PLANNING JUSTIFICATION REPORT

55, 100, 140 & 160 Melvin Robson Avenue, Aurora, Ontario

DESIGN
PLAN
SERVICES

TOWN
PLANNING
CONSULTANTS

DESIGN PLAN SERVICES INC.

DPS JOB NUMBER : 2634-1

November 18th, 2026

DESIGN PLAN SERVICES INC.
TOWN PLANNING CONSULTANTS

87 Skyway Avenue
Suite 200
Toronto, Ontario
M9W 6R3
Tel: 416.626.5445

designplan.ca

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EXECUTIVE SUMMARY

This Planning Justification Report has been prepared in support of applications for an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to permit a 239 unit townhouse development on the Subject Property, comprising Development Blocks 2, 3, 4 and 7 on Registered Plan of Subdivision (65M-4790), and municipally known as 55-160 Melvin Robson Avenue in the Town of Aurora. The Proposal includes a mix of conventional, rear-lane and back-to-back townhouses ranging from two to three storeys in height, together with private internal roads, visitor parking, landscaped amenity areas and pedestrian connections. This is reflected on the proposed Site Plan, attached as Schedule "A" within this report.

The Subject Property is currently designated "Employment Area" on the Town Structure Map and "Business Park" on the Land Use Plan of the Town of Aurora Official Plan, and "Business Park 1" under the Aurora 2C Secondary Plan. The proposed OPA seeks to redesignate the lands to "Residential Designated Greenfield Area," "Medium-High Urban Residential" and "Urban Residential 2," respectively. The proposed ZBA seeks to rezone the Subject Property from the "Detached Third Density Residential (R3)" Zone to the "Townhouse Dwelling Residential (R8)". The ZBA would establish the residential land use permission and site-specific development standards required to facilitate the Proposal.

The Employment Area Removal Study prepared by Parcel Economics Inc., dated October 13th, 2026, supports the proposed conversion of approximately 4.6 hectares of employment lands to a residential use. The Study concludes that sufficient employment capacity would remain to accommodate the Town's forecast employment growth to 2051, with a remaining surplus of approximately 3,450 jobs following the removal of job potential on the Subject Property. The Study also identifies site characteristics, including smaller lot sizes and limited highway access relative to other employment lands, that reduce the Subject Property's desirability as a logistics, warehousing, or distribution site.

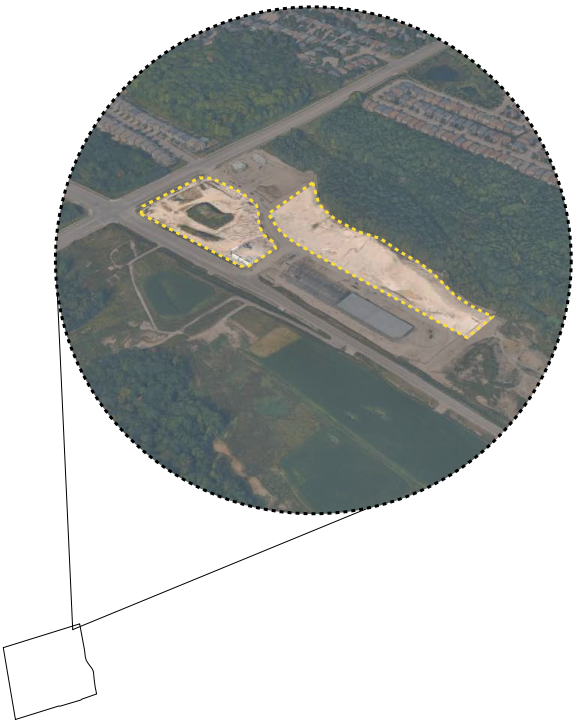


Figure 1 - Subject Property Context Map

Source: DPS

The Proposal would contribute to the Town's housing supply through compact, ground-related residential development. The proposed low-rise built form would complement the surrounding residential context and provide a logical extension of residential uses north of the Subject Property and west of Leslie Street. Approximately 649 residents are anticipated, representing a residential density of approximately 141 persons per hectare, supporting residential intensification through exceeding the minimum density target of 55 jobs and person per hectare, as outlined in the Town of Aurora Official Plan.

Vehicular access would be provided through Ed Douglas Gate and Melvin Robson Avenue, with no individual driveway access from Ed Douglas Gate, Leslie Street, or St. John's Sideroad. Internal pedestrian connections and a proposed public trail easement would support connectivity to the surrounding road network and Greenlands System. There are supporting studies included as part of the proposed applications. This includes but is not limited to Traffic Impact Study, Environmental Impact Study, Noise and Vibration Assessment, Functional Servicing and Stormwater Management Reports, among other supporting materials.

The proposed townhouse development is consistent with the Provincial Policy Statement, 2024 ("PPS"), and generally conforms to the York Region Official Plan and the Town of Aurora Official Plan, subject to the proposed amendments.

1.0 INTRODUCTION

This Planning Justification Report has been prepared in support of applications under the Planning Act, R.S.O. Chapter p.13, as amended, for an OPA, ZBA, a Site Plan Control ("SPA") and a Common Element Condominium application. The SPA application will be submitted at a later stage in the development approvals process.

The Subject Property is legally described as "Part of Lot 26 Concession 3, Geographic Township of Whitchurch Being in the Town of Aurora, Regional Municipality of York", as per the Registered Plan of Subdivision (65M-4790) ("M-Plan") prepared by E.R Garden Limited, Ontario Land Surveyor, dated December 2, 2022 (See Schedule "A" for Subject Property M-Plan). As per the M-Plan, a total of 7 blocks of land were created through the Plan of Subdivision, and Blocks 2, 3, 4 and 7 are the subject of this Proposal. The municipal addresses for Blocks 2, 3, 4 as identified on the registered plan 65M-4790, is 100, 140 and 160 Melvin Robson Avenue and the municipal address for Block 7 is 55 Melvin Robson Avenue. For the purposes of this report, the full extent of these lands will hereafter be referred to as the "Subject Property". Each block will be referenced within the report accordingly.

Blocks 1 through 7 form part of the existing subdivision within the Aurora Mills Business Park. Blocks 1, 5 and 6 contain existing development, while Blocks 2, 3, 4 and 7 are currently vacant. The Town of Aurora Council approved a Zoning By-law Amendment and Draft Plan of Subdivision for the Aurora Mills Business Park area on June 6th, 2017. Further discussion of the business park and the Subject Property is provided in Section 2.1 of this report.

The Proposal is to permit a 239 unit townhouse development with a new internal road network including visitor parking areas and drive aisles (the "Proposal"). The surrounding context includes environmentally protected lands immediately north of the Subject Property and vacant employment lands immediately east and south. Further, the Subject Property is located in proximity to existing residential neighourhoods to the west and north where the built form largely consists of single-detached dwellings that are generally two-storeys in height. Accordingly, the Proposal represents an appropriate transition to existing residential uses, maintaining compatibility with the surrounding area.

The proposed townhouses will be two to three-storeys in height and will provide a mix of back-to-back, conventional and rear lane townhouses. More specifically, Blocks 2, 3 and 4 will contain a mix of back-to-back and conventional townhouses for a total of 133 townhouse units, and Block 7 will contain a mix of rear lane and back-to-back townhouses for a total of 106 townhouse units. Refer to Figure "2" for a full breakdown of the Proposal's development statistics. The Proposal represents a range of townhouse typologies that will contribute to the mix of housing opportunities in the Town as contemplated by the Provincial Planning Statement and the Town of Aurora Official Plan.

The OPA and ZBA applications, if approved, would result in a compact and pedestrian-oriented development that would contribute to the current and future housing needs of the Town of Aurora. This report has been prepared in conjunction with the Site Plan (the "Site Plan"), prepared by Hunt Design Associates Inc., dated February 2026 (Schedule "A").

The purpose of this Planning Justification Report is to support the OPA and ZBA being requested, and to review and evaluate the Proposal based on the applicable documents, legislation, policies and regulations listed as follows:

- Planning Act, R.S.O. 1990, CP13, as amended;
- Provincial Planning Statement, 2024;
- York Region Official Plan, 2022;
- Town of Aurora Official Plan, 2026;
- Town of Aurora 2C Secondary Plan Area, 2011;
- Town of Aurora Zoning By-law #6000-17.

SITE STATISTICS

1. SITE AREAS

	HECTARE	ACRE
BLOCK 2,3,4	2.5790	6.3728
GROSS SITE AREA	2.5790	6.3728
NET DEVELOPMENT AREA	2.5790	6.3728

2. UNIT COUNT

UNIT TYPE	#
TYPE 'A' - 6.0m, 3 STOREY, REAR LANE TOWNHOUSE	7
TYPE 'B' - 6.4m, 3 STOREY, BACK-TO-BACK TOWNHOUSE	78
TYPE 'C1' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	39
TYPE 'C2' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	2
TYPE 'D' - 7.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	7
TOTAL	133

3. DENSITY

	UNITS / HECTARE	UNITS / ACRE
# OF UNITS / NET DEV. AREA	51.57	20.87

4. RESIDENT PARKING

UNIT COUNT	REQUIRED		PROVIDED	
133.00	1.50	199.50	2.00	266.00
	PER UNIT	TOTAL	PER UNIT	TOTAL

5. VISITOR PARKING

UNIT COUNT	REQUIRED		PROVIDED
133.00	0.20	26.60	27.00
	PER UNIT	TOTAL	TOTAL

SITE STATISTICS

1. SITE AREAS

	HECTARE	ACRE
BLOCK 7	2.0112	4.9698
GROSS SITE AREA	2.0112	4.9698
NET DEVELOPMENT AREA	2.0112	4.9698

2. UNIT COUNT

UNIT TYPE	#
TYPE 'A1' - 6.0m, 3 STOREY, REAR LANE TOWNHOUSE	54
TYPE 'B' - 6.4m, 3 STOREY, BACK-TO-BACK TOWNHOUSE	52
TYPE 'C1' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	0
TYPE 'C2' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	0
TOTAL	106

3. DENSITY

	UNITS / HECTARE	UNITS / ACRE
# OF UNITS / NET DEV. AREA	52.70	21.33

4. RESIDENT PARKING

UNIT COUNT	REQUIRED		PROVIDED	
106.00	1.50	159.00	2.00	212.00
	PER UNIT	TOTAL	PER UNIT	TOTAL

5. VISITOR PARKING

UNIT COUNT	REQUIRED		PROVIDED
106.00	0.20	21.20	23.00
	PER UNIT	TOTAL	TOTAL

Figure 2 - Development Statistics

Source: Hunt Design Associates Inc.

2.0 SUBJECT PROPERTY & SURROUNDING AREA

2.1 Description of Subject Property

The Subject Property is located in the Region of York in the Town of Aurora, and it is situated on the north side of St. John's Sideroad, east of Leslie Street, south of a woodland and watercourse known as the North Tributary to Weslie Creek, and west of Highway 404.

As discussed in the Introduction section of this report (Section 1.0), the Subject Property is located within a comprehensively planned multi-block site located within an existing plan of subdivision, known as the Aurora Mills Business Park. A ZBA and a Plan of Subdivision was approved by the Town of Aurora Council in June 2017, to permit the overall business park that features seven employment blocks. The internal road network, including Ed Douglas Gate and Melvin Robson Avenue, was created through the Plan of Subdivision (See M-Plan in Schedule "B") and is reflected in the Town of Aurora Road Classification Map (See Figure "25").

The Subject Property can be accessed from the primary entrance points to the overall site, being Leslie Street and Melvin Robson Avenue and St. John's Sideroad and Ed Douglas Gate. Both Leslie Street and St. John's Sideroad are classified as "Arterial Roads" as per the Town of Aurora Road Classification Map (See Figure "25"). The proposed individual townhouse development blocks will have vehicular access via Melvin Robson Avenue, which is classified as a "Local Road" as per the road classification map.

The Subject Property comprises Blocks 2, 3, 4 and 7 of registered plan 65M-4790, with a combined area of approximately 4.59 hectares (11.34 acres). A total of 239 townhouse units is proposed, comprising a mix of rear-lane, back-to-back and conventional townhouse typologies. Blocks 2, 3 and 4 are located on the north side of Melvin Robson Avenue and have a combined lot area of 2.5790 hectares (6.3728 acres), with a combined frontage of approximately 389.11 metres along Melvin Robson Avenue.

Block 7 has a lot area of 2.0112 hectares (4.9698 acres) and is located south of Melvin Robson Avenue, at the north-east corner of Leslie Street and St. John's Sideroad. Block 7 has frontages of approximately 100.6 metres along Leslie Street, 209.8 metres along Melvin Robson Avenue, 200.9 metres along St. John's Sideroad, and 55.7 metres along Ed Douglas Gate.

The surrounding Blocks 1, 1A, 5 and 6 have already been developed. According to the Town of Aurora's Notice of Public Hearing dated October 26th, 2023, Blocks 1 and 2 were subject to a consent application (File No. C-2023-05) to create Block 1A as the severed parcel, with the balance of Blocks 1 and 2 comprising the retained lands. Figure "3" below illustrates the parcel configuration shown in the Notice of Public Hearing.

Following the consent application, a minor variance application was submitted to facilitate the construction of a self-storage facility on Block 1A which was constructed and exists currently. Block 1 is currently developed with two buildings accommodating "Dairy Queen" and "Fast Fired by Carbone Pizza", with a drive-through serving "Dairy Queen", representing existing restaurant and commercial uses. An existing 24-unit industrial condominium building is located on Blocks 5 and 6, representing an industrial use to the east of Block 7. Blocks 2, 3, 4 and 7 remain vacant and form the Subject Property addressed in this report.

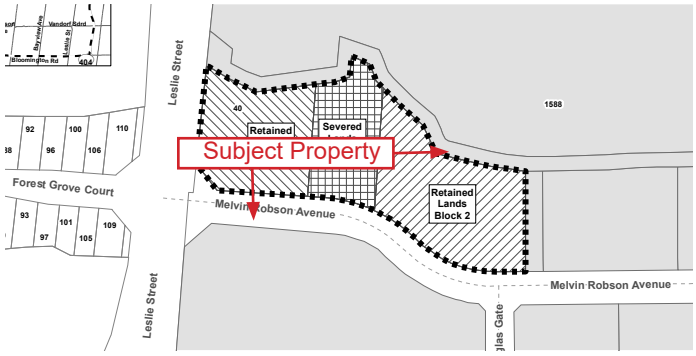


Figure 3 - Block1A Parcel Configuration, Town of Aurora Notice of Public Hearing (File No. C-2023-05)
Source: Town of Aurora

2.2 Description of Surrounding Area

The surrounding area is characterized by a mix of low-rise residential development, employment uses, vacant lands, and environmental protection areas. The Subject Property is located near the municipal boundaries of the Town of Newmarket to the north and the Town of Whitchurch-Stouffville to the east.

York Region Regional Road and Cycling Network Official Plan Map 9A (See Figure "19") identifies dedicated and separate cycling facilities along Leslie Street and St. John's Sideroad, with proposed cycling facilities along a portion of St. John's Sideroad. Map 9B of the York Region Official Plan (See Figure "20") also identifies a proposed Region-Wide Trail Network along St. John's Sideroad. The Subject Property is located in proximity to these existing and planned transportation facilities, with Block 7 situated at the intersection of Leslie Street and St. John's Sideroad.

The Town of Aurora Official Plan Active Transportation Map (See Figure "26") identifies a future trail network west of Leslie Street. It also identifies an in-boulevard multi-use path along Leslie Street between Wellington Street East and St. John's Sideroad, as well as an in-boulevard multi-use path and shared pathway along St. John's Sideroad between Leslie Street and Bayview Avenue. Together, these existing and planned facilities will enhance opportunities for pedestrian and cycling connectivity within the surrounding area, providing future residents with access to the broader regional cycling and trail network. This will support active transportation, recreational opportunities, and connections to surrounding neighbourhoods and destinations.

Beacon Environmental prepared an Environmental Impact Study ("EIS") Addendum dated November 11th, 2026, to supplement its 2015 EIS for the Aurora Mills development. A watercourse known as the North Tributary to Weslie Creek is located to the north of the Subject Property, with the woodland area and flows east to west. Fish habitat in the North Tributary is limited by seasonally low flows. Presently there are no natural features on the Subject Property, however, the Subject Property is adjacent to a woodland block containing a mix of plant species as identified in the EIS. There is also a wetland community adjacent to the creek. Figure 2 in the EIS provides additional context regarding the existing environmental condition adjacent to the Subject Property.

As documented in the 2015 EIS, the Lake Simcoe Region Conservation Authority staked the woodland limit in 2013. A 10-metre buffer was applied to the staked woodland limit, and a 30-metre buffer was applied to the identified watercourse. The natural heritage and hydrological features and their associated buffers established the development limits for the previously approved subdivision, as shown in Figure 3 in the EIS Addendum. Through the subdivision approval process, the lands containing these features and buffers were designated Environmental Protection Area ("EPA") and conveyed to the Town. The EIS Addendum identified no additional development constraints.

Pre-consultation documentation identifies the lands immediately north of the Subject Property as anticipated to accommodate a future trail system, requiring a publicly accessible trail connection through the Subject Property. Part 2 on Easement Plan 65R-40569 prepared by E.R Garden Limited, dated September 25th, 2023 (See Schedule "D") identifies an established easement intended to accommodate this connection.

Through discussions with the Town's Parks Department, Staff indicated support in principle for relocating the easement and integrating the trail connection with the proposed private amenity area on Block 2 of registered plan 65M-4790. Although the Trails Master Plan identifies a standard access width of 12 metres, staff indicated that flexibility could be considered, particularly if the access is integrated with the amenity area. The Site Plan illustrates a proposed 6-metre-wide trail, subject to further review during the SPA process. As

noted, in the Town of Aurora's Pre-Consultation Checklist (See Schedule "C"), Staff indicated they have no objection to the required trail connection being located adjacent to, or integrated with, the proposed private amenity space, provided that the trail connection's functionality, accessibility and intended purpose are maintained; preserving the amount and usability of required private amenity space; and ensuring that the amenity area does not obstruct or compromise the trail connection.

The following provides an overview of the land uses immediately surrounding the Subject Property:

North

Lands immediately north of the Subject Property are designated "Environmental Protection" under the Town of Aurora Official Plan, Land Use Plan Map (See Figure "22") and are predominantly forested. The EIS identifies a watercourse, known as the North Tributary to Weslie Creek, within this woodland area. To the north-east are single-detached dwellings that appear to be two-storeys in height, on lands designated "Low-Medium Urban Residential" on the Town of Aurora's Land Use Map, Schedule 'B' (See Figure "22"). Further north is the municipal boundary between the Town of Aurora and the Town of Newmarket.



Figure 4 - Aerial Image North

Source: DPS

South

Lands south of the Subject Property and St. John's Sideroad are characterized primarily by forested areas and employment uses, with vacant lands to the southeast. Lands immediately south are designated "Business Park" and are generally unforested, while lands further south are designated "Environmental Protection" and appear to be forested.



Figure 5 - Aerial Image South

Source: DPS

West

Lands west of the Subject Property, across Leslie Street, are predominantly developed with single-detached dwellings on lands designated “Low-Medium Urban Residential,” with forested areas designated “Environmental Protection”. An area at the end of a residential cul-de-sac is designated “Public Parkland” and is identified through online mapping as Forest Grove Playground/Parkette.



Figure 6 - Aerail Image West

Source: DPS

East

Lands east of the Subject Property are predominantly vacant and designated “Business Park”. The vacant lands immediately adjacent to the Subject Property appear to fall outside the existing subdivision. Further east is Highway 404 which is the municipal boundary between the Town of Aurora and the Town of Whitchurch-Stouffville, with some single-detached dwellings located east of the highway along St. John’s Sideroad.



Figure 7 - Aerial Image East

Source: DPS

3.0 SURROUNDING DEVELOPMENT ACTIVITY IN AURORA

The Development Activity Table summarizes recent and ongoing developments located in the surrounding area of the Subject Property within approximately a 1 km radius and based on information found using the Town of Aurora Planning Application mapping tool.

The surrounding development activity table has included surrounding developments organized based on proximity/distance to the Subject Property, with respect to ongoing, existing, and approved developments within employment, rural, and residential lands. Each development listed in the table is labelled and identified in the map below to provide context of surrounding developments (See Figure "8" below). Additional applications beyond this radius are included and comprise of Label "F", "G", "H" and "I" to provide further residential context. Together, these applications demonstrate continued development activity in the surrounding area, including residential, commercial, and industrial proposals. The residential proposals indicate that the Town is considering and approving more compact residential built forms, while the industrial and commercial proposals demonstrate continued investment in the surrounding employment areas.

Label	Site Address & Distance from Subject Property	Application Type	Existing / Current Land Use Designation	Proposed Decelopment	Proposed Development Description	Status
A	1756 St. John's Sideroad Adjacent east	ZBA	Rural	Industrial building (multi-tenant)	Demonstrates the evolving industrial context along St. John's Sideroad	Under Review
B	1675 St. John's Sideroad 50 metres south	OPA / ZBA / SPA	Rural	Gas station, industrial, retail and office buildings	Demonstrates the evolving commercial and employment context along St. John's Sideroad.	Under Review
C	280 Addison Hall Circle 715 metres south	SPA	Employment	Industrial building	Demonstrates the continued employment investment in the broader area.	Under Review
D	200 Addison Hall Circle 890 metres south	SPA	Employment	Industrial building (multi-tenant)	Demonstrates the continued employment investment within the broader area.	Under Review
E	85 Monarch Park Gate 820 metres south	OPA / ZBA	Employment	Residential (198-unit townhouse development)	Represents a nearby proposed development to convert employment lands to residential uses.	Under Review

Label	Site Address & Distance from Subject Property	Application Type	Existing / Current Land Use Designation	Proposed Decelopment	Proposed Development Description	Status
F	22 and 55 Addison Hall Circle 1099.4 m south	OPA / ZBA	Employment	Residential (183-unit townhouse development)	Represents a nearby proposed development to convert employment lands to residential uses (outside of the 1km radius).	Agreement Preparation
G	300 First Commerce Drive 1250.1 m south	SPA	Employment	Industrial building (multi-tenant)	Demonstrates the evolving industrial context within the broader area (outside of the 1km radius).	Under Review
H	1001 St. John's Sideroad 1310.8 m west	ZBA / Draft Plan of Subdivision	Rural, Residential	30 single-detached dwellings	Demonstrates recent residential intensification in the surrounding area (outside of the 1km radius).	Approved in principle
I	929 St. John's Sideroad 1515.8 metres west	Draft Plan of Subdivision	Environmental Protection	Modify the lot lines within the approved draft plan of subdivision	Provides context regarding nearby subdivision boundaries (outside of the 1km radius).	Approved in principle
J	271 Holla-day Drive 1510.8 m south	OPA / ZBA / SPA	Mixed Residential Commercial	Apartment Residential (six-storey residential apartment building with a total of 147 residential units)	Represents higher-density residential uses proposed in proximity to the Subject Property (outside of the 1km radius).	Approved
K	1426-1460 Wellington Street East 2026.0 m south	OPA / ZBA / SPA / Draft Plan of Subdivision	Rural	Residential (40-unit townhouse development)	Represents a nearby townhouse development in the broader area (outside of the 1km radius).	Under Review

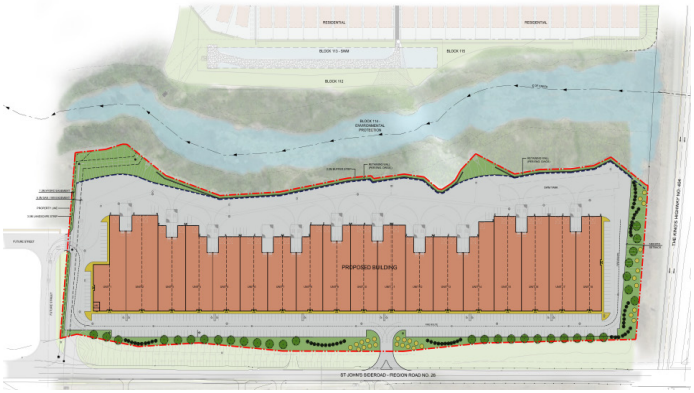
Table 1 - Surrounding Developments

Source: DPS



Figure 8 - Surrounding Developments Map

Source: DPS



A - 1756 St John's Sideroad

Source: Town of Aurora



B - 1675 St. John's Sideroad

Source: Town of Aurora



C - 280 Addison Hall Circle

Source: Town of Aurora



D - 200 Addison Hall Circle

Source: DPS



E - 85 Monarch Park Gate

Source: DPS



F - 22 and 55 Addison Hall Circle

Source: DPS



G - 300 First Commerce Drive

Source: Google



H - 1001 St. John's Sideroad

Source: Google Earth



I - 929 St. John's Sideroad

Source: Google Earth



J - 271 Holladay Drive

Source: Town of Aurora



K - 1426-1460 Wellington Street East

Source: Google

Additionally, there are a range of residential building types within the surrounding area. The residential neighbourhood to the west of the Subject Property, along Leslie Street and Forest Grove Court, comprises existing single-detached dwellings (See Figure “9”). The residential area to the north also consists of single-detached dwellings (See Figure “10”).



Figure 9 - Single Detached Dwellings West of Leslie Street, along Leslie Street & Forest Grove Court

Source: DPS



Figure 10 - Single-Detached Dwellings North of Subject Property

Source: DPS



Figure 11 - Single-Detached & Semi-Detached near Leslie Street & Roy Harper Avenue

Source: DPS

Along William Graham Drive and Leslie Street, existing development includes single-detached dwellings, townhouses and a four-storey mixed-use building located on Leslie Street, north of William Graham Drive. This building appears to contain commercial and retail uses at grade, with residential units on the second through fourth storeys (See Figures “12”). The Meadows of Aurora, located along William Graham Drive, also provides seniors’ housing within several multi-storey buildings (See Figures “13”).



Figure 12 - Single-Detached Dwellings, Townhouses & Four-Storey Mixed-Use Buildings near William Graham Drive & Leslie Street

Source: DPS



Figure 13 - Seniors’ Residential Buildings along William Graham Drive & Leslie Street

Source: DPS

Overall, these developments demonstrate the diversity of housing types and built forms within the surrounding neighbourhood and area. The proposed townhouse development would complement this residential context and contribute to the range of housing options available in this part of Aurora.

4.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposal seeks approval for a 239 unit townhouse development on the Subject Property, comprising development Blocks 2, 3, 4 and 7 of registered plan 65M-4790. The development will include a mix of back-to-back, conventional and dual-frontage townhouses ranging from two to three storeys in height. Each townhouse block will contain between four and sixteen units. The individual townhouse unit widths will range from approximately 6.0 to 8.3 metres, as shown on the Site Plan (See Schedule "A").

Development Blocks 2, 3 and 4 (100, 140 and 160 Melvin Robson Avenue)

Development Blocks 2, 3 and 4 will contain 14 townhouse blocks, 27 visitor parking spaces and 4,817.01 square metres of common and private amenity space. The common outdoor amenity space provided is 503 square metres and will be located within the western portion of Blocks 2, 3, and 4, as per the Site Plan. This location was selected to accommodate the proposed public trail easement, which is to be relocated from its existing location/easement, an area now proposed for townhouse dwellings. Blocks 2, 3, and 4 will provide a total of 133 townhouse units, and the distribution of the townhouse types provided are identified below.

- Townhouse Blocks 1-6: consists of 78 three-storey back-to-back townhouse units. The back-to-back townhouses are provided with a single car garage with 1 internal parking stall and 1 driveway parking stall;
- Townhouse Block 7: consists of 7 three-storey rear lane townhouse units. The rear townhouses are provided with a double car garage, including 2 indoor parking stalls;
- Townhouse Block 8: consists of 7 two-storey conventional townhouse units. The conventional townhouses units are provided with a single car garage with 1 internal parking stall and 1 driveway parking stall; and
- Townhouse Blocks 9-14: consists of 41 two-storey conventional townhouse units, and, 2 two-storey conventional townhouse units are also located within Blocks 9 (easterly most unit) and 13 (westerly most unit). The conventional townhouse units are provided with a single car garage with 1 internal parking stall and 1 driveway parking stall.

Development Block 7 (55 Melvin Robson Avenue)

Development Block 7 will contain 13 townhouse blocks, 23 visitor parking spaces and 1,607 square metres of common and private amenity space. The common outdoor amenity space provided is 450 square metres and will be generally centrally located on the Subject Property, as per the Site Plan. Block 7 will provide a total of 106 townhouse units, and the distribution of the townhouse types provided are identified below.

- Townhouse Blocks 4, 10, 11 and 12: consists of 52 three-storey back-to-back townhouses. The back-to-back townhouses are provided with a single car garage with 1 internal parking stall and 1 driveway parking stall; and
- Townhouse Blocks 1-3, 5-9 and 13: consists of 54 three-storey rear lane townhouses. The rear lane townhouses are provided with a double car garage, including 2 indoor parking stalls.

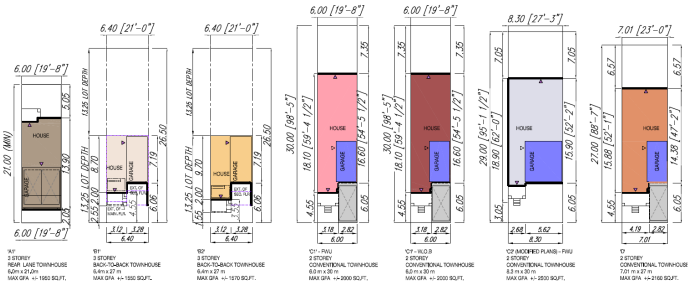


Figure 14 - Site Plan Vignettes

Source: DPS

Vehicular Access and Circulation

As shown on the Town of Aurora Official Plan Road Classifications Map (See Figure "25"), Leslie Street and St. John's Sideroad are classified as "Arterial Roads", while Melvin Robson Avenue and Ed Douglas Gate are classified as "Local Roads".

Vehicular access to the proposed townhouse developments will be provided from Melvin Robson Avenue, which connects to Leslie Street (Arterial Road) and Ed Douglas Gate (Local Roads). The Proposal consists a 6-metre-wide private internal road network connected to Melvin Robson Avenue, facilitating efficient interior vehicular circulation and providing convenient access to the individual townhouse units, visitor parking areas, and shared amenity spaces.

Pedestrian Access

The Proposal includes a network of 1.5-metre-wide sidewalks connecting individual townhouse units, shared amenity areas, and visitor parking spaces. Existing sidewalks are provided along Ed Douglas Gate, extending from St. John's Sideroad (See Figure "15") and along Leslie Street on the west side of Block 7. The latter continues along Melvin Robson Avenue and terminates adjacent to the existing self-storage facility (See Figure "16"). These sidewalks provide additional pedestrian connections for future residents.



Figure 15 - Existing Sidewalk Along Ed Douglas Gate
Source: DPS



Figure 16 - Existing Sidewalk Along Melvin Robson Avenue & Adjacent to the Self-Storage Facility
Source: DPS

Parking

The townhouses will all have individual garages to accommodate on-site parking for residents, with the rear lane townhouses provided with a double car garage, including 2 indoor parking stalls, while the standard and back-to-back townhouses are provided with a single car garage for 1 internal parking stall and 1 parking stall on the driveway. Only the south-facing units of the back-to-back townhouses within Blocks 2, 3, and 4, will have direct access to the individual driveways from Melvin Robson Avenue. All other driveway access to the townhouse units in both Blocks 2, 3, 4 and 7 will be provided directly from the internal private road network. An additional 50 surface parking spaces will be provided for visitors across the development, with 27 visitor spaces provided in Block 2, 3, and 4 and 23 visitor spaces provided in Block 7. One accessible parking space will serve Blocks 2, 3, and 4 collectively, and one accessible parking space will be provided on Block 7.

5.0 EXISTING POLICY & REGULATORY FRAMEWORK

This section of the report provides an overview of the policies and regulations applicable to the Subject Property and Proposal including the Planning Act; Provincial Planning Statement, 2024; York Region Official Plan, 2022; Town of Aurora Official Plan, 2026; Town of Aurora 2C Secondary Plan, 2011; and, Town of Aurora Zoning By-law #6000-17.

As per the policy and regulatory review and analysis provided in the following subsections, it is our opinion that the Proposal complies with the Planning Act; is consistent with the Provincial Planning Statement, 2024, and generally conforms to the York Region and Town of Aurora Official Plan, subject to the proposed Town of Aurora OPA (See Section 6.0 of this report). To permit the development, the proposed OPA would seek redesignation of the Subject Property to permit residential uses and the proposed ZBA (See Section 7.0 of this report) would rezone the lands to permit townhouses and establish site-specific development standards.

The Proposal seeks to permit a 239 unit townhouse development and a new internal road network including visitor parking areas, and amenity areas. The Proposal represents an efficient use of underutilized and vacant lands, with an opportunity to provide a range and mix of housing types to the Town of Aurora without compromising the employment land available within the Town to create the jobs needed. The proposed townhouses comprise a range of unit types and sizes, providing a diversity of options available for future residents. Existing residential dwellings located to the west and north of the Subject Property demonstrates that the Proposal will generally fit in with the character of the area and provide a natural transition to the proposed townhouse development.

In order to permit the proposed development and bring the Official Plan policies and specific site performance standards in conformity with higher level policy directions, amendments to the Town of Aurora Official Plan and Town of Aurora Zoning By-law #6000-17, are required.

5.1 The Planning Act

The Planning Act is provincial legislation that establishes the overall regulatory framework for land use planning in Ontario. Matters of provincial interest are set out in Section 2 of the Planning Act which the Minister, the council of a municipality, a local board, a planning board and Tribunal, shall have regard to. The following matters of provincial interest are relevant to the Proposal:

a. *the protection of ecological systems, including natural areas, features and functions;*

According to Environmental Impact Study (“EIS”) prepared by Beacon Environmental, dated November 11th, 2026, there are no natural heritage features on the Subject Property. However, the Subject Property is located directly adjacent to lands designated “Environmental Protection Area” under Schedule B, Greenlands and Trails Map, of the Aurora 2C Secondary Plan (See Figure “32”).

Although the proposed land use and built form have changed from employment to residential, the Proposal maintains the limit of development approved by the Town in 2015, as defined by the greater of the 30-metre buffer to the North Tributary and the 10-metre buffer to the significant woodland. Accordingly, the Proposal maintains the previously established level of protection for natural heritage features and hazard lands.

As concluded in the EIS, the proposed development is not expected to result in direct or

indirect negative impacts on the natural heritage system, provided the mitigation measures recommended in the EIS are implemented. In the opinion of Beacon, the proposed changes from a commercial/employment to residential land use are consistent with current federal, provincial, municipal and Conservation Authority policies and regulations relating to natural heritage protection and the avoidance of natural hazards.

e. the supply, efficient use and conservation of energy and water;

f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

The Proposal supports the efficient use of existing municipal infrastructure and water resources within the Aurora Mills Subdivision. The Functional Servicing Report ("FSR") and the Stormwater Management Report ("SWM"), have been prepared by SCS Consulting Group Ltd., dated November 2026. The FSR and SWM Report prepared for Block 2, 3, and 4, confirmed that the proposed development will utilize existing water, sanitary, and stormwater infrastructure, with appropriate servicing improvements to accommodate residential uses. Proposed stormwater management measures, including underground storage and water quality controls, will manage runoff and mitigate impacts on downstream drainage systems. While existing municipal servicing infrastructure is available, the Town currently has no remaining servicing capacity for residential development. Accordingly, the potential to convert the previously approved employment servicing allocation for Blocks 2, 3 and 4 to an equivalent residential allocation will need to be reviewed and confirmed with the Town and York Region. Overall, the Proposal supports the efficient use of existing infrastructure and responsible management of water resources, consistent with the intent of these policies.

For Block 7, the proposed development will utilize existing municipal water, sanitary, and stormwater infrastructure, with appropriate servicing improvements to accommodate the proposed residential uses. Stormwater runoff will be managed through an underground storage system and water quality treatment measures to control peak flows, reduce pollutants, and mitigate impacts on downstream drainage systems. The proposed sanitary servicing system will connect to the existing sewer on Melvin Robson Avenue, while water servicing will be provided through a looped system connected to the existing municipal watermain. The downstream sanitary sewer assessment indicates that the proposed residential development can be accommodated within the existing sewer capacity. However, residential servicing allocation remains subject to confirmation by the Town and York Region. Further servicing details will be refined through subsequent development review stages.

h. the orderly development of safe and healthy communities;

The Proposal introduces a well-planned residential community that serves as an extension of the existing residential community to the west. The design of the townhouse development contributes to community safety, livability, and a healthy built environment with the inclusion of an internal private road, individual on-site garages, visitor parking spaces, internal sidewalks, and amenity spaces.

h.1. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

The Proposal supports access for persons with disabilities by providing two accessible parking spaces. One space will serve Blocks 2, 3, and 4 collectively, and one space will be located on Block 7. Accessibility standards will be met where required and addressed through SPA processes.

i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

As identified on the Town of Aurora Official Plan Town Structure Map (Schedule 'A'), the Subject Property is located within an "Urban Boundary/Settlement Area". The surrounding community provides convenient access to a range of services and amenities including schools, healthcare services, cultural facilities and recreational amenities. Notably, the Subject Property is in proximity to community assets and services including, but not limited to, Edward Coltham Park, Rick Hansen Public School, Whispering Pines Child Care Centre, Stonehaven Elementary School, Hillcrest Learning, Hickson Park Skatepark, Aurora Recreation Complex and Hatman Public School.

j. the adequate provision of a full range of housing, including affordable housing;

The 239 unit townhouse Proposal contributes to the supply of medium-density housing and diversifies the local housing stock. The surrounding neighbourhood appears to primarily be characterized by single-detached dwellings, specifically located north, west, and southwest of the Subject Property. The Affordable Housing Market Feasibility Study prepared by Parcel Economics Inc., dated October 13th, 2026, identifies a demand for a broader mix of housing in Aurora. The proposed rear-lane, conventional and back-to-back townhouses respond to this demand by diversifying the housing mix and providing alternatives to single-detached and semi-detached dwellings, whch account for 71% of the existing housing stock.

