5 Aurora Promenade Urban Design Strategy	33
5.6 Aurora Official Plan 2024	35
5.7 Town of Aurora Zoning By-law 6000-17	43
6.0 Summary Planning Analysis	45
6.1 Intensification	45
6.2 Land Use and Compatibility	45
6.3 Height, Massing, and Density	46
7.0 Conclusions	47
Appendices	48
Appendix 1 – Architectural Site Plan	49



Appendix 2 – ZBLA Text

51

Appendix 3 – ZBLA Schedule

55

Figures

Figure 1: Aerial view of subject site	6
Figure 2: Wider context of subject site	7
Figure 3: Proposed Site Plan	10
Figure 4: Proposed Massing	11
Figure 5: Proposed Zoning	13
Figure 6: A Place to Grow Concept	25
Figure 7: York Regional Structure Map 1	28
Figure 8: York Region Land Use Designation Map 1A	28
Figure 9: York Region Urban System Overlays Map 1B	29
Figure 10: York Region Regional Transit Map 10	32
Figure 11: Major Transit Station Areas Appendix 2	32
Figure 12: Aurora Promenade Character Area	35
Figure 13: Aurora Promenade Land Use Framework	36
Figure 14: Aurora OP Schedule A Town Structure	37
Figure 15: Aurora OP Schedule B Land Use	38
Figure 16: Aurora OP Schedule D1 Promenade	39
Figure 17: Aurora OP Schedule D2 Building Heights	41
Figure 18: Aurora OP Schedule D3 Streetscape	41
Figure 19: Aurora Zoning By-Law Mapping	43

1.0 Introduction

1.1 Purpose

Groundswell Urban Planners Inc. has been retained by the owners of 36 Industry Street (1000099397 Ontario Ltd.) in the Town of Aurora, to submit planning applications to permit the proposed apartment residential building on the subject site.

This Planning Justification Report supports a Zoning By-Law Amendment application pursuant to the Planning Act and submitted to the Town of Aurora.

1.2 Report Structure

The following report will provide a description of the subject site and undertake an analysis and justification of the proposal against relevant municipal, regional, and provincial planning policies. The comprehensive review includes assessment of the Provincial Policy Statement (2020), A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2019), York Region Official Plan, Town of Aurora Official Plan, Town of Aurora Draft Official Plan, and Town of Aurora Zoning Bylaw. The report will identify the main supporting policy areas contained within the above policy documents, along with a detailed assessment of the relevant municipal planning documents.

In addition to this Planning Report, the following multi-disciplinary consultants have also been retained to prepare the following studies and reports in support of the application:

- Geotechnical and Preliminary Hydrogeological Site Assessment, Bruce A Brown
- Phase One ESA, Bruce A Brown
- Traffic Brief, JD Engineering
- Arborist Report, Landscape Planning
- Stage 1-2 Archaeological Assessment, AMICK Consultants Limited.
- Servicing and Stormwater Management Report, GEI Consultants
- Construction Impact Mitigation Report, GEI Consultants
- Urban Design Brief, MBTW
- Natural Heritage Evaluation, Beacon Environmental Limited
- Noise and Vibration Impact Study, HGC

The reports above have been reviewed and referred to as input into the planning analysis and justification of this report. For additional details in relation to any of the associated content of the documents, reference should be made directly to the original technical report document.

1.3 Site Context and Adjacent Land Uses



Figure 1: Aerial view of subject site

1.3.1 Existing Site

The subject site, 36 Industry Street, is located at the southwest corner of Mary Street and Industry Street in the Town of Aurora. The subject site has a lot area of 2204.76 m², with direct frontage along both Mary Street and Industry Street.

Presently, the site features an existing building, associated parking lot, and tennis court. The property backs onto a parking lot associated with the Shepard's Bush Hiking Area, separated by a line of existing trees. Industry Street terminates at the southern lot line, at the entry to the parking lot for the Shepard's Bush Hiking Area.

The legal description of the subject site is "LT 9 PL 535 AURORA; AURORA."

1.3.2 Surrounding Context and Surrounding Development Applications

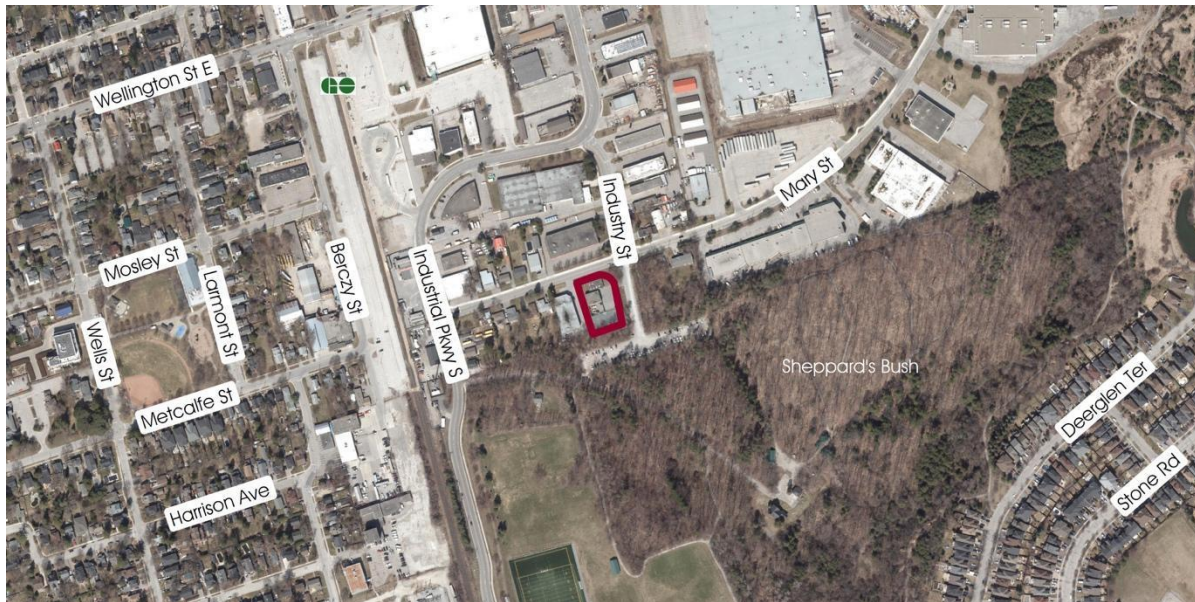


Figure 2: Wider context of subject site

The following provides a summary of the surrounding land uses in proximity to the subject site.

1.3.2.1 North

To the north, the site abuts Mary Street. Past Mary Street there are single detached residential buildings, as well as a commercial building containing a commercial gym. Further north is a self-storage facility and Industrial Parkway South. The Aurora GO Station is approximately 370 m to the northwest of the subject site, and Wellington Street East is 380 m to the north.

1.3.2.2 East

To the east, the site abuts Industry Street. Past Industry Street are mature trees, opening into a single-storey commercial strip mall. Further east, on the north side of Mary Street, there are various commercial, and retail uses, and a large on-grade parking lot related to the surrounding retail uses.

1.3.2.3 South

To the south, the subject site abuts Sheppard's Bush Hiking Area, a 64 acre irregularly shaped park zoned as Public Open Space with hiking trails and sports fields.

1.3.2.4 West

To the west, the property abuts existing commercial/industrial uses, beyond which are low density residential uses. Further west is Industrial Parkway South, an automotive repair building and a large parking lot associated with the Aurora GO Station. Yonge Street is located approximately 880 m to the west of the subject site.

1.3.2.5 Surrounding Development Applications

Approximately 400 m west of the subject site are two similar development applications on Berczy Street (26, 30, 32, 34-38 Berczy Street; 120 Metcalfe Street and 101-103 Mosley Street) each for an

eight (8) storey mixed use development with office and retail uses on the ground floor and residential uses above.

Approximately 750m northeast of the subject site is an application for a six (6) storey residential apartment building with 150 units (N/E Quadrant of Wellington Street East and John West Way).

Table 1: Nearby Developments

Address	Development Details
26, 30, 32, 34-38 Berczy Street	Eight storey mixed use residential development; 184 units
120 Metcalfe Street and 101-103 Mosley Street	Eight storey mixed use residential development
Wellington Street East and John West Way	Six storey residential development; 150 units

2.0 Proposal

The proposal is for an apartment residential development consisting of one (1) 7-storey apartment building with two (2) levels of underground parking, with a maximum height of 28.94 m (94.95 ft). The building is oriented with the primary frontage at Industry Street

The building and underground parking are serviced by a single vehicle access on Industry Street, along with the main pedestrian entrance. The at grade residential units fronting both Industry St and Mary St have been designed similar to a townhouse built form, where street pedestrian entrances are provided for each unit, along with a secondary unit access internal to the building.

There are a total of 97 units, 20 1-bedroom, 51 1-bedroom plus den, 20 2-bedroom, and 6 2-bedroom plus den.

A total of 71 parking spaces are proposed, 4 of which are dedicated barrier free parking spaces.

The proximity of the subject site to Sheppard's Bush Hiking Area allows for the future residents to have access to high quality natural outdoor space, along with the indoor and outdoor amenity areas provided for in the building itself. There is a total of 1357m² of outdoor amenity space proposed, which includes the balconies and terraces, along with 342m² of indoor amenity space provided.

The built form and massing has been designed to fit within the context of the subject site, at the edge of the Secondary Plan area. The Industry Street and Mary Street facades integrate the required stepbacks above the 4th storey, while framing the prominent corner location with the building sited close to the public R.O.W.

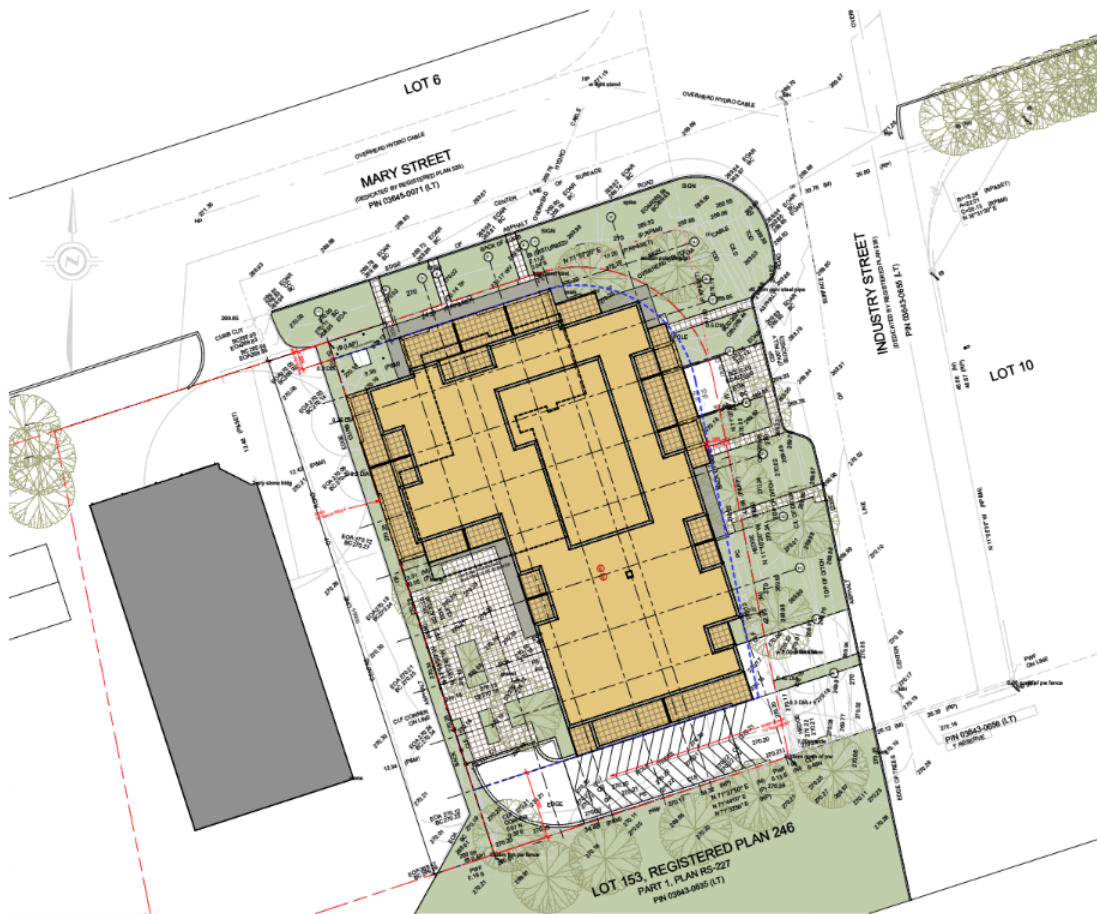


Figure 3: Proposed Site Plan



Figure 4: Proposed Massing

A full size copy of the Architectural Site Plan is included as Appendix 1.