The proposed townhouses provide a more affordable and attainable housing option relative to single-detached dwellings, contributing to a broader range and mix of housing options. As per the Affordable Housing Market Feasibility Study prepared by Parcel Economics Inc., the average asking prices of approximately $1.1 million for new townhouses compared with $2.7 million for new single-detached homes. The Proposal therefore supports housing choice and relative market affordability and alternative housing typology in the form of townhouses, offering diverse housing options to the local community.

k. the adequate provision of employment opportunities;

l. the protection of the financial and economic well-being of the Province and its municipalities;

The Employment Area Removal Study prepared by Parcel Economics Inc., dated October 13th, 2026, demonstrates that the Town of Aurora has sufficient Employment Area land to accommodate forecast employment growth to 2051. Following the proposed conversion of the Subject Property to residential uses, the Town is anticipated to continue to maintain a substantial surplus of employment land capacity equivalent to approximately 3,450 jobs. Accordingly, the proposed redesignation would not compromise the Town's ability to accommodate future employment growth or the adequate provision of employment opportunities. Thus, by maintaining sufficient employment land capacity, while facilitating residential development on the Subject Property, the Proposal would support the efficient utilization of existing vacant lands and contribute to the Town's long-term economic well-being.

o. the protection of public health and safety;

The Proposal has been informed by supporting studies, including site servicing, stormwater management, land use compatibility, noise and vibration, and traffic studies that address public health and safety and support safe and orderly development. The D-6 Study Land Use Compatibility Assessment – Air Quality ("D-6 Study") prepared by EXP Services Inc., dated October 7th, 2026, identified that no significant odours were observed during the site visit, while the Noise and Vibration Assessment prepared by YCA Engineering Ltd., dated October 2026, indicates that potential noise impacts can be appropriately addressed through noise abatement measures including proposed building design measures. The Traffic Impact Study ("TIS") prepared by C.F. Crozier and Associates Inc., dated October 2026 concludes that site-generated

traffic is not anticipated to materially change the operation of the surrounding road network and that no mitigation measures are recommended as a direct result of the traffic generated by the Proposal.

The Proposal supports the protection of public health and safety through appropriate municipal servicing and stormwater management measures. As demonstrated in the FSR and SWM Report, Blocks 2, 3 and 4 and Block 7 will utilize existing municipal infrastructure, with proposed underground stormwater storage, quantity controls and water quality treatment measures to manage runoff and mitigate downstream impacts. The servicing assessments also indicate sufficient downstream sanitary sewer capacity, subject to confirmation of residential servicing allocation. Overall, the Proposal supports the intent of this policy.

These findings support the safe and orderly development and long-term residential use of the Subject Property.

p. the appropriate location of growth and development;

The Subject Property is within a designated "Urban Boundary/Settlement Area" as per the Town of Aurora Official Plan Town Structure Map (See Figure "21") where growth is intended to occur. Its location provides an opportunity to accommodate additional housing through the efficient use of vacant lands within the planned urban area and in proximity to existing development. The proposed residential use would complement established residential development to the west and north, while offering a compact ground-related housing form. As per the Employment Land Conversion Study prepared by Parcel Economics Inc., dated October 13th, 2026, it is estimated that the 239 townhouse units could accommodate approximately 649 residents, representing 141 persons per hectare, above the 55 persons and jobs per hectare benchmark identified in the Town of Aurora Official Plan, Policy 4.2(f)(iii).

q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The Proposal supports sustainable development by making walking and cycling practical options for local trips. Both development areas incorporate 1.5-metre-wide sidewalks and crosswalks, providing pedestrian connections to the surrounding road network, including Leslie Street and St. John's Sideroad. The planned "2051 Regional Trail Network" along St. John's Sideroad would further enhance pedestrian and cycling connectivity, supporting active transportation and opportunities to reduce reliance on private vehicles and associated transportation emissions.

Although public transit service in the immediate vicinity is limited, the TIS identifies Smart Commute Central York, which is a Transportation Management Association ("TMA") that operates as a resource for future residents to explore cycling, transit, carpooling and walking through its programs. The TIS also recommends extending YRT's Mobility On-Request ride sharing service to the Subject Property and exploring the feasibility of a future transit route within the development once fully built out. These potential service improvements would further support transit use, subject to YRT's consideration and implementation.

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;*

The proposed townhouse development will contribute to an attractive and cohesive residential neighbourhood that is compatible with the surrounding area. The supporting Urban Design Brief ("UDB") establishes a design vision that blends contemporary and traditional townhouse forms, with variations in building heights,

materials, and setbacks providing visual interest and a distinct neighbourhood character. Balconies incorporated into select townhouse types provide private outdoor amenity space and strengthen connections between indoor and outdoor living by offering future residents convenient access to fresh air and opportunities for seating, relaxation and informal social activities. Direct access from interior living spaces allows future residents to move easily between indoor and outdoor areas, supporting their use as complementary spaces for everyday living.

The proposed sidewalks, crosswalks and shared outdoor amenity areas will support pedestrian accessibility and opportunities for gathering and social interaction, contributing to a connected and vibrant residential environment. The proposed trail connection to the north of the Subject Property will be integrated into the amenity area within Blocks 2, 3, and 4, linking shared outdoor spaces with the surrounding trail network. This connection will provide opportunities for walking, recreation and enjoyment of nature, while encouraging active lifestyles and informal encounters among residents and trail users. Architectural details, landscaping, and the design of shared spaces will be further refined through subsequent stages of the development review process to support high-quality built form and safe, accessible and attractive outdoor spaces. Together, these measures will promote a sense of place and support the intent of this policy.

Summary Opinion:

The Proposal is planned and designed having regard to all of the Provincial interests. Located within a designated “Urban Boundary/Settlement Area” as per the Town Structure Map within the Town of Aurora Official Plan, the Proposal contributes to the orderly development of safe and healthy communities through introducing a well-planned residential community with access to existing services, facilities, and amenities.

The FSR and SWM Reports demonstrate that the Subject Property can be accommodated through existing municipal infrastructure, with appropriate servicing improvements and stormwater management measures, subject to confirmation of residential servicing allocation.

The Proposal also aligns with key Provincial interests with respect to the adequate provision of a full range of housing options and a well-designed built form by introducing 239 townhouse units that diversify the local housing stock within an existing settlement area. The Proposal represents a compact, pedestrian-oriented, and efficient form of growth that optimizes underutilized land. The Proposal avoids development and land use patterns which may cause public health and safety concerns. Therefore, the proposed development complies with the Planning Act, R.S.O., 1990 and has appropriate regard for matters of provincial interest.

5.2 Provincial Planning Statement, 2024

The Provincial Planning Statement ("PPS"), 2024 was issued under Section 3 of the Planning Act and came into effect October 20th, 2024. The PPS, 2024 consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. The PPS, 2024 sets out high-level policy goals for land-use planning in Ontario.

The PPS generally directs that all municipalities should support intensification throughout the built-up area, align development with infrastructure to build a strong and competitive economy, foster the long-term viability of rural areas, and protect agricultural lands, the environment, public health and safety. The policies of the PPS in respect of the Proposal have been addressed as follows:

2.2 Housing

1. *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:*
    a. *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
    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 additional needs housing and needs arising from demographic changes and employment opportunities; and*
        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;*
    c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*

The Proposal would contribute to an appropriate range and mix of housing options by introducing 239 townhouse units in a variety of forms and configurations. According to the Affordable Housing Market Feasibility Study prepared by Parcel Economics Inc., dated October 13th, 2026, the Proposal responds to the demographic and market conditions supporting townhouse demand including, a growing study-area population growth, smaller household sizes and a concentration of residents aged 30 to 50 with a propensity for townhouse housing. The Employment Area Removal Study similarly identifies demand from younger to mid-career professionals and families. The finding that approximately 46% of Aurora households may be over-housed also suggests potential demand for downsizing opportunities.

The Affordable Housing Market Feasibility Study identified that construction over the past 10 years in the Study Area has been skewed towards single and semi-detached housing which comprises 48% of development, while townhouses have made up approximately 27% of development. Further, the average price for a single-detached home is $2.7 million, while row townhouses are approximately $1.1 million. Thus, townhouse development as proposed on the Subject Property, is contributing to the affordability of the housing stock in Aurora. The proposed townhouses would also diversify the Town's housing supply and provide relatively lower-priced ownership typologies than newly

constructed single-detached dwellings.

The Proposal would efficiently utilize vacant and underutilized lands within the existing Plan of Subdivision, while protecting the Environmental Protection Area to the north. Its estimated density of approximately 141 persons per hectare would support compact development, while sidewalks, crosswalks and connections to the surrounding road network would support active transportation. Together, these features would contribute to meeting current and future housing needs and supporting the development of a complete community.

2.3.1 General Policies for Settlement Areas

1. *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.*

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
   a. *efficiently use land and resources;*
   b. *optimize existing and planned infrastructure and public service facilities;*
   c. *support active transportation;*
   d. *are transit-supportive, as appropriate; and*

3. *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.*

The Subject Property is located within the Town of Aurora settlement area, where growth and development are intended to be focused. The Proposal would efficiently utilize vacant and underutilized lands adjacent to existing development. The development blocks have already been established through an existing Plan of Subdivision, providing a framework for their development with residential uses, subject to the required planning approvals.

The proposed 239 townhouse units would broaden the range and mix of housing options in an area predominantly characterized by single-detached dwellings. This responds to the demand for more diverse housing options identified in the Affordable Housing Market Feasibility Study prepared by Parcel Economics Inc., dated October 13, 2026, and would contribute to the development of a complete community.

The supporting FSR and SWM Reports demonstrate that the Proposal can be accommodated through the existing municipal servicing infrastructure established for the Aurora Mills Subdivision. The proposed servicing arrangements include connections to the existing municipal water and sanitary systems along Melvin Robson Avenue, together with proposed watermain improvements and internal servicing networks to accommodate the residential development on the Subject Property. The downstream sanitary sewer assessment confirms that the anticipated residential flows can be accommodated within the existing sewer infrastructure, although residential servicing allocation remains subject to review by the Town and York Region.

The proposed stormwater management systems will utilize existing municipal storm sewer infrastructure, supplemented by underground storage, controlled discharge and water quality treatment measures to manage runoff and minimize downstream impacts. These measures will allow the Proposal to make efficient use of existing infrastructure while accommodating additional residential growth, with detailed servicing and stormwater management designs to

be further refined through the Site Plan Approval process.

The Proposal would support active transportation through internal sidewalks, crosswalks and pedestrian connections to Leslie Street and St. John's Sideroad. The Town's Official Plan Active Transportation Map (See Figure "26") identifies a future trail network west of Leslie Street, an in-boulevard multi-use path along Leslie Street between Wellington Street East and St. John's Sideroad, and active transportation connections along St. John's Sideroad between Leslie Street and Bayview Avenue. These existing and planned connections would provide opportunities for walking and cycling between the development and surrounding areas.

Although transit service in the vicinity is limited, YRT Route 33 operates within walking distance, while Routes 426 and 437 provide service on school days. The additional residential population would contribute to potential transit ridership and support consideration of future service improvements. Together, the proposed housing mix, compact built form and pedestrian connections support the settlement area objectives of Policy 2.3.1.

2.8.2 Employment Areas

5. *Planning authorities may remove lands from employment areas only where it has been demonstrated that:*
    a. *there is an identified need for the removal and the land is not required for employment area uses over the long term;*

The Employment Area Removal Study prepared by Parcel Economics Inc. demonstrates that the Subject Property is not required to accommodate the Town's long-term Employment Area needs. Following the proposed removal, Aurora would retain employment land capacity exceeding forecast demand to 2051 by approximately 3,450 jobs, without accounting for intensification opportunities. The Subject Property's smaller lot configurations and limited highway access also constrain its suitability for conventional industrial uses.

The Housing Affordability Study identifies demand for townhouse housing arising from population growth, changing household demographics, and opportunities for downsizing. The proposed 239 townhouse units would respond to these needs and diversify the Town's housing supply. Together, these findings support an identified need for the removal while demonstrating that sufficient Employment Area lands would remain to accommodate long-term employment growth.

b. *the proposed uses would not negatively impact the overall viability of the employment area by:*
    1. *avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;*
    2. *maintaining access to major goods movement facilities and corridors;*

The Employment Area Removal Study prepared by Parcel identifies the Subject Property at the northern edge of the Aurora 2C Employment Area, adjacent to existing residential development and a woodlot. The Study concludes that the proposed residential use would not adversely affect the overall viability of Aurora's Employment Area, particularly given the forecast employment land surplus.

With respect to minimizing and mitigating potential impact to existing or planned employment area uses, the D-6 Study and the Noise and Vibration Assessment address how the proposed townhouses can be accommodated alongside the surrounding employment uses.

The D-6 Study identifies a low potential for compatibility impacts from surrounding facilities and recommends measures to address potential

impact through site and building design. The nearby restaurants and self-storage facility adjacent to the Subject Property were identified within the Study, not to be a potential issue based on inferred operations. At 70 Melvin Robson Avenue, the self-storage facility, west of Blocks 2, 3 and 4 and north of Block 7, all storage units are located inside the building.

The Site Plan shows a 2.86 metre setback between the westernmost unit in townhouse block 14 and the shared lot line with the self-storage property. To address potential noise exposure at this reduced setback, the Noise and Vibration Assessment recommends that the second and third-storey wall of the unit facing the self-storage facility have no bedroom or living room windows. With the recommended mitigation measure, the reduced setback is not anticipated to create a land use compatibility concern or constrain the continued operation of the self-storage facility.

The Noise and Vibration Assessment recommends additional measures to address nighttime road traffic noise at affected townhouse units within Blocks 2, 3 and 4 and on Block 7. These measures include mandatory air conditioning, which allows residents to keep windows closed while maintaining indoor comfort, and associated warning clauses to be included in the Development Agreement. These measures address potential noise exposure through the design of the dwellings.

The D-6 Study also addressed Spectra Advertising, located at 175 Melvin Robson Avenue, a small-scale sign operation located approximately 20 metres south and east of the Subject Property. The facility is inside the minimum separation distance and is inside the area of influence as defined under the D-6 Guidelines. The Study classifies it as a Class I facility based on its daytime operations, infrequent movement of products, absence of outdoor storage, infrequent dust and odour, and no audible sound off the property. The Study reports that no dust or noise emissions were detected in the vicinity of the facility. More broadly, no fugitive dust emissions or significant odours were detected within the 1 km Study Area radius. Further the Study identified the review of transportation related air pollutants ("TRAP"), is warranted given the Subject Property's proximity to major transportation corridors including Leslie Street, St. John's Sideroad and Highway 404. The Study recommends precautionary measures such as mechanical ventilation and air filtration, locating fresh-air intakes away from major roads, locating outdoor amenity areas away from roadways to limit exposure, and incorporating landscape buffers or physical barriers where appropriate. These measures can be evaluated and incorporated, as appropriate, through detailed design.

Together, the proposed separation and recommended site and building design measures address potential impacts at the residential-employment interface and support the continued function of the adjacent employment lands.

With respect to Policy 2.8.2.5(b).2, access to major goods movement facilities and corridors will be maintained. The Employment Area Removal Study also notes that the Subject Property is less desirable to distribution and warehouse developers due to its relatively small available parcels and limited highway access compared with other Employment Area lands.

c. existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and

As discussed earlier in this Report, existing and planned transportation infrastructure is available to accommodate the proposed townhouse development. The Subject Property is also located near public service facilities that serve the surrounding community, including Rick Hansen Public School, Whispering Pines Child Care Centre, The Meadows of Aurora Seniors Community, Stonehaven Elementary School and the Aurora Recreation Complex. These facilities provide access to seniors' living, education, and

recreation services for future residents.

The Proposal will utilize existing municipal water, sanitary, and stormwater infrastructure within the Aurora Mills Subdivision, as demonstrated in the FSR and SWM Reports. The proposed residential uses can be accommodated through existing servicing infrastructure, with appropriate improvements and stormwater management measures, subject to the review of residential servicing allocation by the Town and York Region.

d. the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The Study identifies approximately 230 hectares of vacant land within Aurora's "Designated Greenfield Area" ("DGA"). Of this land, 103.5 hectares were designated Empployment Area. Based on the study, it is estimated that Aurora could accommodate a total of 11,700 jobs through a combination of the intensification of Built-Up Area (200 jobs), Designated Greenfield Area (10,600 jobs), and intensification of Major Transit Station Area (900 jobs). Suggesting that Aurora should be able to accommodate the employment forecast on existing land supply, with modest intensification.

The employment analysis compared the job potential of vacant Employment Area lands and lands subject to development applications with forecast Employment Area job growth to 2051. These lands have the potential to accommodate approximately 5,750 jobs, representing a surplus of approximately 3,450 jobs relative to forecast demand for 2,300 Employment Area jobs. Vacant lands alone could accommodate approximately 3,910 jobs, exceeding forecast demand without relying on intensification.

The employment analysis concludes that, following removal of the employment potential associated with the Subject Property, the Town would retain capacity to accommodate 45,050 jobs, exceeding its 2051 employment target by approximately 3,450 jobs. The proposed redesignation would therefore not compromise the Town's ability to accommodate forecast employment growth. Further analysis in the Study identities that the vacancy rate of Employment Area lands designated "Business Park" is approximately 95%, this suggests at a high-level that these lands have challenges attracting development due to parcel sizes and other factors.

Together, these findings demonstrate that the Subject Property is not required for employment uses over the long term and that Aurora retains sufficient Employment Area lands to accommodate projected employment growth to the horizon of the approved Official Plan.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a. support the achievement of compact, transit-supportive, and complete communities;

b. incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

c. support energy conservation and efficiency;

d. promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e. take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The Proposal supports the objectives of Section 2.9 through compact residential development and pedestrian connections to existing and planned active transportation infrastructure. As per the EIS, the Proposal would utilize established stormwater infrastructure without requiring additional outfalls to the North Tributary.

The EIS Addendum identifies mitigation measures, including Low Impact Development ("LID") measures to maintain infiltration, stormwater quantity and quality controls, and native planting within the EPA buffer. It concludes that no direct or indirect negative impacts on the natural heritage system are anticipated, provided the recommended measures are implemented. Continued environmental monitoring would assess their effectiveness.

The FSR and SWM Reports further demonstrate that Blocks 2, 3 and 4 and Block 7 incorporate stormwater management measures, including underground storage, quantity controls and water quality treatment, to manage runoff and mitigate downstream impacts. The reports also assess the proposed developments in relation to the overall Aurora Mills Subdivision water balance, supporting the responsible management of stormwater and protection of receiving watercourses.

The D-6 Study also recommends vegetative buffers and indoor air filtration to reduce exposure to TRAP. Further, new dwellings are typically constructed using more efficient and environmentally sensitive construction practices and building materials.

As a result, the Proposal will promote energy efficiency, support environmental protection, stormwater management, and minimize impacts on air quality and climate change.

3.6 Sewage, Water and Stormwater

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;*
    b. *ensure that these services are provided in a manner that:*
        1. *can be sustained by the water resources upon which such services rely;*
        2. *is feasible and financially viable over their life cycle;*
        3. *protects human health and safety, and the natural*
        4. *environment, including the quality and quantity of water; and*
        5. *aligns with comprehensive municipal planning for these services, where applicable.*
    c. *promote water and energy conservation and efficiency;*
    d. *integrate servicing and land use considerations at all stages of the planning process;*
    e. *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
    f. *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5,*
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 service and municipal water services include both centralized servicing systems and decentralized servicing systems.*

The Proposal supports the intent of Section 3.6

by optimizing the use of existing municipal water and sewage infrastructure within the Aurora Mills Subdivision to accommodate residential development.

Blocks 2, 3, and 4 and Block 7 will be serviced through existing municipal water and sanitary systems, with appropriate infrastructure improvements. The downstream sanitary sewer assessment confirms that the anticipated residential flows can be accommodated within the existing sewer infrastructure. However, residential servicing allocation remains subject to review by the Town and York Region, including the potential reallocation of previously approved employment servicing capacity.

The proposed developments will also incorporate stormwater management measures, including underground storage, quantity controls and water quality treatment, to manage runoff, mitigate downstream impacts, and protect receiving watercourses. Further servicing details will be refined through subsequent development review stages.

The Proposal supports the efficient use of existing municipal servicing infrastructure and the protection of water resources, consistent with the intent of these policies.

Summary Opinion:

The Proposal is located within a settlement area known as the Town of Aurora, within York Region. The Proposal will take advantage of currently underutilized and vacant lands and can be serviced by existing municipal water, sanitary and stormwater infrastructure, with appropriate improvements proposed to accommodate residential development, subject to confirmation of residential servicing allocation by the Town and York Region. The Proposal broadens the range and mix of housing options, supports active transportation and the efficient use of infrastructure. The supporting Employment Area Removal Study demonstrates that the Subject Property is not required for employment uses over the long term and that Aurora will maintain sufficient Employment Area land, including a range of locations and parcel sizes, to accommodate projected employment growth. Furthermore, heightened vacancy of approximately 95% of Employment Area land in Aurora designated “Business Park”, suggests at a high-level, that these lands have difficulty attracting development, due to parcel sizes and other factors. Subject to implementing the recommended servicing, stormwater management, environmental and land use compatibility measures, the Proposal will support a complete community while protecting public health and safety and maintaining the viability of the surrounding Employment Area.

The Proposal is located within an existing urban boundary with a variety of existing amenities and local services available in close proximity to future residents. Future residents of the proposed development will have access to individual driveways and garages, visitor parking areas, existing and future active transportation networks and shared amenity areas on the Subject Property. The Proposal provides desirable and anticipated residential development to the community, adding to the existing housing stock and housing options within the Town of Aurora.

After a detailed review of applicable and relevant policies, we are of the opinion that the Proposal is consistent with the PPS.

5.3 York Region Official Plan (Office Consolidation, June 2024)

The York Region Official Plan ("ROP") was adopted by Regional Council on June 30, 2022, and approved by the Minister of Municipal Affairs and Housing on November 4, 2022, at which time it came into force. The YROP provides the overarching policy framework to guide growth and development within Regional Municipality of York to the year 2051. The Plan establishes policies related to land use planning, growth management, housing, infrastructure, environmental protection, and the development of complete and sustainable communities. It also directs how growth is to be accommodated within local municipalities while protecting key natural heritage systems, agricultural lands, and other regional resources. Local municipal official plans are required to conform to the policies of the YROP.

In November 2022, Bill 23, More Homes Built Faster Act, was introduced by the province and the legislation identified the Regional Municipality of York as an "upper-tier municipality without planning responsibilities" effective July 1, 2024. Accordingly, York Region is no longer the approval authority for local municipal Official Plans or amendments and can no longer appeal matters associated with the Planning Act, among other changes. The YROP continues to apply across the Region, however, its policies are now implemented directly by the local municipalities. As a result, the Town of Aurora has assumed land use authority for local and regional official plans and development applications.

As per the York Region Official Plan ("YROP") Land Use Designations Map 1A (See Figure "17"), the Subject Property is designated "Employment Area".

The Subject Property is also located within a "Designated Greenfield Area" as per the YROP Map 1B, Urban Systems Overlay (See Figure "18").

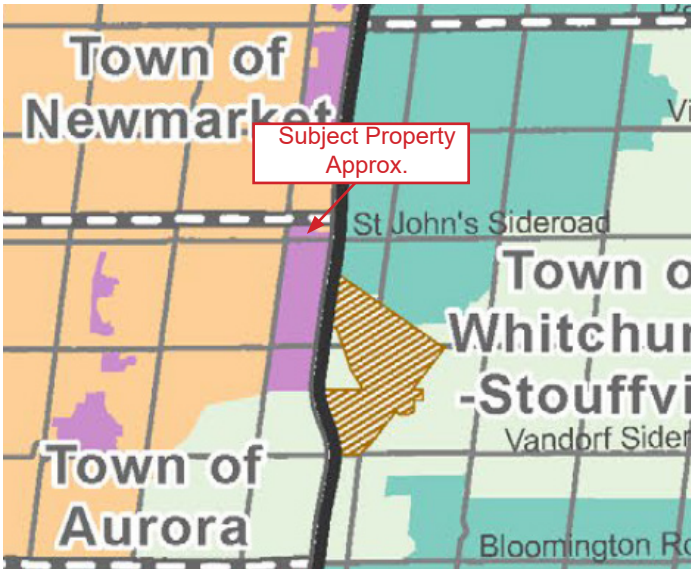


Figure 17 - York Region Official Plan, Land Designations Map 1A

Source: York Region

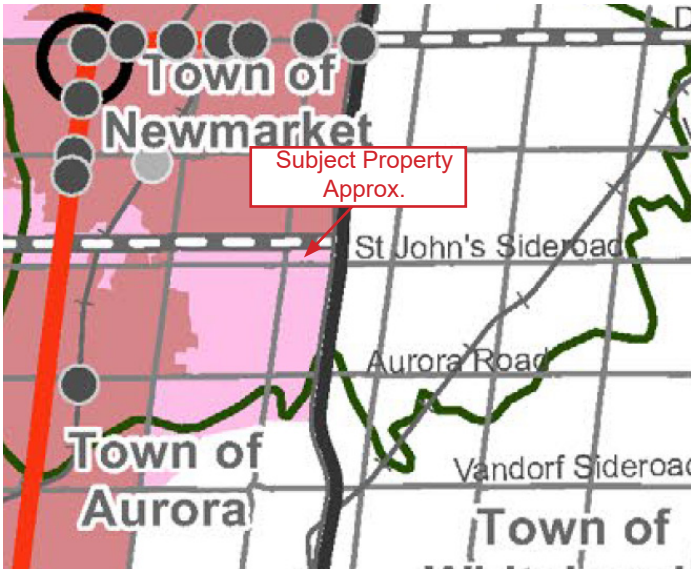


Figure 18 - York Region Official Plan, Urban Systems Overlay Map 1B

Source: York Region

As the Subject Property is designated "Employment Area", the removal of the Subject Property from the Employment Area will be subject to review by the Town of Aurora. The applicable YROP policies are addressed below in relation to the Proposal:

2.2 Integrated Growth Management

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

Municipality		2016	2021	2031	2041	2051
Aurora	Population	57,200	64,000	71,900	79,600	85,800
	Employment	27,300	29,600	34,100	38,300	41,600
(Note: This table has been adapted to include only the employment and population figures relevant to the Town of Aurora)						

Table 2 - York Region Population & Employment Forecast by Local Municipality

Source: York Region

2.3 Supporting Complete Communities

Supporting Complete Communities Policies:

It is the policy of Council:

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

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.

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;

e. Connections to the Regional Greenlands System, where appropriate.

2.3.13 That communities shall be designed to the highest urban design and green development standards, and support walkable neighbourhoods, which:

a. Provide pedestrian scale, safety, security, comfort, accessibility and connectivity to promote physical activity, wellness and reduce auto dependency;

b. Complement the character of the existing community's unique sense of place to foster social connections and inclusion;

c. Promote sustainable and attractive buildings that minimize energy use and reduce greenhouse gas emissions;

d. Promote landscaping including increasing tree canopy for shaded areas and community greening to promote environmental sustainability;

e. Provide public spaces and attractive streetscapes that encourage active transportation, and improve safety;

f. Ensure appropriate transition to surrounding land uses to support land use compatibility;

g. Use strategic building placement and orientation to emphasize walkability,

accessibility and pedestrian visibility;

h. *Apply best practices and guidelines to implement transit-supportive development; and*

i. *Create well-defined, centrally located public spaces that support physical activity and social interactions.*

2.3.16 That communities be designed to prioritize active transportation through interconnected and accessible mobility systems. These systems shall prioritize movement of people through development of appropriate pedestrian and cycling facilities and access to transit.

The proposed development supports the complete community objectives of the YROP by introducing townhouse dwellings that contribute to housing choice and the efficient utilization of land within the existing urban area. The Proposal represents a compact form of residential development that contributes to the residential intensification of the Town, providing opportunities for active transportation, a pedestrian friendly environment, and promotes the efficient use of existing municipal infrastructure and services. As demonstrated in the FSR and SWM Reports, the proposed development can be accommodated through existing municipal servicing infrastructure, with appropriate improvements, subject to confirmation of residential servicing allocation by the Town and York Region. Furthermore, the proposed development will contribute to the establishment of a pedestrian-friendly residential environment. A proposed public trail easement on Block 2 of registered plan 65M-4790 (See Schedule "D" for the Easement Plan) has been relocated to integrated with the proposed shared amenity area. This would provide an opportunity to connect with the future trail system anticipated on the lands immediately north and enhance access to surrounding open spaces. The shared amenity area will be located adjacent to townhouse blocks 13 and 14 within Blocks 2, 3, and 4. The shared amenity area within Block 7 will be located adjacent to the main townhouse development entrance, adjacent to townhouse block 13. Given the absence of nearby parks, Town Staff have recommended incorporating playground amenities. This recommendation will be considered during the SPA process, together with opportunities to accommodate active and passive recreation and year-round use within the proposed amenity areas. Several recreational facilities are also located within proximity to the Proposal, including Thrive Gymnastics, Pickleplex Social Club – Aurora, PERFECT Sports, Magna Golf Club, Eva X Badminton Academy, and the Aurora Recreation Complex, providing additional recreational opportunities for future residents.

Based on Map 9B of the York Region Official Plan, Regional Trail Network (See Figure "20"), the Subject Property appears to be located south of a proposed "Region-Wide Trail Network" connection identified under the Cycling Network and Facilities category. This planned connection could provide future opportunities to link the proposed development to the broader regional trail network and enhance active transportation connectivity.

Based on a site visit and according to the TIS, the existing pedestrian network consists of sidewalks along the regional and local road network, with pedestrian crossings provided at St. John's Sideroad and Leslie Street and on the west side of the Leslie Street and Forest Grove Court/Melvin Robson Avenue intersection. There is also an existing cycling network and dedicated cycling facilities along Leslie Street and St. John's Sideroad. The Proposal also includes sidewalks and crosswalks throughout the development and within each block to encourage walking as a potential mode of transportation for future residents. The sidewalks and crosswalks will provide safe and convenient pedestrian connections between blocks and while supporting connectivity to the surrounding road network, community, and nearby amenities. The overall design vision for the townhouses is intended to create massing that offers an attractive and cohesive streetscape. Furthermore, the proposed

low-rise built form complements the scale of existing residential neighbourhoods to the west, south and north, providing an appropriate transition to surrounding land uses, contributing to a compatible and well-integrated development. Overall, the Proposal supports the Region's objectives of promoting complete, sustainable, and walkable communities.

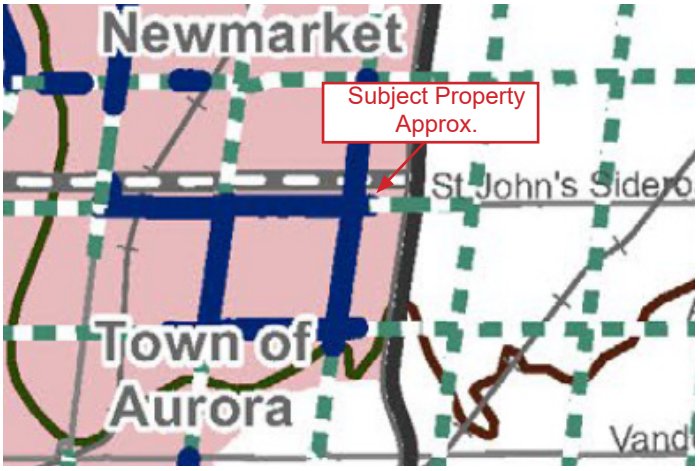


Figure 19 - York Region Official Plan 9A, Regional Road Cycling Network

Source: York Region

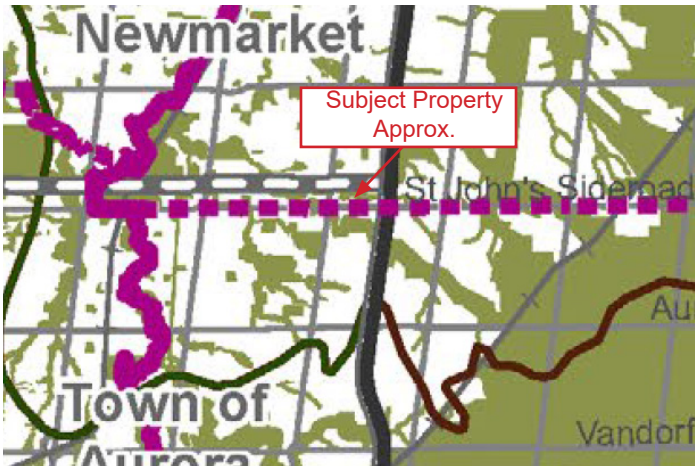


Figure 20 - York Region Official Plan Map 9B, Regional Trail Network

Source: York Region

4.0 An Urbanizing Region

4.1 The Urban System

The Urban System outlines a framework for managing growth until 2051. It plans for residential and employment expansion through various methods, including strategic growth areas, infill and secondary suites, and new greenfield developments with varying densities. The goal is to create high-quality, complete communities with local employment opportunities to ease transportation demands. The plan emphasizes maintaining and enhancing urban areas to ensure balanced growth and a high quality of life.

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; and*

c. *A series of land use overlays, as shown on Map 1B, and described in Section 2.1 of the Plan.*

4.2 Community Areas

4.2.7 That local municipalities shall plan to meet or exceed the designated greenfield area minimum density targets in Table 4 by 2051. These density targets are measured in people and jobs per hectare in the developable area and shall be implemented through local Official Plans and secondary plans.

Employment Zone	Minimum Density Target (Jobs per hectare)
Aurora	55
East Gwillimbury	60
Georgina	35
King	30
Markham	70
Newmarket	40
Richmond Hill	70
Vaughan	70
Whitchurch-Stouffville	55

Table 3 - York Region Designated Greenfield Area (DGA) Targets by Local Municipality

Source: York Region

The Subject Property is located within York Region's "Urban Area" and "Designated Greenfield Area" on Map 1B as illustrated in Figure "18" of this report. The Subject Property is designated "Employment Area" on Map 1A of the YROP.

The proposed OPA seeks to remove the Subject Property from the Employment Area to facilitate residential development, subject to review by the Town of Aurora. The Proposal would accommodate residential growth within the Region's Urban System, consistent with the broader growth objectives of Section 4.1 of the YROP.

Policy 4.2.7 establishes the minimum density targets for designated greenfield areas to be achieved by local municipalities by 2051. As identified in Table 4 of the YROP, the Town of Aurora is required to plan to achieve 55 people and jobs per hectare within its designated greenfield areas.

The Employment Area Removal Study applies the persons-per-unit ("PPU") estimates for townhouse typologies and identifies that the proposed 239 residential units could accommodate approximately 649 residents. This represents an estimated residential density of 141 persons per hectare on the Subject Property. The proposed residential density demonstrates that the development would contribute positively to the Town's achievement of its overall DGA density target.

Accordingly, subject to approval of the proposed OPA, the Proposal would support the Region's growth management objectives by accommodating additional residential growth within the Urban System, contributing to the efficient use of designated greenfield lands, and supporting the development of a compact and complete community.

The Proposal seeks to remove the Subject Property from the Employment Area to permit townhouse development. The following section reviews the applicable YROP Employment Area policies and assesses the proposed removal in the context of the Region's employment land objectives, transportation, and servicing policies. A more detailed assessment of the proposed

removal is provided in the sections of this Report addressing the PPS, 2024 and the Town of Aurora Official Plan.

4.3 Employment Areas

It is the Policy of Council:

4.3.1 To recognize that Employment Areas are strategic and vital to the Regional economy and are major drivers of economic activity in York Region.

4.3.2 That Employment Areas identified on Map 1A be maintained and protected to meet York Region's forecast and land need requirements for Employment Areas.

4.3.3 That Employment Areas, as shown on Map 1A, shall be designated in local official plans for employment uses for clusters of business and economic activities including, manufacturing, warehousing, industrial, offices, and associated retail and ancillary facilities.

4.3.4 That Employment Areas be protected from the encroachment of sensitive uses to ensure their success in attracting future business and job opportunities.

4.3.5 To protect, maintain and enhance the long-term supply and viability of all employment lands designated in local municipal official plans to meet demand and locational requirements for a diverse range of employment uses.

4.3.6 That local municipalities protect and plan for a diverse mix of lot sizes in Employment Areas.

4.3.7 To protect Employment Areas located adjacent to, or in proximity of, goods movement facilities and corridors, including existing and future major highways and interchanges, for manufacturing, warehousing, logistics, and appropriate associated uses.

4.3.14 That the following uses shall not be permitted in Employment Areas identified on Map 1A:

a. Residential;

b. Long-term care homes;

c. Retirement homes;

d. Boarding schools; and

e. Other uses where individuals reside on a temporary or permanent basis, excluding hotels.

4.3.15 That, in addition to the uses listed in policy 4.3.14, the following uses shall not be permitted in core employment areas:

a. Major retail;

b. Institutional uses; and

c. Retail uses that are not accessory.

4.3.20 That the conversion of lands within Employment Areas identified in Map 1A to non-employment uses shall only be considered through a municipal comprehensive review. The change of core employment area to supporting Employment Area through a local official plan amendment shall require Regional approval.

Policy 4.3.3 identifies that Employment Areas as identified on Map 1A within the YROP, shall be designated in local official plans for clusters of business and economic activities including, manufacturing, warehousing, industrial offices, and associated retail and ancillary facilities. This policy must be read in conjunction with the PPS, 2024, which excludes stand-alone office and retail uses from the definition of Employment Areas. Therefore, the inclusion of stand-alone office and retail facilities within Employment Areas in the YROP is no longer consistent with the PPS, 2024.

Policy 4.3.14 of the YROP prohibits residential uses and other specified uses involving temporary or permanent accommodation, excluding hotels, within Employment Areas identified on Map 1A. Therefore, the Proposal seeks to convert the Subject Property from employment to residential

uses through a local OPA to the Town of Aurora Official Plan. As residential uses are prohibited under the existing employment designation, the proposed conversion requires consideration of the applicable employment conversion policies and confirmation of any corresponding amendments required to the Regional Official Plan mapping.