3.0 Proposed Applications

3.1 Zoning By-Law Amendment

The application for a Zoning By-Law Amendment is to permit the rezoning of the subject site from “E-1 (9)” Service Employment Area (Exception No. 9) to “RA2” Apartment Residential 2 Density (Exception No. X).

This rezoning seeks to bring the zoning of the subject site into greater conformity with the Promenade General designation of the Official Plan, where the existing Service Employment zoning is not in keeping with the Official Plan policies.

The site specific development standards of the Zoning By-law Amendment are based on the existing development standards set out under the Official Plan and Promenade Urban Design Guidelines. A comparison of the parent ‘RA2’ zoning development standards and the Official Plan ‘Promenade General’ development standards, is provided below. The proposed development standards associated with the residential building are in keeping with the requirements set out in the Town’s Official Plan.

Table 2: Second Apartment Residential Density Zoning Standards

	RA2 Second Apartment Residential Density	Official Plan Promenade General Development Standards	Proposed Development
Lot Area (minimum)	95m ² (1)		42 m ² minimum
Lot Frontage (minimum)	30 m	18 m	40.61 m
Front Yard (minimum)	½ the height of the Main Building and in no case less than 9m from the street line	2.0 m	2.0 m
Rear Yard (minimum)	9 m	7.5 m	7.5 m
Interior Side Yard (minimum)	½ the height of the Main Building and in no case less than 6 m	0.0 m	0.0 m

Exterior Side Yard (minimum)	½ the height of the Main Building and in no case less than 9 m	2.0 m	2.0 m
Height (Maximum)	26 m		30 m
Lot Coverage (Maximum)	35%	90 %	61%

(1) Per Dwelling Unit

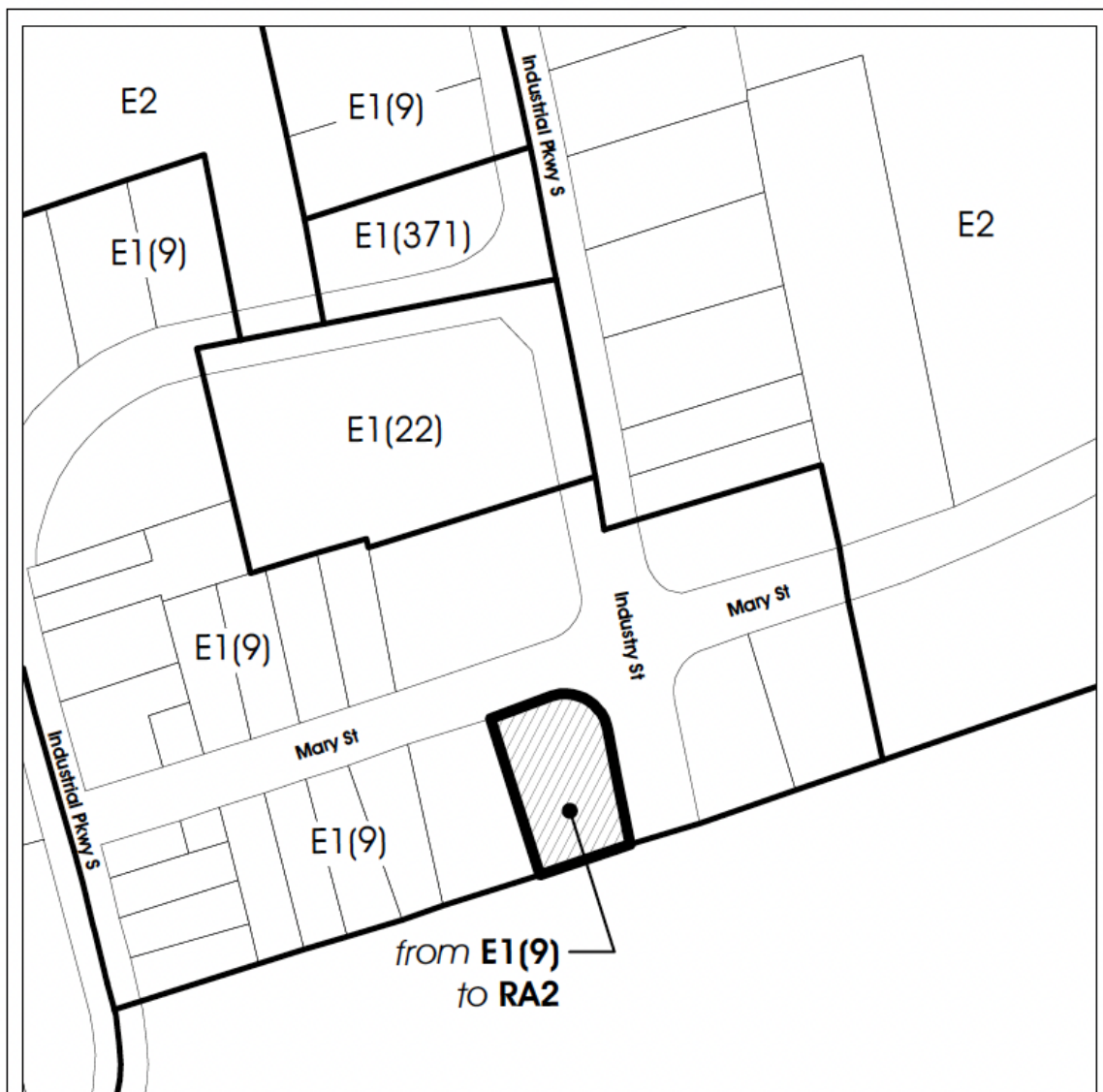


Figure 5: Proposed Zoning



A copy of the full Zoning By-law Amendment Text and Schedule is provided as Appendix 2 and 3.

4.0 Supporting Reports and Studies

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

- Geotechnical and Preliminary Hydrogeological Site Assessment, Bruce A Brown
- Phase One ESA, Bruce A Brown
- Traffic Brief, JD Engineering
- Arborist Report, Landscape Planning
- Stage 1-2 Archaeological Assessment, AMICK Consultants Limited.
- Servicing and Stormwater Management Report, GEI Consultants
- Construction Impact Mitigation Report, GEI Consultants
- Urban Design Brief, MBTW
- Natural Heritage Evaluation, Beacon Environmental Limited
- Noise and Vibration Impact Study, HGC

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

4.1 Geotechnical and Preliminary Hydrogeological Site Assessment

A geotechnical and hydrogeological site assessment has been conducted by Bruce A Brown Limited. A recent Phase 1 site assessment of the lands by Brown Associates found no potentially contaminating activities which could result in areas of potential environmental concern on the properties. Accordingly, the Geotechnical and Hydrogeological investigation was not consolidated together with a Phase 2 environmental site assessment.

Boreholes developed as wells remained dry on completion and are likely to have a maximum season water elevation of 2.25 to 2m below grade in fine textured fine sand and silt. On completion of construction, groundwater discharge is likely to equilibrate with drains at about 3m depth so that minor flows would be anticipated following infiltration from precipitation with dry conditions of now flow either seasonally or between significant precipitation events. Based on an assumed hydraulic conductivity of $5 \times 10^{-7} \text{m.sec}^{-1}$, once groundwater equilibrates with building drains, contribution to storm sewer is estimated to be only one to two cubic meters per day. This is within the acceptable range for this development.

This report has found that the proposed development is reasonable and will not negatively impact the surrounding environment. For more information and technical details, please see the Geotechnical and Hydrogeological Site Assessment Report.

4.2 Phase One ESA

Bruce A. Brown Associates Limited completed a Phase I Environmental Site Assessment for the subject site. The scope of work included interviews, research from secondary sources and agencies, as well as a physical inspection which included access to all parts of the building to establish environmental conditions throughout.

The phase one study area includes the Phase One property and other properties located wholly or in part within a 250m radius of the phase one property boundary.

The following scope of work was completed:

- Review of historical air photos and Insurance Mapping
- Review of the MOE “Ontario Inventory of PCB Storage Sites” (September 1989)
- Review of “Waste Disposal Site Inventory” (June 1980), and Intera Technologies Ltd.
- Review of “Inventory of Coal Gasification Plant Waste Sites in Ontario” (April 1987)
- Site visit and review of the surrounding study area
- Review of an Ecolog ERIS database
- Review of Historical York County mapping 1877
- Interview with property owner (vendor)
- Review of Pleistocene mapping for County of York region
- Preparation and submission of this report.

The thirteen records listed for waste generators are for various years from 2007 until 2019, listing paint and pigment-containing residuals light fuels and graphic arts wastes. All were determined to be in small quantities, mainly associated with routine equipment maintenance.

No records were found for earlier times when the property was a former animal shelter, notwithstanding the robust brick chimney remaining may have accommodated animal cremation emissions. Riken Manufacturing at 16 Mary Street has generator numbers 213 for petroleum distillates and 253 for emulsified oils associate with its machine shop facilities. There are no other environmental concerns found on this site.

Based on the evidence gathered, a Phase Two ESA is not required for this site. The subject site is appropriate for the proposed development.

4.3 Traffic Brief

The traffic brief was prepared by JD Engineering in support of the proposed development and associated site specific parking rates.

The reports analysis included the following:

- Determine existing traffic volumes and circulation patterns;
- Estimate the amount of traffic that would be generated by the proposed development and assign to the roadway network;
- Prepare diagrams summarizing the weekday morning [AM] and afternoon [PM] peak hour traffic volumes generated by the proposed development at the study area intersections;
- Assess the impact of the additional traffic on the site access and surrounding road network;
- Review the sight distance available at the proposed site access driveway on Industry Street;
- Review the proposed configuration of the site access driveway;

- Review applicable TDM measures for the subject site to help reduce the reliance on personal vehicles
- Estimate the parking demand for the proposed development and provide a recommended parking supply; and
- Document findings and recommendations in a final report.

The findings from this report concluded that the proposed development will not cause any operational issues to the local roadway network. In support of this conclusion, the following points were noted:

1. The proposed development is expected to generate an additional 21 AM and 22 PM peak hour trips.
2. Detailed turning movement traffic and pedestrian counts for the Industry Street / Mary Street intersection was commissioned by JD Engineering.
3. An intersection operation analysis was completed at the study area intersections, using the existing (2023) and background (2025) traffic volumes, without the proposed development traffic. No geometric lane improvements or traffic signal improvements are recommended within the study area.
4. An estimate of the amount of traffic that would be generated by the Subject Site was prepared and assigned to the study area streets and intersections.
5. An intersection operation analysis was completed under total (2025) traffic volumes with the proposed development operational at the study area intersections. No improvements recommended within the study area.
6. The proposed Site Access driveway will operate efficiently with one-way stop control for westbound traffic. A single lane for ingress and egress movements at the Site Access driveway will provide the necessary capacity to convey the traffic volume generated by the proposed development.
7. The sight distance available for the Site Access meets the minimum sight distance requirements.
8. Parking surveys were conducted at two proxy locations in order to estimate the parking demand for the proposed development.
9. The proposed resident and bicycle parking supply is consistent with the zoning by-law requirement for similar proxy municipalities, the visitor parking supply is greater than the anticipated peak parking demand, as estimated through the proxy parking surveys and the accessible parking supply meets the minimum AODA requirement.
10. The proposed parking supply is appropriate for the intended use.