While Policy 4.3.20 requires Employment Area conversions to be considered through a Municipal Comprehensive Review ("MCR"), Town Staff advised during the through the pre-consultation process, that the proposed Employment land conversion may proceed without a Regional MCR, subject to meeting applicable criteria and submitting an Employment Land Study. Staff also identified the need to demonstrate that the employment target of 40 jobs per hectare, as established by the Town of Aurora 2C Secondary Plan, would continue to be met, as per the requirements in section 2.8.2 of the PPS, 2024. This approach is supported by the PPS, 2024, which permits the removal of lands from Employment Areas outside a MCR, subject to satisfying the criteria in Section 2.8.2, which has been reviewed under Section 5.2 of this report.

An Employment Land Removal Study was prepared by Parcel Economics Inc. Dated October 13th, 2026, and analysis of the proposed employment land conversion was provided. The full report has been included as part of the submission package for this application.

6.0 Servicing Our Communities

6.1 Making Efficient Use of Infrastructure

Transportation

Transportation Policies:

It is the policy of Council:

6.1.1 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.

6.1.3 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.

6.3 Moving People and Goods

Active Transportation

It is the policy of Council:

6.3.3 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.

6.3.6 To require local municipalities to include pedestrian and cycling connections where appropriate as a condition of development. Connections could include, but not limited to:

a. *Interconnections between local streets, cul-de-sacs, and across green spaces;*
b. *Connections between developments and adjacent sidewalks;*
c. *Connections across commercial developments; and,*
d. *Easements across condominium developments.*

6.3.7 To require the development and implementation of local municipal pedestrian and cycling master plans.

6.3.8 To coordinate Regional and local pedestrian and cycling networks to protect, enhance and connect to the Regional Greenlands trails system, where appropriate.

The proposed development supports the active transportation objectives of the YROP by facilitating pedestrian connectivity and

accessibility within the development and to the surrounding community. As identified in the TIS, the Proposal will provide opportunities for safe and convenient pedestrian movement and encourage active transportation options, through the provision of internal pedestrian sidewalks, crosswalks, and pedestrian connections to the external road network, including Leslie Street and St. John's Sideroad, which both have on street cycling lanes. The development will also support connectivity to surrounding residential areas, amenity areas, and transit services, where available. The TIS also identifies Transportation Demand Management ("TDM") measures intended to encourage alternative modes of transportation and reduce reliance on single-occupancy vehicles. These include opportunities for future residents to participate in programs offered by Smart Commute Central York, which promote walking, cycling, transit use, and carpooling. Overall, the Proposal supports the Region's objectives of encouraging active transportation, improving community connectivity, and promoting accessible and sustainable transportation options.

6.4 Water and Wastewater Servicing

Water and Wastewater Policies:

6.4.3 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.

6.4.14 That all improvements or new water and wastewater infrastructure systems shall conform to the applicable Provincial plans including the source protection plans.

6.4.16 That the planning and design of water and wastewater infrastructure will consider potential impacts from climate change.

6.4.17 To provide high-quality, safe, and clean drinking water while protecting surface and groundwater resources by:

a. Meeting and exceeding water quality standards defined by the Safe Drinking Water Act;

b. Identifying source water protection areas;

c. Protecting the drinking water supply through source water protection strategies defined by the Clean Water Act;

d. Protecting and enhancing York Region's system of lakes, rivers and streams;

e. Ensuring groundwater use sustains the long-term health of aquifers; and

f. Maintaining and updating the groundwater monitoring program.

6.4.22 To ensure that wastewater effluent is managed to minimize impacts on the quality of the receiving water body and Regional infrastructure.

6.4.23 That water and wastewater systems be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation where permitted by the York Region Official Plan, York Region Master Plans, local municipal official plans and Provincial plans.

The Proposal supports the intent of these policies by utilizing existing municipal water and wastewater infrastructure within the Aurora Mills Subdivision, with appropriate servicing improvements to accommodate the proposed residential development.

The FSR and SWM prepared for Blocks 2, 3, and 4 and Block 7 demonstrate that the proposed developments will connect to existing municipal water and sanitary servicing systems. The downstream sanitary sewer assessment indicates that the anticipated residential flows can be accommodated within the existing sewer infrastructure. However, residential servicing allocation remains subject to review by the Town and York Region, including the potential

reallocation of previously approved employment servicing capacity. Based on the Downstream Sanitary Sewer Assessment Study, prepared by SCS Consulting Group Ltd., dated November 2026, the North York Durham Sewage System (YDSS) Phase 1 expansion, which is anticipated to be completed between 2028 and 2030, it is expected that the Region will assign an additional 7,929 persons worth of servicing capacity to the Town of Aurora.

The proposed stormwater management measures, including underground storage, quantity controls and water quality treatment, will manage runoff and mitigate impacts on downstream drainage systems and receiving watercourses. Further servicing requirements and infrastructure improvements will be refined through subsequent development review stages to ensure appropriate servicing is available prior to occupancy.

6.5 Stormwater Management

Stormwater Management Policies:

It is the policy of Council:

6.5.1 To support and work in partnership with local municipalities, the Province, conservation authorities and other agencies in the implementation of stormwater management initiatives and guidelines to protect the natural environment, manage hazards and reduce risk.

6.5.2 That new stormwater management facilities be designed to reduce the risk of contaminating drinking water, and where possible direct the discharge of stormwater outside of Wellhead Protection Areas and Intake Protection Zones, where the activity is identified as a significant drinking water threat in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans. Specific types of stormwater management facilities may not be permitted where the activity is identified as a significant drinking water threat in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

6.5.3 To require that development and site alteration proposals meet applicable stormwater management policies, guidelines and best practices.

6.5.4 That local municipalities require that stormwater management works be built, maintained and financially sustained for the life of the asset in accordance with applicable legislation and guidelines to ensure that they function as designed.

6.5.5 To work with local municipalities and the conservation authorities in the preparation and implementation of comprehensive stormwater management master plans or equivalent, informed by watershed planning.

6.5.6 That all comprehensive secondary plans prepared by local municipalities and implemented in cooperation with York Region and related agencies shall include urban stormwater management approaches.

6.5.7 That development take an integrated and innovative approach to stormwater management, be water efficient, and minimize stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach.

The Proposal incorporates appropriate stormwater management measures to manage runoff, protect water quality and minimize impacts on downstream drainage systems and receiving watercourses.

As per the FSR and SWM Reports, Blocks 2, 3 and 4 and Block 7 will incorporate underground stormwater storage, quantity controls and water quality treatment measures. For Blocks 2, 3 and

4, the proposed stormwater management system will provide a minimum of 50% total suspended solids (TSS) removal for the controlled drainage area, with additional detention provided through the existing concrete box superpipe. For Block 7, the proposed system will provide quantity and erosion controls and is designed to achieve Enhanced Level 1 water quality protection (80% TSS removal).

The supporting studies also assess the proposed developments in relation to the overall Aurora Mills Subdivision water balance and demonstrate that the proposed drainage arrangements can be accommodated within the existing stormwater management framework. Further design details, including treatment device sizing and maintenance requirements, will be refined through subsequent Site Plan Approval stages.

Overall, the Proposal supports the efficient management of stormwater, protection of water resources, and mitigation of downstream impacts, aligning with the intent of these policies.

Summary Opinion:

Based on the foregoing policy analysis, the Proposal supports the broader planning objectives of the YROP by accommodating residential growth within the existing Urban System, promoting the efficient utilization of land, and contributing to the development of a complete, sustainable, and walkable community.

The Proposal contemplates the development of 239 townhouse dwelling units, introducing additional housing options within the Town of Aurora's existing urban area. The proposed development represents a compact residential built form that supports the Region's objectives of accommodating growth within established settlement areas and making efficient use of existing and planned municipal infrastructure and services.

Furthermore, the Proposal supports the Region's active transportation and community connectivity objectives through the provision of internal sidewalks, crosswalks, and pedestrian connections to the surrounding road network. The proposed public trail easement (See "Part 2" on Schedule "D") will provide an additional opportunity to enhance pedestrian connectivity and access to surrounding open spaces. Future regional trail networks are also proposed in proximity to the Subject Property, as identified in the Regional Trail Network Map in the YROP (See Figure "20"). As demonstrated in the TIS, the Proposal also incorporates active transportation infrastructure and identifies TDM measures intended to encourage alternative modes of transportation and reduce reliance on single-occupancy vehicles.

The Proposal supports the intent of the water, wastewater and stormwater management policies by utilizing existing municipal servicing infrastructure, with appropriate improvements to accommodate the proposed residential development. As demonstrated in the FSR and SWM Reports, the proposed servicing and stormwater management measures will support the efficient use of infrastructure, manage runoff and mitigate downstream impacts, subject to review of residential servicing allocation by the Town and York Region.

While the Subject Property is currently designated "Employment Area" under the YROP (See Figure "17"), the Proposal seeks to facilitate its redesignation to permit residential uses through an OPA. An Employment Land Removal Study has been prepared by Parcel Economics Inc., to assess the proposed removal of the Subject Property from the Employment Area and its implications for the Town's long-term employment land supply. The findings of this study, together with the applicable employment land conversion policies, are addressed in greater detail in the PPS (2024) and Town of Aurora Official Plan sections of this report. Overall, the Proposal conforms to the broader growth management, complete

community, and sustainable transportation policies and objectives of the YROP.

5.4 Town of Aurora Official Plan, 2026

The Town of Aurora Official Plan ("Town OP") came into full force and effect through the decision of the Ontario Land Tribunal ("OLT") dated April 9th, 2026, through case Number OLT-24-000690. There is one site specific appeal that remains, however this is not applicable to the Subject Property. The Official Plan is in full force and effect with respect to all other lands within the Town.

The Town OP serves as the strategic framework for managing growth and development, addressing social, economic, bult and natural environmental priorities. It outlines goals, objectives, and policies to ensure sustainable development while preserving the town's unique character and heritage. The plan is designed to balance progress with environmental protection, cultural heritage preservation, and community well-being.

The Subject Property is designated as an "Employment Area" in the Town Structure Map within the Town OP (See Figure "21"). The Subject Property is also designated "Business Park" as per the Land Use Plan Map (See Figure "22"). The Subject Property is also located within a Secondary Plan Area, as identified on the Secondary Plan Areas Map of the Town OP (See Figure "23"). Under the Aurora 2C Secondary Plan (See Figure "27"), the Subject Property is designated "Business Park 1". The Subject Property is also adjacent to the "Environmental Protection Area" as per the Town OP Environmental Designations On ORM Map (See Figure "24").

The proposed development requires an OPA to establish an appropriate land use framework to permit the proposed townhouse development. Specifically, the proposed amendment seeks to redesignate the Subject Property from "Employment Area" to "Residential Designated Greenfield Areas" on the Town Structure Map and from "Business Park" to "Medium-High Urban Residential" on the Land Use Plan Map of the Town OP (See Schedule "F" for further details regarding the proposed OPA). A more detailed discussion of the proposed OPA is provided in Section 6.0 of this report.

The following section provides an evaluation of the proposed development in relation to the applicable Town-wide policies of the Town OP, including those pertaining to Employment Areas, Residential Designated Greenfield Areas, and the Business Park and Medium-High Urban Residential designations. The analysis considers the existing policy framework and the proposed land use changes to demonstrate the appropriateness of the proposed amendment and the development's conformity with the broader objectives of the Town OP.

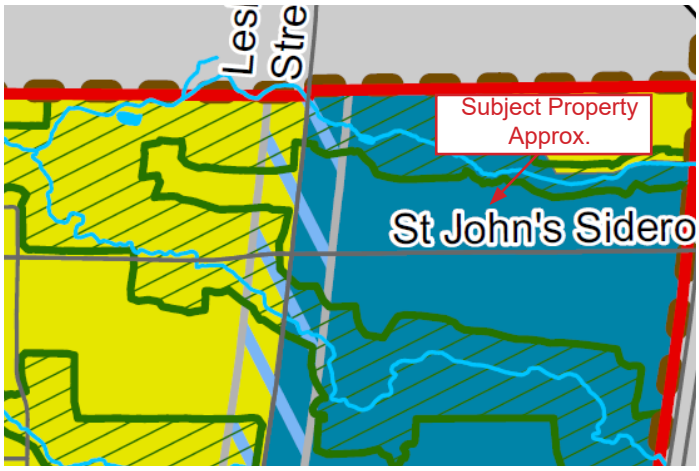


Figure 21 - Town of Aurora Official Plan Schedule 'A', Town Structure

Source: York Region

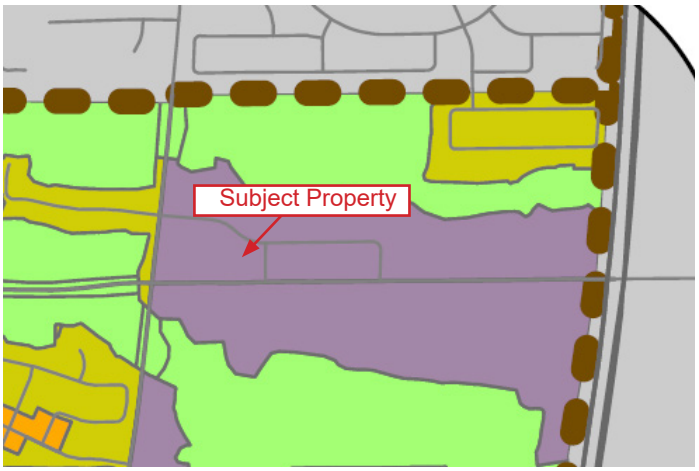


Figure 22 - Town of Aurora Official Plan Schedule 'B', Land Use Plan

Source: Town of Aurora

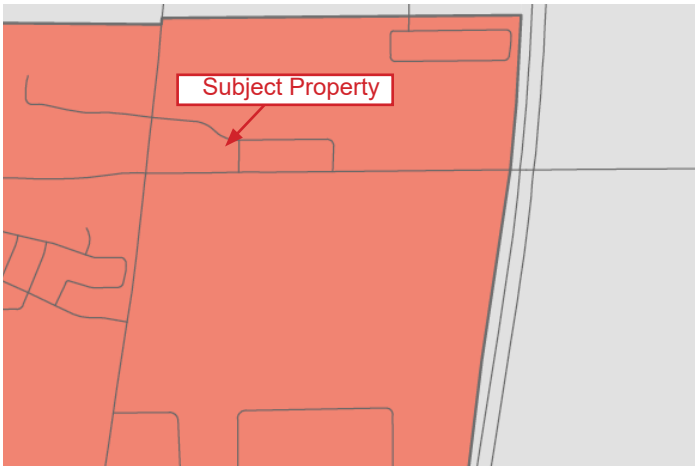


Figure 23 - Town of Aurora Official Plan Schedule 'C', Secondary Plan Areas

Source: Town of Aurora

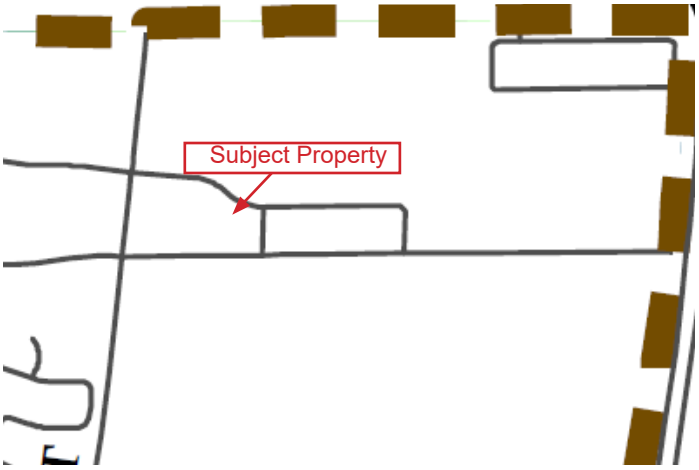


Figure 24 - Town oi Aurora Official Plan Schedule 'F1', Environmental Designations on ORM

Source: Town of Aurora

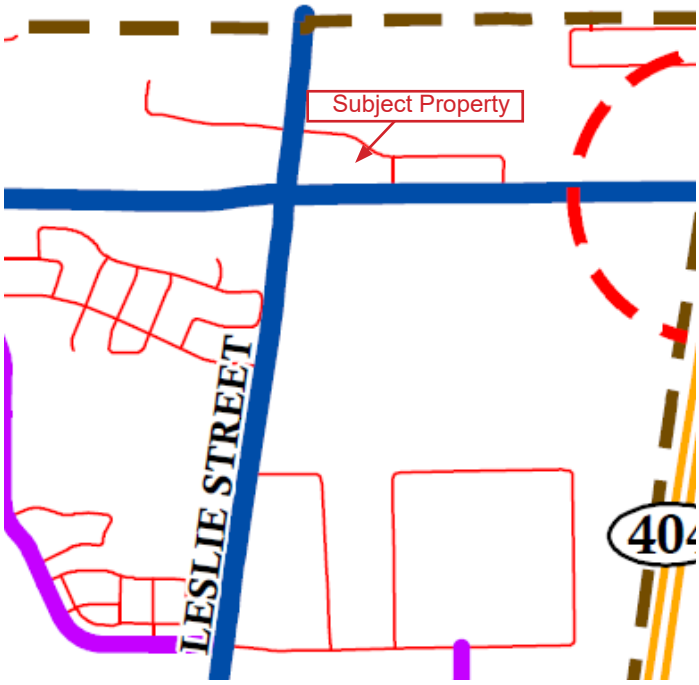


Figure 25 - Town of Aurora Official Plan Schedule 'I', Road Classifications

Source: Town of Aurora

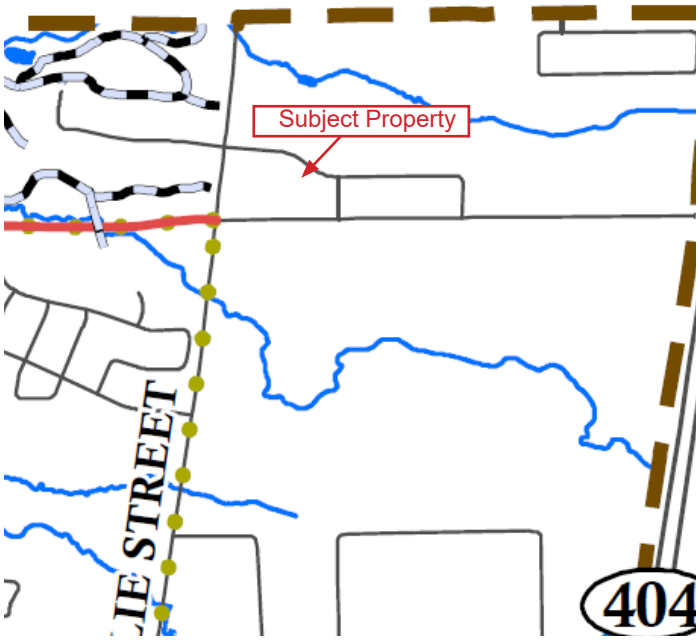


Figure 26 - Town of Aurora Official Plan Schedule 'K', Active Transportation

Source: Town of Aurora

4. Promoting Responsible Growth Management

4.1 Objectives

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;
c. Development and gentle intensification will be compatible with the character of the Town and provide a transition of scale and density to existing neighbourhoods; and.
d. Ensure that development results in vibrant and complete communities.

The Proposal supports the objectives of Section 4.1 by accommodating planned residential growth within the Town of Aurora's urban area, promoting the efficient use of land and existing infrastructure and contributing to the development of a complete community

The proposed 239 unit townhouse development would introduce additional housing opportunities and diversify the Town's supply of ground-related housing. The Affordable Housing Market Feasibility Study identifies local market demand for townhouse dwellings, while the Employment Area Removal Study demonstrates that the proposed conversion of the Subject Property to residential uses would not compromise the Town's ability to accommodate the forecasted employment growth to 2051. Accordingly, the Proposal supports the efficient allocation of land to accommodate the Town's long-term population and employment needs.

The Proposal also supports the intent of Policy 4.1(c) by introducing a compatible, low-rise residential development that provides an appropriate transition in scale and density to surrounding residential neighbourhoods. The proposed two to three-storey townhouse built form would complement the existing low-rise residential character of the surrounding area and represent a logical extension of the established residential neighbourhoods located west of Leslie Street and north of the Subject Property, which appear to predominantly consist of two-storey single-detached dwellings.

Furthermore, the Proposal contributes to the development of a vibrant and complete community through the provision of amenity spaces within the development blocks, individual garages and on-site parking, visitor parking spaces, internal sidewalks and crosswalks, and pedestrian connections to the surrounding road network, including Leslie Street and St. John's Sideroad. As identified in the TIS, the internal streets are also anticipated to incorporate street lighting that ensures pedestrian and cyclist paths are illuminated to encourage safe use at night. Opportunities to incorporate landscaping will be explored through the SPA process to further enhance the overall residential environment.

Collectively, the Proposal supports the Town's responsible growth management objectives by accommodating residential growth in an appropriate location, providing a compatible built form, and contributing to a connected and complete community.

4.2 Accommodating Growth Projections

a. Over the next 30 years, the Town of Aurora is expected to experience a significant amount of population and employment growth. By 2051, the Town's population is expected to grow to 85,800 people, with the number of jobs projected to reach 41,600. Table 1 illustrates the projected population and employment growth from 2021 to 2051 in 10- year increments. These growth forecasts serve as the basis for the Town's growth management strategy and corresponding policies in this Plan:

	2021	2031	2041	2051
Population:	64,000	71,900	79,600	85,800
Employment:	29,600	34,100	38,300	41,600

Table 4 - Town of Aurora Population & Employment Forecasts

Source: York Region, Table 1

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.

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. The integration of new development in accordance with the planned Town structure resulting in a more contiguous, connected and compact urban form;

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;

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;

iv. The provision and adequacy of social services, recreational facilities and other community services;

v. The provision of adequate utility services (gas, hydro, communications/ telecommunications) to accommodate the proposed growth in a cost effective and efficient manner; and,

vi. If one or more of these factors cannot be addressed satisfactorily, the processing and/or approval of development applications may be held in abeyance or deferred, until an appropriate service level or facilities can be provided.

Table 4 identifies the Town's forecast of 85,800 residents and 41,600 jobs by 2051 under Policy 4.2(a). The Proposal would help accommodate the Town's projected population growth by introducing 239 townhouse units. The mix of conventional, rear lane and back-to-back townhouses would broaden the range of ground-related housing options in Aurora, supporting Policy 4.2(d). With respect to Policy 4.2(e)(i), the Proposal would develop vacant lands within a registered Plan of Subdivision. The proposed medium-density townhouse development would complement the residential neighbourhoods west of Leslie Street and north of the Subject Property, contributing to a more compact and contiguous urban form.

The Proposal supports the efficient use of existing municipal water, sanitary and stormwater infrastructure within the Aurora Mills Subdivision, aligning with Policy 4.2(e)(ii). The proposed residential development can be accommodated through existing servicing infrastructure, with appropriate improvements, subject to confirmation of servicing capacity and residential allocation by the Town and York Region. This approach supports the cost-efficient use of existing municipal infrastructure, consistent with the intent of this policy.

With respect to Policy 4.2(e)(iii), internal

sidewalks and crosswalks would support pedestrian movement and active transportation options within the development. The Proposal also accommodates the planned trail connection within the proposed amenity area within Blocks 2, 3, and 4. Future and existing active transportation connections also support a more connected and compact development. These features would support connections to the broader active transportation network. Road network capacity and traffic impacts are addressed in the TIS.

With respect to Policy 4.2(e)(iv), the surrounding area contains a range of community services and recreational facilities, including Rick Hansen Public School, Whispering Pines Child Care Centre, The Meadows of Aurora Seniors Community, Thrive Gymnastics, Pickleplex Social Club – Aurora, and the Aurora Recreation Complex. The Proposal would also provide on-site shared amenity areas for future residents.

f. Based on the Town's 2021 population of approximately 64,000 persons, there is a need to accommodate approximately 21,800 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:

iii. Approximately 55 percent of new residential growth is to be accommodated within the Residential Designated Greenfield Area. Development within the Residential Designated Greenfield Area, outside of the Built Boundary shown on Schedule 'A' shall achieve a minimum density target of 55 persons and jobs per hectare.

The proposed OPA seeks to redesignate the Subject Property from "Employment Area" to "Residential Designated Greenfield Area". The Proposal would contribute to accommodating the share of the Town's 55% of new residential growth directed to Residential Greenfield Areas under this policy.

Based on the Employment Area Removal Study prepared by Parcel Economics Inc., the proposed 239 townhouse dwelling units are anticipated to accommodate approximately 649 residents, representing a residential density of approximately 141 persons per hectare. The proposed density would support the achievement of the minimum density target of 55 persons and jobs per hectare applicable to the Residential Greenfield Areas.

The Subject Property is located within the "Urban Boundary/Settlement Area" and outside of the "Built Boundary" as identified on the Town OP Town Structure Map (See Figure "21"). Section 3 of the Town OP defines greenfield development as the development of lands designated for community uses, including residential, commercial and institutional uses, within the Urban Boundary and outside the Built-up Area.

The proposed redesignation of the Subject Property from "Employment Area" to "Residential Designated Greenfield Area" would establish the policy framework for residential greenfield development in this location. The Proposal would make efficient use of currently vacant lands within the Urban Boundary, contribute to the Town's long-term housing supply, and support its growth management objectives through compact residential development. The proposed townhouse development would contribute to accommodating the Town's forecasted population growth to 2051.

h. Based on the Town's current employment base of 29,600 in 2021, there is a need to accommodate approximately 12,000 additional jobs to the year 2051. Aurora's projected new employment growth shall be accommodated by a combination of new Designated Greenfield Area development, intensification of existing designated employment areas, and intensification in

Strategic Growth Areas. It is the intent of this Plan to allocate new employment growth, as follows:

i. Direct employment growth through the intensification of Existing Employment areas, Strategic Growth Areas, as well as the development of vacant Designated Greenfield Area lands:

- *The Existing Employment areas will continue to function as important employment areas. These areas will be planned to accommodate additional new jobs through the infilling of vacant sites and the redevelopment of existing employment uses;*
- *Intensification within Strategic Growth Areas including the Aurora Promenade and Aurora GO Major Transit Station Area will introduce additional new employment growth through achieving the minimum density requirements set out in this plan;;*
- *The Existing Employment Area located at the intersection of St. John's Sideroad and Bayview Avenue will continue to evolve as a retail and employment node. It will be planned to accommodate additional new jobs through the infilling of vacant sites and the redevelopment of existing employment uses.*

ii. Development within the Greenfield Employment areas, shown on Schedule 'A', will be planned to achieve a minimum density of 55 jobs per hectare. Additional home-based jobs are also anticipated to be created within the existing residential land base.

Policy 4(h) identifies the need to accommodate approximately 12,000 additional jobs in Aurora between 2021 and 2051. The Town plans to accommodate this growth through the development of vacant lands in the DGA, intensification of existing Employment Areas, and intensification within Strategic Growth Areas.

The Subject Property is identified as an "Employment Area" on the Town Structure Map and designated "Business Park" on the Land Use Plan Map. Although currently vacant, the lands are part of the Town's planned supply of greenfield employment lands. The proposed OPA and ZBA would permit residential development, removing approximately 4.6 hectares from the Town's employment land supply.

The Employment Area Removal Study identifies approximately 230 hectares of vacant DGA lands in Aurora, of which approximately 103.5 hectares are designated Employment Area. The Study concludes that, following the proposed removal, the remaining land supply and modest intensification would provide capacity for approximately 3,450 jobs beyond the Town's 2051 employment forecast.

This finding supports the conclusion that the Subject Property is not required to accommodate forecast employment growth over the planning horizon and that its conversion would not compromise the Town's ability to meet its overall employment growth objectives.

The Housing Affordability Study also identifies local market demand for townhouse dwellings based on recent construction and housing propensities, supporting the introduction of this housing form on the Subject Property. The Proposal would therefore provide additional housing on the Subject Property while retaining sufficient employment land capacity elsewhere in the Town to accommodate forecast employment growth.

5 Ensuring Design Excellence

5.1 Objectives

a. Encourage a high quality and consistent level of urban design for Aurora's public and private realms.

b. *Ensure community design practices are age-friendly and barrier-free.*

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.*

f. *Design for a high quality human environment while maintaining the functional quality and enhancing the visual asset of Aurora's Greenlands system.*

g. *Encourage sustainable buildings that minimize energy use and reduce greenhouse gas emissions.*

Encourage landscaping to increase tree canopy, promote community greening and increase climate change resilience.

The Proposal responds to the design objectives of the Town OP by introducing a compact, low-rise residential development consisting of 239 townhouse dwelling units, including a mix of back-to-back, rear lane, and conventional townhouse forms. The proposed development provides a range of built forms and housing options while contributing to the creation of a more complete residential community.

The proposed development incorporates an internal road network, pedestrian sidewalks, landscaped areas, and outdoor amenity spaces to support a pedestrian-oriented and accessible residential environment. The proposed low-rise built form, ranging from two to three-storeys, provides an appropriate scale of development within the surrounding context, which includes existing residential neighbourhoods, employment uses, and natural heritage features.

The Proposal contributes to the character of the Town through the development of vacant, underutilized lands, introducing a compact, ground-related residential built form that complements the surrounding community. The proposed low-rise built form and site layout would provide an appropriate transition to surrounding land uses by introducing ground-related housing that is compatible with the scale and character of the surrounding community. The proposed townhouses consist of a mix of two and three-storey built forms, providing a relatively modest building height and scale that responds to the surrounding residential context, while incorporating appropriate setbacks and separation distances from adjacent commercial and employment uses.

Given the Subject Property's proximity to existing commercial and industrial uses, land use compatibility has also been considered as part of the proposed development. The supporting D-6 Study assesses the potential impact of industrial facilities and major transportation corridors on the air quality on the proposed development and potential compliance issues of the proposed development on nearby industry or sensitive receptors. The Noise and Vibration assessment analyzes future sounds levels within the proposed development and describes the types and locations of noise mitigation measures which will be required based on the latest Site Plan. These considerations are discussed further in the assessment of Section 6.9 of the Town of Aurora Official Plan, while the detailed recommendations and mitigation measures are provided in the respective technical studies. The arrangement of townhouse blocks and associated site design considerations are intended to facilitate a compatible relationship between the proposed residential use and surrounding land uses.

With respect to the adjacent natural heritage features, the EIS confirms that the proposed residential development continues to respect the previously approved limits of development, established by the greater of the 30-metre buffer from the North Tributary and the 10-metre buffer to the significant woodland. Although the proposed land use and built form are proposed to be changed from employment to residential, the Proposal maintains the same level of protection for adjacent natural heritage features as established through the previously approved subdivision.

This supports the objectives of Policy 5.1(f) of the Town OP by respecting the established natural heritage constraints and maintaining the protection of the adjacent lands designated "Environmental Protection Area" and identified as part of the "Regional Greenlands System" in the YROP.

An Urban Design Brief has been prepared in support of the Proposal to demonstrate how the proposed development responds to the Town's urban design objectives and applicable design considerations. A detailed review of all urban design policies under Section 5 of the Town OP will be discussed within the brief. Overall, the Proposal conforms to the intent of Section 5 of the Town OP by promoting compact development, a range of housing forms, pedestrian connectivity, and context-sensitive site design, while considering compatibility with surrounding land uses.

6. Building a Greener Community

6.1 Objectives

a. *Prioritize the reduction of greenhouse gas emissions, improve air quality and increase resiliency to climate change by carefully managing the Town's built and natural environment through the development process.*
b. *Develop policies and implement programs designed to work towards meeting a net-zero emissions target by 2050.*
c. *Demonstrate through application of the policies of this Plan, leadership in sustainable forms of development and design utilizing the Green Development Standards during the development process.*
d. *Encourage development proposals that include low or no carbon energy neighbourhood and/ or building design and practices in all new development.*
e. *Apply the Town of Aurora Green Development Standards to the review of all public and private sector applications.*
f. *Implement the energy and greenhouse gas reduction strategies from the Town's Community Energy Plan as applicable in community and building design and in the transportation network.*
g. *Control and, where possible throughout the development approval process, eliminate water, soil, noise and air pollution to safeguard the natural and human environment.*
h. *Prioritize reducing the consumption of energy, water, land and other non- renewable resources through the implementation of preservation programs throughout the development approval process.*
i. *Reduce generation of stormwater run-off, sanitary sewage and solid and hazardous waste.*

The Proposal aligns with the environmental sustainability objectives of Section 6 of the Town OP through the incorporation of measures intended to protect adjacent natural heritage features, manage stormwater runoff, and minimize potential environmental impacts associated with the proposed development. The Proposal has been evaluated through supporting environmental and engineering studies to identify potential impacts and appropriate mitigation measures. Applicable requirements of the Town of Aurora Green Development Standards will also be addressed through the development review and detailed design process.

With respect to natural heritage protection, the EIS Addendum identifies that while no natural heritage features are located within the Subject Property, the lands are adjacent to an existing woodland and the North Tributary to Weslie Creek. The natural heritage and hydrological features, together with their associated buffers, were previously identified through the approved subdivision process, designated as EPA, and conveyed to the Town. The EIS Addendum confirms that no additional natural heritage constraints have been identified and that the proposed residential development continues

to respect the previously approved limits of development.

Further, as per the EIS, the Proposal maintains the same level of protection for the adjacent natural heritage features as established through the previously approved subdivision. This demonstrates that the proposed residential development can be accommodated within the established development limits without requiring additional encroachment into the protected natural heritage areas.

The EIS Addendum identifies that the majority of the stormwater from the existing subdivision is conveyed to an oversized storm sewer ("superpipe") located below Melvin Robson Avenue, for on-site stormwater storage and detention. Water is discharged to the North Tributary through an existing outfall located immediately adjacent to Leslie Street. The EIS Addendum confirms that no additional outfalls to the North Tributary are required to accommodate the proposed development. This provides an opportunity to utilize the established stormwater infrastructure while avoiding the introduction of additional outfalls within the adjacent natural heritage system. The supporting FSR and SWM Reports identify proposed connections to the existing municipal storm sewer infrastructure, including the storm sewer along Melvin Robson Avenue for Blocks 2, 3 and 4 and the storm sewer along St. John's Sideroad for Block 7. The proposed stormwater management systems will incorporate underground storage, controlled discharge and water quality treatment measures to manage runoff and minimize downstream impacts. Together, these measures support the utilization of established stormwater infrastructure while avoiding the need for additional outfalls within the adjacent natural heritage system.

The EIS Addendum further concludes that the Proposal is not expected to result in direct or indirect negative impacts on the natural heritage system, provided the recommended mitigation measures are implemented. These measures include but are not limited to, LID measures to maintain infiltration, stormwater quantity and quality controls, erosion and sediment control measures, naturalization of the EPA buffer with native vegetation, and measures to minimize encroachment into the adjacent natural heritage features. The EIS Addendum also recommends the continued implementation of the Environmental Monitoring Plan (Beacon, 2017) to evaluate potential impacts on the EPA features and functions and assess performance of environmental management and mitigation measures.

These measures respond to the environmental objectives of Section 6.1 of the Town OP by supporting stormwater infiltration, runoff management, pollution prevention, and the protection of adjacent natural heritage features. In particular, the recommended measures are intended to minimize potential impacts on the North Tributary and surrounding natural environment while maintaining the ecological functions of the adjacent EPA lands.

The supporting FSR and SWM Reports identify servicing arrangements that utilize existing municipal water and sanitary systems, subject to necessary improvements and confirmation of residential servicing allocation. The proposed stormwater management measures, including underground storage, controlled discharge and water quality treatment, will help manage runoff volumes and minimize potential impacts on downstream watercourses. Together, these measures support the efficient use of resources and responsible management of municipal infrastructure.

Overall, the Proposal aligns with the intent of Section 6.1 of the Town OP by incorporating measures to minimize potential environmental impacts, manage stormwater runoff, and maintain the protection of adjacent natural heritage features. Specific sustainable building and energy efficiency measures, as applicable, will be addressed through the applicable Green

Development Standards ("GDS") and will be confirmed through the subsequent SPA process.

6.2 Green Development Standards

a. *The Green Development Standards shall be integrated into the development review process and be used to evaluate development applications.*
b. *All development shall meet the minimum standards established by the Green Development Standards.*
c. *The Green Development Standards is a flexible document, designed to respond to emerging climate challenges and local priorities. The document and process shall be reviewed 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.*

The Town of Aurora GDS establish performance measures intended to promote sustainable site and building design, addressing matters including energy efficiency, greenhouse gas emissions, water conservation, ecological health, connected communities, and building materials.

However, recent legislative changes, including those introduced through Bill 17, the Protect Ontario by Building Faster and Smarter Act, 2025, affect municipal authority to impose green building requirements. Therefore, the applicability of the Town's GDS is beyond the scope of this report and will be confirmed through the subsequent Site Plan Approval process and is not assessed in detail in this report.

6.9 Noise and Air Pollution Mitigation Policies

a. *Development, including major facilities and sensitive land uses, shall be planned and developed to avoid and/or minimize and mitigate potential adverse effects from odour, noise and other contaminants, consistent with the policies of this Plan and guiding provincial and regional policies.*
b. *Proposed development, 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 conduce a Noise Attenuation Study to ensure noise from road traffic is mitigated.*
c. *Where required, methods of noise abatement measures, according to standards of the Ministry of the Environment, Conservation and Parks and/or the Town of Aurora, shall be part of site plan agreements and subdivision plans. Noise abatement measures shall include:*
    i. *Road or building lay-out which increases the distance between noise sources and residential or other proposed uses; and/or,*
    ii. *Community design measures that help attenuate noise; and/or,*
    iii. *Location and landscaping of open spaces; and/or,*
    iv. *Sound attenuating walls, berms, double or triple glazed windows and/or central air conditioning.*
d. *A noise and vibration study shall be required for all development where they are located within 300 metres of a rail right-of-way. The noise and vibration study shall ensure appropriate noise and vibration mitigation measures are enforced to ensure Provincial and/or Council regulations are possible and achieved.*
e. *Any development application within 300 metres of a rail line shall provide evidence that the requirements of the appropriate rail company have been met.*
f. *Council may establish higher standards for the abatement of noise, vibration, odour, dust and/or other noxious impacts associated with certain land uses, than exist in Provincial*

regulations. These higher standards shall be appropriately mitigated, and enforced through the provisions of the Zoning By-law and/or through subdivision and/or through Site plan Agreements.

g. *Appropriate mitigation measures to reduce and prevent exposure to air pollutants should be incorporated in community, building and site design near significant known air emissions sources. Council shall require health, environmental and air quality impact studies that assess the impact on human health for development with significant known or potential air emission levels near sensitive uses such as schools, daycares and seniors' facilities.*

The proposed development consists of 239 townhouse dwelling units and associated outdoor amenity areas, which are considered sensitive land uses as per the definition of "Sensitive Use/ Sensitive Land Uses" within Section 19 within the Town OP (see below):

Sensitive Use / Sensitive Land Uses

a. *Buildings, amenity areas, or outdoor spaces where routine or normal activities at reasonably expected times would experience one or more adverse effects from containment discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.*

Accordingly, consideration must be given to potential land use compatibility impacts associated with surrounding employment uses, transportation infrastructure, and other potential sources of noise, odour, dust, and air emissions. In accordance with the Town OP's Noise and Air Pollution Mitigation Policies. The proposed development must be appropriately planned and designed to minimize potential adverse effects and ensure a suitable residential environment for future occupants.