4.4 Arborist Report

Landscape Planning Limited was retained to prepare an Arborist Report for the subject property in accordance with Town of Aurora and Region of York By-law requirements for the purposes of obtaining Zoning By-law Amendment and Site Plan Approval.

This report has taken inventory of all trees currently located on the development site and 6m from the limit of development.

A Site Inspection was conducted on November 18, 2022 to inventory existing trees and photograph their condition. The trees inventoried are described as mostly residential lot trees and boundary trees. Sheppard's Bush, a wooded site with trails & sports fields is to the south of the site. There are

two large Maples at the corner of the site within the boulevard. A large Cedar hedge is present along the west property line along Industry Street. Trees on neighbouring property near the southern boundary of the site (Trees #7 through #15) and boulevard trees #1 and #2 are to be protected. The existing trees within and adjacent to the site are primarily composed of Maple.

A total of eighteen (18) trees were inventoried and assessed, twelve (12) of those trees are located on neighbouring private property (Trees #7 through #18) and six (6) are within the municipal boulevard. There are seven (7) trees proposed to be removed. All other trees immediately adjacent to the subject lands are to be preserved and protected during construction.

This report supports the proposed development in that it is within acceptable limits of impacts to the surrounding environment.

4.5 Stage 1-2 Archaeological Assessment

A Stage 1 and 2 archaeological assessment was conducted by AMICK Consultants Limited. The report concluded that the subject site is clear of any archaeological concern, and no further archaeological assessment is warranted.

Following the criteria outlined by MCM (2011) for determining archaeological potential, portions of the study area were determined as having archaeological potential for Post-contact archaeological resources. The entirety of the study area was subject to property inspection and photographic documentation concurrently with the Stage 2 Property Assessment which consisted of high intensity test pit methodology at a five-metre interval between individual test pits on 14 October 2022.

As a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the following recommendations are made:

1. No further archaeological assessment of the study area is warranted.
2. The Provincial interest in archaeological resources with respect to the proposed undertaking has been addressed.
3. The proposed undertaking is clear of any archaeological concern.

4.6 Construction Impact Mitigation Report

GEI prepared the Construction Impact Mitigation Report (CIMR) in support of the proposed development. The report outlines the construction management practices mitigating potential impacts of construction activities.

The report outlines the communication strategy, working hours, coordination, site layout, traffic management and impacts, dust control measures, site cleaning & erosion and sediment control measures, fencing and access, vibration monitoring, health and safety, and anticipated timelines. The process is anticipated to continue until Summer 2027. The report also outlines a draft "Notice to Neighbours" letter in Appendix A.

The report states that the contractors will follow all Town of Aurora noise by-laws and adhere to the noise prohibition hours. All construction activities will be bound within the property limit. Disruption to nearby residents will be kept to a minimum, and there are no expected impacts on pedestrians and cyclists.

4.7 Servicing and Stormwater Management Report

GEI Consultants Inc. (GEI) was retained to prepare a Servicing & Stormwater Management Report (SSWMR) in support of a proposed development.

The purpose of this report is to provide site-specific information for the Town's review with respect to infrastructure required to support the proposed development regarding storm drainage, sanitary sewers and water supply.

The proposed site grading scheme follows the Town's design manual and respects the perimeter grades of the surrounding properties. There are no negative effects on the neighboring properties.

Flows from 0.19ha of the subject site are proposed to be captured, controlled and discharged to the existing maintenance hole (EX. STM MHA) located on Industry Street. Quantity control is proposed to be met by a 100mm diameter orifice plate and underground storage system. A Jellyfish Filter unit is proposed to meet the required quality control. Maximum efforts were made to achieve the zero phosphorus loading and meet the water balance requirements. However, due to constraints, cash-in-lieu is proposed to meet the net zero phosphorus requirement.

The proposed private sanitary sewers will drain via gravity to the existing municipal sanitary sewer on Mary Street. The total proposed sanitary sewage flow from the subject site is 4.00 L/s. The existing downstream network was analyzed and found capable to accommodate both the proposed and existing flows.

The subject site will require a combined maximum day demand plus fire flow of 151.97 L/s and will be serviced by connecting a proposed 200mm watermain to the existing 200mm diameter watermain on Mary Street. Head loss calculations will be conducted upon receiving flow test data on the existing fire hydrants.

4.8 Urban Design Brief

The Urban Design Brief (UDB), prepared by MBTW, details how various elements of the proposed development work together with the existing planning and geographic context to create a new, successful residential development which contributes to the surrounding developed area. The preparation of the document also includes a review of the policies and objectives outlined in the Regional Municipality of York Official Plan, the Town of Aurora Official Plan, The Aurora Promenade - Concept Plan: Urban Design Strategy and The Aurora Promenade – Community Improvement Plan.

The Urban Design Brief presents a design plan and urban design principles for the proposed development at 36 Industry Street that demonstrate how the development concept achieves various built form, landscape design and streetscape objectives.

The UDB outlines that the architectural style will support and reflect the architecture of the surrounding residential neighbourhoods, while implementing the described vision for the future of The Aurora Promenade Area as a livable, modern, vibrant pedestrian-friendly mixed-use community.

Furthermore it is stated that the proposed elevations feature clean lines, generous fenestration along brick surfaces and emphasize definition of vertical and horizontal structural elements, and main entrances are emphasized through enhanced architectural treatment and detailing. Elevations fronting onto Mary Street and Industry Street also have parts of facades extruded/stepped back in form of balconies which further adds to visual interest and casual-surveillance safety along these streetscapes.

The proposed concept design for building elevations provides visual variety and contributes to creating a sense of place and a comfortable and attractive public realm.

The UDB concludes that the proposed development will transform a one-storey commercial site into a high-quality multi-storey residential development. This re-development and intensifications strongly aligns with desired vision and urban design principles for the Aurora Promenade Secondary Plan Area as described in Chapter 3.0 of the brief.

Variations in the proposed unit design and size will fulfill diverse living requirements for different ages, income levels and life stages. Proposed built form massing and design will provide views towards surrounding open space and appropriate height transition towards existing built form, while creating a well-defined street edge along key Mary Street and Industry Street.

4.9 Natural Heritage Evaluation

Beacon Environmental Limited (Beacon) was retained to undertake Natural Heritage Evaluation (NHE) for the subject site, to review the existing environmental conditions and assess potential impacts from the proposed development.

Field investigations on the subject property were undertaken by Beacon staff on October 4, 2022, which included an examination of the adjacent vegetation community to the south and a Species at Risk (SAR) assessment of the subject property.

The proposed re-development results in a small infiltration deficit (approximately 36 m³/yr), which is unlikely to affect the watercourse which is approximately 400m to the south. There are no wetlands within 120m of the subject property that may be affected.

While the intent is to retain the hedgerow trees adjacent to the south, there may be some loss of these trees due to the excavation required to construct the ramp to the underground parking. Site-specific mitigation may be provided by the project Arborist through detail design to avoid and/or minimize impacts to the adjacent trees.

Given the existing level of urbanization, negative effects on the ecological systems of the Sheppard's Bush woodland once the building has been constructed are not anticipated. There may be temporary effects related to noise and dust during the construction phase.

Based upon the findings presented in the NHE report and contingent upon the implementation of the recommendations made therein, it is Beacon's conclusion that the proposed re-development does not represent a negative impact to the natural heritage system of the Town.

4.10 Noise and Vibration Study

HGC Engineering was retained to conduct a noise feasibility study for the proposed development, to satisfy the requirements of the Municipality, Metrolinx, and Region of York as part of the planning and approvals process.

It was determined through the study that the primary sources of noise are rail traffic on the Metrolinx railway and road traffic on Wellington Street East. Rail traffic data was obtained from Metrolinx personnel. Road traffic data was obtained from the Region of York. The predicted sound levels were



compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP), Metrolinx and the Region of York to develop noise control recommendations.

The sound level predictions indicate that with suitable noise control measures integrated into the design of the building, it is feasible to achieve the MECP guideline sound levels for transportation noise. Central air conditioning systems are required for the proposed dwelling units. Upgraded building and glazing constructions are required for the façades of the proposed building. Warning clauses are also recommended to inform future owners and tenants of the traffic noise impacts.

5.0 Policy and Regulatory Framework

This section of the report outlines the relevant policy context for the proposed development including relevant elements of the Provincial Policy Statement, A Place to Grow - Growth Plan for the Greater Golden Horseshoe, York Region Official Plan, Town of Aurora Official Plan, Draft Town of Aurora Official Plan, together with the relevant zoning requirements.

5.1 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the Planning Act and, "...provides policy directions on matters of provincial interest related to land use planning and development". The PPS requires that decisions affecting planning matters "shall be consistent with" the policy statements established by the Plan.

The following PPS policies are relevant to the redevelopment of the subject site:

Policy 1.1.1 Healthy, liveable, and safe communities

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

Policy 1.1.1.b): "accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs".

Policy 1.1.1.c): "avoiding development and land use patterns which may cause environmental or public health and safety concerns"

Policy 1.1.1.d): avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

Policy 1.1.1.e): "the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs".

Policy 1.1.2: Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3 Settlement Areas

Policy 1.1.3.1: 'Settlement areas shall be the focus of growth and development'.

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

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed...”.

Policy 1.1.3.3: “planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs”.

Policy 1.1.3.4: “appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety”.

Policy 1.4 Housing

Policy 1.4.1: “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”.

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;
- b) and 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Policy 1.4.3: “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; 17 | Provincial Policy Statement, 2020
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Policy 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1: Healthy, active communities should be promoted by

- b) planning and providing for a full range and equitable distribution 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;

Policy 1.6.7 Transportation Systems

Policy 1.6.7.2: “efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible”.

Policy 1.6.7.4: “a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation”.

Policy 1.7 Long Term Economic Prosperity

Policy 1.7.1.b): “encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce”.

Policy 1.8 Energy Conservation, Air Quality, and Climate Change

Policy 1.8.1.a): promote compact form and a structure of nodes and corridors;

Policy 1.8.1.b): promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

Policy 2.1 Natural Heritage

Policy 2.1.1: “Natural features and areas shall be protected for the long term”

Policy 2.1.5: “Development and site alteration shall not be permitted in:

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E;
- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River);
- d) significant wildlife habitat;
- e) significant areas of natural and scientific interest; and
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”

The proposed redevelopment of the subject site seeks to transform the existing low density employment uses to higher density residential to maximise the efficient use of lands within close proximity to public transit, open space and trail systems, and existing services and infrastructure.

The proposed development achieves the expansion of the range and mix of housing options within the surrounding neighbourhood, as well as for the wider Town of Aurora and York Region. The provision of a mix in unit sizes and configurations allows for greater diversity and mix of housing options to accommodate the varying housing needs of residents.

The redevelopment of an existing employment site within the built boundary, promotes achieving the provision of additional housing whilst protecting natural heritage features for the long term. A comprehensive Natural Heritage Evaluation was completed for the subject site, which concluded that there are no natural heritage features or functions present on site. The evaluation included assessment of the surrounding environmental conditions, which included the hedgerow adjacent to the site at the southern boundary. It was determined that this hedgerow does not meet the criteria to be classified as a significant woodland, however best efforts will be made to mitigate any impacts on this neighbouring vegetation.

5.2 A Place to Grow: Growth plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 was introduced under the Places to Grow Act (2005), which enables the development of regional growth plans that assists in guiding government investments and land use planning policies. The progression from the initial 2006 Growth Plan sees the Greater Golden Horseshoe region focusing on a shift to more compact development patterns, a greater variety of housing options, more mixed-use development, and the integration of transit and land use planning.