In support of the proposed development, a D-6 Study and a Noise and Vibration Assessment, were completed to evaluate potential environmental compatibility impacts and identify appropriate mitigation measures.

As identified in the D-6 Study, no significant odours were observed within the 1 km study area radius during the site investigation. The only odours detected were typical of an urban environment, primarily associated with vehicular traffic. It was determined that no significant dust impacts, odours, or off-site odours were noted at the Subject Property at the time of the site visit.

These findings provide supporting information regarding existing air quality conditions within the surrounding area and contribute to the assessment of potential land use compatibility impacts associated with the introduction of residential uses on the Subject Property.

The D-6 Study also identified that a review of TRAP is warranted given the Subject Property's proximity to major transportation corridors, including Leslie Street, St. John's Sideroad, and Highway 404, a provincial highway located approximately 465 metres east of the Subject Property. Exposure to TRAP is a recognized consideration for residential development near major transportation corridors, particularly where sensitive land uses are proposed. As such, the D-6 Study recommends that precautionary on-site mitigation measures be implemented to minimize potential exposure to air pollutants and support a suitable residential environment.

The recommended mitigation measures include but are not limited to, the use of mechanical HVAC and air filtration systems, locating fresh air intakes away from major roadways, strategically positioning outdoor amenity areas, and incorporating landscape buffers and physical barriers where appropriate. These measures can be further considered and incorporated through

the detailed design process to minimize potential exposure to air pollutants and support the health and well-being of future residents.

In addition to air quality considerations, the Noise and Vibration Assessment evaluated potential noise impacts associated with the proposed residential development. The assessment concluded that sound levels acceptable to the Ministry of the Environment, Conservation and Parks, Town of Aurora, and Region of York are expected to be achieved through the implementation of the recommended noise attenuation measures. These findings demonstrate that potential noise impacts can be appropriately addressed through building and site design measures, consistent with the intent of the Town OP policies requiring noise mitigation for sensitive land uses.

The findings of the supporting technical studies demonstrate that potential environmental impacts associated with surrounding transportation infrastructure and land uses have been considered in the planning of the proposed development. The recommended mitigation measures provide opportunities to minimize exposure to noise and air pollutants and support the establishment of a suitable residential environment. Where applicable, these measures can be incorporated into the detailed design of the development.

Summary Opinion:

Based on the foregoing analysis, the Proposal meets the objectives and intent of Sections 5 and 6 of the Town OP by introducing a compact, low-rise residential development that promotes context-sensitive design, provides a range of housing options, and incorporates measures to protect adjacent natural heritage features and minimize potential environmental impacts.

The proposed built form and site layout provide an appropriate scale of development within the surrounding context, while respecting the previously established limits of development and maintaining the protection of the adjacent EPA lands. The supporting Urban Design Brief, EIS Addendum, D-6 Study, and Noise and Vibration Assessment provide a technical basis for evaluating the Proposal and identifying appropriate design and mitigation measures to address potential impacts associated with the proposed residential uses.

Subject to the implementation of the applicable recommendations of the supporting technical studies, the Proposal meets the intent of Section 5 and 6 of the Town OP, and is appropriate from an urban design, environmental protection, and land use compatibility perspective.

The following analysis first considers the policies applicable to the Subject Property's existing Employment Area and Business Park designations, including the criteria for conversion to non-employment uses. It then assesses the proposed residential redesignation and the policies applicable to the proposed townhouse development. The policies are therefore presented thematically rather than in the numerical order of the Town OP.

11. Advancing the Economy

11.3 Employment Areas

a. *Employment opportunities are a key component of a complete community. Lands identified as 'Employment Areas' on Schedule 'A' of this Plan are intended to accommodate a full range of employment opportunities including industrial, manufacturing, warehousing, office uses and associated retail and ancillary uses to meet the long-term needs of the Town of Aurora. It is also important to note that the Aurora Promenade and Major Transit Station Area will continue to play a key role in the provision of an array of employment opportunities in a mixed use context.*
b. *The following designations apply within the Town's 'Employment Areas' as identified on*

Schedule 'A':

i. General Industrial; and

ii. Business Park.

c. Existing Employment Areas shall be protected and planned for similar uses to ensure new jobs can be accommodated within the Town as it continues to grow.

d. The Employment Area designations meet the definition of Employment area in guiding provincial and regional policies, and are subject to the growth management and conversion policies of this Plan, as well as applicable Provincial legislation and policy statements.

Policy 11.3.2(a) of the Town of Aurora Official Plan establishes that applications to convert lands designated Employment Area to residential or other non-employment uses shall be assessed through a Municipal Comprehensive Review, as applicable, or an Official Plan Amendment.

Policy 11.3.2(b) further provides that, until the next Municipal Comprehensive Review, lands within existing Employment Areas may be converted to a designation permitting non-employment uses, in accordance with applicable provincial and regional planning policies, subject to satisfying the criteria outlined below.

11.3.2 Conversion Policies

a. Applications to convert lands designated Employment Area to a residential use, retail use or any other non-employment use that is not permitted by this Plan within any Employment Area designation or that is not ancillary or accessory to a permitted Employment Area use shall be assessed on the basis of a Municipal Comprehensive Review, as applicable, or Official Plan Amendment.

b. Notwithstanding the above, until the next Municipal Comprehensive Review, lands within existing employment areas may be converted to a designation that permits non-employment uses, in accordance with provincial and regional plans and policy and provided:

i. There is a need for the conversion;

As demonstrated in the Employment Area Removal Study, the Town of Aurora has a surplus of Employment Area land to accommodate forecast employment growth to 2051. Without considering opportunities for intensification, there is an anticipated surplus of employment land capacity equivalent to approximately 3,710 jobs within the existing Employment Area land supply. Even assuming a higher proportion of industrial employment growth, Aurora is forecast to maintain a surplus of over 2,600 Employment Area jobs. Following the removal of the employment potential associated with the Subject Property, the Town would continue to maintain a substantial surplus of employment land capacity equivalent to approximately 3,450 jobs. These findings demonstrate that the conversion of the Subject Property to residential uses would not compromise the Town's ability to accommodate forecast employment growth to 2051.

Further, the Subject Property presents certain locational and physical constraints that may limit its attractiveness for traditional industrial development. In particular, limited highway access and smaller-format lots may present challenges for larger-scale industrial activities, including warehousing, distribution, and manufacturing uses that typically require larger development parcels and efficient truck access and circulation. These characteristics may reduce the relative competitiveness of the Subject Property for certain employment uses compared to other Employment Area lands within the Town. Additionally, field observations suggest that several units within the existing 24-unit industrial condominium development on Blocks 5 and 6 of registered plan 65M-4790 may be vacant. While the occupancy status and duration of any vacancies have not been confirmed, these observations provide additional context regarding the apparent uptake of industrial space within the

immediate area.

In addition to the findings of the Employment Area Removal Study, the Housing Affordability Study prepared in support of the Proposal identifies a need for additional housing opportunities within the Study Area to accommodate continued population growth and changing household demographics. The Study identifies a higher propensity for townhouse housing among residents in their 30s and 40s, who represent a significant proportion of the Study Area's population, suggesting an elevated demand for townhouse units. The Study also identifies declining average household sizes across Aurora and York Region, together with a significant proportion of households occupying dwellings larger than their needs, indicating a demand for smaller housing typologies and opportunities for households to "right size."

The proposed conversion would respond to these identified housing needs by facilitating the development of 239 townhouse dwelling units, including conventional, rear lane and back-to-back townhouses. This would contribute to diversifying the Town's housing stock, providing additional housing options, and accommodating future population and household growth. Furthermore, the Housing Affordability Study identifies that the proposed conversion is consistent with the direction of the Aurora Affordable Housing Action Plan regarding opportunities to convert lands within the Highway 404 corridor to residential uses.

The Employment Area Removal Study demonstrates that the Subject Property is not required to accommodate the Town's forecast employment growth to 2051, while the Housing Affordability Study identifies demand for additional residential development, particularly townhouse housing, within the Study Area. These findings support the need for and appropriateness of converting the Subject Property to residential uses while maintaining sufficient Employment Area land to accommodate the Town's long-term employment needs.

ii. The proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets as set out in the York Region Official Plan and provincial policy.

The Subject Property is located at the northern edge of the Aurora 2C Employment Area, adjacent to existing residential development to the west and a woodlot to the north. The Employment Area Removal Study concludes that the proposed conversion would not adversely affect the overall viability of the Employment Area, as sufficient employment land capacity would remain to accommodate forecast employment growth to 2051.

The Study identifies capacity for approximately 6,010 jobs within existing Employment Areas and development applications, together with approximately 6,700 additional jobs through population-related employment, work-from-home employment, and employment with no fixed place of work. Together, these sources represent potential Town-wide employment capacity for approximately 12,710 jobs, exceeding the approximately 11,700 jobs identified in the Town's Growth Management Discussion Paper, as assessed within the Employment Area Removal Study. While these additional employment categories are not necessarily accommodated within designated Employment Areas, the findings provide broader context regarding the Town's ability to accommodate future employment growth. More specifically, the anticipated surplus of employment land capacity equivalent to approximately 3,450 jobs following the proposed conversion demonstrates that sufficient designated Employment Area land would remain available.

The supporting D-6 Study and Noise and Vibration Assessment further evaluate potential land use compatibility considerations associated with introducing residential uses in proximity to existing employment activities. These studies

identify recommended mitigation and abatement measures to address potential impacts on the proposed residential development. Consideration of existing and permitted employment uses is important to ensure that the proposed residential development does not introduce land use compatibility conflicts that could adversely affect the continued operation or future development of the surrounding Employment Area.

With respect to density, the proposed development is anticipated to accommodate approximately 649 residents, based on the persons-per-unit estimates established in the Aurora Development Charges Background Study. Based on a total net development area of approximately 4.6 hectares, the Proposal would achieve an estimated residential density of 141 persons per hectare. This exceeds the minimum Designated Greenfield Area density target of 55 persons and jobs per hectare identified in Policy 4.2(e)(i) and would contribute positively toward the achievement of the Town's broader density objectives.

Accordingly, the proposed conversion would support compact residential development and contribute to the Town's growth management objectives while maintaining sufficient Employment Area land capacity to accommodate forecast employment growth. Subject to the implementation of appropriate land use compatibility measures, the Proposal is not anticipated to adversely affect the overall viability of the surrounding Employment Area.

iii. There are existing or planned infrastructure and public service facilities available to accommodate the proposed uses;

The Proposal would utilize existing municipal servicing infrastructure established for the Aurora Mills Subdivision. The supporting FSR and SWM Reports identify proposed connections to the existing municipal water and sanitary systems along Melvin Robson Avenue, together with internal servicing networks and watermain improvements to accommodate the proposed residential uses on Blocks 2, 3 and 4 and Block 7.

The downstream sanitary sewer assessment indicates that the anticipated residential flows can be accommodated within the existing sewer system based on the assessment's capacity assumptions. However, residential servicing allocation remains subject to review by the Town and York Region. With respect to stormwater management, the Proposal would utilize existing municipal storm sewer infrastructure along Melvin Robson Avenue and St. John's Sideroad, supplemented by underground storage, controlled discharge and water quality treatment measures to manage runoff and minimize downstream impacts. Based on the Downstream Sanitary Sewer Assessment Study, prepared by SCS Consulting Group Ltd., dated November 2026, the North York Durham Sewage System (YDSS) Phase 1 expansion, which is anticipated to be completed between 2028 and 2030, it is expected that the Region will assign an additional 7,929 persons worth of servicing capacity to the Town of Aurora.

Accordingly, the supporting technical studies indicate that existing municipal infrastructure could accommodate the proposed residential uses, subject to confirmation of servicing allocation, detailed engineering design and applicable municipal approvals. The Proposal would also benefit from existing and planned community facilities and active transportation infrastructure within the surrounding urban area, supporting the integration of residential development into the established community.

iv. The conversion maintains a significant number of jobs on those lands through the establishment of development criteria; and,

The proposed conversion would facilitate the redevelopment of vacant Employment Area lands for residential purposes. As the Proposal consists of 239 townhouse dwelling units, it would not retain employment-generating uses on the Subject Property. However, the

Employment Area Removal Study demonstrates that the removal of the employment potential associated with the Subject Property would not compromise the Town's ability to accommodate forecast employment growth to 2051, with a surplus of employment land capacity equivalent to approximately 3,450 jobs remaining following the conversion.

The Subject Property is currently vacant and does not accommodate existing employment-generating uses. Accordingly, the proposed conversion would not result in the direct displacement of existing businesses or employment opportunities on the Subject Property. Furthermore, the surrounding Employment Area would continue to accommodate a range of employment uses, with sufficient capacity remaining elsewhere in the Town to support future employment growth.

While these considerations provide support for the proposed conversion from a broader employment land supply and growth management perspective, it is recognized that the Proposal would not maintain a significant number of jobs on the Subject Property as contemplated by this criterion. Accordingly, the application of this policy requirement warrants further consideration through the OPA review process, having regard to the vacant status of the Subject Property, the findings of the Employment Area Removal Study, and the applicable provincial and regional policy framework.

v. *The conversion does not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the York Region Official Plan and guiding provincial land use policy.*

As identified in the Employment Area Removal Study, the concept of provincially significant employment zones is no longer recognized under the PPS, 2024. Notwithstanding this change in provincial policy, the Subject Property was not previously identified as being located within a provincially significant employment zone. Accordingly, the proposed conversion would not involve lands previously identified under this provincial designation.

vi. *The conversion of lands within Regionally identified employment lands to non-employment uses shall only be considered through a municipal comprehensive review, as applicable, or an Official Plan Amendment.*

As identified through the pre-consultation process with the Town of Aurora, the proposed employment land conversion may proceed without a MCR, subject to meeting the applicable policy criteria and the submission of an Employment Area Removal Study. Further, changes to the PPS 2024, permit the removal of lands from Employment Areas outside of a MCR, subject to satisfying the criteria in Section 2.8.2.

The Town has further identified that the supporting analysis must demonstrate that the minimum employment density target of 40 jobs per hectare, as established in the Town of Aurora 2C Secondary Plan, can continue to be achieved. The Employment Area Removal Study provides an assessment of the Town's employment land supply and capacity to accommodate forecast employment growth following the proposed conversion. Further analysis of the applicable employment density requirement is provided in the Aurora 2C Secondary Plan section of this report.

The proposed conversion is therefore being pursued through an OPA to redesignate the Subject Property from Employment Area to permit residential uses.

Summary Opinion:

Based on the foregoing analysis, the proposed conversion is supported by the findings of the Employment Area Removal Study and Housing Affordability Study. The Employment Area

Removal Study demonstrates that sufficient Employment Area land capacity would remain to accommodate the Town's forecast employment growth to 2051, while the Housing Affordability Study identifies demand for additional residential development, particularly townhouse housing, within the Study Area.

The Subject Property's location at the northern edge of the Aurora 2C Employment Area, limited highway access, and smaller lot configuration provide additional site-specific considerations supporting the proposed conversion. The Proposal would facilitate the development of 239 townhouse dwelling units, contributing to housing diversity, accommodating future population growth, and supporting the efficient utilization of land within the Town.

Furthermore, the supporting technical studies provide a basis for assessing land use compatibility and identifying appropriate mitigation measures to address potential impacts associated with surrounding employment activities. The proposed development would also contribute positively toward the Town's Designated Greenfield Area density objectives while maintaining sufficient employment land capacity elsewhere in Aurora.

Overall, the proposed conversion represents an opportunity to accommodate identified residential growth and housing needs without compromising the Town's forecast employment land supply. While the proposed residential development would not retain employment-generating uses on the Subject Property, the lands are currently vacant and underutilized, and the Employment Area Removal Study demonstrates that the conversion would not adversely affect the Town's broader employment land capacity.

The proposed redesignation represents an appropriate planning opportunity to accommodate residential growth and contribute to the Town's long-term housing and growth management objectives.

The Subject Property is designated as "Business Park" in the Official Plan, as per the Town OP Land Use Plan Map (See Figure "22"). The following policies are applicable to the Subject Property:

11.5 Business Park Designation

11.5.1 Intent

a. *The 'Business Park' designation is intended to accommodate a broad range of high quality employment opportunities as well as a variety of supporting service commercial uses and retail uses. The Town's Business Park designation areas includes those lands along the Industrial Parkway North and South and in the Aurora East Employment Areas. It is the intent of the Business Park designation to ensure that employment lands are used to their fullest and highest potential and ensure that employment lands are protected to accommodate projected employment growth.*

   The Business Park designation is also intended to maximize the advantages of the exposure to Highway 404 and promote business and professional offices in higher density and taller buildings abutting the Highway 404 frontage. The interior locations will accommodate lower order prestige industrial uses, with larger building footprints and larger parking lots and loading facilities.

11.5.2 Permitted Uses

a. *The Business Park designation permits an integrated mix of employment activities and businesses that occur within highly visible buildings and sites, that are designed and landscaped to present a high quality, prestige image. Permitted uses on lands identified as 'Business Park' on Schedule 'B' include:*

   i. *Business and professional office/research uses of all types;*

   ii. *Industrial and manufacturing uses;*

   iii. *Warehouse facilities, limited distribution*

centers and enclosed storage including self-storage units;

iv. *Industrial supply and service and contractor sales;*

v. *Micro-industries that support non-noxious uses such as beverage brewing, wine-making and commercial baking;*

vi. *Service commercial uses;*

vii. *Commercial recreational facilities;*

viii. *Hotel and conference uses;*

ix. *Public and/or private educational facilities;*

x. *Ancillary uses that include small scale retail and commercial uses that primarily serve the business functions of employment lands, provided it occupies less than 20% of the total floor area, subject to zoning provisions;*

xi. *Parks and recreation uses;*

xii. *Public uses and public and private utilities;*

xiii. *Child care facilities, as an ancillary use; and,*

xiv. *Wholesale facilities;*

xv. *Council reserves the right through the implementing Zoning By law to further refine the list of permitted uses to ensure that new development is appropriate in the context of the adjacent surrounding community.*

b. *Lands designated Business Park east of Leslie Street may be approved to also permit the following uses, subject to the review of a specific development proposal and rezoning, pursuant to the provisions of this Plan:*

i. *Private and commercial schools;*

ii. *Community facilities;*

iii. *Banks or other financial institutions;*

iv. *Sports, health and fitness recreational uses;*

v. *Banquet halls;*

vi. *Entertainment uses and night clubs, where internally integrated as a component of an office building or hotel or other compatible and complementary use; and,*

vii. *Automotive and recreational vehicle related uses including commercial uses, service and rental, parts sales, gas bars, car washes, service stations and auto body repair.*

c. *Industrial uses and other employment activities including such business activities as manufacturing, assembly, fabrication, processing, warehousing and storage of goods and materials are permitted within the Business Park designation provided they occur within buildings and on sites that have a high quality, prestige design standard. Accessory office uses will be permitted provided they are on the same lot and related to the main industrial use. Ancillary retail uses are permitted within this designation, provided that such retail uses are clearly accessory to the main permitted use and that the area from which the retail sale occurs is clearly separate from the area where the industrial use is carried out. Uses likely to cause air pollution, odour, or excessive noise shall be prohibited.*

d. *The following uses shall otherwise be prohibited in all other lands of the Business Park designation:*

i. *Outdoor storage;*

ii. *Auto commercial uses;*

iii. *Automobile service stations;*

iv. *Car washes;*

v. *Automobile repair uses;*

vi. *Autobody paint and repair; and,*

vii. *Retail uses involving accessory outdoor storage and/or display of merchandise.*

Section 11.5 of the Town OP established that the “Business Park” designation is intended to accommodate a broad range of high-quality employment opportunities and supporting commercial uses, while protecting employment lands to accommodate projected employment growth.

Policy 11.5.2 permits a diverse mix of uses, including business and professional offices, research uses, industrial and manufacturing uses, warehousing, service commercial uses, educational facilities, and ancillary retail and commercial uses. These activities are intended to occur within buildings and sites designed and landscaped to present a high-quality, prestige image. Thus, suggesting that these are policies that focus more on prestige development rather than a focus on heavier industrial uses.

These permissions must be considered in the context of the revised provincial employment framework. The PPS, 2024, defines "employment area" as clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. Institutional and commercial uses, including office and retail uses not associated with these primary employment uses, are excluded from the definition. This distinction is relevant to address, as the "Business Park" designation contemplates a broader mix of uses, including uses that are excluded from the provincial definition of an employment area.

The Town OP also allows the implementing Zoning By-law to further refine permitted uses to ensure that development is appropriate in the context of the surrounding community.

15 Connecting the Transportation Network

15.1 Objectives

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.*
b. *Support the York Region Transit system as an essential, environmentally significant public service through appropriate land use and urban design policies.*
c. *Ensure the development and maintenance of a safe, comfortable and enjoyable environment for pedestrians and cyclists, along roads and trails.*
d. *Ensure safe and convenient mobility for persons with special needs.*
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.*

15.2 General Transportation Policies

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.*

The TIS prepared identifies TDM measures and opportunities intended to encourage non-auto transportation, reduce reliance on single-occupancy vehicle (SOV) trips, and consequently reduce parking demand at the proposed development, reduce pollution, and improve community health.

The Subject Property is situated within an area served by existing active transportation and transit facilities, with additional improvements planned for the surrounding transportation network. Future improvements along St. John's Sideroad include planned regional trail connections and cycling facilities, which would enhance active transportation connectivity and provide additional opportunities for walking and cycling. The TIS also identifies opportunities to improve transit accessibility through the potential future expansion of York Region Transit's Mobility On-Request service to the Subject Property.

At the site level, the Proposal incorporates internal street lighting to support safe and accessible pedestrian and cycling movements,

including during evening hours. The TIS further identifies opportunities for future residents to participate in programs offered through Smart Commute Central York, which promote alternative commuting options such as carpooling, cycling, walking, and public transit. These programs have been historically shown to reduce single-occupancy vehicle trips, resulting in reduced vehicles on the road network.

Collectively, these measures and opportunities support the objectives of Policy 15.2(h) by encouraging non-automobile travel, reducing reliance on single-occupant vehicles, and promoting a more sustainable and connected residential community.

15.3 Policies for Roads

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.

The TIS assesses the anticipated transportation impacts associated with the Proposal, including projected traffic generation, the capacity and operation of the surrounding road network, site access, and overall transportation conditions. The TIS provides a technical assessment of the proposed development in relation to the existing and future transportation network and identifies recommendations to support the safe and efficient accommodation of site-generated traffic. The findings of the TIS demonstrate that transportation considerations have been evaluated in support of the proposed OPA and ZBA. Further details regarding the analysis and recommendations are provided in the accompanying TIS.

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.

A Noise and Vibration Assessment has been prepared in support of the proposed development to evaluate potential impacts associated with surrounding transportation infrastructure and other relevant noise and vibration sources. The assessment identifies applicable noise abatement measures and design recommendations to address potential impacts and support an appropriate residential environment. The findings and recommendations of the Noise and Vibration Assessment have been considered as part of the overall land use compatibility assessment for the Proposal. Subject to the implementation of the applicable mitigation measures, the assessment provides technical support for the proposed residential development.

15.6.2 Aurora Trail Network Policies

a. The Aurora Trail Network shall serve non-motorized movement such as walking, jogging, cycling, cross country skiing or snowshoeing as outlined in the Town of Aurora Trails Master Plan. It will link the Greenlands System, including the existing and proposed off-road trails, with destinations such as schools, recreation centres, service commercial facilities, employment areas, shopping areas, and the Aurora Promenade. The trail network shall be conducive to an urban form and structure which is friendly to non-motorized users, and the environment. Schedule 'K' of this Plan shows the Aurora Trail Network conceptually as recommended in the Town of Aurora Trails Master Plan.

b. Implementation of the proposed Auroral Trail Network will occur, in accordance with the Trails Master Plan, mainly when development, redevelopment and public works projects take place. Secondary Plans, Plans of Subdivision and Site plans may modify, supplement or extend the Aurora Trail Network Concept shown on Schedule 'K' of this Plan, without requiring an Amendment to this Plan, as long as the changes reflect the policies of this section and the Trails Master Plan.

c. *The Aurora Trail Network shall, where possible, link with the Regional/Provincial trail networks and the systems of adjacent municipalities, both in the north-south and east-west direction.*

d. *The Aurora Trail Network shall also serve to support the interrelationships of the ecosystems in Environmental Protection Areas as per the relevant policies of this Plan. Allowance for the needs of wildlife shall be incorporated wherever possible.*

h. *The location and creation of trails shall not interfere with the primary ecological function of Environmental Protection Areas. Where possible, trails shall be placed on level shoulders of the valley, in buffers to natural features and/or in already disturbed areas to avoid destruction of vegetation, erosion of valley slopes and other ecological damage.*

n. *In facilitating a robust multi-modal transportation system, the Town will support the realization of new Active Transportation Routes consistent with Schedule 'K' and new active transportation connections to the Aurora GO Station Major Transit Station.*

o. *Layout, design, construction and operation of trails shall be consistent with the Trails Master Plan and where possible:*

   i. *Aim to provide an east-west and north-south non- motorized circulation grid:*
      - *As an alternative to the arterial road system;*
      - *Linking and integrating the components of the Greenlands system;*
      - *Utilizing:*
      - *Natural features such as valleys, ridges and woodlots,*
         - *Parks and other public and semi-public open spaces,*
         - *Easements, and,*
         - *Roads.*

   ii. *Make reasonable efforts to keep these trails vital, safe, comfortable and in operational condition;*

   iii. *Minimize conflicts with other modes of transportation through signage, appropriate grades, surfacing width and delineation of rights-of-way, and well-designed transitions where trails merge with roads;*

   iv. *Allow for provision of support facilities such as bicycle stands, public phones, and rest spaces;*

   v. *Provide signs to enable users to find their way and to ensure appropriate and enjoyable use of the facilities;*

   vi. *Use permeable surfacing where possible; Encourage naturalization and refurbishing of native vegetation;*

   vii. *Use native vegetation to screen conflicting uses or structures;*

   viii. *Investigate and provide grade separated crossings, over water courses where feasible and necessary to the scale of the watercourse, subject to approval from the appropriate jurisdiction;*

   ix. *Investigate and explore providing grade separated crossings at key intersections of trails with railways and Arterial Roads; where trails cross roads at grade between intersections, signs and where appropriate pedestrian activated signals shall assist safe crossing and orientation;*

   x. *At grade crossing of trails at Regional Roads should only be made at controlled intersections to the satisfaction of York Region;*

   xi. *Aim to comply with the Town's standards of design, construction and; and,*

   xii. *Provide a vegetative buffer to all watercourses to the satisfaction of the Town.*

The Proposal supports the broader objectives of the Aurora Trail Network by facilitating residential development within an area planned to accommodate future active transportation

connections. As per the TIS, future improvements along St. John's Sideroad include planned regional trail and cycling facilities, which would enhance connectivity between the Subject Property and the surrounding community.

The proposed development incorporates an internal street network intended to facilitate pedestrian and cycling movements and provide connections to the surrounding road network. These connections would support opportunities for future residents to access existing and planned active transportation infrastructure, including the broader municipal and regional trail networks.

Furthermore, the Proposal supports the objectives of the Aurora Trail Network through the integration of a 6-metre-wide public trail easement within the proposed amenity area within Blocks 2, 3, and 4 of registered plan 65M-4790. The trail has been relocated as part of the proposed site layout to accommodate future trail connectivity while integrating with the shared private amenity area. This arrangement supports opportunities for pedestrian and cycling connections and contributes to the development of a more accessible and connected community.

The incorporation of the public trail within the proposed development supports the implementation of the Town's broader trail network objectives, including facilitating non-motorized movement and enhancing connectivity between residential areas, open spaces, and surrounding community destinations. Furthermore, the proposed trail corridor provides an opportunity to contribute to the expansion of the Aurora Trail Network through the development process, consistent with the objectives of Section 15.6.2 of the Town's Official Plan.

16 Providing Sustainable Infrastructure

16.6 Stormwater Management

It is the intent of this section of the Plan to manage development impacts from storm water on Lake Simcoe and other streams within the watershed in order to maintain and enhance water quality, protect fish and wildlife habitat and prevent erosion.

16.6.1 General Policies for Stormwater Management Facilities

a. Stormwater management facilities shall be permitted on lands in any land use designation. Where any of these facilities are to be located within the Environmental Protection Designation, an Environmental Impact Statement shall be prepared to the satisfaction of the Town and any other agency having jurisdiction.

b. Stormwater management facilities will be key features within the community contributing to the appearance and ambience, while achieving functional objectives related to flow moderation and water quality. The Town will seek to reduce stormwater run-off volumes and pollutant loadings in Aurora by:

i. Encouraging implementation of a hierarchy of source, lot- level, conveyance and end-of-pipe controls;

ii. Encouraging the implementation of innovative stormwater management measures;

iii. Allowing for flexibility in development standards to incorporate alternative community design and stormwater techniques, such as those related to site plan design, lot grading, ditches and curbing, road widths, road and driveway surfaces, and the use of open space as temporary detention ponds;

iv. Supporting implementation of programs, to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants;

v. Supporting implementation of source control programs, which are targeted to existing areas that lack adequate

stormwater controls;

vi. *Requiring the planting of native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation to stabilize banks of ponds. The perimeter of the permanent pool should be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility; and,*

vii. *Requiring ponds to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures should be concealed using a combination of planting, grading and natural stone.*

16.3 General Policies

c. *All new development shall be serviced with municipal sanitary sewage and water supply services.*

d. *In areas within the Town where municipal sewage and/or water services are not available, existing uses, buildings and structures may be serviced by private sewage disposals and/or private well water supply. Further, where municipal services are not available within the Town, the development of a single detached dwelling on an existing vacant lot of record may be permitted, subject to any planning approvals and other policies of this Plan and the Lake Simcoe Protection Plan.*

e. *In areas within the Town where the protection of public health is an issue, in areas of existing groundwater contamination as determined by a Medical Officer of Health, and where full municipal sewage and/or water services are not planned, available, or feasible, existing development may be serviced by private communal water supply and communal wastewater treatment systems.*

f. *Development shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional 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.*

The Proposal has been assessed in the context of the existing servicing framework established for the Aurora Mills Subdivision. The FSR and SWM Reports identify the necessary servicing arrangements for Blocks 2, 3, and 4 and Block 7, including connections to municipal water and sanitary systems and site-specific stormwater management measures.

The proposed underground storage and treatment systems will regulate stormwater discharge and minimize potential impacts on downstream watercourses, consistent with the objectives of Section 16.6.1. The downstream sanitary sewer assessment also indicates that the anticipated residential flows can be accommodated within the existing system, although residential servicing allocation remains subject to review by the Town and York Region. Detailed servicing and stormwater management designs will be further refined through the Site Plan Approval process, in consultation with the relevant authorities.

24 Aurora 2C Secondary Plan Area (OPA 73)

The Subject Property is located within the 2C Secondary Plan Area and is designated "Business Park 1" (See Figure "27"). The 2C Secondary Plan requires that all development and redevelopment within the "Business Park 1" designation conform to the Business Park policies outlined in Section 11.5 of the Official Plan. It is acknowledged that these are existing policies applicable to the Subject Property, however, the purpose of this Proposal is to convert the land use of the Subject

Property to permit residential uses and ultimately permit the proposed townhouse development.

The Town of Aurora's April 2023 Official Plan Review Phase 4 Engagement Summary Report identifies the Aurora 2C Secondary Plan (OPA 73) as one of the secondary plans consolidated into the draft Official Plan for simplicity and to improve readability. As part of the consolidation, no new policies were added, and policies were removed where they were appropriately addressed in the parent Official Plan.

Accordingly, a separate review of Section 24 of the Town of Aurora Official Plan, which incorporates the consolidated Aurora 2C Secondary Plan policies, has not been undertaken. Rather, the relevant policies of the Aurora 2C Secondary Plan (OPA 73) and the broader Town of Aurora Official Plan are assessed throughout this Planning Justification Report to avoid duplication and provide a comprehensive evaluation of the Proposal against the applicable policy framework.

Section 24 of the updated Official Plan sets out the policies for the Aurora 2C Secondary Plan Area. Section 5.5 of this report separately reviews the stand-alone OPA 73 document, focusing on policy details relevant to the Proposal.

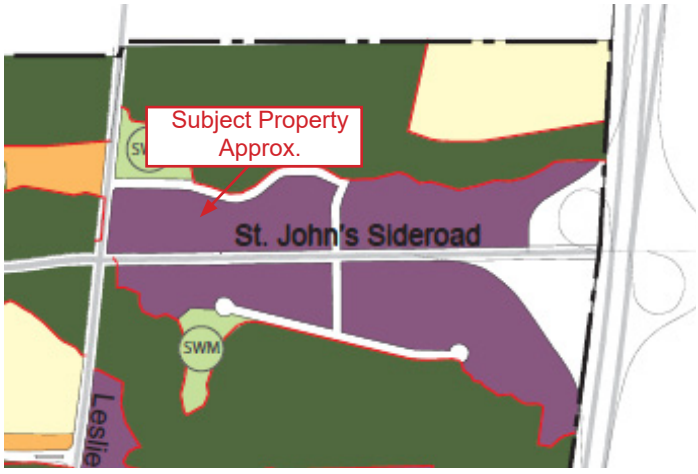


Figure 27 - Town of Aurora 2C Secondary Plan Schedule 'A' Land Use
Source: Town of Aurora

Summary Opinion:

The Proposal supports the broader growth management, housing, community design, and environmental sustainability objectives of the Town of Aurora OP. The proposed development would introduce 239 townhouse dwelling units within the Town's existing urban area, contributing to the diversification of housing options and promoting the efficient utilization of land through a compact, ground-related residential built form.

The Proposal incorporates a range of townhouse typologies, internal pedestrian connections, amenity areas, and connections to the surrounding transportation network, supporting the development of a connected and pedestrian-friendly residential community. The proposed two to three-storey built form also provides opportunities for an appropriate transition to surrounding residential development, while the supporting technical studies address transportation operations, environmental protection, and land use compatibility considerations.

While the Subject Property is currently designated "Employment Area" and "Business Park" under the Town Official Plan and "Business Park 1" under the Aurora 2C Secondary Plan, the Proposal seeks to redesignate the lands to permit residential development. As demonstrated in the Employment Area Removal Study, the proposed removal of the Subject Property from the Employment Area would not compromise the Town's ability to accommodate its forecast employment growth to 2051. The Study provides supporting justification for the proposed redesignation, having regard to the Town's employment land supply, forecast employment demand, and site-specific development considerations.

The proposed "Medium-High Urban Residential" designation would establish an appropriate land use framework to accommodate the proposed townhouse development. As such, an OPA is required to facilitate the Proposal. Based on

the foregoing analysis, it is our opinion that the Proposal generally conforms to the broader planning objectives and applicable development policies of the Town OP, including those relating to growth management, housing, built form compatibility, and complete communities.

5.5 Town of Aurora - OPA 73, Aurora 2C Secondary Plan Area, 2011

The Subject Property is designated "Business Park 1" under Schedule 'A' of the Town of Aurora 2C Secondary Plan (OPA 73) (See Figure "27"). The Proposal seeks to redesignate the Subject Property from "Business Park 1" to "Urban Residential 2" to permit the proposed 239 unit townhouse development.

This section of the report assesses the Proposal against the applicable policies in the stand-alone 2C Secondary Plan (OPA 73). Section 6.0 of this report describes the proposed OPA in detail and provides further analysis of the proposed redesignation from "Business Park 1" to Urban Residential 2" with respect to the 2C Secondary Plan. This Section is intended to assess the Employment Area policies currently applicable to the Subject Property, with recognition that the intent is to remove the Subject Property from employment lands and permit the proposed residential development. Section 4 of the 2C Secondary Plan outlines urban design and amenity policies, which are addressed and discussed in detail in the accompanying UDB.

The Aurora 2C Secondary Plan establishes a vision for the development of a complete community comprising well-designed residential neighbourhoods, employment opportunities, and an interconnected Greenlands and Trails System. The Secondary Plan promotes compact, transit-supportive development patterns, efficient land utilization, environmental protection, and the creation of high-quality pedestrian-oriented neighbourhoods that encourage active and healthy lifestyles.

The proposed redesignation to "Urban Residential 2" would support these broader community-building objectives by introducing a range of medium-density, ground-related residential housing forms within the Secondary Plan Area. The Proposal would contribute to the Town's housing supply through the development of 239 townhouse dwelling units, while promoting a compact residential built form and providing pedestrian connections throughout the development and to the surrounding road network.

Furthermore, the Subject Property is located adjacent to lands designated "Environmental Protection Area" under Schedule 'B', Greenlands and Trails Plan, of the Secondary Plan. The Proposal has been designed to recognize and maintain the adjacent natural heritage features and intends to incorporate appropriate environmental protection measures and recommendations, as outlined in the EIS, supporting the Secondary Plan's objective of conserving and integrating natural heritage features within the overall community structure.

While the Secondary Plan currently identifies the Subject Property for employment uses, the proposed redesignation is supported by the Employment Area Removal Study prepared by Parcel Economics Inc., which concludes that the removal of the Subject Property from the Employment Area would not compromise the Town's ability to accommodate its forecast employment growth to 2051.