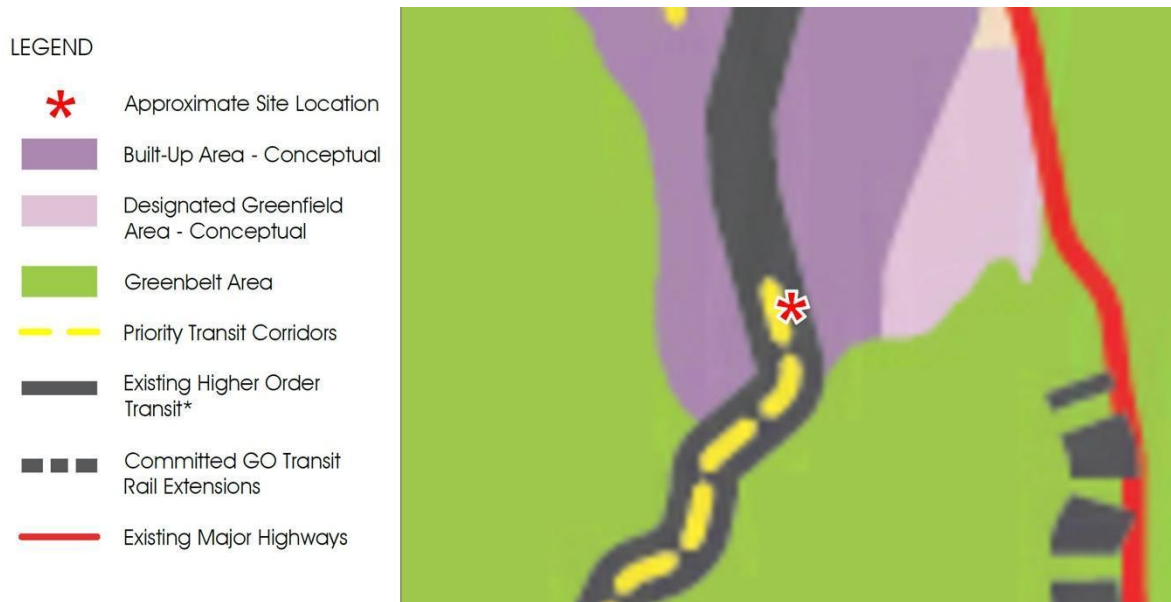


Figure 6: A Place to Grow Concept

Policy 2.2.1 Managing Growth

Policy 2.2.1.2.a): “the vast majority of growth will be directed to settlement areas that: i. have a delineated built boundary; ii. have existing or planned municipal water and wastewater systems; and iii. can support the achievement of complete communities”.

Policy 2.2.1.2.c): “within settlement areas, growth will be focused in: i. delineated built-up areas; ii. strategic growth areas; iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and iv. areas with existing or planned public service facilities”.

Policy 2.2.1.4.a): “Applying the policies of this Plan will support the achievement of complete communities that: feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities”.

Policy 2.2.1.4.b): “improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes”.

Policy 2.2.1.4.c) “provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes”.

Policy 2.2.1.4.d): “expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- ii. public service facilities, co-located and integrated in community hubs;
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- iv. healthy, local, and affordable food options, including through urban agriculture”.

Policy 2.2.1.4.e): “provide for a more compact built form and a vibrant public realm, including public open spaces”.

Policy 2.2.4 Transit Corridors and Station Areas

Policy 2.2.4.2): For major transit station areas on priority transit corridors or subway lines, upper-and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

Policy 2.2.4.9): Within all major transit station areas, development will be supported, where appropriate, by:

- planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
- fostering collaboration between public and private sectors, such as joint development projects;
- providing alternative development standards, such as reduced parking standards; and
- prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities

Policy 2.2.4.10): Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Policy 2.2.6 Housing

Policy 2.2.6.1.a): “support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

- i. identifying a diverse range and mix of housing options and densities, including

additional residential units and affordable housing to meet projected needs of current and future residents”.

Policy 2.2.6.2: “Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- planning to accommodate forecasted growth to the horizon of this Plan;
- planning to achieve the minimum intensification and density targets in this Plan;
- considering the range and mix of housing options and densities of the existing housing stock; and
- planning to diversify their overall housing stock across the municipality.”

Policy 2.2.6.2): Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;
- b) planning to achieve the minimum intensification and density targets in this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.

Policy 2.2.6.3: “To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”

The proposed development supports the goals and objective within the Growth Plan and the provincial targets for intensification surround Major Transit Station Areas. The proposal seeks to develop an apartment residential building on an underutilized lot in an area supported by existing municipal services.

This proposal seeks to support the achievement of complete communities through the development of underutilized land within the settlement area which is within walking distance of regional and local transit, public open space, as well as service, retail, and commercial developments to the north and east.

The proposed development supports diversity in dwelling sizes to support the needs of future residents. Greater diversity in housing options seeks to provide for greater access and increased options for people of all ages, abilities and incomes, to meet projected needs of current and future residents.

Overall the proposed development is consistent with the Growth Plan and is in keeping with the policies and targets identified representing an appropriate and efficient use of land to develop a Complete Community.

5.3 York Region Official Plan

The policies of the official plan guide new planning and development in York Region through policies that set out planning goals to meet the vision and direction set by Provincial and Regional planning documents. York Region Council adopted the 2022 York Region Official Plan in June 2022 and the Minister of Municipal Affairs and Housing approved the Plan in November 2022.

The subject site is located within the Urban Area of the York Regional Structure, and further designated specifically as part of the Community Area.

LEGEND

-  Subject Lands
-  Urban Area
-  Agricultural System
-  Regional Greenlands
-  Greenbelt Plan Boundary
-  Regional Corridor



Figure 7: York Regional Structure Map 1

LEGEND

-  Subject Lands
-  Community Area
-  Employment Area

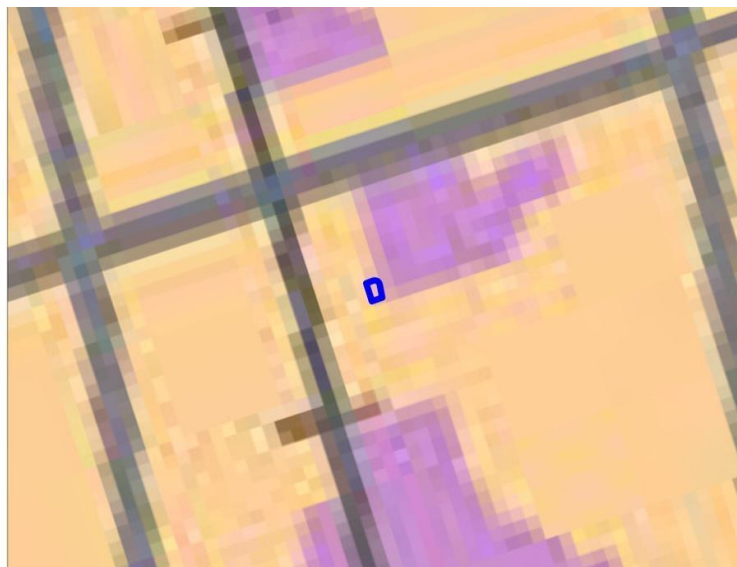


Figure 8: York Region Land Use Designation Map 1A

Section 2.1 Regional Structure

Policy 2.1.3.a): Community Areas, where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth.

LEGEND

-  Subject Lands
-  Built Up Area
-  Designated Greenfield Area
-  Greenbelt Plan Boundary
-  Regional Corridor
-  Major Transit Station Area

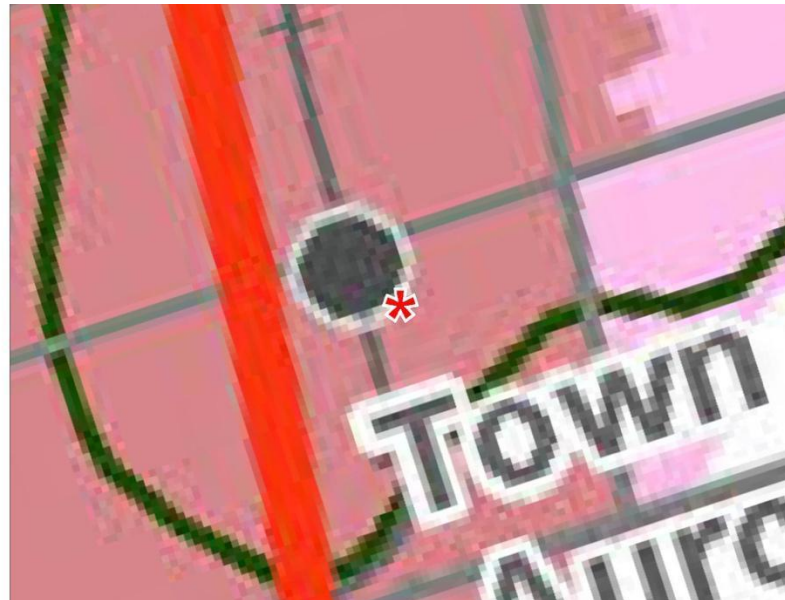


Figure 9: York Region Urban System Overlays Map 1B

Policy 2.1.4.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, where the minimum 50% intensification target applies annually;

Section 2.2 Integrated Growth Management

Policy 2.2.1: That the population and employment forecasts in Table 1 be used as the basis for planning of new development.

Table 3: Projected Growth of Aurora (York Region Official Plan)

Municipality		2016	2021	2031	2041	2051
Aurora	Population	57,200	63,800	71,600	79,000	85,000
	Employment	27,300	29,200	33,700	37,900	41,400

Policy 2.2.11: That development shall be prioritized in locations with existing Regional infrastructure capacity.

Section 2.3 Supporting Complete Communities

Policy 2.3.1: That communities shall be planned and designed as sustainable, healthy, vibrant complete communities walkable to most local amenities.

Policy 2.3.2: That communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.

Policy 2.3.10: That communities shall be designed to provide an integrated open space network that contributes to a sense of place and identity, promotes physical activity and social inclusion, to include:

- a. A variety of active recreational facilities, programmed parks and passive parks for year round use;
- b. Connections by sidewalk and/or trails;
- c. Meeting places, informal gathering spaces and central squares that incorporate art, culture and heritage;
- d. Opportunities for urban agriculture; and
- e. Connections to the Regional Greenlands System, where appropriate.

Policy 2.3.15.h): Enhancing connections between Community Areas and Employment Areas.

Policy 2.3. 26: To reduce vehicle emissions by ensuring that communities are designed to prioritize active transportation, transit-supportive development and intensification in appropriate locations.

Section 4.1 The Urban System

Policy 4.1.1: That the primary location for growth and development within York Region take place within the Urban System which includes the following structural elements:

- a. Urban Area, Towns and Villages, and Centres and Corridors, as shown on Map 1;
- b. Community Area and Employment Area land use designations, as shown on Map 1A;

Policy 4.1.3: 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 the Plan:

- 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:
- Regional Centres
- Subway station major transit station areas
- Other major transit station areas iv. Regional Corridors outside of major transit station areas
- Local centres and corridors;
- The built-up area, outside of strategic growth areas, with small scale intensification and infill based on the local context;

Policy 4.1.5: That development throughout the Urban System shall address all of the policies of the Plan

Section 4.2 Community Areas

Policy 4.2.1: 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. Employment opportunities shall also be encouraged within Community Areas.

Policy 4.2.2: 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 implement this mix and range of housing consistent with other Regional forecasts, intensification and density targets and the objectives of the Plan.

Policy 4.2.4: That local municipalities shall provide for a balance of residential uses and compatible employment uses that provide services to residents throughout Community Areas to provide for working, living and daily activities in close proximity.

Section 4.4 Intensification

Policy 4.4.2: 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 (Figure 7).

Policy 4.4.10: That local municipalities shall complete and adopt intensification strategies based on the policies of the Plan. The local municipal intensification strategies, developed in cooperation with York Region, shall:

- 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;
- e. Plan for a range and mix of housing that is commensurate with the planned density and local context, considering affordable housing needs;

Policy 4.4.14: 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

Policy 4.4.16: To work with local municipalities to encourage integration of gentle density and a mix and range of housing options within the built boundary, where locally appropriate, through redevelopment of existing neighbourhoods.

Policy 4.4.34: 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:

- a) Reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands;
- b) Contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development;
- c) Compatibility with and transition to adjacent and/or adjoining lands; and having regard for major transit station areas delineated on Appendix 2.

Policy 4.4.35: That Regional Corridors along transit routes function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-supportive built form and allow for active transportation.

LEGEND

-  Subject Lands
-  Urban Area
-  Rapid Transit Corridor
-  VIVA Curbside Service
-  Provincial GO Rail Service
Rush Hour Only
-  GO Rail Station

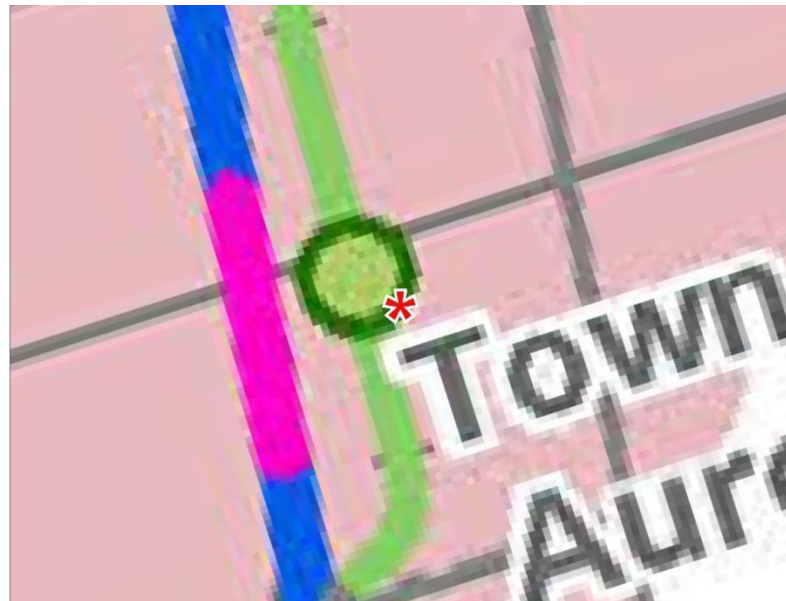


Figure 10: York Region Regional Transit Map 10

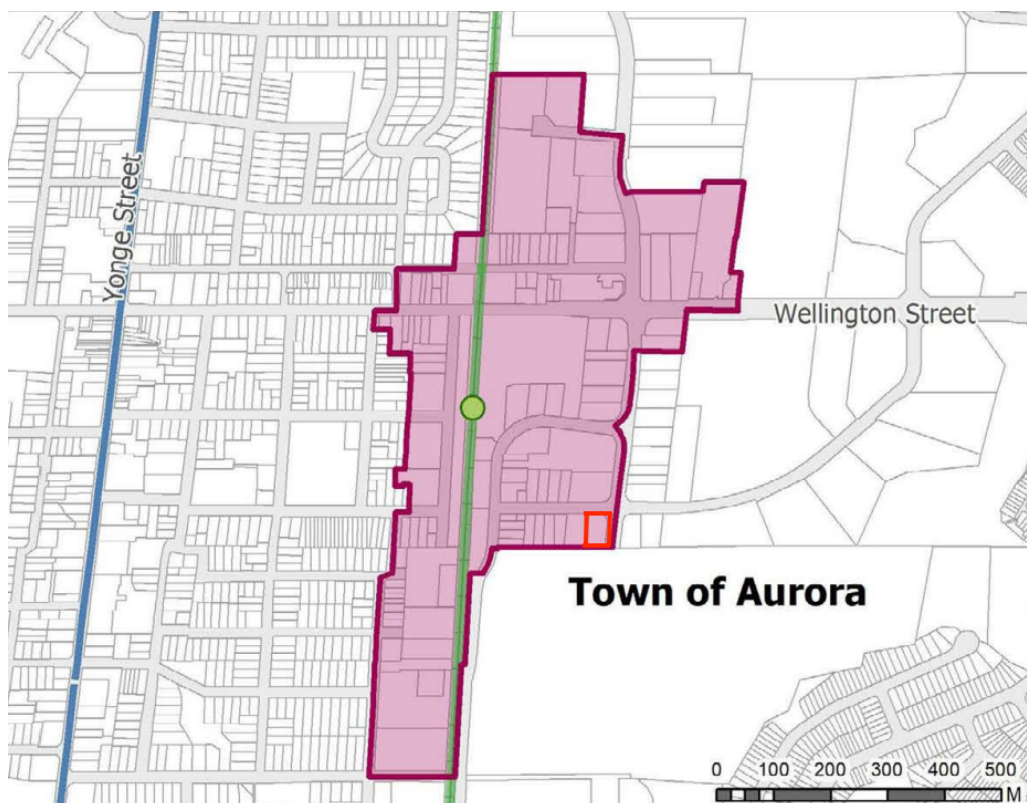


Figure 11: Major Transit Station Areas Appendix 2

Policy 4.4.36: That the most intensive and widest range of uses within Regional Corridors be directed to major transit station areas and in accordance with policies 4.4.38 to 4.4.46.

Policy 4.4.37: That all major transit station areas identified on Map 1B, are protected under the Planning Act and that policies 4.4.38 to 4.4.46 provide additional direction for development within major transit station areas identified on Map 1B, and should be read together with other similar policies regarding major transit station areas in the Plan.

Policy 4.4.38: That the built form and scale of development within major transit station areas shall further support and implement the Regional intensification hierarchy outlined in policy 4.1.3 in accordance with the intensification level determined by the minimum density targets in Appendix 2.

The proposed development achieves appropriate intensification and compact development within the protected Major Transit Station Area of the Aurora GO Station. The policies outlined in the YROP promote an appropriate mix and range of housing options to be provided in order to accommodate short and long-term growth. Policies to strategize intensification within the built-up areas are intended to maximize efficiencies in the delivery of infrastructure, human services, and transit ridership to achieve an appropriate transition of built form to adjacent areas whilst providing for increased housing options and a more complete community. The revitalisation proposed through this development achieves these goals and objectives for intensification.

The subject property is located the boundary of the Aurora GO MTSA which is intended to achieve more intensive and mixed-use land development supported by public transit services. The subject property is located within an area that can support the proposed development and meets the criteria for intensification and represents an adequate opportunity to utilize existing transit and infrastructure. The proposal represents an appropriate development that is compatible with the surrounding uses and will assist the Region in achieving intensification targets for the Built-up area.

5.4 Lake Simcoe Protection Plan

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

The subject property is situated roughly 290m away from a flood zone under the Lake Simcoe Region Conservation Authority's regulated area. The site is within the East Holland Subwatershed.

The Lake Simcoe Protection Plan generally applies to the Lake Simcoe watershed, which is defined in the Act as Lake Simcoe and the parts of Ontario, the water of which, drains into Lake Simcoe. Some of the objectives of this plan are to:

- protect, improve, or restore the elements that contribute to the ecological health of the Lake Simcoe watershed.
- Reduce loadings of phosphorus and other nutrients of concern to Lake Simcoe and its tributaries
- Reduce the discharge of pollutants to Lake Simcoe and its tributaries
- Promote environmentally sustainable land and water uses, activities, and development

practices

Economies and communities in the Lake Simcoe watershed will need to continue to grow, but must do so in conformity with provincial plans including this Plan, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, as well as in keeping with the Provincial Policy Statement, so that growth is managed in a manner that sustains a healthy ecosystem, healthy communities and healthy economies.

Policy 4.8: An application for major development shall be accompanied by a stormwater management plan that demonstrates:

- a) consistency with stormwater management master plans prepared under policy 4.5, when completed;
- b) consistency with subwatershed evaluations prepared under policy 8.3 and water budgets prepared under policy 5.2, when completed;
- 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;
- d) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and
- e) through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

Policy 6.33.c): seek to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes and wetlands;

Policy 8.4: Municipal official plans shall be amended to ensure that they are consistent with the recommendations of the subwatershed evaluations

Policy 8.11: The MOE, in consultation with industries, businesses, the development community, municipalities and other community organizations, will review operational, building and development standards and best management practices. Innovative design elements, for example, site-level storm water controls such as rain barrels or permeable pavements, and other site-specific options for stewardship will be encouraged.

In accordance with the requirements of Policy 4.8, a comprehensive Stormwater Management Report has been prepared in support of the proposed development and submitted as part of the fulsome Zoning By-law Amendment submission package.

Flows from the subject site are proposed to be captured, controlled and discharged to the existing maintenance hole located on Industry Street. Quantity control is proposed to be met by a 100mm diameter orifice plate and underground storage system. Maximum efforts were made to achieve the zero phosphorus loading and meet the water balance requirements. However, due to constraints, cash-in-lieu is proposed to meet the net zero phosphorus requirement.

5.5 Aurora Promenade Urban Design Strategy

The Promenade Urban Design Strategy was prepared through a four phase workshop that commenced in 2009, where it was then finalised and approved in 2010.

The purpose of the Urban Design Strategy is to guide and manage growth within the Promenade boundary. First, the intent is to define a vision and strategy for revitalizing the Yonge and Wellington

Street corridors. Second, the ambition is to provide a guiding framework to ensure that as opportunity for change occurs, it is coordinated and occurs in an appropriate form of the highest possible quality.

The subject site is within the ‘Wellington St Promenade’ character area. The key character area objectives include:

- a) New developments should provide an appropriate transition in scale to the adjacent heritage neighbourhoods to the west
- b) Densities for new development should support public transit and should take full advantage of its proximity to the existing GO Train Station
- c) Infill and redevelopment of underutilized sites and one storey commercial and industrial buildings to better define and engage with the street.



Figure 12: Aurora Promenade Character Area

The strategy outlines that parking demand is typically reduced with the provision of higher- order transit and improved cycling and pedestrian routes, where it specifically advocates that parking be planned, designed and located to create a diverse, thriving, pedestrian friendly area.

The subject site is designated ‘Promenade General’ through the strategy’s land use framework. These ‘Promenade General’ lands are where the greatest transformation is anticipated over the long-term. The Promenade General areas also present the greatest opportunity for introducing a critical mass of new residents to enhance the vitality of The Aurora Promenade and support local businesses and transit.

LEGEND

-  Subject Lands
-  Promenade General
-  Promenade Focus Area
-  Neighbourhood - Old Town
-  Potential Link / Lane
-  Secondary Retail Frontage
-  Aurora Promenade Boundary
-  Public Open Space



Figure 13: Aurora Promenade Land Use Framework

The specific land use policies for this designation include the following:

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

The specific development standards for this designation include the following:

- a) Front Yard Setbacks: 2.0m to 4.0m (Minimum 80% of the main front wall of the proposed building to be within the build-within zone)
- b) Side Yard Setbacks: 0.0m to a maximum of 3.0m (permitted only for lot frontages greater than 40m)
- c) Rear Yard Setbacks: Minimum 7.5m (to permit laneway easement and/ or buffer adjacent neighbourhood areas)
- d) Street wall height of 2-storey minimum, 4-storey maximum
- e) Minimum 1.5m setback from street wall
- f) subject to 45-degree angular plane originating from the nearest property line within a Heritage or Neighbourhood Area

The proposed development is in keeping with the goals and objectives of the urban design strategy through its revitalisation of underutilised lands, and the conversion from the existing one storey employment uses through to a more efficient higher density built form.