Overall, the proposed redesignation would establish an appropriate land use framework for the development of medium-density residential uses on the Subject Property, while supporting the broader vision and principles of the Aurora 2C Secondary Plan relating to complete communities, efficient land utilization, compact residential development, pedestrian connectivity, and environmental protection.

The following policies of the Aurora 2C Secondary Plan are relevant to the proposed development:

2.0 Vision

2.1 Vision

a. *This Secondary Plan is based on a vision and supporting principles that were established through the consultation process. The vision for the 2C Secondary Plan Area is to create a complete community that protects the environment and includes well-designed residential neighbourhoods and a business park. The 2C community is expected to be leading edge in implementing green building technologies, and is to be developed at densities and in a pattern that is compact and transit supportive. The community is to be beautiful and safe, and will encourage an active, healthy lifestyle through highly interconnected greenlands and trails systems.*

b. *It is anticipated that the 2C Secondary Plan Area will accommodate between 8,000 and 9,000 new residents on lands west of Leslie Street, and between 4,400 and 5,500 new employment opportunities on lands designated for Business Park uses east of Leslie Street.*

2.2 Principles

a. *The 2C Secondary Plan is based on achieving the policies of the Province with respect to efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of minimum development densities as by the Growth Plan for the Greater Golden Horseshoe. Further, this Secondary Plan is expected to achieve the goals and objectives of the York Region Official Plan and the Town of Aurora Official Plan. Fundamental to the development of the Secondary Plan is the achievement of a transit-supportive community structure and the achievement of an average minimum density of 50 residents and jobs combined per developable hectare.*

   The developable area includes all lands available for development for both private and public uses, including residential and employment uses, open space and infrastructure (e.g. local and Regional streets and stormwater management ponds). The developable area excludes:

   i. *environmental features identified in Places to Grow: Growth Plan for the Greater Golden Horseshoe;*
   ii. *key natural heritage features and key hydrologic features and their associated buffers and/or minimum vegetated protection zone ;*
   iii. *major infrastructure right-of-ways (i.e. existing 400-series highways and finalized route alignments for extensions or future 400-series highways, utility lines, and rail lines); and,*
   iv. *existing uses (e.g. cemeteries, estate subdivisions).*

b. *The 2C Secondary Plan is based on a community design that is diverse in use and population, is scaled to the pedestrian, can accommodate private automobiles and transit and has a well defined and high quality public realm - the roads, Area 2C Greenlands System and public buildings.*

c. *A primary principle inherent in the design of the 2C Secondary Plan is the conservation of significant existing natural heritage features and cultural heritage landscapes. These features and landscapes are conserved and integrated within the overall design strategy.*

d. *The following design and development principles shall be considered in the review of all public and private sector development applications within the Secondary Plan Area:*

   i. ***Conformity/consistency with existing policy and directives***

      Development applications shall conform with current Provincial policy, Regional policy and Aurora policy, including the Trails Master Plan, Parks and Recreation Master Plan, and the Town's Economic Development Strategy.

   ii. ***A Healthy, Safe and Complete Community***
   Healthy and safe complete communities shall by encouraged by development that reinforces a neighbourhood focus, supports walkable streets, Crime Prevention Through Environmental Design (CPTED) considerations, a range of housing types and a mix of uses.

   iii. ***Conserve Natural and Cultural heritage Features***

      The protection of woodlands, watercourses and wetlands is paramount in ensuring a lasting natural and cultural heritage legacy for the Town of Aurora. Development shall take an approach that minimizes road crossings, reinforces the protection of the natural landscape, recognizes and supports connected and contiguous natural systems and has the potential for restoration.

   iv. ***Linked, visible and variety of greenlands/open space***

      Development shall promote access to a range of types and scales of parks, which address both active and passive recreational opportunities, and provide a range of public and private community facilities. The Wildlife Park shall be established and enhanced, and storm water facilities shall be connected and visible.

   v. ***Excellence in sustainable design***

      High quality design shall be promoted in both the public and private sectors. Development shall promote mixed use neighbourhood centers which support a 5 minute walk to parks, retail and community facilities. Green buildings, support for transit, housing and job proximity, as well as the promotion of alternative energy sources, water conservation and wastewater management shall also be promoted.

   vi. ***Efficient and cost effective land use and infrastructure***

      growth management and staging of development, as well as road characteristics including capacity, level of service and safety shall inform development. Additionally, it is essential to ensure that road routes are flexible, offering a variety of connections to promote inherent traffic calming and increase the capability to accommodate and promote transit ridership. Alternative modes of transportation shall be encouraged through features that promote recreational and utilitarian cycling, with pedestrian connectivity encouraged between streets and trails. The provision of piped services and the potential for phasing must be incorporated in development, as well as consideration for storm water management ponds and delivery systems.

This report assesses the Proposal's consistency with the PPS, 2024, and general conformity to the YROP and Town of Aurora OP, subject to the proposed amendments required to permit the proposed development. Based on a review of the applicable legislative and policy framework, including the Planning Act, the YROP and the Town OP, the Proposal represents an appropriate form of development for the Subject Property, providing compact built form and contributing to the Town's housing supply.

Policy 2.2(d)(i) also directs consideration of the

Town's supporting plans and strategies, including the Trails Master Plan. In this regard, the proposed trail connection supports the Town's objective of expanding its trail network and improving pedestrian connectivity.

With respect to Policy 2.2(d)(ii), the Proposal provides internal sidewalks that connect homes to shared amenity areas and offers a range of townhouse types and unit sizes. Opportunities to orient windows and entrances toward shared open spaces will be explored through detailed design to improve visibility and support natural surveillance.

Policies 2.2(d)(iii)(iv) identify the need for conserving natural features and promoting linkages to greenlands/open space. The EIS identifies a woodland, watercourse and associated wetland community north of the Subject Property. A 10-metre buffer from the staked woodland limit and a 30-metre buffer from the watercourse were established through the previously approved subdivision. The natural heritage and hydrological features and their buffers were designated "Environmental Protection Area" and conveyed to the Town. There are no natural heritage features on the Subject Property, and the EIS identifies no additional development constraints. Further, the Proposal incorporates a 6-metre-wide publicly accessible trail connection within the shared amenity area on Block 2. The connection is intended to link the development to the anticipated future trail network and improve access between the shared amenity area and the broader open space system.

In terms of promoting sustainable design outlined in Policy 2.2(d)(vi), the proposed pedestrian connections would link residents to on-site amenity areas and connect with existing and planned active transportation routes, supporting walking and cycling for recreation and daily trips. The proposed stormwater management strategy also incorporates underground storage and water quality treatment measures to manage runoff and minimize potential impacts on downstream watercourses. Together, these features contribute to a more sustainable residential environment, consistent with the intent of this policy.

Additionally, the proposed TDM measures outlined in the TIS, support opportunities for walking, cycling and carpooling, giving residents more options for daily travel and reducing the reliance on private vehicles. The internal sidewalk network and proposed trail connection provide pedestrian links between the development and the surrounding network. From a servicing perspective, the supporting FSR and SWM Reports indicate that the proposed development can be accommodated through existing municipal water, sanitary and stormwater infrastructure, with site-specific servicing works. The downstream sanitary sewer assessment identifies sufficient infrastructure capacity to accommodate the anticipated residential flows, although residential servicing allocation remains subject to review by the Town and York Region. By utilizing established servicing infrastructure and incorporating stormwater quantity and quality controls, the Proposal supports the efficient and coordinated provision of infrastructure.

The Proposal aligns with the applicable design and development principles in Section 2.2(d) above. The accompanying UDB provides a more detailed assessment of the Proposal's design response.

3.0 Land Use Policies

3.1 General Land Use Policies

d. Notwithstanding any other policies of this Plan, storm water management facilities, including ponds, and all other municipal facilities and utilities, shall be a permitted use within any land use designation. It is, however, the preference of Council to direct, where possible, storm water management facilities, including ponds, and all other municipal facilities and utilities away from lands designated Environmental Protection

Area. Notwithstanding this preference, where storm water management facilities, including ponds, and all other municipal facilities and utilities are proposed within an area designated Environmental Protection Area, an Environmental Impact Study shall be prepared to the satisfaction of the Town, in consultation with the Conservation Authority and any other agency having jurisdiction.

e. *In addition to the other policies of this Secondary Plan, any application to convert lands designated Business Park 1 to a non-employment use, including a major retail use, shall only be assessed on the basis of a Regional Municipal Comprehensive Review. The Regional Municipal Comprehensive Review shall be carried out by the Region of York, in consultation with the Town of Aurora, and shall demonstrate that:*

   vi. *there is a demonstrated need for the conversion, including a detailed review of any significant shortfall in the inventory of land designated for the proposed land use;*

   vii. *the lands are not required over the long-term for the employment purposes for which they are designated and that the municipality will meet the employment forecasts allocated to the municipality pursuant to this Secondary Plan;*

   viii. *the conversion will not jeopardize the ability of the Town to achieve the Town wide activity rate of 1 job for every 2 residents;*

   ix. *the conversion will not adversely affect the overall viability of the employment area;*

   x. *there is existing or planned infrastructure to accommodate the proposed conversion;*

   xi. *cross-jurisdictional issues have been considered;*

   xii. *the proposed use is compatible with adjacent land uses; and,*

   xiii. *there is no past on-site contamination that would negatively impact the proposed use or future users of the site.*

Based on the comments provided by the Town of Aurora through the pre-consultation process, it was identified that the proposed Employment Area conversion may proceed without a Regional MCR, subject to satisfying the applicable conversion criteria and submitting an Employment Land Study. The Town also identified the requirement to demonstrate that the minimum employment density target of 40 jobs per developable hectare established by the Aurora 2C Secondary Plan under Policy 3.4(c) can continue to be achieved, having regard to Section 2.8.2 of the PPS, 2024. Further, changes to the PPS, 2024 facilitate the permission to remove lands from Employment Areas outside of a MCR, subject to satisfying the criteria in Section 2.8.2.

As demonstrated in the Employment Area Removal Study prepared by Parcel Economics Inc., the proposed removal of approximately 4.6 hectares of Employment Area lands would not compromise the Town's ability to accommodate its forecast employment growth to 2051. The Study identifies sufficient remaining employment capacity and concludes that the proposed conversion would not adversely affect the overall viability of the Employment Area.

The Study further identifies that approximately 95% of vacant Employment Area lands in Aurora are designated Business Park. The relatively high proportion of vacant Business Park lands may suggest challenges in attracting employment development, potentially due to parcel sizes, market demand, and other factors.

Furthermore, even with the removal of approximately 4.6 hectares associated with the Subject Property, the Study identifies a remaining employment capacity surplus of approximately 3,450 jobs relative to the Town's employment forecast to 2051. This demonstrates that the Town has sufficient remaining Employment Area land capacity to accommodate projected employment growth to the planning horizon of the Town OP and supports the conclusion that the Subject Property is not required for employment purposes over the

long term.

Furthermore, the proposed residential development is compatible with the existing residential uses to the north and west of the Subject Property, representing a transition from the adjacent residential neighbourhoods. Potential impacts from surrounding land uses have also been considered through the supporting noise and air quality assessments.

The Noise and Vibration Assessment concludes that sound levels acceptable to the Ministry of the Environment, Conservation and Parks, the Town of Aurora and York Region are expected to be achieved through implementation of the recommended noise abatement measures. The Assessment recommends that, prior to construction, the architectural plans be reviewed to confirm that building components, ducting systems and air conditioning locations satisfy the applicable acoustical requirements. Prior to the issuance of occupancy permits, the Town's building inspector or a professional engineer is to certify that the required noise control measures have been properly installed and constructed.

The D-6 Study, reports that no significant odours were detected during the site visit within the 1 km study area. The observed odours were typical of an urban environment and associated with traffic. No significant dust impacts or other off-site odours were noted at the Subject Property during the time of the site visit. The D-6 Study also considers potential exposure to TRAP, given the Subject Property's proximity to Leslie Street, St. John's Sideroad and Highway 404. The Study identifies precautionary measures and good practices for residential buildings to reduce exposure, including but not limited to, mechanical ventilation with appropriate air filtration; locating fresh air intakes and outdoor amenity areas away from pollution sources; optimizing ventilation timing and make-up air volumes; and incorporating appropriately designed physical or vegetative barriers. These recommendations should inform the detailed building, mechanical and landscape design, as applicable.

The proposed conversion would make use of the established servicing within the Aurora Mills Subdivision, rather than requiring an entirely new municipal servicing system. The FSR and SWM Reports identify the infrastructure necessary to support the proposed residential uses, including site-specific water and sanitary servicing arrangements and stormwater management facilities. The downstream sanitary sewer assessment indicates that sufficient capacity exists within the receiving system to accommodate the anticipated residential flows. While the technical assessments support the feasibility of servicing the proposed conversion, residential servicing allocation remains subject to review by the Town and York Region.

Furthermore, as identified in the Phase I Environmental Site Assessment ("ESA"), no Areas of Potential Environmental Concern (APECs) or associated Contaminants of Potential Concern (COPCs) were identified on the Subject Property.

Overall, the findings of the supporting studies provide justification for the proposed Employment Area conversion.

3.4 The Business Park

a. *The Business Park represents employment lands as defined by relevant York Region and Provincial legislation and policy directives. The Business Park is considered a crucial component of the Town's long-term economic development strategy.*

b. *The structure of the Business Park, based on the Community Plan provided as Appendix I, takes advantage of the accessibility and visibility afforded by Highway 404 and the existing and proposed interchanges at Wellington Street to the south and St. John's Sideroad. The Business Park component of the 2C Secondary Plan Area is planned to accommodate a range of employment opportunities including prestigious office uses*

to warehousing and light manufacturing. In addition, an array of small to moderately scaled retail and personal service uses will be permitted that are ancillary to the primary employment focus of the Business Park. Opportunities for major and smaller scale institutional uses will also be permitted.

c. *Council shall monitor and ensure, through the approval of implementing zoning and draft plans of subdivision/condominium, that the mix and achieved density of employment generating land uses proposed within the community is appropriate and is in conformity with the provisions of this Secondary Plan and any Provincial and Regional policy directives that are applicable. It is a requirement that the Business Park component of the 2C Secondary Plan achieve a minimum density of 40 jobs per developable hectare.*

d. *Objectives for the Business Park include:*

   i. *to promote sustainable economic growth, local employment opportunities and diversification of the employment base;*

   ii. *To ensure that employment lands are protected to accommodate projected employment growth;*

   iii. *to utilize the Town's Economic Development Strategy as an important tool to implement key policy goals and objectives;*

   iv. *to ensure that employment lands are used to their fullest and highest potential; and,*

   v. *to achieve the highest design standards possible for employment-related development.*

3.4.1 Business Park 1

Intent

a. *It is the intent of the Business Park 1 Designation to promote high quality and prestigious employment generating land uses. The implementing zoning by- law shall:*

   i. *Maximize the advantages of the exposure to Highway 404, and promote business and professional offices in higher density and taller buildings to locate abutting the Highway 404 frontage. Structured parking is preferred in this location, where feasible;*

   ii. *Accommodate lower order prestige industrial uses, with larger building footprints and larger parking lots and loading facilities within the interior of the Business Park; and,*

   iii. *Closer to Leslie Street, recognize the challenges for large footprint buildings and large at-grade parking facilities on lands with relatively significant slope conditions by providing for a full array of permitted land uses, including a greater proportion of institutional uses, and of Ancillary Uses in a campus format and/or including smaller footprint buildings and structured parking, where possible.*

b. *Permitted Uses*

   i. *Prestige industrial uses, including enclosed warehousing, limited product distribution services, research and development facilities, communications facilities, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations;*

   ii. *All types of business and professional offices, including accessory retail, restaurants and service uses where internally integrated as a component of an office building;*

   iii. *Institutional uses of all scales, including post-secondary educational facilities/ campuses, government services, research and training facilities;*

   iv. *hotels and convention centres including accessory retail, restaurants and service uses where internally integrated as a component of an office building;*

   v. *trails and open spaces;*

   vi. *buildings, structures and uses that are*

accessory to any permitted uses;

vii. *stormwater management facilities and public and private utilities that serve the Business Park;*

viii. *Ancillary uses that primarily serve the business functions in the Business Park. These ancillary uses include small scale retail and commercial uses.*

c. *Council reserves the right, through the implementing Zoning By-law, to further refine the list of permitted land uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.*

Policies

d. *Building heights within the Business Park 1 designation shall be as follows:*

vi. *Within the Business Park 1 designation, the maximum height shall be 7 storeys or 28 metres, whichever is less; and,*

vii. *Council reserves the right to control the height of any development within the Business Park 1 designation. Heights will be implemented through the zoning by-law process.*

e. *Building density shall be a maximum Floor Space Index of 2.5.*

f. *All permitted uses shall be carried out entirely within wholly enclosed buildings.*

g. *The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.*

h. *Parking requirements shall be accommodated within parking structures, wherever possible. Outdoor, at grade parking lots shall be adequately landscaped to ensure the high quality and prestigious character of development within this Designation is maintained or enhanced.*

i. *Where a rear or exterior lot line abuts a public road or Provincial Highway, public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view. Council shall ensure conformity with this policy through the provisions of site plan approval.*

j. *Where any development within the Business Park 1 Designation abuts lands designated Environmental Protection Area, landscaping/ building treatments shall be required to ensure that the use is appropriately screened and any undue adverse impacts are appropriately mitigated. In these locations, a landscaped buffer strip shall be included on the Business Park 1 Designation lands, and shall be landscaped to the satisfaction of Council. Council shall ensure conformity with this policy through the provisions of site plan approval.*

k. *All development within the BP1 Designation shall be generally consistent with the Area 2C Urban Design Guidelines which will be prepared, where required, prior to any further development approvals to the satisfaction of Town.*

Council may utilize the provisions of Site Plan Control to the maximum extent permitted by the Planning Act, including, without limitation, the control of building materials, colour and architectural detail.

l. *Where possible and feasible, buildings and/ or innovative grading/landscaping rather than retaining walls, shall be utilized to accommodate site slope conditions.*

m. *Council shall consider unique and innovative building strategies to facilitate development that accommodates the site slope conditions, and may consider alternative zoning, site plan and engineering standards in order to facilitate desired development.*

n. *No more than 20 percent of the total employment within the Business Park 1 designation shall be allocated for Ancillary Uses that primarily serve the business functions in the Business Park. Ancillary Uses are small-scale retail and commercial uses.*

Policy 3.4.1 permits prestige industrial uses, including enclosed warehousing, limited product distribution, research and development facilities, and manufacturing and processing operations deemed not to be obnoxious by reason of dust, odour, fumes, particulate matter, noise and/or excessive vibrations. These policies establish a diverse employment function with an emphasis on prestige development and compatibility with surrounding land uses, rather than a focus on heavier industrial activities.

This designation also permits business and professional offices, institutional uses, hotels and convention centres, and ancillary retail and service uses. These permissions must be considered in the context of the revised provincial employment framework. The Planning Act definition of "area of employment" focuses on manufacturing, research and development associated with manufacturing, warehousing, goods movement, and associated retail and office, and ancillary uses. Institutional uses and commercial uses, including unrelated retail and office uses, are now excluded.

Similarly, the PPS, 2024 definition of "employment area" focuses on clusters of these activities and includes areas described in subsection 1(1.1) of the Planning Act as described in the previous paragraph. The broader range of uses permitted within the "Business Park 1" designation therefore warrants consideration when determining whether the applicable permitted uses with respect to the Subject Property aligns within the provincial definitions.

The inclusion of commercial and institutional permissions does not, by itself, establish that the Subject Property is outside an Employment Area or that the existing designation no longer applies. This determination requires consideration of the applicable Official Plan policies, the planned function of the area and any relevant transition provisions.

While industrial uses form part of the permitted employment mix, the designation emphasizes prestige industrial operations with limited adverse impacts on surrounding uses. This policy context further supports consideration of alternative uses on the Subject Property, subject to demonstrating compatibility with the surrounding context and satisfying the applicable employment area removal criteria. The employment area removal criteria were assessed in Section 5.4 of this report, within the Town OP section, under Policy 11.3.2.

6.0 Providing Sustainable Infrastructure

6.2 Active Transportation Studies

a. The Town of Aurora includes an evolving transportation system that moves people and goods via roads, public transit, trails, pedestrian linkages and bicycle routes. It is a priority of this Secondary 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. In addition to the general objectives for providing sustainable infrastructure, the objectives of Council with respect to Active Transportation are:

i. to promote multi-modal access throughout the community and to encourage an active, healthy lifestyle for the residents and employees within the 2C Secondary Plan Area;

ii. to create a multi-modal transportation system that has regard for the environmental, social and aesthetic character and amenities of the community;

iii. to develop a multi-modal transportation system that is compatible with existing and future land use patterns;

iv. to provide a multi-modal transportation system which encourages convenient movement within the community as well as providing linkages to external transportation systems within the Town, the Region and throughout the Province;

v. *to provide a highly interconnected, efficient and safe system of routes for pedestrians and cyclists that accommodates functional as well as recreational facilities and that includes features such as benches, waste receptacles, bicycle racks, crosswalks, lighting and shade;*

vi. *to achieve a pattern of development which supports public transit use; and,*

vii. *to improve accessibility to transit and transportation facilities for special user groups.*

6.2.1 General Transportation Policies

d. *New development applications demonstrate that the development is consistent with the York Region Transit-Oriented Development Guidelines.*

6.2.2 Policies for Roads

m. *Development and redevelopment proposals 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.*

6.2.3 Design Policies for Roads

ii. *ensure that the road and road pattern establishes development blocks that achieve an orderly pattern of development and visual diversity;*

iii. *provide access for pedestrians, bicycles and vehicles, opportunities for vistas, view corridors and pedestrian amenity areas and space for utilities and services;*

ix. *work with York Region to ensure sidewalks and street lighting are provided on all streets in the Secondary Plan area. More detailed policies and certain exemptions for sidewalks are set out within Section 6.2.2.*

The proposed development supports the active transportation objectives of the 2C Secondary Plan by incorporating pedestrian connections, sidewalks and a trail corridor that provide multi-modal opportunities throughout the Subject Property. The proposed internal road network provides access to the townhouse blocks and incorporates 1.5-metre-wide sidewalks, pedestrian crossings and lighting, to support safe and convenient movement for residents. The Proposal also includes a 6-metre-wide trail corridor within the private amenity area within Block 2, 3, and 4, which contributes to opportunities for active transportation and recreational connectivity. Together, these elements establish an orderly development pattern and support the Secondary Plan's objectives for a safe, accessible, and multi-modal transportation system.

A TIS has been prepared in support of the proposed development to assess anticipated traffic generation, access arrangements, and impacts on the surrounding road network. The findings and recommendations of the Study will inform the detailed design and of the proposed development.

6.2.8 Design Policies for the Aurora Trail Network

a. *The Area 2C components of the Aurora Trail Network shall be developed and designed generally consistent with the requirements of the Aurora Trails Master Plan. However, details with respect to the classification, design standards and finish requirements shall be developed as part of the Area 2C Urban Design Guidelines. The Area 2C Urban Design Guidelines shall, where possible:*

   i. *aim to provide an east-west and north-south non-motorized circulation grid:*

      - *as an alternative to the Arterial Road system;*
      - *linking and integrating the components of the Area 2C Greenlands System;*

- *utilizing:*
  - *natural features such as valleys, ridges and Woodland,*
  - *parks and other public and semi-public open spaces,*
  - *easements, and roads;*

The proposed development supports the intent of Section 6.2.8 by incorporating a 6-metre-wide public trail easement within the proposed private amenity area, providing an opportunity for non-motorized circulation. The public trail has been relocated from its previous location, as identified on easement plan 65R-40569, and has been integrated into the proposed development layout (See Schedule "A" for Site Plan). This arrangement supports pedestrian connectivity and contributes to the broader Aurora Trail Network by accommodating active transportation within the development. The proposed trail also supports the policy objective of utilizing open spaces and easements to facilitate non-motorized connections, while providing an alternative route to the arterial road network. The detailed design and integration of the trail will be further considered through the development approval process to ensure consistency with applicable Town standards and guidelines.

6.3 Sanitary Sewage And Water Supply Services

The policies of this Section are intended to ensure that new growth and development takes place on full municipal sewer and water services in an orderly and cost efficient manner. In extending sewer and/or water servicing infrastructure.

6.3.1 General Policies

c. *all new development shall be serviced with municipal sanitary sewage and water supply services.*
d. *Development shall be designed and constructed in accordance with a Functional Servicing Plan or Plans dealing with sewage and water systems. A Functional Servicing Plan shall be prepared in accordance with criteria established by the Town and shall be submitted prior to, or concurrently with development applications. These Plans shall be prepared to provide for the continuous, orderly extension of services in a cost effective manner, to the satisfaction of the Town.*

The proposed residential developments on Blocks 2, 3 and 4 and Block 7 will connect to the existing municipal water and sanitary servicing infrastructure along Melvin Robson Avenue, with proposed internal servicing networks and watermain improvements. Stormwater runoff will be directed to existing municipal storm sewer infrastructure along Melvin Robson Avenue for Blocks 2, 3 and 4 and St. John's Sideroad for Block 7, supported by site-specific stormwater management measures.

6.3.2 Sewage and Water Allocation Policies

a. *Council shall only approve development that can be allocated municipal sewage and water capacity or servicing allocation, in conformity with Town and Region policies, procedures and by-laws. The assignment of servicing allocation to development is at the sole discretion of Council and, furthermore, depending on the amount of servicing allocation and infrastructure available, not all development proposals may be able to proceed and/or be approved.*

The FSR Reports include a downstream sanitary sewer assessment, which demonstrates that the anticipated residential flows from Blocks 2, 3, and 4 and Block 7 can be accommodated within the existing downstream sewer infrastructure. However, residential servicing allocation remains subject to review by the Town and York Region, including the potential conversion of previously approved employment servicing allocation. The assignment of servicing allocation will be

addressed through the development review process in accordance with applicable municipal and Regional requirements.

The Downstream Sanitary Sewer Assessment Study, prepared by SCS Consulting Group Ltd., indicates that the North York Durham Sewage System (YDSS) Phase 1 expansion, anticipated to be completed between 2028 and 2030, is expected to provide the Town of Aurora with additional servicing allocation for 7,929 persons.

6.5 Stormwater Management

Policies

b. Storm water management facilities are subject to the policies contained in this Secondary Plan, the Town's policies and the policies of the Lake Simcoe Protection Plan and Lake Simcoe Region Conservation Authority.

c. The locations, configuration and boundaries of the Storm water Management Facilities identified on Schedules A and B shall be confirmed through the required Storm water Management Plan and subsequent Draft Plans of Subdivision/Condominium and implementing zoning by-law, and may be adjusted or removed without further Amendment to this Secondary Plan, provided the general intent of the Plan is maintained to the satisfaction of Council.

d. It is the intent of this section of the Plan to manage development impacts from storm water on Lake Simcoe and other watercourses within the watershed in order to maintain and/ or enhance water quality, protect downstream fish and wildlife habitat and prevent erosion. The Town will seek to reduce storm water run-off volumes and pollutant loadings in Aurora by:

i. encouraging implementation of a hierarchy of source, lot-level, conveyance and end-of-pipe controls;

ii. encouraging the implementation of alternative community design and development standards, including innovative storm water management techniques in accordance with the technical requirements of the Town, the Lake Simcoe and Region Conservation Authority and MOE design Standards, as they evolve.;

iii. supporting implementation of programs, to identify areas where source control or elimination of cross connections may be necessary to reduce pathogens or contaminants;

iv. requiring the planting of native species and flood tolerant water's edge plants, including a mixture of herbaceous and woody vegetation to stabilize banks of ponds. The perimeter of the permanent pool shall be planted with emergent, strand and submergent species to improve the aesthetics and enhance the performance of the facility; and,

v. requiring ponds to blend with the natural landscape, therefore, geometric forms and standard slope gradients will be avoided in favour of organic shapes and land form grading designed to replicate natural land forms in the area. Inlet and outlet structures will be concealed using a combination of planting, grading and natural stone.

vi. requiring "enhanced" level water quality control;

vii. requiring post to pre water quantity control for the 1:2 year storm event up to and including the 1:100 year storm event; and

viii. Ensuring where technical conditions related to soil conditions and groundwater levels are appropriate an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach, which may include techniques such as rainwater harvesting, runoff reduction of solids and materials at source, constructed wetlands, bioretention

swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover.

The Proposal incorporates stormwater management measures designed to manage runoff and protect downstream watercourses, consistent with the intent of these policies. As outlined in the FSR and SWM Reports, Blocks 2, 3 and 4 and Block 7 will incorporate underground stormwater storage, quantity controls and water quality treatment measures. For Blocks 2, 3 and 4, the proposed system will provide a minimum of 50% TSS removal for the controlled drainage area, while Block 7 will provide Enhanced Level 1 water quality treatment (80% TSS removal). The proposed systems will also manage peak flows for the 2-year through 100-year storm events and incorporate measures to address erosion and water balance considerations. Further detailed design and maintenance requirements will be addressed through subsequent Site Plan Approval stages.

The broader Aurora Mills Subdivision stormwater management strategy also incorporates low impact development measures, including grassed swales and biofiltration trenches within the Melvin Robson Avenue right-of-way. These facilities form part of an integrated treatment approach intended to support water quality and infiltration objectives. The proposed development will build upon the established subdivision servicing and stormwater management, with further detailed design and maintenance requirements to be addressed through subsequent Site Plan Approval stages.

Summary Opinion:

Based on the foregoing analysis, the proposed redesignation of the Subject Property from “Business Park 1” to “Urban Residential 2” would establish an appropriate land use framework for the proposed 239 unit townhouse development. The Proposal would contribute to the Town’s housing supply through compact, low-rise residential development, while supporting pedestrian connectivity and the protection of adjacent natural heritage features.

The Employment Area Removal Study supports the proposed conversion by demonstrating sufficient remaining employment capacity to accommodate the Town’s forecast employment growth to 2051 without adversely affecting the overall viability of the Employment Area. The supporting EIS, D-6, and Noise and Vibration Assessment studies further support the suitability of the Subject Property for residential development, subject to implementation of their recommendations. The FSR and SWM Reports also demonstrate that the proposed development can be accommodated through existing municipal servicing infrastructure, with appropriate improvements and stormwater management measures, subject to review of residential servicing allocation by the Town and York Region.

Therefore, the proposed redesignation and associated development are appropriate and are contemplated by the policies of the Aurora 2C Secondary Plan.

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

The Town of Aurora regulates land use through its Comprehensive Zoning By-Law #6000-17 and was approved on June 27, 2017. The By-law regulates the use of all land, buildings, and structures within Aurora, ensuring conformity with designated zones and compliance with other municipal, regional, provincial, and federal regulations.

The Subject Property is zoned "Business Park (E-BP)" and subject to site-specific Exceptions 503 and 504 (See Figure "28" for Zoning By-law Map). The E-BP zone permits a range of employment uses. Exception 503 corresponds to Blocks 3, 4, 5 of registered plan 65M-4790, and 6, while Exception 504 corresponds to Blocks 1, 2, and 7 of registered plan 65M-4790. Both Exceptions establish site-specific provisions applicable to lands within 1588 St. John's Sideroad, including permitted uses, definitions, landscaping, parking, loading, gross floor area (GFA), and other development standards. The applicable provisions of Exceptions 503 and 504 are provided in Schedule "E" of this report.

The lands immediately west of the Subject Property are zoned "Detached Third Density Residential (R3)," which permits detached dwellings. Additional residential lands to the southwest are zoned "Townhouse Dwelling Residential (R8)," which permits a range of townhouse dwelling types. A review of the residential zones established under Zoning By-law #6000-17 indicates that the Townhouse Dwelling Residential (R8) Zone is the most appropriate residential zoning category to accommodate the proposed development, as it permits conventional, back-to-back, and stacked townhouse dwellings. The R8 Zone also provides an established regulatory framework for townhouse development within the Town.

Residential Zones Permitted Uses	R3 Detrached Third Density Residential	R8 Townhouse Dwelling Residential
Dwelling, Detached	-	-
Dwelling, Semi-Detached or Duplex	-	-
Dwelling, Second Suite	X (4)	X (4) (6)
Home Occupation	X (1)	X (1)
Dwelling Double Duplex or Triplex	-	-
Dwelling, Converted	-	-
Dwelling, Link	-	X (2)
Dwelling, Quadriplex	-	X (2)
Dwelling, Townhouse	-	X
Back-to-back Townhouse	-	X
Stacked Townhouse	-	X

(1) Subject to Section 4.6 of this By-law.
(2) Subject to R3 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.
(6) Shall only be permitted in a Link Dwelling.

Table 5 - Existing & Proposed Residential Zone Permitted Uses

Source: Town of Aurora

Residential Minimum Zone Requirements	R8 Townhouse Dwelling Residential
Dwelling Unit	Townhouse
Lot Area	180 square metres (10)
Lot Frontage	30 m (6 m per unit)
Front Yard	7.5 m (9)
Rear Yard	7.5 m
Interior Side Yard	0.0 m (8) 1.5 m (for end units)
Exterior Side Yard	0.0 m (8) 1.5 m (for end units)
Lot Coverage (maximum)	50%
Height (maximum)	10 m
Interior Garage Length	N/A
Interior Garage Width	N/A

(8) Along a Common Lot Line
(9) In no case shall the garage extend beyond the front wall of the main building or porch face. On a corner lot, in no case shall the garage extend beyond the face of the main building or porch face into the front yard or exterior side yard.
(10) For lands containing a Multi-Unit Development that fronts onto a private road, the following provisions shall apply:

- *A minimum width of 6.0 metres for a Private Road*
- *A minimum setback of 1.8 metres for any wall of a residential use building to a Private Road*
- *A minimum setback of 5.3 metres for any garage or carport entrance from a Private Road*
- *A minimum distance separation of 1.2 metres between buildings*

Table 6 - R8 Zoning By-law Provisions

Source: Town of Aurora

Table 5 above provides a comparison of the permitted residential uses within the R3 and R8 Zones, while Table 6 summarizes the applicable R8 Zone development standards. The relevant provisions have been reproduced from the Zoning By-law (emphasis added by DPS where applicable).

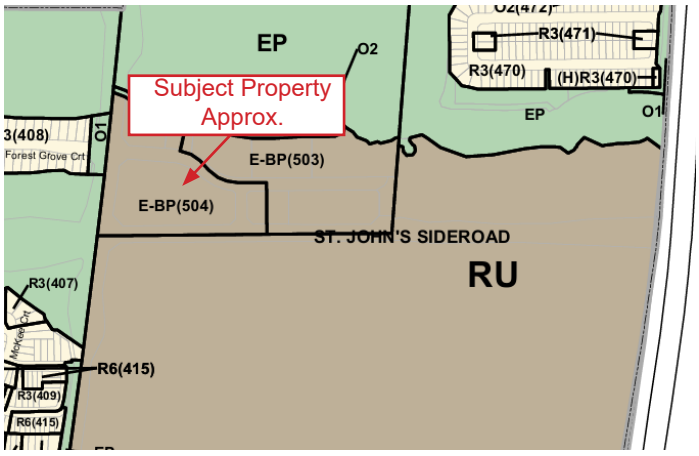


Figure 28 - Town of Aurora Zoning By-law #6000-17, Zoning Map, Schedule 'A'

Source: Town of Aurora

6.0 PROPOSED OFFICIAL PLAN AMENDMENT

The proposed development requires an OPA (See Schedule "F") to establish an appropriate land use framework to permit the proposed 239 unit townhouse development. The Proposal would amend the applicable land use designations within the Town of Aurora Official Plan and the Aurora 2C Secondary Plan as follows:

Redesignate from "Employment Area" to "Residential Designated Greenfield Area" on Schedule 'A' – Town Structure Map in the Town of Aurora OP;

Redesignation from "Business Park" to "Medium-High Urban Residential" on Schedule 'B' – Land Use Plan Map in the Town of Aurora OP'

Redesignation from "Business Park 1" to "Urban Residential 2" on the applicable Aurora 2C Secondary Plan – Schedule 'A' – Land Use Map.

The proposed residential designations have been selected to accommodate the contemplated townhouse housing forms and establish an appropriate policy framework for the development of the Subject Property. The following analysis assesses the suitability of the proposed designations with respect to permitted uses, density, building heights, built form and compatibility with surrounding land uses. The proposed removal of the Subject Property from the Employment Area is addressed separately in this report.

The following is an analysis of the housing policies in Section 7 of the Town OP and the policies applicable to the proposed "Medium-High Urban Residential" designation under Section 7.5, Residential Land Use Designations.

7 Providing a Range and Mix of Housing

7.4 General Built Form, Residential Use and Density Policies

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.*
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.*
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.*

The Proposal meets the intent of Policy 7.4 introducing a townhouse housing form that would contribute to the array of housing and building types available to current and future residents of the Town. As per the Affordable Housing Market Feasibility Study prepared by Parcel Economics Inc., townhouses are a housing type that is in local market demand, specifically within the report's Study Area. Consistent with these policies, the appropriateness of the proposed density is considered in relation to the development's built form, height and lot coverage, together with its relationship to surrounding land uses. These considerations are addressed through the proposed site layout and the supporting analysis outlined in the UDB brief.

7.4.1 Ground-Related Residential Uses

a. *Ground-related housing units include housing forms where the door leading directly to a dwelling unit is generally located at ground level. Ground-related housing units include single-detached dwellings, semi- detached dwellings and townhouses, as well as housing units within multi-unit buildings including but not limited to duplex dwellings, triplex dwellings, fourplex dwellings, back-to-back townhouses and stacked townhouses. Multi-unit buildings are not considered apartment buildings.*
b. *Where permitted, ground-related dwellings that are located adjacent to Highways, Arterial or Collector Roads will be required, wherever possible, to develop in a manner that will not require direct access to such highways or roads.*

c. *The appropriate mix of units, lot sizes and specific density of ground- related dwellings for a property or site, shall be determined at the time of the submission and consideration of development applications in order to ensure compatibility and proper integration with surrounding land uses.*

e. *Where permitted, multi-unit buildings may be considered on a Local Road provided sufficient evidence indicates that the road is capable of handling additional dwellings and that the development is deemed acceptable to Council.*

f. *All multi-unit building developments shall be compatible with the character of the surrounding community.*

g. *All multi-unit 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.*

The proposed development includes conventional, rear lane and back-to-back townhouses, which are recognized as ground-related housing forms under Policy 7.4.1(a). The proposed mix of townhouse forms and two to three-storey building heights would provide a compatible low-rise built form that complements the residential uses north of the Subject Property and west of Leslie Street. Building setbacks, the arrangement of buildings, outdoor amenity areas and the opportunity to incorporate future landscaping, further support integration and compatibility with the surrounding community.

Consistent with Policy 7.4.1(b), no individual direct driveway accesses are proposed onto Leslie Street or St. John's Sideroad. Vehicular access would be provided through Melvin Robson Avenue, with private internal roads serving the townhouse units, aligning with Policy 7.4.1(b).

The proposed ZBA and subsequent Site Plan Control process, as applicable, will establish detailed development standards and address building locations, landscaping, pedestrian circulation and access arrangements. Accordingly, the Proposal supports the intent of the ground-related residential policies.



Figure 29 - Surrounding Residential Building Types (West)

Source: DPS



Figure 30 - Surrounding Residential Building Types (North)

Source: DPS



Figure 31 - Surrounding Residential Types (South)

Source: DPS



Figure 32 - Surrounding Residential Building Types (East)
Source: Google Earth

7.5.5 Medium-High Urban Residential

7.5.5.1 Intent

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.*

The Subject Property is located outside of the Town's "Stable Neighbourhoods" designation and is located within the "Business Park" Designation as per Schedule 'B', Land Use Plan within the Town of Aurora Official Plan. Part of the Proposal is to initiate an OPA to redesignate the Subject Property to the "Residential Designated Greenfield Area" and to "Medium-High Urban Residential" and introduce townhouse dwellings within the Subject Property.

b. *The Medium-High Urban Residential designation policies within this section apply to all lands designated as such on Schedule 'B' of this Plan. Additional policies and sub-designations within applicable Secondary Plans may also apply. Where conflict exists between the policies of this Plan and any applicable Secondary Plan, the policies of the Secondary Plan shall prevail.*

The proposed development supports the intent of the "Medium-High Urban Residential' designation by introducing grade-related housing at the intersection of Leslie Street and St. John's Sideroad. The Proposal includes a mix of conventional, back-to-back and rear-lane townhouses, providing a range of housing forms consistent with the types of residential development contemplated by this designation.

The applicable Secondary Plan policies are further addressed in Section 5.5 of this report.

The Subject Property is located near existing community services and facilities, including, but not limited to, Edward Coltham Park, Rick Hansen Public School, Whispering Pines Child Care Centre, The Meadows of Aurora Seniors Community, Stonehaven Elementary School, Hillcrest Learning, Hickson Park Skatepark, Magna Golf Club, Thrive Gymnastics, Pickleplex Social Club – Aurora, Aurora Recreation Complex and Hatman Public School. Although the TIS identifies limited public transit opportunities in the immediate vicinity, there are opportunities for future residents to consider membership with Smart Commute Central York, which is a Transportation Management Association ("TMA") that operates in the study area which encourages individuals to consider alternative forms of commuting such as cycling, transit, carpooling, and walking through their outreach programs. As per the TIS, the YRT's ride sharing service called "Mobility On-Request" currently does not service the Subject Property, however it is recommended and expected that YRT expand the service area to include the Subject Property. Further if feasible, explore a future route, internal to the residential development once fully built out

to further encourage transit use.

The Proposal also includes sidewalks and crosswalks throughout the development and within each block, providing safe and convenient pedestrian connections between the blocks and to the surrounding external road network, including Leslie Street and St. John's Sideroad. Future alternate transportation opportunities are also anticipated to be available, including York Region's "2051 Regional Trail Network" which includes future improvements to the surrounding road network of the site, which is planned to include a Region-Wide Trial Network on St. John's Sideroad. Furthermore, future implementation of recommended cycling facilities on St. John Sideroad will improve cycling levels of service and may encourage cycling as a viable mode of transportation in the area. The Proposal's relationship to these services and facilities supports the suitability of the lands for the proposed residential use.

The proposed two to three-storey townhouses will establish a residential built form presence along Leslie Street and St. John's Sideroad. The proposed townhouses will be designed in a manner that contributes to an attractive streetscape and pedestrian environment, while providing an opportunity for an appropriate transition to surrounding lower density residential areas.

Accordingly, the proposed redesignation would facilitate a form of residential development contemplated by the Medium-High Urban Residential designation, while supporting its objectives for a strong built form presence along major roads and an appropriate transition to lower density residential areas.

7.5.5.2 Permitted Uses

a. *Permitted uses in Medium-High Urban Residential areas shall include all types of townhouses and apartment buildings. Additional dwelling units and compatible home occupations shall also be permitted within townhouse dwellings.*

The Proposal consists of a mix of rear lane, conventional, and back-to-back townhouse dwellings, consistent with the permitted residential uses identified in Policy 7.5.5.2(a). The proposed townhouses range from two to three storeys in height, providing a variety of townhouse forms within the Medium-High Urban Residential designation. Accordingly, the Proposal conforms to the permitted uses established under this policy.

7.5.5.3 Development Policies

a. *The overall density of development for lands designated Medium-High Urban Residential shall generally not exceed 100 units per net residential hectare.*

The Proposal contemplates 239 townhouse dwelling units on the approximately 4.6-hectare net development area, as per the Site Plan (See Schedule "A"), representing a residential density of approximately 52 units per net residential hectare. The proposed density is below the general maximum of 100 units per net residential hectare established by Policy 7.5.5.3(a) of the Town OP. Accordingly, the Proposal conforms to the density requirements of the proposed "Medium-High Urban Residential" designation.

b. *Building heights shall generally not exceed four storeys. At certain locations along Wellington Street East as set out in the Bayview Northeast Area 2B Secondary Plan, building heights may increase provided such an increase is considered appropriate and does not exceed seven storeys.*

The proposed townhouses range from two to three-storeys in height and does not exceed four-storeys.

c. *Appropriate vehicular circulation and parking arrangements shall be provided through individual development applications.*

The TIS assesses vehicular circulation and maneuvering within the Subject Property

and includes vehicle maneuvering diagrams demonstrating the proposed circulation arrangements. The Proposal incorporates on-site parking facilities within Blocks 2, 3 and 4 and Block 7. A total of 266 residential parking spaces and 27 visitor parking spaces are proposed within Blocks 2, 3 and 4, while 212 residential parking spaces and 23 visitor parking spaces are proposed within Block 7. Additionally, one accessible parking space will be provided within Blocks 2, 3 and 4 and one within Block 7. These parking arrangements are intended to accommodate the needs of future residents and visitors, while supporting safe and efficient vehicular circulation throughout the development.

7.5.5.4 Design Policies

a. All new development within the Medium-High Urban Residential designation shall respect and reinforce the existing and planned physical character and uses of the surrounding area, with particular attention to the following elements:

i. The heights and scale of nearby residential properties;

ii. The setback of buildings from the street; and,

iii. The pattern of rear and side-yard setbacks.

The proposed two to three-storey townhouses are generally compatible with the height and scale of nearby residential development. Existing dwellings west of Leslie Street, including those dwellings south of St. John's Sideroad, appear to be predominantly two- storeys in height. Dwellings within residential neighbourhood north of the Subject Property also appear to be two-storeys in height. The proposed development would therefore introduce a comparable low-rise built form that is cohesive to the surrounding residential character.

With respect to setbacks from streets, as per Policy 7.5.5.4(ii), the draft ZBA in Schedule "G" of this report, establishes the applicable minimum setbacks based on the smallest proposed dimensions shown on the Site Plan. The Site Plan provides specific setbacks for each townhouse block. The proposed street setbacks and setbacks from adjacent lands are summarized below.

Blocks 2, 3, and 4

- **Back-to-back townhouses** are setback 4.55 metres from Melvin Robson Avenue and 3.05 metres from the internal private road. For Type "B1" units fronting Melvin Robson Avenue, the main floor projects within 3.0 metres of the street lot line, while the ground floor main wall is setback 4.55 metres.
- **Rear lane townhouses** are setback 4.55 metres from Melvin Robson Avenue and 1.59 metres from the internal private road.
- **Conventional townhouses** are set back 4.55 metres from the internal private road. The proposed rear yard setbacks for townhouses abutting the Environmental Protection Area range from 6.07 to 11.74 metres.
- **Employment Zone setbacks** are 2.68 metres for townhouse block 14 along the shared western lot line with the self-storage facility and 20.01 metres for townhouse block 4 from the Employment Zone boundary to the south. The 2.68 metre setback requires site-specific zoning relief. The southern setback meets the Town's 20 metre minimum.

Block 7

- **Back-to-back townhouses** in townhouse blocks 10 and 11 are setback 4.72 metres and 4.80 metres from the internal sidewalk, respectively. In townhouse block 4, the westerly units are setback 5.37 metres from the internal sidewalk, and the easterly units are setback 5.57 metres from the visitor parking spaces.
- **Rear lane townhouse front yard setbacks** range from 4.55 to 5.30 metres along St. John's Sideroad for townhouse blocks 5 through 8. Townhouse block 3 is setback 6.33 metres along Melvin Robson Avenue. Townhouse blocks 1 and 2 are setback from 5.04 to 7.59 metres along Leslie Street. The front main wall of townhouse block 9 is setback 5.40 metres

from Ed Douglas Gate. The front main wall of townhouse block 13 is 5.15 metres from the internal sidewalk.

- **Rear lane townhouse rear yard setbacks** from the internal private road range from 2.05 to 6.46 metres for townhouse blocks 1, 2, 3, 5 through 9, and 13.
- **Employment Zone setback:** Townhouse block 9 is set back 21.54 metres from the Employment Zone boundary to the east, where the multi-unit industrial condominium building is located. This exceeds the Town's 20 metre minimum yard setback.

Within the development, the proposed separation between townhouse buildings ranges from 3.10 to 3.14 metres which complied with the requirement of a minimum distance separation of 1.2 metres between buildings.

Further analysis of the proposed built form and its relationship to the surrounding area is provided in the accompanying Urban Design Brief.

Summary Opinion:

The proposed "Medium-High Urban Residential" designation is appropriate for the Subject Property as it permits a range of grade-related residential housing forms, including townhouses, and supports residential development along major roads. The Subject Property's location at Leslie Street and St. John's Sideroad provides an opportunity to introduce a compact residential built form that contributes to the Town's housing supply while maintaining compatibility with surrounding residential and employment uses.

The proposed development includes conventional, back-to-back and rear lane townhouses ranging from two to three-storeys in height, consistent with the housing forms and general built form policies contemplated under the designation. The proposed density of approximately 52 units per net residential hectare is below the general maximum of 100 units per net residential hectare established by Policy 7.5.5.3(a).

The Subject Property is also located in proximity to existing community facilities, recreational opportunities, and existing and planned active transportation infrastructure. Although existing transit opportunities in the immediate vicinity are limited, the proposed development incorporates pedestrian connections to the surrounding road network, and will explore opportunities for future transit connections and improvements for future residents.

The proposed designation would establish an appropriate residential land use framework that accommodates the proposed townhouse development while supporting the intent of the "Medium-High Urban Residential" policies.

2C Secondary Plan Area Redesignation:

The following is an analysis of the housing policies in the applicable designation "Urban Residential 2" Designation within the 2C Secondary Plan Area, assessing the appropriateness of the redesignation and how the Proposal conforms to these policies.

3.3.2 Urban Residential 2 Designation

Intent

a. It is the intent of the Urban Residential 2 Designation to promote well-designed and transit supportive medium density housing forms in proximity to community recreational and convenience commercial facilities, in accordance with the distribution of housing forms identified on Schedule A.

Permitted Uses

b. The permitted uses within the Urban Residential 2 Designation are as follows:

i. street, block, stacked and back-to-back townhouse dwellings, small plex-type (e.g. quattroplex) multiple unit buildings and small scale/low-rise apartments;

ii. places of worship;

iii. community and cultural facilities;

iv. local commercial uses including

convenience stores and personal service uses;

v. *special needs housing;*

vi. *parks, open space, pedestrian and bicycle routes;*

vii. *buildings, structures and uses that are accessory to any permitted uses;*

viii. *storm water management facilities and public and private utilities that serve the neighbourhood population; and*

ix. *secondary suites.*

c. *In addition to the permitted uses identified above, any individual Draft Plan of Subdivision within the Urban Residential 2 Designation, may include single and semi-detached dwellings up to a maximum of 20 percent of the total number of units within the Draft Plan.*

d. *Council reserves the right, through the implementing Zoning By-law, to further refine the list of permitted land uses to ensure that new development is appropriate in the context of the adjacent and surrounding community.*

Policies

e. *The maximum height of any building within the UR2 designation shall be 6 storeys or 20.0 metres whichever is less. Notwithstanding this restriction, and given the extensive valley system and undulating topography, Council may consider, through the implementing zoning by-law, buildings that exceed 20.0 metres in height, as long as the building is not greater that 6 storeys in height, and the additional height is provided to assist in dealing with a complex grading issue.*

f. *Density within the Urban Residential 2 Designation shall range from between 35 and 50 units per net residential hectare. Where proposed, small scale/low-rise apartment developments and/or stacked or back-to-back townhouses shall have a maximum density of 125 units per net residential hectare.*

h. *All development within the Urban Residential 2 Designation shall be generally within 400 metres of an identified component of the Area 2C Greenlands System.*

i. *All development within the Urban Residential 2 Designation will address the road, and garage doors/service facilities shall not dominate the view of the streetscape. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms. Special provisions with respect to porches for the ground-related residential uses shall also be included in the by-law.*

j. *No individual, direct access shall be permitted for any development lot within the Urban Residential 2 Designation that abuts Leslie Street or St. John's Sideroad. If there are justifiable technical or urban design reasons to include reverse frontage development it may considered without an Amendment to this Plan subject to the satisfaction of Council. If there are justifiable technical or urban design reasons to include reverse frontage development it may be considered without an Amendment to this Plan subject to the satisfaction of Council.*

k. *All development within the Urban Residential 2 Designation with the exception of single-detached, semi-detached and street townhouse units shall be subject to site plan control. At the discretion of Council, street townhouse units may be subject to site plan control. All development, without exception, shall be generally consistent with the Urban Design Guidelines which will be prepared, where required, prior to any further development approvals to the satisfaction of Town.*

The proposed development supports the intent of the "Urban Residential 2" designation by introducing a range of medium-density residential housing forms, including conventional, back-to-back and rear-lane townhouses. The Proposal contemplates a total of 239 townhouse dwelling units, ranging from two to three storeys in height, which are consistent with the housing typologies contemplated under Policy 3.3.2(b). The proposed building heights are also below the maximum permitted height of six storeys or 20 metres, whichever is less, established under

Policy 3.3.2(e). The draft ZBA (See Schedule "G") establishes maximum building heights of 13 metres for Blocks 2, 3, and 4 and 15 metres on Block 7. The building heights and elevations illustrated in this submission are conceptual and will be finalized at the detailed design stage.

With respect to density, the proposed 239 townhouse dwelling units on the approximately 4.6 hectare net development area, as identified on the Site Plan, represent a residential density of approximately 52 units per net residential hectare. While Policy 3.3.2(f) generally establishes a density range of 35 to 50 units per net residential hectare, it also permits a maximum density of 125 units per net residential hectare for developments comprising stacked or back-to-back townhouses and/or small-scale, low-rise apartments. Given that the Proposal incorporates back-to-back townhouse dwelling units, the proposed density falls within the higher density permissions contemplated by this policy and conforms to the intent.

Furthermore, the Subject Property is located directly adjacent to lands designated "Environmental Protection Area" under Schedule B, Greenlands and Trails Map, of the Aurora 2C Secondary Plan (See Figure "28"). The proposed development therefore supports the locational intent of Policy 3.3.2(h), which directs Urban Residential 2 development to be generally located within 400 metres of an identified component of the Area 2C Greenlands System. As shown in Figure 3 of the EIS Addendum, a 10-metre buffer was applied to the staked woodland limit adjacent to Blocks 2, 3, and 4, and a 30-metre buffer was applied to the identified watercourse. These features and their associated buffers informed the development limits for the previously approved subdivision. The proposed townhouse development remains within those established limits, maintaining the buffers to the adjacent woodland and watercourse. The Proposal also incorporates pedestrian connections and a proposed public trail easement, providing opportunities to enhance connectivity to the surrounding Greenlands System. As demonstrated in the EIS, the proposed development is not anticipated to result in direct or indirect negative impacts on the natural heritage system, subject to the implementation of the recommended mitigation measures.

In accordance with Policy 3.3.2(i), the proposed development incorporates a compact, ground-related residential built form intended to establish an appropriate relationship with the surrounding streetscape. The proposed townhouse blocks are organized along the internal road network, with pedestrian walkways and connections throughout the development. The proposed building orientation, landscaping and treatment of garages will be further addressed through the detailed design process to ensure that the development contributes to an attractive and pedestrian-oriented streetscape.

With respect to vehicular access, although the Subject Property abuts both Leslie Street and St. John's Sideroad, no individual direct driveway accesses are proposed from either road. Vehicular access to the development will be provided through the surrounding local road network, including Ed Douglas Gate and Melvin Robson Avenue, with private internal roads providing access to the individual townhouse units. This arrangement aligns with Policy 3.3.2(j), which restricts individual direct access from development lots abutting Leslie Street and St. John's Sideroad.

The proposed development also supports the broader intent of the "Urban Residential 2" designation by introducing a compact residential built form within proximity to existing community facilities, recreational amenities and surrounding transportation infrastructure. The Subject Property is located near existing community facilities and recreational opportunities, including Edward Coltham Park, The Meadows of Aurora, Thrive Gymnastics, Pickleplex Social Club – Aurora, PERFECT Sports, Rick Hansen Public School, Magna Golf Club, Eva X Badminton Academy, and the Aurora Recreation Complex. The Proposal also incorporates internal sidewalks and crosswalks connecting to the surrounding road network, supporting pedestrian accessibility and opportunities for active transportation. As per the TIS, YRT Route 33 operates within walking distance of the Subject Property and Routes

426 and 437 provide service only on school days. It is recommended and expected that the "Mobility-On-Request" service, one of YRT's ride sharing programs, will expand to service the Subject Property. Thus, while existing public transit opportunities in the immediate vicinity are limited, the proposed development provides opportunities to support future transit services and improvements to the surrounding active transportation network.

Overall, the proposed development meets the intent of the Urban Residential 2 designation by providing a range of medium-density townhouse housing forms, maintaining a low-rise built form, supporting pedestrian connectivity and providing appropriate vehicular access arrangements. The proposed Urban Residential 2 designation would establish an appropriate land use framework for the townhouse development

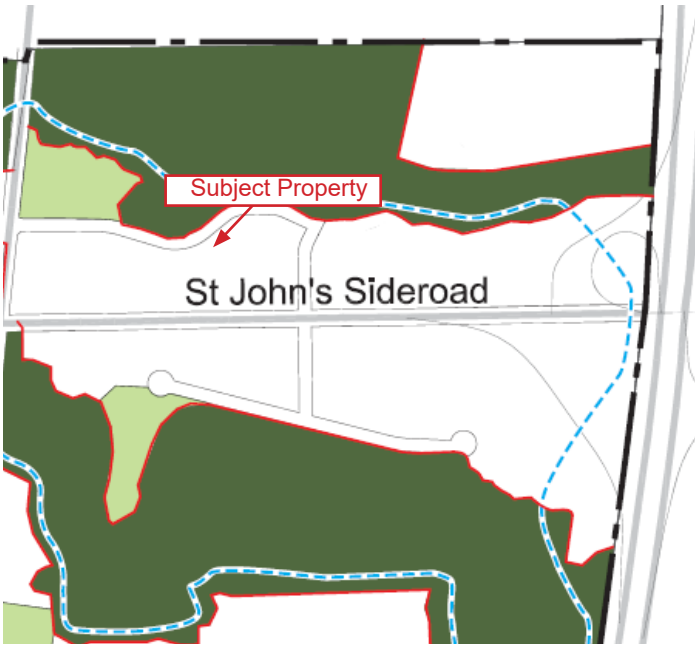


Figure 33 - Town of Aurora Official Plan Schedule 'B', Greenlands & Trails
Source: Town of Aurora

Summary Opinion:

The proposed OPA would establish an appropriate residential land use framework for the Subject Property by redesignating the lands to "Residential Designated Greenfield Area" and "Medium-High Urban Residential" within the Town of Aurora Official Plan and "Urban Residential 2" within the Aurora 2C Secondary Plan.

The proposed designations would accommodate the contemplated mix of conventional, back-to-back and rear lane townhouse dwellings, ranging from two to three-storeys in height. The proposed development would introduce a compact, ground-related residential built form that is generally consistent with the housing types and built form contemplated under the proposed designations.

The Subject Property's location along Leslie Street and St. John's Sideroad, its proximity to existing residential neighbourhoods and community facilities, and its relationship to the surrounding road and active transportation network support its suitability for the proposed residential use. The proposed development also incorporates site design and compatibility measures intended to address its relationship with adjacent employment uses.

As demonstrated in the preceding sections of this report, the proposed removal of the Subject Property from the Employment Area is supported by the Employment Area Removal Study and the assessment of applicable provincial and municipal employment conversion policies.

The proposed OPA would establish an appropriate policy framework to accommodate the proposed townhouse development and provides a range of housing options that contributes to the Town's housing supply. Based on the foregoing analysis and supporting technical studies, the proposed OPA represents an appropriate land use framework for the Subject Property. The proposed OPA is consistent with PPS, 2024 and conforms to the applicable Regional and Town Official Plans, subject to the proposed amendment.

7.0 PROPOSED ZONING BY-LAW AMENDMENT

A ZBA is required to facilitate the proposed residential development, as townhouse dwellings are not permitted under the existing E-BP zoning. The proposed ZBA seeks to rezone the Subject Property from “Business Park (E-BP)” to a site-specific “Townhouse Dwelling Residential (R8),” to accommodate the proposed built form and site configuration.

The Proposal consists of 239 townhouse dwelling units distributed across Blocks 2, 3, 4, and 7 of registered plan 65M-4790, comprising a mix of conventional, rear lane, and back-to-back townhouse dwellings. The development is proposed to be accommodated through an internal private road network, with associated parking, pedestrian connections, and amenity spaces.

The R8 Zone permits a range of townhouse dwelling types, however, certain aspects of the Proposal do not comply with the standard R8 Zone requirements. Site-specific provisions are therefore required to establish appropriate development standards, including reduced lot areas and building setbacks, together with any additional exceptions identified through the detailed zoning review.

The proposed tenure consists of individual townhouse lots tied to a common element condominium, with each lot forming a Parcel of Tied Land (“POTL”). Accordingly, the proposed ZBA would establish standards that apply to each individual townhouse lot, including applicable lot area, lot frontage and yard requirements. For further detail, the proposed ZBA schedule is identified in Schedule “G” of this report. The purpose of the ZBA is to permit the proposed townhouse dwellings and establish site-specific development standards to facilitate the development shown on the Site Plan included as Schedule “A” to this report.

Planning Rationale for Setback from Employment Zone

The Town’s Zoning By-law requires a minimum yard setback of 20 metres where a Residential Zone abuts an Employment Zone. As shown on the Site Plan for Blocks 2, 3, and 4, townhouse block 14 is setback 2.68 metres from the adjacent Employment Zone boundary at the shared lot line with the self-storage facility. Site-specific zoning relief is required to permit this reduced setback. Along the southern portion of Blocks 2, 3, and 4, townhouse block 4 is setback 20.01 metres from the Employment Zone boundary to the south. Within Block 7, townhouse block 9 is setback 21.54 metres from the Employment Zone boundary to the east, where the multi-unit industrial condominium building is located. Both of these setbacks exceed the 20 metre minimum yard setback required by the Town’s Zoning By-law. These setbacks provide physical separation at the residential-employment interface.

The proposed reduced setback is considered appropriate given the nature of the adjacent self-storage use, the context of the existing surrounding land uses and the findings of the supporting studies discussed below. The self-storage facility is characterized by storage-related activities rather than traditional manufacturing or industrial operations. As such, the nature of the existing use presents a very low potential for adverse impacts typically associated with more intensive industrial activities, including noise, dust, odour and emissions. The Noise and Vibration Assessment identifies rooftop mechanical units and loading and unloading activities as potential noise source concerns with respect to the self-storage facility. To address potential noise exposure at townhouse block 14, the Noise and Vibration Assessment recommends no third-storey bedroom and living room windows on the west wall of the unit directly facing the self-storage facility. The proposed reduced setback is therefore not anticipated to result in significant land use compatibility concerns associated with the existing self-storage operation.

For units affected by nighttime road traffic noise within Blocks 2, 3, and 4 and on Block 7, the Assessment recommends mandatory air conditioning so residents can keep windows closed, as well as warning clauses in the Development Agreement. The Assessment concludes that the applicable sound level criteria are expected to be met with the recommended

measures.

The D-6 Study also assessed Spectra Advertising at 175 Melvin Robson Avenue, approximately 20 metres south and west of the Subject Property. Although the facility is within both the minimum separation distance and the area of influence under the D-6 Guidelines, the Study classifies it as a Class I facility based on its daytime operations, infrequent product movement, infrequent dust and odour, and absence of outdoor storage. The Study reports that no dust or noise emissions were detected in the vicinity of the facility.

Given the Subject Property's proximity to Leslie Street, St. John's Sideroad and Highway 404, the D-6 Study also recommends evaluating measures to reduce exposure to transportation related air pollutants through detailed design. These include mechanical ventilation and air filtration, locating fresh-air intakes and outdoor amenity areas away from major roads, and incorporating landscape buffers or physical barriers where appropriate.

Given the nature of the adjacent self-storage use and the findings of the supporting technical studies, the proposed 2.68 metre setback along the shared lot line is considered appropriate from a land use compatibility perspective, subject to implementation of the recommended noise mitigation measures. The site-specific provision would accommodate the proposed townhouse layout, with the mitigation measures addressing noise exposure at the dwelling closest to the facility and supporting the continued operation of that facility.

The proposed site-specific standards have been developed in consideration of the configuration and size of the Subject Property, the arrangement of the proposed townhouse blocks, the internal private road network and the relationship of the proposed development to the surrounding properties. The requested amendments are intended to provide an appropriate regulatory framework for the Proposal while maintaining the general intent of the R8 Zone.

On this basis, the proposed site-specific amendments are considered appropriate and would establish a suitable regulatory framework to permit the Proposal as identified on the submitted Site Plan.

8.0 SUPPORTING DOCUMENTATION REVIEWED

5.1 Functional Servicing Report and Stormwater Management Report Aurora Mills Blocks 2-4 (Prepared by SCS Consulting Group Ltd., dated November 2026)

The FSR identifies proposed connections to the existing municipal water and sanitary systems along Melvin Robson Avenue. Water servicing will include a private looped distribution network and a new municipal watermain within the Melvin Robson Avenue boulevard to service the townhouse units fronting the street. The downstream sanitary sewer assessment indicates that the anticipated residential flows can be accommodated within the existing sewer system based on the assessment's capacity assumptions, subject to review of residential servicing allocation by the Town and York Region.

With respect to stormwater management, runoff will be conveyed through a proposed internal storm sewer network connecting to the existing 600 mm storm sewer along Melvin Robson Avenue. The proposed system incorporates underground Greenstorm storage to control discharge rates, with additional detention provided through the existing subdivision stormwater infrastructure. A manufactured treatment device is proposed to provide a minimum of 50% total suspended solids (TSS) removal for the controlled drainage area. The SWM assessment also identifies measures to manage post-development peak flows for the 2-year through 100-year storm events and address water balance and erosion considerations.

Overall, the reports identify servicing and stormwater management arrangements to support the proposed residential development on Blocks 2, 3, and 4, subject to detailed engineering design, review of servicing allocation and applicable municipal approvals.

5.2 Functional Servicing Report and Stormwater Management Report, Aurora Mills Block 7 (Prepared by SCS Consulting Group Ltd., dated November 2026)

The FSR identifies proposed connections to the existing municipal water and sanitary systems along Melvin Robson Avenue. Water servicing will incorporate two connections to establish a looped distribution network, including modification of an existing connection. The downstream sanitary sewer assessment indicates that the anticipated residential flows can be accommodated within the existing sewer system based on the assessment's capacity assumptions, subject to review of residential servicing allocation by the Town and York Region.

Stormwater runoff will be conveyed through a proposed internal storm sewer network connecting to the existing 825 mm storm sewer along St. John's Sideroad. The proposed stormwater management system includes underground Greenstorm storage and manufactured treatment devices to control discharge rates and provide Enhanced Level 1 water quality treatment, corresponding to 80% TSS removal. The SWM assessment indicates that controlled post-development peak flows for the 2-year through 100-year storm events are anticipated to remain below existing peak flows. Underground storage is also proposed to address erosion control.

Overall, the reports identify a proposed servicing and stormwater management strategy for Block 7 that utilizes existing municipal infrastructure, subject to further detailed design, review of servicing allocation, and applicable municipal approvals.

5.3 Traffic Impact Study (Prepared by C.F. Crozier and Associates Inc., dated October 2026)

The TIS concludes that the proposed development can be accommodated from a transportation operations perspective, with no mitigation measures required as a direct result of site-generated traffic. The Proposal incorporates internal sidewalks and crosswalks that provide pedestrian connections throughout the development and to the surrounding road network, including Leslie Street and St. John's Sideroad. Existing cycling facilities along these roads provide opportunities for active transportation, while future planned improvements to the surrounding cycling network may further enhance

connectivity.

The TIS also identifies TDM opportunities intended to encourage alternative modes of transportation, including walking, cycling, transit and carpooling. Overall, the findings of the TIS support the proposed development from a transportation perspective, demonstrating that the anticipated traffic can be accommodated by the surrounding road network while identifying opportunities to promote active transportation and reduce reliance on private vehicles.

5.4 D-6 Land Use Compatibility Assessment – Air Quality Study (Prepared by EXP, dated October 7th, 2026)

This report found that there are no significant odours detected within 1 km of the study area radius of the Subject Property. The only odours, as detected by human senses, were odours typical of an urban environment (traffic). It was determined that no significant dust impacts, other odours, or off-site odours were noted at the Subject Property at the time the site visit. It was also determined that a review of the impact of TRAP is warranted given the Subject Property's proximity to arterial roadways and Highway 404. On-site mitigation measures were recommended to consider reducing exposure to TRAP.

5.5 Environmental Noise and Vibration Assessment (Prepared by YCA Engineering Limited, dated September 2026)

The proposed development was assessed to present and recommend any noise abatement features necessary to achieve sound levels acceptable to the Town of Aurora, Region of York and the Ministry of Environment, Conservation and Parks (MECP).

Based on the assessment, transportation noise sources having the potential to affect the living environment within the proposed development area are Leslie Street, St. John's Sideroad and Highway 404. The stationary noise sources having the potential to affect the proposed residential development are the existing commercial uses to the west and south. Recommended noise abatement measures are described in detail in the assessment.
The assessment found that transportation and stationary sound levels are acceptable to the Ministry of Environment, Conservation and Parks are expected to be achieved using the abatement measures outlined in the report. Construction noise measures were also addressed in the assessment, and noise control measures are recommended to minimize the noise impact during the construction period.

5.6 Phase One Environmental Site Assessment (Prepared by Burnside, dated September 2026)

The purpose of the Phase One Environmental Site Assessment (ESA) is for environmental due diligence to support the residential development application.

The findings indicate several historical uses of the Subject Property, however no Areas of Potential Concern (APEC) identified on the Subject Property related to potential contamination from on-site.

Based on the work conducted to date, a Phase Two ESA is not recommended.

5.7 Employment Area Removal Study (Prepared by Parcel, dated October 13th, 2026)

The Employment Area Removal Study assessed the proposed removal of approximately 4.6 hectares of Employment Area lands to facilitate the proposed 239 unit townhouse development. The purpose of this Study is to determine if the Town has sufficient lands within its Employment Area to meet projects needs to the horizon of the Official Plan.

The Study evaluated the Town of Aurora's long-term employment land supply and forecast employment growth to 2051. Based on the analysis, the Town is anticipated to have sufficient employment capacity to accommodate approximately 45,310 jobs by 2051, exceeding its employment forecast of 41,600 jobs by approximately 3,710 jobs.

Following the proposed removal of the Subject Property, the Town would continue to maintain sufficient employment capacity to accommodate its projected employment growth.

The Study also identified site-specific considerations affecting the Subject Property's suitability for employment uses, including its location at the northern edge of the Aurora 2C Employment Area, proximity to existing residential development and natural heritage features, and relatively limited attractiveness for larger-scale industrial and warehousing development.

Overall, the Study concludes that the proposed removal of the Subject Property from the Employment Area would not compromise the Town's ability to accommodate its forecast employment growth to 2051 and provides supporting justification for the proposed redesignation to residential uses.

5.8 Affordable Housing Market Feasibility Study (Prepared by Parcel, dated October 13th, 2026)

The Affordable Housing Market Feasibility Study assessed local housing market conditions and demand for residential development within the Town of Aurora, including the Subject Property at 55-160 Melvin Robson Avenue.

The Study identifies market demand for townhouse dwelling units based on recent residential construction trends and housing preferences within the Town and surrounding study area. The findings support the introduction of townhouse housing forms on the Subject Property as a means of responding to local housing demand and contributing to the range of housing options available to current and future residents.

Overall, the Study provides market-based support for the proposed 239 unit townhouse development and its contribution to diversifying the Town's housing supply.

5.9 Geotechnical Investigation Report (Prepared by GeoCore Engineering Ltd., dated October 14th, 2026)

The purpose of this investigation was to characterize the underlying soil and groundwater conditions, to determine the relevant geotechnical properties of encountered soils and to provide geotechnical recommendations for the proposed development. Based on the report, it was identified that the development of the Subject Property will require cut and fill work, with a significant height of fill being required in the north-east corner of the Subject Property, which will necessitate the construction of a retaining wall ranging to a height of 5 metres. The recommendations made in the report are subject to confirmation by GeoCore when the proposed grading of the Subject Property is finalized.

5.10 Environmental Impact Study Addendum (Prepared by Beacon Environmental, dated November 11th, 2026)

The EIS Addendum assessed the potential impacts of the proposed development on the adjacent natural heritage features and associated ecological functions.

The EIS Addendum concludes that the Proposal is not anticipated to result in direct or indirect negative impacts on the natural heritage system, provided that the recommended mitigation measures are implemented. These measures include incorporating Low Impact Development ("LID") measures, providing appropriate stormwater quantity and quality controls, minimizing grading within the EPA buffer, and naturalizing the 10-metre EPA buffer with native vegetation.

Additional recommendations include installing permanent fencing along the development limits to discourage encroachment, locating any proposed trails to minimize impacts on sensitive vegetation, and continuing the Environmental Monitoring Plan to assess potential impacts on natural heritage features and functions.

Overall, the findings of the EIS Addendum support the proposed development from a natural heritage perspective, subject to the implementation of the recommended mitigation and monitoring measures.

5.11 Downstream Sanitary Sewer Assessment Study – Aurora Mills (Residential) Blocks 2, 3, 4 and 7 (Prepared by SCS Consulting Group Ltd., dated November 2026)

The purpose of the report is to demonstrate that the anticipated increase in theoretical sanitary flow relative to the previously approved employment designation can be accommodated in the existing downstream sanitary sewer in accordance with the Town of Aurora and the Ministry of Environment, Conservation and Parks (MECP) design criteria.

The proposed conversion of Blocks 2, 3, 4 and 7 from employment to residential uses would result in an increase of 5.5 L/s at the critical sanitary sewer. However, the existing downstream system has sufficient capacity. Based on available 2026 Town staff reports, no residential servicing allocation remains. Converting the previously approved employment flows to residential allocation requires discussion with Town and/or Regional Staff. The North York Durham Sewage System (YDSS) Phase 1 expansion is expected to provide Aurora with additional allocation for 7,929 persons once commissioned.

5.12 Hydrogeological Assessment, 55, 100, 140 and 160 Melvin Robson Avenue, Town of Aurora (Prepared by R.J. Burnside and Associates Limited, dated October 2026)

The Hydrogeological Assessment evaluated the proposed development in relation to the geological and hydrogeological conditions of the Subject Property. The assessment included a review of published geological and hydrogeological information, Ministry of the Environment, Conservation and Parks (MECP) well records, the geotechnical report and borehole information, grain size analyses, hydraulic conductivity testing, and monitoring of groundwater levels. The design concept was evaluated agains the interpreted hydrogeological conditions and where appropriate the predicted impacts were analyzed to establish appripriate mitigation approaches.

With respect to water balance, the proposed development will be serviced by municipal water supply and wastewater services. Accordingly, no impacts on the local water balance, groundwater or surface water quantity and quality are anticipated from on-site groundwater supply pumping or septic effluent disposal. The assessment also concludes that the potential effects on groundwater quality associated with infiltration in the urban areas are expected to be limited.

The Subject Property is located within the 25-year capture zone for Aurora Well #6, in an area with a groundwater vulnerability score of 2. The assessment identifies that land uses considered threats to drinking water supplies within Wellhead Protection Areas (WHPAs) are subject to management requirements under the Clean Water Act. Given the low aquifer vulnerability score, the proposed municipal servicing and the absence of proposed on-site groundwater use, the assessment concludes that the development is not considered a significant threat to the local groundwater supplies.

Further details regarding potential impacts, mitigation measures and construction considerations are provided in Section 6.0 of the assessment.

9.0 CONCLUSION

The proposed development from the vacant, underutilized lands to a 239 unit townhouse development is supported by the policies of the PPS, 2024, the York Region Official Plan, and the Town of Aurora Official Plan. The Proposal represents an efficient use of land that contributes to the Town's housing supply by introducing a range of medium-density, ground-related residential housing forms that respond to the needs of current and future residents, while maintaining compatibility with surrounding land uses.