The strategy specifically promotes the integration of at grade retail or mixed uses for lands with frontage on Yonge and Wellington Streets. Based on the context of the sites location, with no frontage onto either of these major arterial roadways and site at the periphery of the promenade area, the building has been designed with at grade residential uses.

The site specific development standards associated with the architectural site plan and design, are in keeping with the development standards set out for the Promenade General area. The proposal maintains conformity with the designated minimum and maximum building setbacks, and the massing of the structure has been designed to be appropriate for the site context.

5.6 Aurora Official Plan 2024

The new Town of Aurora 2024 was Approved by York Region on May 24, 2024, subject to minor modifications. The following analysis is based on the latest version dated January 2024.

Under the Official Plan, the subject property is within the boundary of the 'Aurora Promenade and Aurora GO Major Transit Station Area', acknowledging the MTSA that was approved through the York Region MCR.

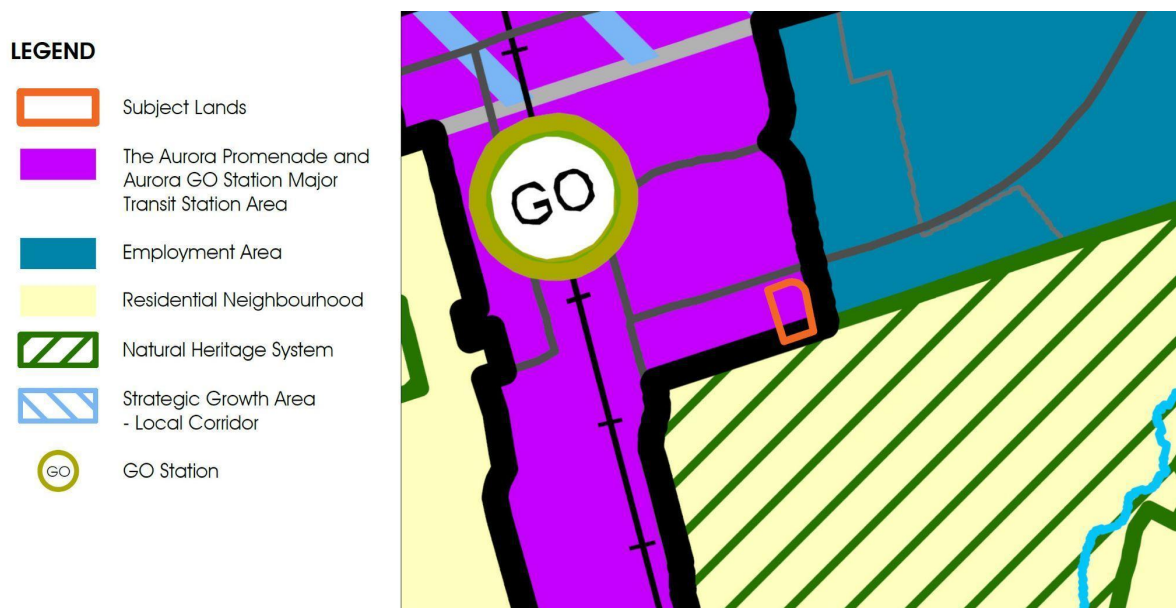


Figure 14: Aurora OP Schedule A Town Structure

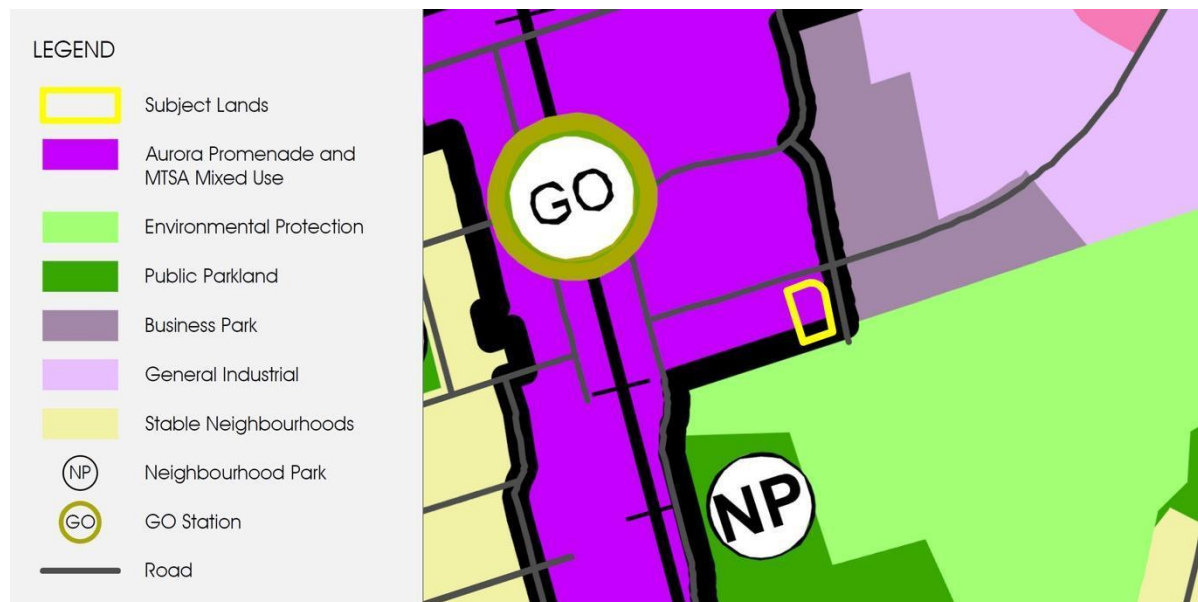


Figure 15: Aurora OP Schedule B Land Use

The introduction to Section 9 “Aurora Promenade and MTSA” states *development within The Aurora Promenade and MTSA will be required to enhance the key characteristics of the area and its surrounding residential neighbourhoods, while balancing appropriate intensification, growth and transit-oriented development.*

The subject site is designated as “MTSA” within the Aurora Promenade and MTSA Secondary Plan, as can be seen in *Figure 17: Aurora OP Schedule D1 Promenade*. Part of Section 9.6.a states that *the intent of the MTSA is to serve as the Town’s primary focus area for growth and intensification, accommodating the highest densities within Aurora.*



Figure 16: Aurora OP Schedule D1 Promenade

Policy 9.6.1 Land Use Policies

a) Buildings and sites within the 'MTSA' designation are encouraged to accommodate an array of higher density mixed uses. This mixture of uses is encouraged on individual development sites, and within individual buildings. High activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at-grade, with uses such as offices and residential uses on the floors above.

b) The following uses are permitted

- i. Multi-unit buildings; buildings, townhouses and apartment
- ii. Live-work units
- iii. Commercial uses including financial institutions, offices, retail stores, restaurants and personal services;
- iv. Tourist accommodations (e.g., Hotels, Tourist Information Centre);
- v. Child care facilities;
- vi. Institutional uses
- vii. Cultural, recreational and entertainment uses
- viii. Conference centres
- ix. Parking facilities at-grade and/or in structure
- x. Parks and Urban Squares
- xi. Public uses and public and private utilities

c) The following land uses are specifically prohibited within the MTSA:

- i. New automotive oriented uses of any kind, including, but not limited to, sales, service, and gas stations.

d) As the MTSA develops, existing industrial uses will be encouraged to relocate in order to redevelop these lands for higher density mixed uses. Mitigation measures may need to be incorporated in new development while existing industries remain.

e) Development within the 'Aurora GO Station MTSA' designation shall provide for a balance of residential, commercial and employment uses to ensure a vibrant and lively community at all times during the day. Throughout the designation, development shall aim to provide for both employment and residential opportunities.

f) Within the Aurora GO Station MTSA designation, compact housing forms are encouraged, with dwellings that are intrinsically affordable for low and moderate income households. A minimum of 35% of new housing within the designation shall be affordable.

Policy 9.6.2 Development Policies

a) The following policies apply to height within the 'MTSA' designation:

- i. The minimum and maximum building height shall be subject to the heights indicated on Schedule 'D2';*
- ii. Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan; and,*
- iii. In accordance with the built form policies of this Plan, new development and redevelopment shall provide a transition in heights and densities adjacent to Stable Neighbourhood areas through increased setbacks, intervening low-rise build form and /or the use of a 45-degree angular plane.*

b) Dwelling units; except that dwelling units fronting onto an arterial road shall be required to be located above the ground floor of all building types;

c) The maximum lot coverage by a surface parking lot shall be 25 percent. There is no minimum lot coverage for surface parking lots.

d) The parking lot/facility shall only be permitted within the rear yard and/or below grade

e) When locating a building on a lot, the building envelope shall be located between 2.0 and 4.0 metres from the front and/or exterior side lot line. A minimum of 80 percent of the main front wall, and a minimum of 60 percent of the exterior side wall of the proposed building shall be located within the building envelope, as defined above.

LEGEND

-  Subject Lands
-  MTSA Boundary
-  Secondary Plan Boundary
-  Maximum 7-storeys
-  Minimum 2-storeys
Maximum 5-storeys
-  Transition 45 degree angle
stepbacks and/or setbacks
-  GO Station

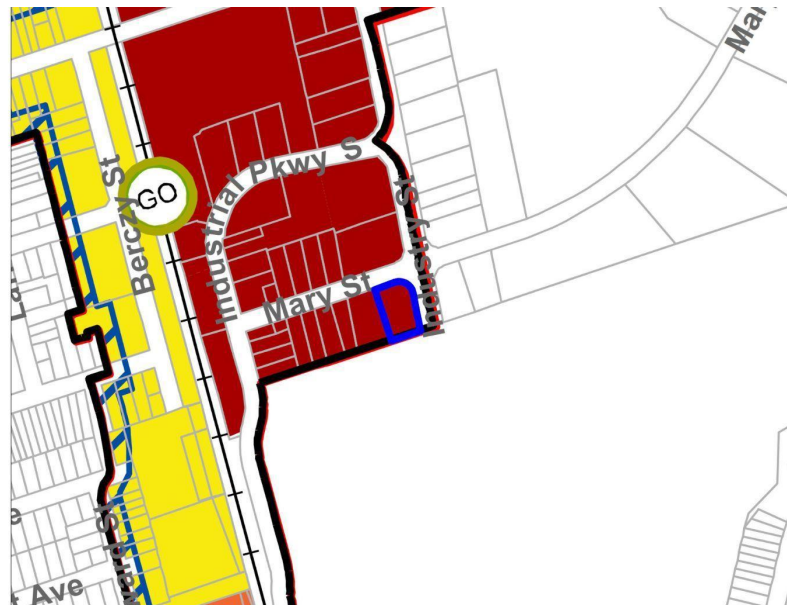


Figure 17: Aurora OP Schedule D2 Building Heights

LEGEND

-  Subject Lands
-  MTSA Boundary
-  Focus Area Street
-  Parkside Links
-  Existing / Potential Midblock
Pedestrian Link
-  Village
-  Residential Heritage Street
-  Potential Lanes
-  GO Station
-  Secondary Entryway



Figure 18: Aurora OP Schedule D3 Streetscape

Policy 9.7.3.f) Focus Area Streetscape characteristics include:

- i. 2 travel lanes*
- ii. On-street parking*
- iii. Continuous street trees with broad sidewalks*
- iv. Buildings placed close to the street with consistent setbacks for mixed-uses*
- v. More generous setbacks with privacy measures such as grade shifts and landscaping for residential uses.*

Policy 9.7.5.f: Corner development sites are good locations for landmark buildings as they have better visibility, light and view opportunities. As such, in addition to consistency with the Design Guidelines contained within The Aurora Promenade Concept Plan – Urban Design Strategy and other applicable policies of this Plan, corner sites will be addressed in the following manner:

- i. Define the intersection at which the building is located by architecturally articulating its presence at each corner;*
- ii. Include prominent visual and vertical architectural features such as a wrap-around porch, bay window, turret feature or a clock tower, and/or an additional storey, greater than abutting buildings on non-corner sites;*
- iii. Include primary, articulated façades towards both roads; and,*

Have the highest level of architectural detailing and a distinct architectural appearance.