The proposed development represents an appropriate form and density of residential development that supports the Town's long-term growth management objectives, promotes compact and complete communities, and enhances housing choice. Furthermore, the supporting technical studies demonstrate that the proposed development can be appropriately accommodated, subject to the implementation of applicable recommendations and mitigation measures. The FSR and SWM Reports demonstrate that the development can be serviced through existing municipal infrastructure, with appropriate servicing improvements and stormwater management measures to manage runoff, protect water quality and mitigate downstream impacts, subject to review of residential servicing allocation by the Town and York Region.

The following summary highlights the key benefits to the Town and the community if the proposed development is approved:

- **Diversification of Housing Supply:** Contributes to the Town of Aurora's housing supply through the provision of 239 residential units, offering additional ground-related housing opportunities to accommodate current and future residents.
- **Range of Housing Forms:** Introduces a mix of townhouse types and unit sizes, including rear lanes, back-to-back, and conventional townhouses, providing greater housing choice to accommodate a range of household sizes and needs.
- **Compatible Built Form and Transition:** Provides an appropriate transition in scale and density to the established residential neighbourhoods to the north and west through a low-rise, two to three-storey built form that complements the surrounding residential character.
- **Efficient Use of Land and Infrastructure:** Facilitates the redevelopment of vacant and underutilized lands within the Town's urban area, promoting a more efficient use of land and infrastructure. The supporting FSR and SWM Reports demonstrate that the proposed development can be accommodated through existing municipal servicing systems, with appropriate servicing improvements and stormwater management measures, subject to review of residential servicing allocation by the Town and York Region.
- **Support for Long-Term Employment Growth:** The Employment Area Removal Study demonstrates that the proposed conversion of the Subject Property to residential uses would not compromise the Town's ability to accommodate forecast employment growth to 2051, with sufficient employment land capacity remaining to support long-term economic development.
- **Active Transportation and Connectivity:** Promotes pedestrian and cycling connectivity through the provision of internal sidewalks, crosswalks, and pedestrian connections to the surrounding road network, including Leslie Street and St. John's Sideroad, which provide access to existing and planned active transportation facilities.
- **Trail Network Connectivity:** Incorporates a proposed trail connection and relocation of the planned trail corridor to support connectivity with the broader trail network to the north, enhancing opportunities for active transportation and recreational use.
- **Amenity Spaces and Complete Communities:** Provides shared outdoor amenity spaces within the development blocks, contributing to recreational opportunities, neighbourhood livability, and the creation of a complete residential community.

- **Land Use Compatibility:** The supporting land use compatibility and noise studies assess potential impacts associated with surrounding employment and commercial uses and identify appropriate mitigation measures to support the introduction of residential uses on the Subject Property.

Based on the foregoing analysis of the proposed development, applicable legislation, provincial and municipal planning policies, guidelines, and supporting technical studies, it is our professional planning opinion that the proposed development and associated OPA and ZBA applications represent good planning and are appropriate and desirable for the Subject Property. The proposed OPA and ZBA would establish an appropriate land use planning framework to facilitate the efficient utilization of the Subject Property, support future residential growth, and contribute to the creation of a compact, connected, and complete community.

10.0 SCHEDULES

SCHEDULE A - SITE PLAN

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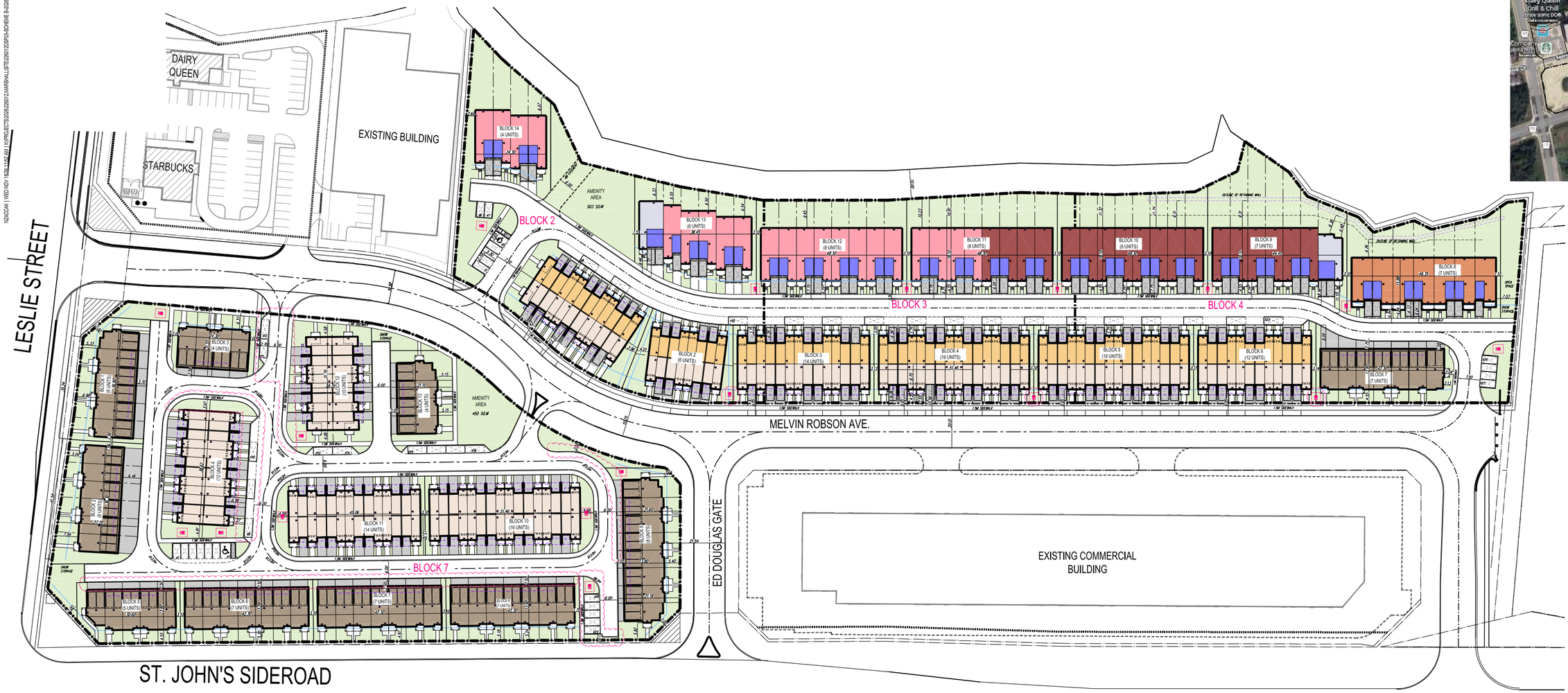
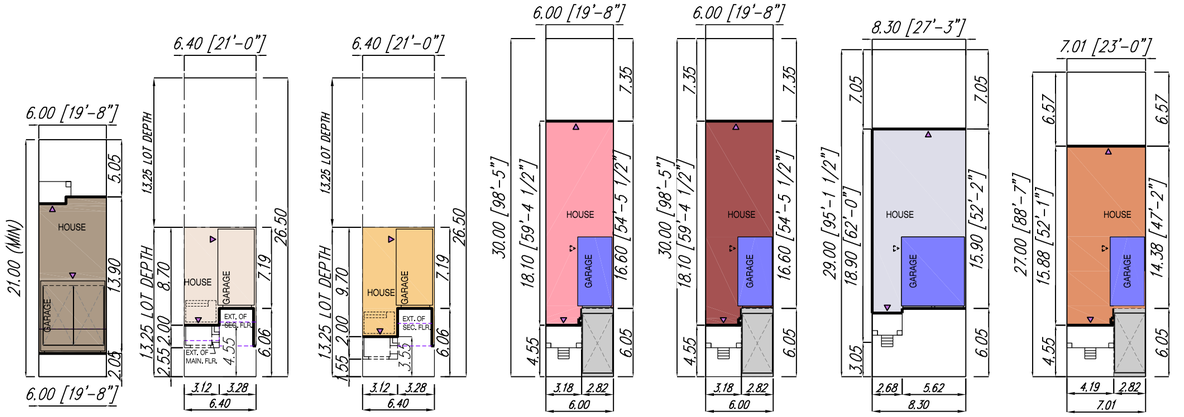




KEYPLAN

MUNICIPAL R.O.W. LINEWORK FOR GRAPHICAL REPRESENTATION ONLY.
REFER TO APPLICABLE ENGINEERING DRAWINGS FOR CIVIL AND TRAFFIC DETAILS.



'A1'
3 STOREY
REAR LANE TOWNHOUSE
6.0m x 21.0m
MAX GFA +/- 1950 SQ.FT.

'B1'
3 STOREY
BACK-TO-BACK TOWNHOUSE
6.4m x 27 m
MAX GFA +/- 1550 SQ.FT.

'B2'
3 STOREY
BACK-TO-BACK TOWNHOUSE
6.4m x 27 m
MAX GFA +/- 1570 SQ.FT.

'C1' - FWU
2 STOREY
CONVENTIONAL TOWNHOUSE
6.0 m x 30 m
MAX GFA +/- 2000 SQ.FT.

'C1' - W.O.B
2 STOREY
CONVENTIONAL TOWNHOUSE
6.0 m x 30 m
MAX GFA +/- 2000 SQ.FT.

'C2 (MODIFIED PLANS) - FWU
2 STOREY
CONVENTIONAL TOWNHOUSE
8.3 m x 30 m
MAX GFA +/- 2500 SQ.FT.

'D'
2 STOREY
CONVENTIONAL TOWNHOUSE
7.01 m x 27 m
MAX GFA +/- 2160 SQ.FT.

SITE STATISTICS

1. SITE AREAS

	HECTARE	ACRE
BLOCK 2,3,4	2.5790	6.3728
GROSS SITE AREA	2.5790	6.3728
NET DEVELOPMENT AREA	2.5790	6.3728

2. UNIT COUNT

UNIT TYPE	#
TYPE 'A' - 6.0m, 3 STOREY, REAR LANE TOWNHOUSE	7
TYPE 'B' - 6.4m, 3 STOREY, BACK-TO-BACK TOWNHOUSE	78
TYPE 'C1' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	39
TYPE 'C2' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	2
TYPE 'D' - 7.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	7
TOTAL	133

3. DENSITY

	UNITS / HECTARE	UNITS / ACRE
# OF UNITS / NET DEV.AREA	51.57	20.87

4. RESIDENT PARKING

UNIT COUNT	REQUIRED		PROVIDED	
133.00	1.50	199.50	2.00	288.00
	PER UNIT	TOTAL	PER UNIT	TOTAL

5. VISITOR PARKING

UNIT COUNT	REQUIRED		PROVIDED	
133.00	0.20	26.60	27.00	
	PER UNIT	TOTAL	TOTAL	

SITE STATISTICS

1. SITE AREAS

	HECTARE	ACRE
BLOCK 7	2.0112	4.9698
GROSS SITE AREA	2.0112	4.9698
NET DEVELOPMENT AREA	2.0112	4.9698

2. UNIT COUNT

UNIT TYPE	#
TYPE 'A1' - 6.0m, 3 STOREY, REAR LANE TOWNHOUSE	54
TYPE 'B' - 6.4m, 3 STOREY, BACK-TO-BACK TOWNHOUSE	52
TYPE 'C1' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	0
TYPE 'C2' - 6.0m, 2 STOREY, CONVENTIONAL TOWNHOUSE	0
TOTAL	106

3. DENSITY

	UNITS / HECTARE	UNITS / ACRE
# OF UNITS / NET DEV.AREA	52.70	21.33

4. RESIDENT PARKING

UNIT COUNT	REQUIRED		PROVIDED	
106.00	1.50	159.00	2.00	212.00
	PER UNIT	TOTAL	PER UNIT	TOTAL

5. VISITOR PARKING

UNIT COUNT	REQUIRED		PROVIDED
106.00	0.20	21.20	23.00
	PER UNIT	TOTAL	TOTAL

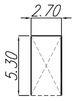
AMENITY AREA CALCULATIONS - BLOCK 2,3, & 4

	AREA PROPOSED	# OF UNITS	TOTAL AMENITY AREA OF BLOCK
BLOCK 1 (B2B)	5 sq.m / UNIT	12	60 sq.m
BLOCK 2 (B2B)	5 sq.m / UNIT	8	40 sq.m
BLOCK 3 (B2B)	5 sq.m / UNIT	14	70 sq.m
BLOCK 4 (B2B)	5 sq.m / UNIT	16	80 sq.m
BLOCK 5 (B2B)	5 sq.m / UNIT	16	80 sq.m
BLOCK 6 (B2B)	5 sq.m / UNIT	12	60 sq.m
BLOCK 7 (RL)	10 sq.m / UNIT	7	70 sq.m
BLOCK 8 (ST)	N/A	7	RY: 598.21 sq.m
BLOCK 9 (ST)	N/A	7	RY: 829.16 sq.m
BLOCK 10 (ST)	N/A	8	RY: 611.07 sq.m
BLOCK 11 (ST)	N/A	8	RY: 577.30 sq.m
BLOCK 12 (ST)	N/A	8	RY: 488.16 sq.m
BLOCK 13 (ST)	N/A	6	RY: 300.87 sq.m
BLOCK 14 (ST)	N/A	4	RY: 449.24 sq.m
TOTAL AREA			4314.01 sq.m

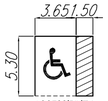
AMENITY AREA CALCULATIONS - BLOCK 7

	AREA PROPOSED	# OF UNITS	TOTAL AMENITY AREA OF BLOCK
BLOCK 1 (RL)	10 sq.m / UNIT	6	60 sq.m
BLOCK 2 (RL)	10 sq.m / UNIT	6	60 sq.m
BLOCK 3 (RL)	10 sq.m / UNIT	4	40 sq.m
BLOCK 4 (B2B)	5 sq.m / UNIT	12	60 sq.m
BLOCK 5 (RL)	10 sq.m / UNIT	5	50 sq.m
BLOCK 6 (RL)	10 sq.m / UNIT	7	70 sq.m
BLOCK 7 (RL)	10 sq.m / UNIT	7	70 sq.m
BLOCK 8 (ST)	10 sq.m / UNIT	7	70 sq.m
BLOCK 9 (RL)	10 sq.m / UNIT	8	80 sq.m
BLOCK 10 (B2B)	5 sq.m / UNIT	16	80 sq.m
BLOCK 11 (B2B)	5 sq.m / UNIT	14	70 sq.m
BLOCK 12 (B2B)	5 sq.m / UNIT	10	50 sq.m
BLOCK 13 (RL)	5 sq.m / UNIT	4	20 sq.m
TOTAL AREA			707.00 sq.m

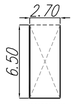
*NOTE: AREA SUBJECT TO CHANGE FOR THE STREET TOWN



TANDEM PARKING (6000-17: 5.2)



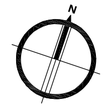
ACCESSIBILITY PARKING - TYPE A (6000-17: 5.2)



PARALLEL PARKING (6000-17: 5.2)

TOTAL AMENITY AREA CALCULATIONS

	COMMON + PRIVATE AMENITY SPACE	AMENITY PER UNIT PROVIDED
BLOCK 2,3, & 4	503 sq.m +4314.01 sq.m = 4817.01 sq.m	36.22 sq.m / UNIT
BLOCK 7	450 sq.m +707 sq.m = 1607 sq.m	15.16 sq.m / UNIT



HUNT DESIGN ASSOCIATES INC.
www.huntdesign.ca

MARSHALL HOMES - 226012
AURORA, ONTARIO
8966 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■

SITE PLAN - SCHEME B
AREAS
■ FEB.2026 ■ NZ ■ 226012DSP01-SCHEME B

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BLOCK 14
(4 UNITS)
24.30
2.65
6.07
6M EASEMENT
6.00
AMENITY
AREA
503 SQ.M
BLOCK 2
1.5M SIDEWALK
BLOCK 13
(6 UNITS)
38.45
6.33
6.55
6.50
6.54
1.55
3.10
BLOCK 12
(8 UNITS)
48.30
9.45
BLOCK 11
(8 UNITS)
48.30
10.21
10.91
BLOCK 10
(8 UNITS)
48.30
11.42
11.74
9.31
BLOCK 9
(7 UNITS)
44.45
9.31
OUTLINE OF RETAINING WALL
BLOCK 8
(7 UNITS)
49.35
15.89
6.76
6.28
6.68
OPEN
SPACE
7.03
SNOW
STORAGE
1.5M SIDEWALK
BLOCK 3
BLOCK 4
BLOCK 2
(8 UNITS)
BLOCK 3
(14 UNITS)
BLOCK 4
(16 UNITS)
BLOCK 5
(16 UNITS)
BLOCK 6
(12 UNITS)
BLOCK 7
(7 UNITS)
42.30
AMENITY
AREA
450 SQ.M
MELVIN ROBSON AVE.
ED DOUGLAS GATE
BLOCK 10
(16 UNITS)
51.46
BLOCK 9
(8 UNITS)
21.60
21.54
21.18
BLOCK 9
(7 UNITS)
42.30
EXISTING COMMERCIAL
BUILDING

HUNT DESIGN ASSOCIATES INC.

MARSHALL HOMES - 226012
AURORA, ONTARIO
8966 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ FEB.2026 ■ NZ ■

SITE PLAN - SCHEME B
SCALE:1:1000
226012DSP01-SCHEME B

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NZ/ACC/JK | WED NOV 18/26 11:52 AM | K:\PROJECTS\2026\226012\MARSHALL\SITE\226012DSP03-SCHEME B-2026.11.18.DWG 2026.10.06

LESLIE STREET

ST. JOHN'S SIDEROAD

ED DOUGLAS GATE

BLOCK 1 (6 UNITS)

BLOCK 2 (6 UNITS)

BLOCK 3 (4 UNITS)

BLOCK 4 (12 UNITS)

BLOCK 12 (10 UNITS)

BLOCK 13 (4 UNITS)

BLOCK 2 (8 UNITS)

AMENITY AREA 450 SQ.M

SNOW STORAGE

SNOW STORAGE

BLOCK 11 (14 UNITS)

BLOCK 10 (16 UNITS)

BLOCK 9 (8 UNITS)

BLOCK 7

BLOCK 5 (5 UNITS)

BLOCK 6 (7 UNITS)

BLOCK 7 (7 UNITS)

BLOCK 8 (7 UNITS)

1.5M SIDEWALK

R13.0m

R10.0m

HUNT DESIGN ASSOCIATES INC.
www.huntdesign.ca

MARSHALL HOMES - 226012
AURORA, ONTARIO
8966 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ FEB.2026 ■ NZ ■

SITE PLAN - SCHEME B
SCALE:1:1000
226012DSP01-SCHEME B

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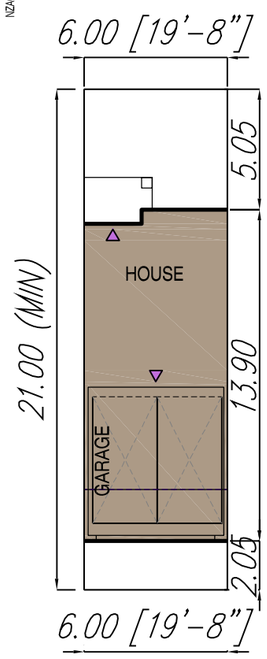
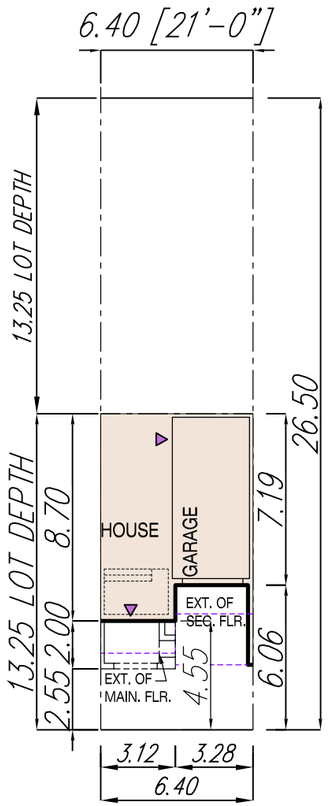
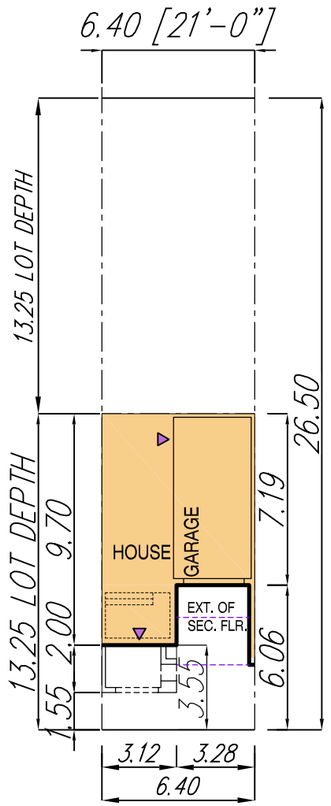
NZACCAK | WED NOV 18/26 11:52 AM | K:\PROJECTS\2026\226012\MARSHALL\SITE\226012DSP03-SCHEME B-2026.11.16.DWG 2026.10.06



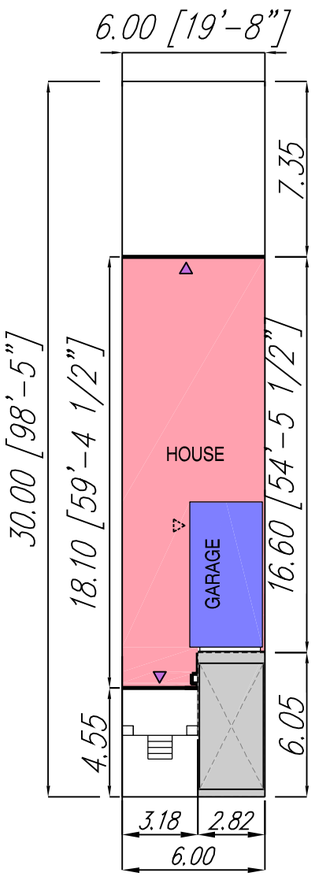
'A1'
3 STOREY
REAR LANE TOWNHOUSE
6.0m x 21.0m
MAX GFA +/- 1950 SQ.FT.



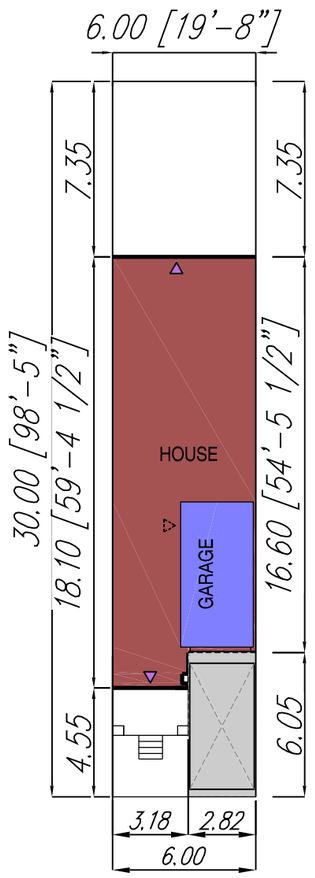
'B1'
3 STOREY
BACK-TO-BACK TOWNHOUSE
6.4m x 27 m
MAX GFA +/- 1550 SQ.FT.



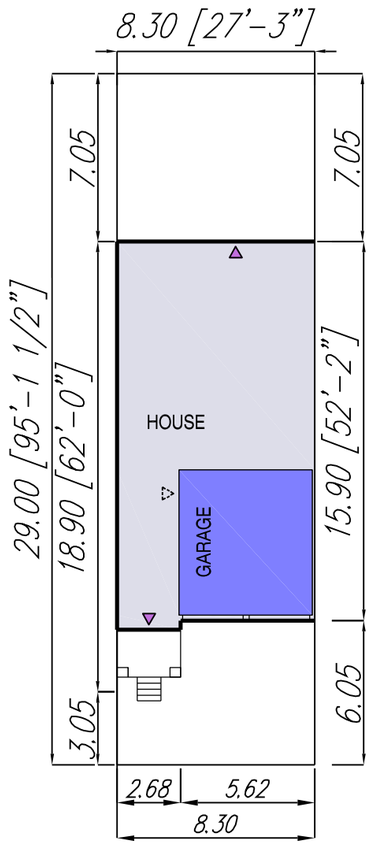
'B2'
3 STOREY
BACK-TO-BACK TOWNHOUSE
6.4m x 27 m
MAX GFA +/- 1570 SQ.FT.



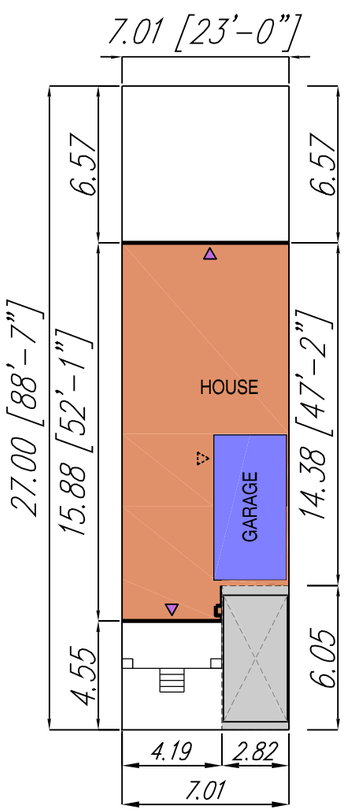
'C1' - FWU
2 STOREY
CONVENTIONAL TOWNHOUSE
6.0 m x 30 m
MAX GFA +/- 2000 SQ.FT.



'C1' - W.O.B
2 STOREY
CONVENTIONAL TOWNHOUSE
6.0 m x 30 m
MAX GFA +/- 2000 SQ.FT.



'C2' (MODIFIED PLANS) - FWU
2 STOREY
CONVENTIONAL TOWNHOUSE
8.3 m x 30 m
MAX GFA +/- 2500 SQ.FT.



'D'
2 STOREY
CONVENTIONAL TOWNHOUSE
7.01 m x 27 m
MAX GFA +/- 2160 SQ.FT.

HUNT DESIGN ASSOCIATES INC.
www.huntdesign.ca

MARSHALL HOMES - 226012
AURORA, ONTARIO

SITE PLAN - TYPOLOGY
SCALE:1:250

8966 Woodbine Ave, Markham, ON L3R 0J7 ■ T 905.737.5133 ■ F 905.737.7326 ■ FEB.2026 ■ NZ ■ 226012DSP01-SCHEME B

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SCHEDULE B - REGISTERED PLAN OF SUBDIVISION

Subject to the conditions if any, set forth in our letter dated Tueday, January 3, 2023
the Draft Plan is approved under Section 51 of the *Planning Act*, R.S.O. 1990, this 3 day of January, 2023 , as red-lined on this 3 day of January, 2023

Marco Ramunno, MCIP, RPP
Director of Planning and Development Services

PLAN 65M–

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF YORK REGION (No. 65) AT ..... O'CLOCK ON THE ..... DAY OF ..... 20..... AND ENTERED IN THE REGISTER FOR PIN – AND REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT No. .....

REPRESENTATIVE FOR LAND REGISTRAR

THIS PLAN COMPRISES ALL OF PINS 03620–1632, 03620–1756 AND 03620–1757

SUBJECT TO EASEMENT IN GROSS OVER PART 2, PLAN 65R–39928 AS IN INSTRUMENT YR3357185 (AFFECTS PART OF BLOCK 12)

PLAN OF SURVEY OF

PART OF LOT 26
CONCESSION 3

GEOGRAPHIC TOWNSHIP OF WHITCHURCH

BEING IN THE

TOWN OF AURORA

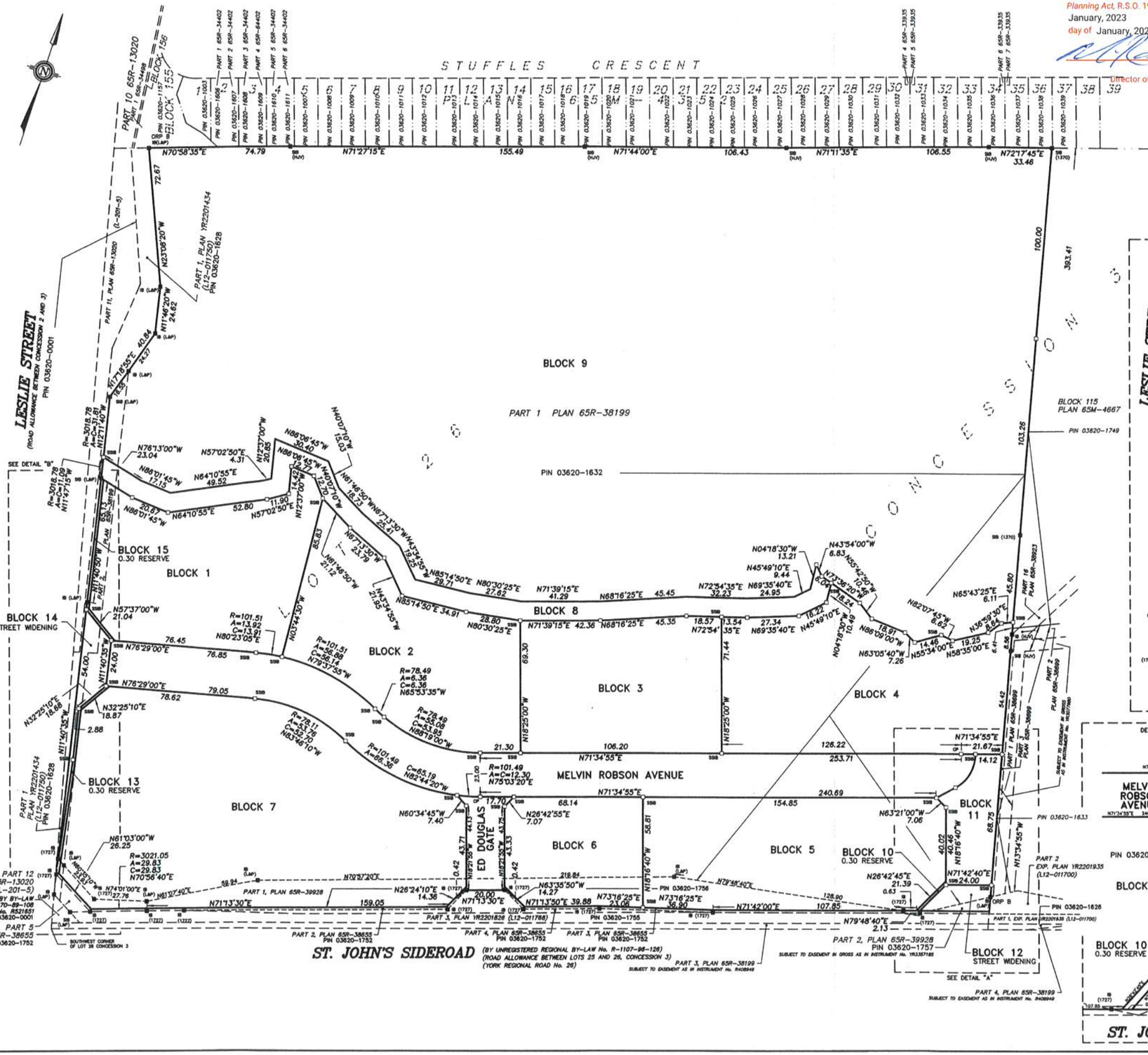
REGIONAL MUNICIPALITY OF YORK

SCALE 1 : 1000

0 10 20 30 40 50 metres

E.R.GARDEN LTD.

"METRIC" DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



LEGEND

- ■ DENOTES SURVEY MONUMENT FOUND
- □ DENOTES SURVEY MONUMENT PLANTED
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- IB DENOTES IRON BAR
- (1370) DENOTES KROMAR SURVEYORS
- (1727) DENOTES E.R. GARDEN, O.L.S.
- (HJV) DENOTES HOLDING JONES VANDERVEEN
- (LAP) DENOTES LLOYD & PURCELL
- (OU) DENOTES ORIGIN UNKNOWN
- PIN DENOTES PROPERTY IDENTIFICATION NUMBER

ALL PLANTED MONUMENTS ARE IRON BARS UNLESS OTHERWISE NOTED

OBSERVED REFERENCE POINTS (ORP's): UTM ZONE 17, NAD83 (CSRS) (2010.0). COORDINATES ARE TO AN URBAN ACCURACY PER SECTION 14(2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
ORP A	4876730.984	626331.608
ORP B	4876500.358	626875.792

CAUTION: COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE–ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

BEARING REFERENCE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999750.

PLANNING APPROVAL

APPROVED UNDER SECTION 51 OF THE PLANNING ACT RSO 1990 AS AMENDED THIS ..... DAY OF ..... 20.....

.....

OWNER'S CERTIFICATE

THIS IS TO CERTIFY THAT:

1. BLOCKS 1 TO 9 AND 11, THE STREET WIDENINGS NAMELY BLOCKS 12 AND 14, THE RESERVES NAMELY BLOCKS 10, 13, AND 15 AND THE STREETS NAMELY MELVIN ROBSON AVENUE AND ED DOUGLAS GATE HAVE BEEN LAID OUT IN ACCORDANCE WITH MY INSTRUCTIONS.
2. THE STREETS ARE HEREBY DEDICATED TO THE CORPORATION OF THE TOWN OF AURORA AS PUBLIC HIGHWAYS.
3. THE STREET WIDENINGS, NAMELY BLOCKS 12 AND 14 HAVE BEEN DEDICATED TO THE REGIONAL MUNICIPALITY OF YORK AS PUBLIC HIGHWAY.

DATED AT

THIS ..... DAY OF .....

I HAVE THE AUTHORITY TO BIND THE CORPORATION

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 12TH DAY OF OCTOBER, 2022

DECEMBER 2, 2022 — DATE

E.R. GARDEN — ONTARIO LAND SURVEYOR

E.R. GARDEN LIMITED
ONTARIO LAND SURVEYOR
1260 JOURNEY'S END CIRCLE, UNIT 1
NEWMARKET ONTARIO L3Y 8Z7
PHONE 905–895–5600 FAX 905–895–7127
TOLL FREE 1–877–895–5600 WWW.ERGARDENLIMITED.CA

FIELDWORK BY:	B.F.
DRAFTING BY:	R.D.
FILE NUMBER:	22–7073B

SCHEDULE C - PRE-CONSULTATION CHECKLIST

Town of Aurora

OPA, ZBA, SUB, CDM

Pre-Consultation Checklist

Planning and Development Services

Development Planning Division

Phone: (905) 726-4700
E-mail: planning@aurora.ca

Town of Aurora

OPA ZBA SUB CDM Pre-Consultation Checklist

Planning and Development Services

OPA ZBA SUB CDM Application Submission Guidelines

1. Form a complete application including all required materials and fees.

2. Submit one (1) paper copy set of all required materials directly to the Planning Department.

3. Submit one (1) digital copy of all required materials via Town of Aurora Online Portal. To ensure all submitted materials are easily identifiable, please follow the naming convention outlined below when uploading via the online portal.

Portal Submission File Naming Convention

- The file name should begin with the submission number, followed by a hyphen, and then the title of the document.
    - **[Submission Number] - [Document Title]**
- Avoid including property addresses, special characters or roll numbers in the file name.
- Examples:
    - **1 - Site Plan (indicates the first submission site plan)**
    - **2 - Grading Plan (indicates the second submission grading plan)**

By following this format, we can ensure that your submission is properly categorized and easily accessible. Thank you for your cooperation!

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

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(Click Heading to go to Desired Selection)

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Site Servicing Matters 4

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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: June 25, 2026

Owner/Applicant/Agent: Design Plan Services Inc. (C/O David Igelman)

Property Address: 55-160 Melvin Robson Avenue (previously 1588 St John Sdrd)

Pre-Consultaion File No.: PRE-2026-15

Proposal: The Proposal is to develop the currently vacant Blocks 2, 3, 4 and 7 for a residential townhouse development with approximately 110 units. proposal to convert employment lands into residential lands.

Town of Aurora

OPA ZBA SUB CDM Pre-Consultation Checklist

Planning and Development Services

Checklist

Required	Information	OPA	ZBA	SUB	CDM
1.	**Planning and Development**				
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	☐	☐	☐	☐
2.	**Urban Design**				
a)	Urban Design Reports, Plans Guidelines	☐	☐	☐	☐
b)	Conceptual Building Elevations	☑	☑	☐	☐
c)	Streetscape Plan	☑	☑	☐	☐
d)	Site Assessment	☑	☑	☐	☐
e)	Accessibility Design Standards Analysis	☐	☐	☐	☐
3.	**Environmental Matters**				
a)	Environmental Impact Study	☑	☑	☐	☐
b)	Flood Impact Study	☑	☑	☐	☐
c)	Floodplain Mapping/Analysis	☑	☑	☐	☐
d)	Geotechnical Study	☑	☑	☐	☐
e)	Hydrogeological Study	☑	☑	☐	☐
f)	Landform Conservation Study	☐	☐	☐	☐

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)	☐	☐	☐	☐
4.	**Site Servicing Matters**				
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	☐	☐	☐	☐
5.	**Transportation**				
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	✔	✔	☐	☐

Required	Information	OPA	ZBA	SUB	CDM
6.	**Cultural Matters**				
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	☐	☐	☐	☐
7.	**Administrative Items**				
a)	Application Fees*	☑	☑	☐	☐
b)	Application Form*	☑	☑	☐	☐
c)	Survey*	☑	☑	☐	☐
8.	**Economic Analysis**				
a)	Market Analysis and Financial Impact Study	☐	☐	☐	☐
9.	**Others**				
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: Peter fan

Date: June 25, 2026

Additional Comments:

Please see attached.

100 John West Way
Aurora, Ontario
L4G 6J1
Pfan@aurora.ca
365-500-3096

Town of Aurora
Planning and Development Services

July 16, 2026

Albert Gelman Inc.
150 Ferrand Dr. Suite 1503
Aurora, ON M3C 3E5

Re: Pre-Consultation Application
Design Plan Services Inc. (C/O David Igelman)
1588 St. John's Sideroad, Aurora, ON
File Number: PRE-2026-15

Hello Orianna, David,

Thank you for attending the pre-consultation meeting held on Thursday, June 25th, 2026, regarding your proposed development at 55, 100, 140, 160 Melvin Robson Avenue (previously known as 1588 St John Sdrd).