Policy 9.10.f): Where a development is unable to provide all of the required on- site parking spaces, the Town may accept cash-in-lieu of the parking spaces that are not provided. The minimum parking requirement shall be used to calculate any parking space deficiency. The cost of each parking space shall be established by the Town, and may be waived for any specific development, at the discretion of the Town. The funds raised through this provision shall be utilized by the Town solely for the purchase of property for public parking and/or the building of public parking within the boundaries of The Aurora Promenade, as identified on Schedule ‘D1’ to this Plan.

The designation of the subject site as “Major Transit Station Area” within the Aurora Promenade and MTSA Secondary Plan”, promotes its opportunities for revitalisation and redevelopment to achieve the objectives for the provision of higher density forms of development in close proximity to higher order transit facilities.

The proposed development is consistent with the designations goals to provide for a range of compact housing forms and tenures to accommodate a minimum density of 150 people and jobs per gross hectare for the MTSA.

A maximum height of 7 storeys is proposed for the development, which is consistent with the increased maximum building heights permitted for the subject site through the approved Official Plan policy revisions.,

The proposed development features 2 floors of underground resident and visitor parking, including a total of 71 parking spaces. A Traffic Brief and Parking Study was prepared by JD Engineering in support of the proposed development, and the associated parking rate. Section 9.10.f) of the Official Plan promotes the opportunity for reduced parking requirements through cash-in-lieu of parking, at the Town’s discretion, due to their proximity to transit infrastructure and to promote increased utilisation of these transit services.

While previous versions of the official plan prohibited residences from being at grade, the 2024 Official Plan only dictates retail at grade in properties fronting onto arterial roads (Section 9.6.2.b). 36 Industry Street does not have frontage onto an arterial road.

5.7 Town of Aurora Zoning By-law 6000-17

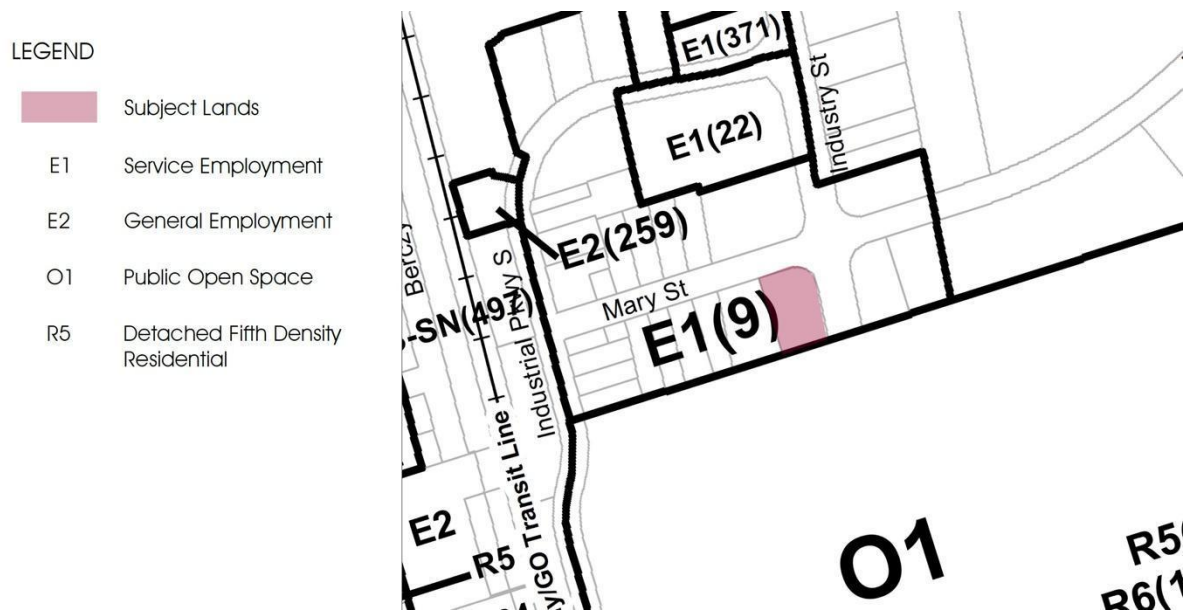


Figure 19: Aurora Zoning By-Law Mapping

Under the Aurora Zoning By-Law 6000-17, the subject property is zoned as E1(9) (Service Employment Exception #9).

The following uses are permitted for the E1 zone:

- Banquet Hall
- Clinic
- Commercial School
- Commercial Self Storage
- Convention Centre
- Day Care Centre
- Dry Cleaning Distribution Station and Depot
- Dry Cleaning Establishment
- Equipment Sales and Rental Establishment
- Fitness Centre
- Food Processing Establishment
- Industrial uses
- Motor Vehicle Rental Establishment
- Offices
- Pet Services
- Private Park
- Printing, media, and communications establishment
- Club
- Recreation Centre
- Repair Shop
- Service Shop
- Research and Training Facility
- Retail, Accessory
- School, Private
- Transportation Terminals
- Warehouses

Table 4: Service Employment Zoning Standards

	E1 Service Employment
Lot Area (minimum)	2000 m ²
Lot Frontage (minimum)	30 m
Front Yard (minimum)	3 m
Rear Yard (minimum)	9 m
Interior Side Yard (minimum)	3 m
Exterior Side Yard (minimum)	3 m
Height (Maximum)	15 m

Under the Zoning By-law, the following provisions are associated with lands subject to exception '9': This exception is for Ross Street, Industrial Parkway North & South, Industry Street and Mary Street, and adds to the permitted uses:

- All uses permitted under the Service Employment (E1) Zone
- Any industrial use which existed as of August 17, 1981 whether or not the use is conducted and wholly contained within an enclosed building.

This current zoning is not consistent with the policies and objectives of the promenade land use designations for these lands under the previous and new Aurora Official Plan. A Zoning By-Law Amendment is proposed to bring the lands into conformity with the Official Plan, and to support the proposed development, which in turn supports the Provincial housing targets.

6.0 Summary Planning Analysis

6.1 Intensification

Provincial, Regional and Municipal policies encourage intensification of underutilized lands within built-up areas. These policies require that 50% of all new residential development occur within built-up areas in the form of intensification. The proposed higher density residential intensification on the subject property is consistent with those policy directions, all of which support intensification on sites well served by existing municipal infrastructure, including public transit.

The proposed development is located within the built-up area of Aurora and is specifically located within a Major Transit Station Area for the Aurora GO Station. The Town's intensification target of 4,600 residential units by 2051, as outlined in the Region of York Official Plan, will require higher density development similar to the proposal to achieve this minimum target. Furthermore, MTSA's provide for minimum densities to promote access to higher order transit and ensure the long-term viability of these public infrastructures.

The optimization of density on the subject site is consistent with both good planning practices and the overarching policy directions provided for in the Provincial, Regional and Town plans. High density intensification on the subject property can efficiently utilise existing municipal infrastructure to support logical and efficient growth. The redevelopment of the subject property represents an important opportunity for intensification in the Town of Aurora that is consistent with their goals and objectives for the Promenade area. It will also assist the Region and the Town toward achieving the established intensification targets.

The proposed redevelopment of the underutilized lands supports provincial and municipal housing goals in an area the Town supports growth and revitalisation. Apartment development proposals support the Town's housing targets, while minimizing the environmental impact that a similar number of units would have if they were in a lower density housing form, such as townhouses or single detached houses. Apartment buildings generally allow for more affordable units, which are needed throughout Ontario.

6.2 Land Use and Compatibility

The proposed development has been specifically designed within the parameters and requirements set out for the Promenade General/MTSA designations of the Town's current and draft Official Plans. The intent of the proposal was to provide for a development concept that maintains conformity with the intended revitalisation of these lands.

Lands to the north and west are intended to be revitalised and intensified beyond their current low density employment uses, through future redevelopment applications. The intent for these surrounding land uses is to transition into higher density mixed use developments, similar to the proposed development of the subject site.

Lands to the south feature parks and open space which support the increased density through access to high quality open spaces, green space, and recreation space.

The development has been designed to exclusively contain residential uses, with no mixed use component proposed. The Official Plan strategically promotes the integration of at grade retail or mixed uses for lands with frontage on Yonge and Wellington Streets. As the subject site has no frontage onto either of these major arterial roadways and is located at the periphery of the promenade area, the building has been designed with at grade residential uses. The integration of at grade residential units allows for the provision of units that are accessible at ground level, including direct street frontage access. This provides for greater diversity in unit types and levels of accessibility, to accommodate the varying needs and abilities of residents.

6.3 Height, Massing, and Density

The proposed development has sought to maximize the densities for these lands, and the provision of housing stock that promotes diversity in dwelling type and sizes, while ensuring compatibility with the existing surrounding community.

The development concept was prepared based on the built form design parameters set out through the Town's Official Plan and Promenade Urban Design Strategy, to ensure its conformity with the overarching objectives for development in this area.

The proposed maximum height of 7 storeys is in keeping with the intent of the new Town Official Plan, which proposes an increase up to this maximum height for the subject site and the surrounding lands. The permissions for a height of 7 storeys, promotes opportunities to integrate greater unit diversification by allowing for additional GFA to be incorporated into the building design. Furthermore, corner locations such as the subject site, lend themselves to being established as more prominent locations, where this prominence is created through both the proposed 7 storey height and the attractive massing and façade design.

The overall building massing has been designed to maintain transition through to the parkland to the south, This terraced design establishes the prominence for the corner portion of the site, with the maximum 7 storey height at this location, framing development along both the Mary Street and Industry Street frontages. The façade and balcony design elements promote passive surveillance safety from the site into the public realm.

The proposed development achieves a density that maximizes the efficient use of these lands within the MTSA, through an overall site design and building massing that is contextually appropriate and compatible with the surrounding areas. While the Town's Official Plan and Promenade Urban Design Strategy permit up to 90% lot coverage for these lands, the proposed development features a maximum lot coverage of 61%. This proposed lot coverage and 7 Storey building height allows for the creation of an apartment residential building with 97 dwelling units, which is an appropriate density at the periphery of the Promenade area.

The development incorporates high quality contemporary architecture that compliments the surrounding transitional neighborhood, to establish a visually attractive site at a prominent corner location.

7.0 Conclusions

The Zoning By-law Amendment application to permit the proposed mixed residential development, is consistent with the Provincial Policy Statement, the Greater Golden Horseshoe Growth Plan, and conforms to the policies and objectives set out in the York Region Official Plan and the Town of Aurora Official Plan.

It is our opinion that the proposed planning applications are justified, represent good planning and are in the public interest for the following reasons:

- The Zoning By-law Amendment brings the applicable zoning for the subject lands into conformity with the Town's Official Plan
- The proposed development is within the Aurora Promenade and specifically the Aurora GO Station MTSA, areas that are intended to grow and redevelop through revitalization and intensification
- The proposed development is an appropriate form of intensification for the neighbourhood which maximizes the existing infrastructure and makes efficient use of land within the urban built-up area
- The proximity of the subject site to the existing and future complete community containing commercial/retail uses will lessen the developments dependency on vehicles, and promote active transportation and transit ridership

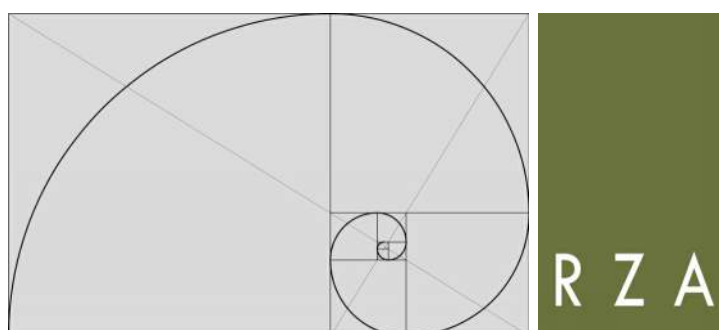
The proposed development is appropriate for the subject site, addresses the need for intensification and housing in Aurora, constitutes good land use planning and is in the public interest.

Appendices

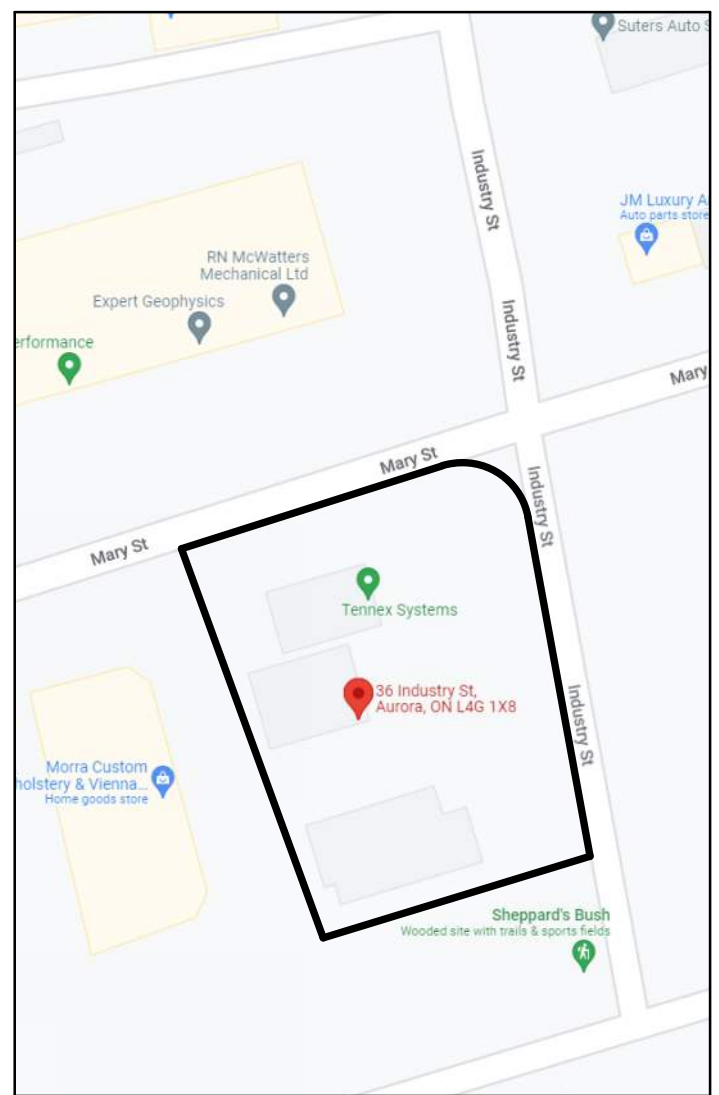
- 1. Architectural Site Plan**
- 2. Zoning By-law Amendment Text**
- 3. Zoning By-law Amendment Schedule**



Appendix 1 – Architectural Site Plan

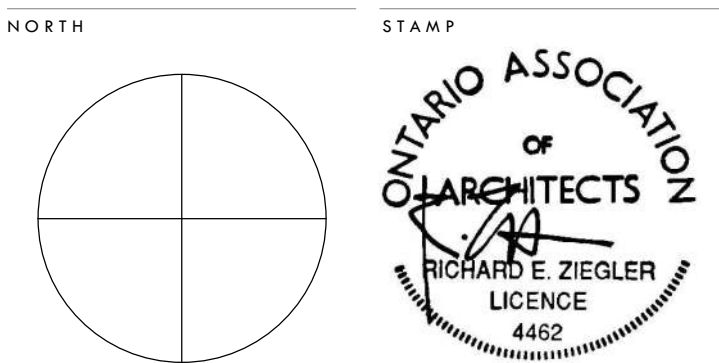


RICHARD ZIEGLER ARCHITECT INC.
39 POLSON STREET TORONTO, ONTARIO M5A 1A4
T: 416 461-1494 F: 1 800 413-7972 T: 416 593-1488
www.rzarchitect.com E: mail@rzarchitect.com



02	ISSUED FOR PLANNING APPROVALS	2024.05.07
01	ISSUED FOR PLANNING APPROVALS	2023.06.22
NO.	ISSUANCE	DATE

THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT. DO NOT SCALE THE DRAWINGS. DO NOT USE THIS DRAWING FOR CONSTRUCTION UNLESS SIGNED AND SEALED BY THE ARCHITECT.



PROPOSED MULTI-FAMILY
DEVELOPMENT
1000099397 Ontario Ltd.

36 INDUSTRY STREET, AURORA ONTARIO

SITE PLAN - TRUE NORTH

SCALE	1:150	PROJECT NUMBER
DATE	2024-05-07 7:47:34 AM	202227
DRAWN	AR	
CHECKED	REZ	
SHEET		REVISION

A.100



Appendix 2 – ZBLA Text

The Corporation of the Town of Aurora

By-law Number XXXX-23

Being a By-law to amend By-law Number 6000-17, as amended,
respecting the lands municipally known as 36 Industry Street

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

And whereas on June 27, 2017, the Council of The Corporation of the Town of Aurora (the “Town”) enacted By-law Number 6000-17 (the “Zoning By-law”), which Zoning By-law was appealed to the Ontario Municipal Board (the “OMB”);

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

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

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 “Service Employment Area (Exception No. 9) (E1(9))” 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 RA2 (XX) Exception Zone.
2. The Zoning By-law be and is hereby amended to add the following:

24.542 Second Density Apartment Residential RA2 (XX) Exception Zone

Parent Zone: RA2 Exception No.: XX	Map:	Previous Zone: E1(9)	Previous By-laws:
Municipal Address: 36 Industry Street			
Legal Description: LT 9 PL 535 AURORA; AURORA			

24.542.1 Zone Requirements	
Notwithstanding Section 7.4 and 7.5 of Zoning By-law 6000-17, the following shall apply:7	
Front Yard (minimum)	2.0 metres
Exterior Side Yard (minimum)	2.0 metres
Rear Yard (minimum)	7.5 metres
Interior Side Yard (minimum)	0.0 metres
Lot Coverage (maximum)	61%
Building Height (maximum)	30 metres

Lot Area Per Dwelling Unit (minimum)	22 square metres
Indoor Amenity Area (minimum)	342 square metres
Outdoor Amenity Area (minimum)	1357 square metres

24.542.2 Parking Requirements	
Notwithstanding Section 5.3.1 of Zoning By-law 6000-17, tandem parking spaces are permitted.	
Notwithstanding Section 5.4 and 5.4.1 of Zoning By-law 6000-17, the following shall apply:	
Apartment Building Parking including Visitor Spaces (minimum)	71 Spaces
Barrier Free Parking Spaces (minimum)	4 Spaces

1. 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 Day of Month, 2024

Tom Mrakas, Mayor

Michael de Rond, Town Clerk

Explanatory Note

Re: By-law Number XXXX-23

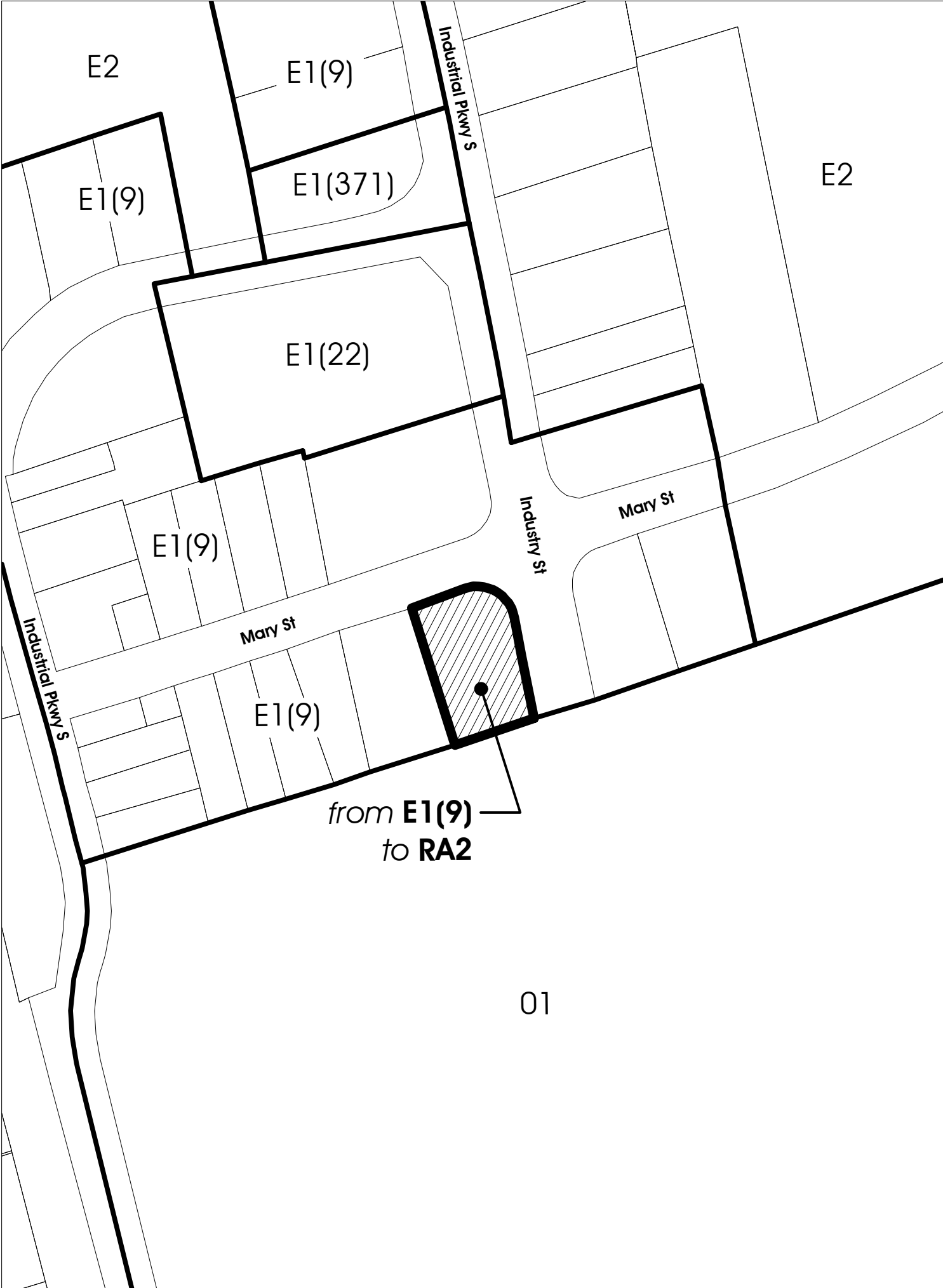
By-law Number XXXX-23 has the following purpose and effect:

To amend By-law Number 6000-17, as amended, the Zoning By-law in effect in the Town of Aurora, to rezone the subject lands from “E1(9)” to “Second Density Apartment Residential RA2 (XX) Exception Zone.

The rezoning will permit the proposed Apartment Building containing 97 dwelling units, along with 71 parking spaces.



Appendix 3 – ZBLA Schedule



SCHEDULE 'A'
TO BY-LAW 2023-_____

This is Schedule 'A' to By-Law No. 2023-_____ passed by the Council for the Corporation of the Town of Aurora, on the _____ day of _____, 2023.

Mayor

Clerk

PART 1 - PLAN OF SURVEY OF
LOT 9 REGISTERED PLAN 535
TOWN OF AURORA
REGIONAL MUNICIPALITY OF YORK



SCALE 1:2,000
July 2023