Overall, the proposed development will require an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to establish the land use permissions. The site as a whole can proceed under a single OPA and ZBA. However, Staff is expecting separate development applications for the two separate condo developments.

Block 2, 3, 4 (100, 140, 160 Melvin Robson Avenue) will require a Site Plan Approval, and Draft Plan of Condominium/Part lot control

Block 7 (55 Melvin Robson Avenue) will require its own separate Site Plan, and Draft Plan of Condominium/Part lot control.

In addition to this letter there is a checklist attached to form the formal submission.

The following provides a summary of the key planning comments and feedback. These comments are intended to guide the preparation of a complete development application submission.

Planning Application Process

Staff recommend that the Official Plan Amendment and Zoning By-law Amendment be reviewed first, followed by the Site Plan and Draft Plan of Condominium/Part lot control applications. This would allow the condominium application to be prepared based on an approved development concept rather than preliminary assumptions and may reduce the need for revisions, recirculation and additional review.

As the requirements may change through the processes, please apply for a new pre-con when you are ready to move forward with the Draft Plan of Condominium/Part lot Control application.

Planning Framework & Employment Land Conversion

Employment land conversion may proceed without a Regional Municipal Comprehensive Review, subject to meeting applicable criteria and submitting an Employment Land Study. The study must demonstrate that the employment target of 40 jobs per hectare, as outlined in the 2C Secondary Plan, will continue to be met, see requirements in section 2.8.2 of the Provincial Planning Statement 2024. Please note that under Sections 7.1 and 7.3 of the Planning Act, Council's decision regarding conversion is final and is not subject to appeal by the applicant. It is expected the analysis is to be completed for the 2C area only.

Zoning By-Law Compliance

Residential uses are not permitted in E-BP zones, and a Zoning By-law Amendment will be required to rezone the lands to a R8 – Site specific zoning upon the OPA approval from Council.

As the submission only provided a partial site plan without measurements, only minor zoning comment could be provided.

Among other zoning provisions, the following are two major concerns from a Zoning By-law perspective.

- A minimum of 18m² of amenity space is required per townhouse unit.
- 1.5 spaces per dwelling unit, minimum 20% of spaces provided shall be set aside for visitor parking

The Town advises the applicant to provide a more detailed amenity breakdown per product type and provided separately per site plan. The detailed amenities breakdown will permit for an analysis that would be more suitable for the site as a whole.

Given that each product is providing a single car garage and a tandem driveway parking space, the 1.5 spaces per dwelling unit is met. Please ensure that a minimum 20% of spaces be set aside for visitor parking as well.

As previously mentioned, the format of the Town's Zoning By-law has changed slightly. Please refer to the attached, recently approved bylaw as an example.

Access and Circulation

Staff continue to encourage the applicant to revise the conceptual site plan to address the following matters:

- Provide a more functional parking layout, including adequate visitor parking in accessible locations.
- Review the site circulation and ensure alignment with subdivision access points.

Visitor parking is currently concentrated near 100, 140 and 160 Melvin Robson Avenue. Staff recommend that visitor parking be distributed more evenly throughout the development and that each development site includes at least one barrier-free parking space, subject to the applicable zoning and accessibility requirements. In particular, no barrier-free parking space is currently shown at 55 Melvin Robson Avenue.

The proposed access points should also be reviewed to improve alignment and connectivity with the surrounding road network. This should include aligning the proposed access with the existing access serving the Starbucks plaza, reviewing the location of any secondary access points and exploring the feasibility of connecting Ed Douglas Gate to the private condominium road to the north.

The private road network must satisfy the circulation and access requirements of Fire and Waste Management Services. The current concept for 55 Melvin Robson Avenue includes several dead-end road segments. The revised design should provide appropriate turning facilities or an alternative circulation arrangement that allows emergency and waste collection vehicles to enter, maneuver and exit the site safely without relying on excessive reversing movements.

Parks, Green Spaces & Walkability

Cash-in-lieu of parkland will be required in accordance with the Town's applicable parkland dedication requirements.

Staff recommends that private amenity spaces include playground amenities, as there are no nearby public parks.

The lands immediately north of the subject property are anticipated to accommodate a future trail system. A publicly accessible trail connection and associated easement will therefore be required. The location, design and dimensions of the connection may be refined through the detailed site design process. However, the preference of the Town is that the access easement be close to, or along Ed Douglas Gate.

The standard within the Trails Master Plan is 12m in width for such accesses, however the town can be flexible with these standards.

The required trail connection may be located adjacent to, or integrated with, the proposed private amenity space. For example, a playground or landscaped parkette could connect directly to the future trail. Staff have no objection to this approach, provided that:

- the functionality, accessibility and intended purpose of the trail connection are maintained;
- the trail easement does not reduce the amount or usability of the required private amenity space; and
- the amenity space does not obstruct or otherwise compromise the trail connection.

Site Servicing

Since the original servicing studies were prepared for employment uses, additional reporting will be required to assess how each residential block will be serviced. This includes grading, drainage, stormwater management, and the potential need for retaining walls, including responsibility for their construction and maintenance.

The application will also be subject to a 'H' Holding Provision in the Zoning By-Law amendment as the Town currently is at full capacity. The Town is expecting additional allocation from the Region late 2027.

Noise Mitigation & Compatibility Studies

Given the site's location within a business park, a D6 Compatibility Study and a Noise Study will be required. These studies must assess and address impacts from adjacent commercial uses, especially on residential units facing employment lands.

Affordable Housing Considerations

Affordable housing is a key policy priority under the Town's Official Plan. The applicant is encouraged to demonstrate how the proposed development will support the Town's affordable housing goals. Inclusion of affordable housing units within the project is strongly recommended to foster a diverse and inclusive community. Please see the requirements outlined in section 7.3 of the Towns Official Plan. A Terms of Reference has also been attached.

Architectural Design

As the proposal is in its early stages, Staff recommend that the applicant provide a proposed roof design that is consistent with the examples attached (Example 1) and found within the City of Markham. Where possible, flat roof designs should be avoided in favor of pitched or articulated rooflines that enhance architectural character. Additionally, Staff prefers that the applicant explore a broader range of exterior material

options, with a particular emphasis on darker red brick tones that aligns with the Town's traditional aesthetics.

Other related technical studies

Staff acknowledges that the original Approved Business Park Plan of Subdivision included comprehensive studies. In light of these previous approved reports, Staff is requesting the applicant to review the relevant documents to provide clear justification on how the proposed development will continue to respect the recommendations outlined in these studies and have no adverse impact on the findings or intent of these reports.

Please also include a Construction impact mitigation plan to explain how impacts will be managed at the time of construction. Ie: noise, dust, traffic, etc..

We trust these comments will assist in refining your development proposal. Prior to making a formal submission, Staff encourages the applicant to provide a revised proposal that will be more align with the direction of the Town.

Please contact me directly if you have any questions or require clarification.

Peter Fan

Planning & Development Services

Example 1



Affordable Housing Market Feasibility Study Terms of Reference

1. PURPOSE

This Terms of Reference outlines the requirements and expectations for Affordable Housing Market Feasibility Studies, which are required to be prepared in support of proposed residential development applications.

Proposed residential developments are expected to demonstrate:

- how the proposal contributes to and achieves the housing and affordable housing unit targets of the Province, Region and Town.
- how the overall housing policies and strategies established at the municipal, regional, and provincial levels are met and supported.
- how an appropriate range and mix of housing unit types, sizes, prices, and tenures will be provided.

2. APPLICATION

Generally, this study will be required for all new medium to high density residential development applications that propose greater than 10 residential housing units.

The Town may require a peer review of the Study at the sole cost of the owner/applicant submitting the development application.

3. CONTENT

All Affordable Housing Market Feasibility Studies are to be prepared by a Registered Professional Planner (RPP) or a Professional Land Economist (PLE).

The Study is to provide the following content:

- **Executive Summary**
- **Introduction**
    - Site location and context
    - Site description
    - Details of the proposed development
    - Summary of provincial, regional, and municipal planning policies, targets and requirements and how they aim to be satisfied
    - Overview of any features of the proposed development that are specifically geared towards achieving more affordable housing

- **Component 1 – Demographic, Financial and Data Analysis**
    - Draw on Census and real estate market data to provide an analysis on neighbourhood level affordability (household salaries, what is considered affordable at the neighbourhood level, what are low and moderate income levels and how housing stock supply and needs meet these thresholds). The applicant can provide more specific data at the neighbourhood level above and beyond what is available through the Town-wide Census data to evaluate neighbourhood specific levels of affordability and housing needs.
    - Outline the population accommodated by the proposed development using current statistical persons per unit (PPU) values.
    - Provide an evaluation of the proposal including how housing and unit type and tenure, sizes, and pricing respond to the demographic needs of the area. A general pricing matrix of units can also be included.
- **Component 2 - Policy Analysis**
    - Evaluate how the proposed development supports the targets for affordable housing from the Province, Region and Town, as well as density targets, intensification targets, and purpose-built rental targets, as applicable.
    - Extrapolate the data from Component 1 to evaluate and justify how the proposed development satisfies the applicable targets and policies for affordable housing.
    - Demonstrate how the proposed development achieves population and other housing related objectives of the Town, Province and Region.
- **Summary of Findings and Conclusion**
    - Provide a concluding assessment of housing market demand and data relative to the supply, price and the type of housing that is being provided by the proposed development, and how the proposal will be affordable.
    - Outline how the proposed development ultimately meets and supports required targets and policies for affordable housing.
    - Provide a planning and market opinion on the appropriateness of the proposed development and housing provided.

The Corporation of the Town of Aurora

By-law Number 6789-26

Being a By-law to amend By-law Number 6000-17, as amended, respecting the lands municipally known as 1289 Wellington Street East (File No. ZBA-2025-07).

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 and the Local Planning Appeal Tribunal (the "LPAT") is continued under the name Ontario Land Tribunal (the "Tribunal" or the "OLT"), and any reference to the Ontario Municipal Board or OMB or Local Planning Appeal Tribunal or LPAT is deemed to be a reference to the Tribunal or 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 "Second Density Apartment Residential RA2 (559)" and the "Detached Fifth Density Residential R5 (560)" category applying to the lands shown in hatching on Schedule "A" attached hereto and forming part of this by-law, with the following zone: "Townhouse Dwelling Residential R8(558) Exception Zone".

2. The Zoning By-law be and is hereby amended by adding the following:

"**24.558 Townhouse Dwelling Residential R8(558) Exception Zone**

Parent Zone: R8 **Exception No.:** 558	**Map:** 9	*Previous Zone*: RA2 (559)/R5 (560)	*Previous By-laws*: 6000-17
Municipal Address: 1289 Wellington Street East			
Legal Description: Part of Lot 20, Concession 2 (AW), designated as Part 10, Plan 65R-36523, Town of Aurora			
24.558.1 Permitted Uses			
• Home occupation (1)			

- Subject to Section 4.6 of Zoning By-law 6000-17
- Dwelling, Townhouse
- Back-to-back, Townhouse

24.558.2 Lot Specification

Notwithstanding, the definition of Lot in Section 3 of By-law 6000-17, for the purposes of this zone category a lot shall be deemed to mean the whole of one lot fronting on a private right-of-way, and the yard requirements and other provisions of the by-law shall be applied to each unit situated on each individual lot.

For the purpose of measuring front, rear and interior/exterior side yard setbacks on lots with roundings, daylighting triangles or irregular lot lines, the lot line shall be deemed to be the extension of the front or rear and side yard lot lines to the point of intersection.

Notwithstanding any other provisions to the contrary, for the purposes of this zone category a Front Lot Line shall be deemed to be the lot line opposite the driveway access for all lots.

Notwithstanding any other provisions to the contrary, for the purposes of this zone category exterior lot lines shall be deemed to be interior side lot lines.

Notwithstanding the provisions of By-law 6000-17, for the purpose of this zone category parking spaces located in driveways of a dwelling unit shall be included toward the minimum resident and visitor parking requirement.

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

24.558.3 Site Specifications

Number of Residential Units (maximum)	173	
Lot Area (minimum)	110 square metres	
Lot Frontage (minimum)	5.5 metres	
Front Yard (minimum)	For lots fronting Wellington Steet E and Leslie Street	2.7 metres
	For lots abutting an EP zone	6.1 metres
	For all other lots	1.7 metres
Rear Yard (minimum)	For lots abutting an EP zone	5.2 metres
	For all other lots	3.0 metres
Interior Side Yard (minimum)	0.0 metres (Along a Common Lot Line) 1.2 metres (for end units)	

Lot Coverage (maximum)	74%	
Setback for garage or carport entrance from a Private Road (minimum)	3.0 metres	
Number of Attached Dwelling Units (maximum)	A maximum of nine (9) townhouse units may be attached in a continuous row in any row development	
Internal road width / Maneuvering Space for 90 degree spaces (minimum)	6.5 metres	
Setback for open-sided roofed porches, decks or balconies, not exceeding one storey in height, with or without foundation (minimum)	0.6 metres	
Outdoor Amenity Area per dwelling (minimum)	14 square metres	
24.558.4 Parking Standards		
Minimum Parking Requirement	1.5 spaces per dwelling unit, minimum 13% of spaces required shall be set aside for visitor parking	
Minimum Barrier Free Parking Requirement	9 spaces	
Maximum Driveway Width	6.0 m In no case shall the driveway width go beyond the interior side yard of the dwelling	
Minimum garage parking space dimensions	One Parking Space within a garage shall have a dimension of 2.5 metres by 5.3 metres	
24.558.5 Yard Encroachments Permitted		
Projection of steps into a required Front or Exterior Side yard to the lot line (maximum)	For lots fronting Wellington Steet East and Leslie Street	2.7 m Permitted to encroach up to, but not beyond, the Front Lot Line
	All other lots	1.7 m Permitted to encroach up to, but not beyond, the Front Lot Line

24.558.6 Building Specifications	
Height (maximum)	13 metres"

3. 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.

4. If a building permit that is appropriate for the development has not been issued under the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended, for any building or structure so authorized within three (3) years from enactment of this by-law, then this by-law shall automatically repeal and if so repealed, the zoning of the lands will revert to the original zoning.

Enacted by Town of Aurora Council this 23rd day of June, 2026.

Tom Mrakas, Mayor

Anne Kantharajah, Town Clerk

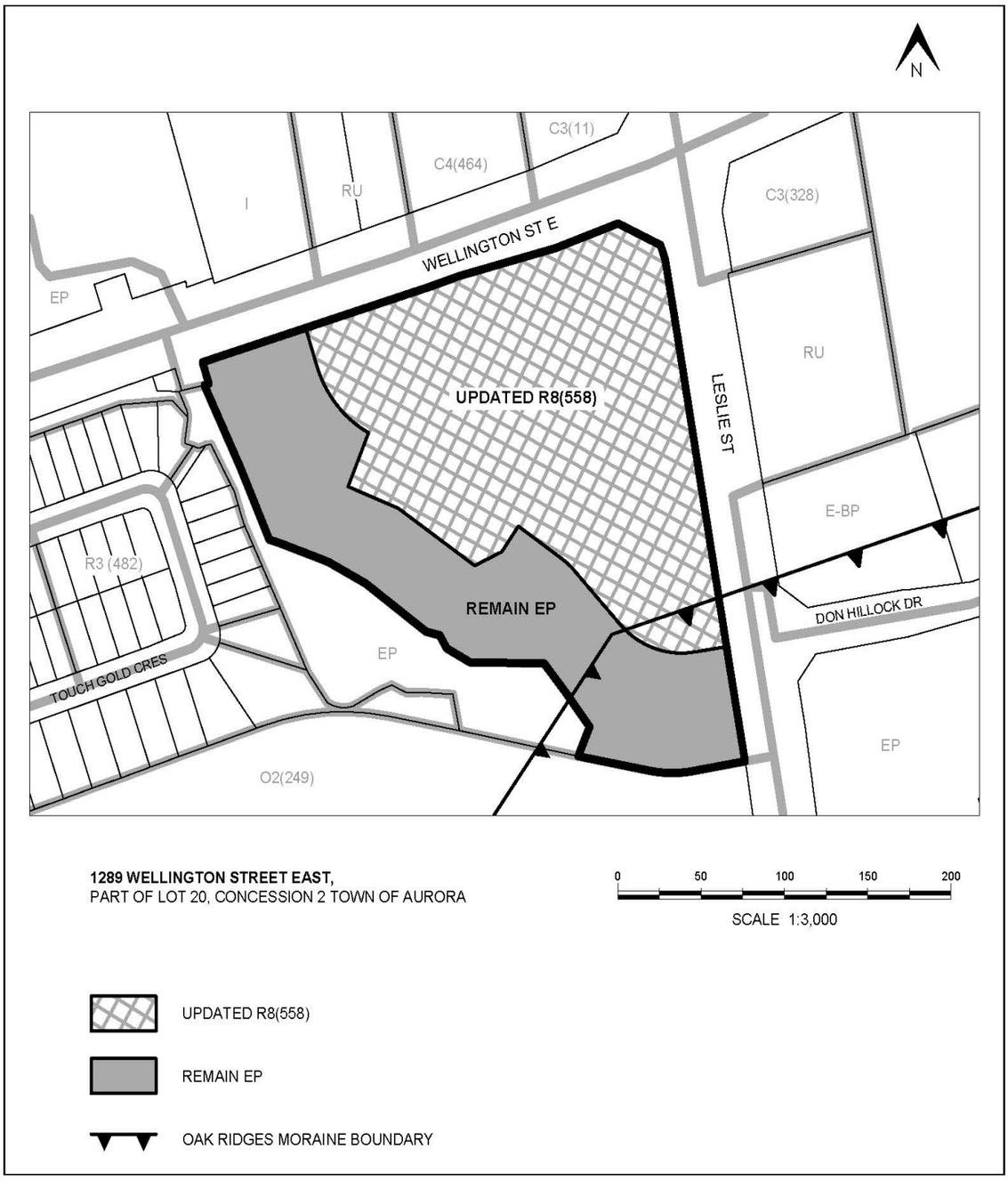
Explanatory Note

Re: By-law Number 6789-26

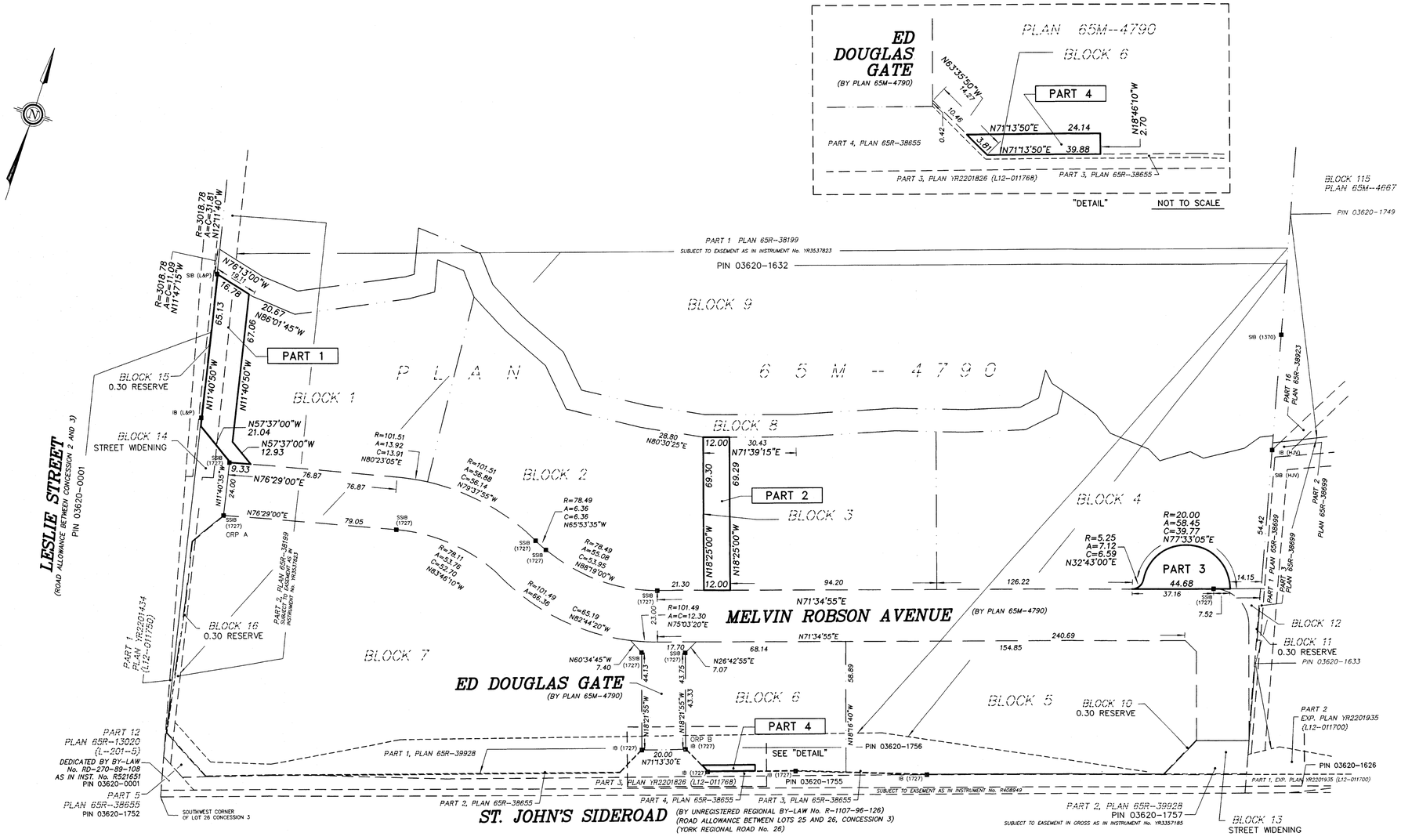
By-law Number 6789-26 has the following purpose and effect:

To amend By-law Number 6000-17, as amended, the Zoning By-law in effect in the Town of Aurora, to rezone the portion of the subject lands from “Second Density Apartment Residential RA2 (559)” and “Detached Fifth Density Residential R5 (560)” to “Townhouse Dwelling Residential R8(558) Exception Zone”. The rezoning will permit a multi-unit development with a maximum of 173 three (3) storey townhouse dwelling units, private roads and open space areas.

Schedule "A"


N
C3(11)
C4(464)
RU
I
C3(328)
WELLINGTON ST E
EP
RU
UPDATED R8(558)
LESLIE ST
E-BP
R3 (482)
REMAIN EP
DON HILLOCK DR
EP
TOUCH GOLD CRES
EP
O2(249)
1289 WELLINGTON STREET EAST,
PART OF LOT 20, CONCESSION 2 TOWN OF AURORA
0 50 100 150 200
SCALE 1:3,000
UPDATED R8(558)
REMAIN EP
OAK RIDGES MORAINE BOUNDARY

SCHEDULE D - EASEMENT PLAN 65R-40569



I REQUIRE THIS PLAN TO BE DEPOSITED UNDER *THE LAND TITLES ACT*

SEPTEMBER 21, 2023
DATE

E.R. GARDEN 1727
ONTARIO LAND SURVEYOR

PLAN 65R- 40569
RECEIVED AND DEPOSITED

DATE Sept. 25, 2023

"A. Huntsman"
REPRESENTATIVE FOR LAND REGISTRAR FOR THE LAND TITLES DIVISION OF YORK (No 65)

SCHEDULE

PART	PART OF BLOCK	PLAN	PIN	AREA
1	1	65M-4790		1144 SQ.M
2	3		03620-1632 (LT)	832 SQ.M
3	4			628 SQ.M
4	6		03620-1756 (LT)	61 SQ.M

PARETS 1, 2, & 3 SUBJECT TO EASEMENT AS IN INSTRUMENT No. YR3537823

PLAN OF SURVEY OF

PART OF BLOCKS 1, 3, 4 & 6 PLAN 65M-4790

BEING IN THE

TOWN OF AURORA

REGIONAL MUNICIPALITY OF YORK

SCALE 1 : 1000

0 10 20 30 40 50 metres

E.R.GARDEN LTD.

"METRIC" DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND

- ■ DENOTES SURVEY MONUMENT FOUND
- □ DENOTES SURVEY MONUMENT PLANTED
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- IB DENOTES IRON BAR
- (1370) DENOTES KRCMAR SURVEYORS
- (1727) DENOTES E.R. GARDEN, O.L.S.
- (HJV) DENOTES HOLDING JONES VANDERVEEN
- (L&P) DENOTES LLOYD & PURCELL
- (OU) DENOTES ORIGIN UNKNOWN
- PIN DENOTES PROPERTY IDENTIFICATION NUMBER
- P DENOTES PLAN 65M-4790

ALL BEARINGS AND DISTANCES AGREE WITH CITED PLANS UNLESS OTHERWISE NOTED.

OBSERVED REFERENCE POINTS (ORP's): UTM ZONE 17, NAD83 (CSRS) (2010.0). COORDINATES ARE TO AN URBAN ACCURACY PER SECTION 14(2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
ORP A	4876456.720	626398.499
ORP B	4876422.159	626631.639

CAUTION: COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

BEARING REFERENCE

BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0).

DISTANCES ON THIS PLAN ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999750.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT :

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 12TH DAY OF OCTOBER, 2022.

SEPTEMBER 21, 2023
DATE

E.R. GARDEN 1727
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-56618

E.R.GARDEN LIMITED
ONTARIO LAND SURVEYOR
1260 JOURNEY'S END CIRCLE, UNIT 1
NEWMARKET ONTARIO L3Y 8Z7
PHONE 905-895-5600 FAX 905-895-7127
TOLL FREE 1-877-895-5600 WWW.ERGARDENLIMITED.CA

FIELDWORK BY: B.F.
DRAFTING BY: R.D.
FILE NUMBER: 22-7073C

SCHEDULE E - EXCEPTION ZONES 503 & 504, TOWN OF AURORA ZONING BY-LAW NO. 6000-17

Parent Zone: E-BP **Exception No.:** (503)	**Map:** Schedule "A", Map No. 8	*Previous Zone:* RU	By-law: 6108-18
Municipal Address: 1588 St. John's Sideroad			
Legal Description: Part of Lot 26, Concession 3 *(From CityView data, for information purposes only)*			

24.503.1 Permitted Uses
All uses set out in Section 10.1 as well as the following additional Principal Use:
• Parking Garage • Enclosed Commercial Self Storage • Banquet Hall

24.503.2 Definitions
Enclosed Commercial Self Storage Facility Shall be a Commercial self-storage facility where all storage, as well as access to individual lockers/storage areas, is internal to a building.

24.503.3 Zone Requirements	
Notwithstanding any provision to the contrary, the lands fronting the southern lot line adjacent to St. John's Sideroad shall be deemed to be the front lot line	
24.503.3.1 Lot Specifications	
Lot Area (minimum)	0.23 hectares
Lot Frontage (minimum)	30.0 metres
24.503.3.2 Siting Specifications	
Front Yard (minimum)	3.0 metres
Exterior Side Yard (minimum)	4.5 metres
Yards adjacent to St. John's Sideroad (minimum)	6.0 metres
Yards adjacent to Major Open Space or Environmental Protection Zones (minimum)	3.0 metres
Yards adjacent to all other lot lines (minimum)	3.0 metres

Notwithstanding any provision to the contrary, where two or more lots are developed in tandem, no minimum yard or landscape strip shall be required at the lot line where a Building, Structure, driveway, ramp, and/or parking area traverses or abuts the interior lot line.

24.503.3.3 Landscaping	
Adjacent to St. John's Sideroad (minimum)	6.0 m
Adjacent to other Streets (minimum)	3.0 m
Adjacent to Major Open Space Zones (minimum)	0 m
Adjacent to all other lot lines (minimum)	3.0 m

24.503.3.4 Building Specifications	
Height (Maximum)	7 Storeys
Distance between two buildings on the same lot (minimum)	3.0 m

24.503.4 Loading
In accordance with Section 10.3

24.503.5 Parking
In accordance with Section 5

24.503.6 Gross Floor Area
Notwithstanding any provision to the contrary, the minimum Gross Floor Area of all buildings and structure for all uses outlined in Section 24.503 shall be 92.6% of the lot area or portion of the lot within the E-BP (503) Zone for each individual lot.
The **maximum** Gross Floor Area of all buildings and structures for all uses outlined in Section 24.503 shall be 250% of the lot area or portion of the lot within the E-BP (503) Zone for each individual lot.

Parent Zone: E-BP **Exception No.:** (504)	**Map:** Schedule "A", Map No. 8	*Previous Zone:* RU	By-law: 6108-18
Municipal Address: 1588 St. John's Sideroad			
Legal Description: Part of Lot 26, Concession 3 *(From CityView data, for information purposes only)*			

24.504.1 Permitted Uses

All uses set out in Section 10.1 as well as the following additional Principal Use:

- Animal Hospital
- Financial Institutions
- Drive-through Facility
- School, Commercial
- Clinic
- Medical and Dental Laboratories
- Office
- Office Building
- Parking Garage
- Place of Entertainment
- Private Park
- Restaurant
- Retail Store
- Service Shops
- Studio
- Banquet Hall

24.504.2 Definitions

Financial Institution
Means a premises in which financial services are offered to the public and includes a bank, credit union, trust company, savings office or any other retail banking operation.

24.504.3 Zone Requirements

Notwithstanding any provision to the contrary, the lands fronting the southern lot line adjacent to St. John's Sideroad shall be deemed to be the front lot line

24.504.3.1 Lot Specifications

Lot Area (minimum)	0.23 hectares
Lot Frontage (minimum)	30.0 metres

24.504.3.2 Siting Specifications	
Front Yard (minimum)	4.5 metres
Exterior Side Yard (minimum)	4.0 metres
Yards adjacent to Leslie Street (minimum)	4.0 metres
Yards adjacent to St. John's Sideroad (minimum)	3.0 metres
Yards adjacent to all other lot lines (minimum)	4.5 metres
Notwithstanding any provision to the contrary, where two or more lots are developed in tandem, no minimum yard or landscape strip shall be required at the lot line where a Building, Structure, driveway, ramp, and/or parking area traverses or abuts the interior lot line.	

24.504.3.3 Landscaping	
Adjacent to Leslie Street (minimum)	4.0 metres
Adjacent to St. John's Sideroad (minimum)	4.0 metres
Adjacent to other Streets (minimum)	3.0 metres
Adjacent to all other lot lines (minimum)	3.0 metres

24.504.3.4 Building Specifications	
Height (Maximum)	7 Storeys
Distance between two buildings on the same lot (minimum)	3.0 metres

24.504.4 Loading
In accordance with Section 10.3
24.504.5 Parking
In accordance with Section 5
24.504.6 Gross Floor Area
Notwithstanding any provision to the contrary, the **maximum** Gross Floor Area of all buildings and structure for all uses outlined in Section 24.504 shall be 25.25% of the lot area or portion of the lot within the E-BP (504) Zone for each individual lot.

SCHEDULE F - DRAFT ZONING BY-LAW AMENDMENT

The Corporation of the Town of Aurora

By-law Number XXXX-26

Being a By-law to amend By-law Number 6000-17, as amended, respecting the lands municipally known as 55-160 Melvin Robson Avenue (File No.).

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 and the Local Planning Appeal Tribunal (the "LPAT") is continued under the name Ontario Land Tribunal (the "Tribunal" or the "OLT"), and any reference to the Ontario Municipal Board or OMB or Local Planning Appeal Tribunal or LPAT is deemed to be a reference to the Tribunal or 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 "Business Park EB-P (503) and (504)" to "Townhouse Dwelling Residential R8" zoning category applying to the lands shown in hatching on Schedule "A" attached hereto and forming part of this by-law with "Townhouse Dwelling Residential (R8-XX) Exception Zone" and "Townhouse Dwelling Residential (R8-XX) Exception Zone."

2. The Zoning By-law be and is hereby amended by adding the following for Blocks 2, 3 and 4 Registered Plan 65M-4790 (100, 140 and 160 Melvin Robson Avenue):

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

Parent Zone: R8 **Exception No.: XX**	**Map:** Schedule "A", Map No. 8	*Previous Zone*: EB-P (503)	*Previous By-laws*: 6000-17
Municipal Address: 100-160 Melvin Robson Avenue			
Legal Description: Blocks 2, 3, 4 Registered Plan 65M-4790			
Section 7.5.3 Dwelling Adjacent to an Employment Zone Notwithstanding any other provisions of this By-law where a Residential Zone is adjacent to an Employment Zone, the minimum required yard abutting the Employment Zone shall be 2.68 metres adjacent to Block 1A (commercial self-storage facility).			
24.XX.1 Permitted Uses			
The following uses are permitted:			

• Townhouse	
24.XX.2.1 Lot Specifications	
Lot Area – Per Unit (minimum)	84.80 m2
Lot Frontage (minimum)	6 m
Required Front Yard Setback (minimum)	3 m
Required Exterior Side Yard Setback (minimum)	3 m
Required Interior Side Yard Setback (minimum)	0 m (Along a Common Lot Line) 1.5 m (for end units)
Required Rear Yard Setback (minimum)	0 m (Along a Common Lot Line) 1 m (For all other lots)
Lot Coverage (maximum)	70%
Height (maximum)	13 m
24.XX.2.2 Site Specifications	
Number of Residential Units (maximum)	133
Minimum private road width	6 m
24.XX.3 Parking	
Townhouse Parking (minimum)	2 spaces per unit
Visitor Parking (minimum)	27
Barrier Free Parking (minimum)	1
Parking Space Dimensions	Regular Parking Spaces: 2.7 m by 5.3 m Parallel Parking Spaces: 2.7 m by 6.5 m
Type B Barrier-Free Parking Space Dimensions	3.65 m by 5.3 m
Minimum Separation Distance Abutting the entire length of one side of a barrier free parking space	1.5 m by 5.3 m
24.X.4 Daylighting or Sight Triangles	
Setback to Daylight Triangle	2 m
24.XX.5 Amenity Area	
Notwithstanding Section 7.5.2.1, the minimum amenity area for Blocks 2, 3, and 4 (100, 140 and 160 Melvin Robson Avenue) is 36 square metres per unit.	
24.XX.6 Encroachments	
Window Bays, with or without foundation up to 3m in width, Maximum Encroachment into a Minimum Interior Side Yard	0 m
Open porches, uncovered terraces and decks (3.2 m in height or less), Maximum Encroachment into a Minimum Yard	2.5 m In no case shall be 1.5 m from the Front Lot Line
Steps, Landings, Maximum Encroachment into a Minimum Yard	Shall not be closer than 0.3 m to front or exterior lot line
24.XX.7 Maneuvering Aisle	
All single and parallel spaces shall have adequate provisions for Manoeuvring Space or Driveway purposes as follows: 90 degree spaces 7.0 metres	90 degree spaces shall have 6.0 metres

3. The Zoning By-law be and is hereby amended by adding the following for Block 7 Registered Plan 65M-4790 (55 Melvin Robson Avenue):

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

Parent Zone: R8 **Exception No.: XX**	**Map:** Schedule "A", Map No. 8	*Previous Zone*: EB-P (503)	*Previous By-laws*: 6000-17
Municipal Address: 55 Melvin Robson Avenue			
Legal Description: Block 7, Registered Plan 65M-4790			
24.XX.1 Permitted Uses			
The following uses are permitted: • Townhouse			
24.XX.2.1 Lot Specifications			
Lot Area – Per Unit (minimum)		84.80 m2	
Lot Frontage (minimum)		6 m	
Required Front Yard Setback (minimum)		3 m	
Required Exterior Side Yard Setback (minimum)		3 m	
Required Interior Side Yard Setback (minimum)		0 m (Along a Common Lot Line) 1.5 m (for end units)	
Required Rear Yard Setback (minimum)		0 m (Along a Common Lot Line) 1 m (For all other lots)	
Lot Coverage (maximum)		70%	
Height (maximum)		15 m	
24.XX.2.2 Site Specifications			
Number of Residential Units (maximum)		106	
Minimum private road width		6 m	
24.XX.3 Parking			
Townhouse Parking (minimum)		2 spaces per unit	
Visitor Parking (minimum)		27	
Barrier Free Parking (minimum)		1	
Parking Space Dimensions		Regular Parking Spaces: 2.7 m by 5.3 m Parallel Parking Spaces: 2.7 m by 6.5 m	
Type B Barrier-Free Parking Space Dimensions		3.65 m by 5.3 m	
Minimum Separation Distance Abutting the entire length of one side of a barrier free parking space		1.5 m by 5.3 m	
24.X.4 Daylighting or Sight Triangles			
Setback to Daylight Triangle		2 m	
24.XX.5 Amenity Area			
Notwithstanding Section 7.5.2.1, the minimum amenity area for Block 7 (55 Melvin Robson Avenue) is 15 square metres per unit.			
24.XX.6 Encroachments			
Open porches, uncovered terraces and decks (3.2 m in height or less), Maximum Encroachment into a Minimum Yard		2.5 m In no case shall be 1.5 m from the Front Lot Line	
Steps, Landings, Maximum Encroachment into a Minimum Yard		Shall not be closer than 0.3 m to front or exterior lot line	
24.XX.7 Maneuvering Aisle			

All single and parallel spaces shall have adequate provisions for Manoeuvring Space or Driveway purposes as follows: 90 degree spaces 7.0 metres	90 degree spaces shall have 6.0 metres

4. 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.

5. If a building permit that is appropriate for the development has not been issued under the *Building Code Act, 1992*, S.O. 1992, c. 23, as amended, for any building or structure so authorized within three (3) years from enactment of this by-law, then this by-law shall automatically repeal and if so repealed, the zoning of the lands will revert to the original zoning.

Enacted by Town of Aurora Council this _____ day of _____, 2026.

_____

Tom Mrakas, Mayor

_____

Anne Kantharajah, Town Clerk

Explanatory Note

Re: By-law Number XXXX-26

By-law Number XXXX-26 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 (Blocks 2, 3, 4 and 7) from "Business Park (E-BP) Exception Zones (503) and (504)" to "Townhouse Dwelling Residential (R8) Exception Zone (XX)", with site-specific exceptions, as required.

The purpose of this By-law is to permit the proposed townhouse dwellings and establish site-specific development standards to facilitate the development shown on the Site Plan included as Schedule "A" to the accompanying Planning Justification Report.

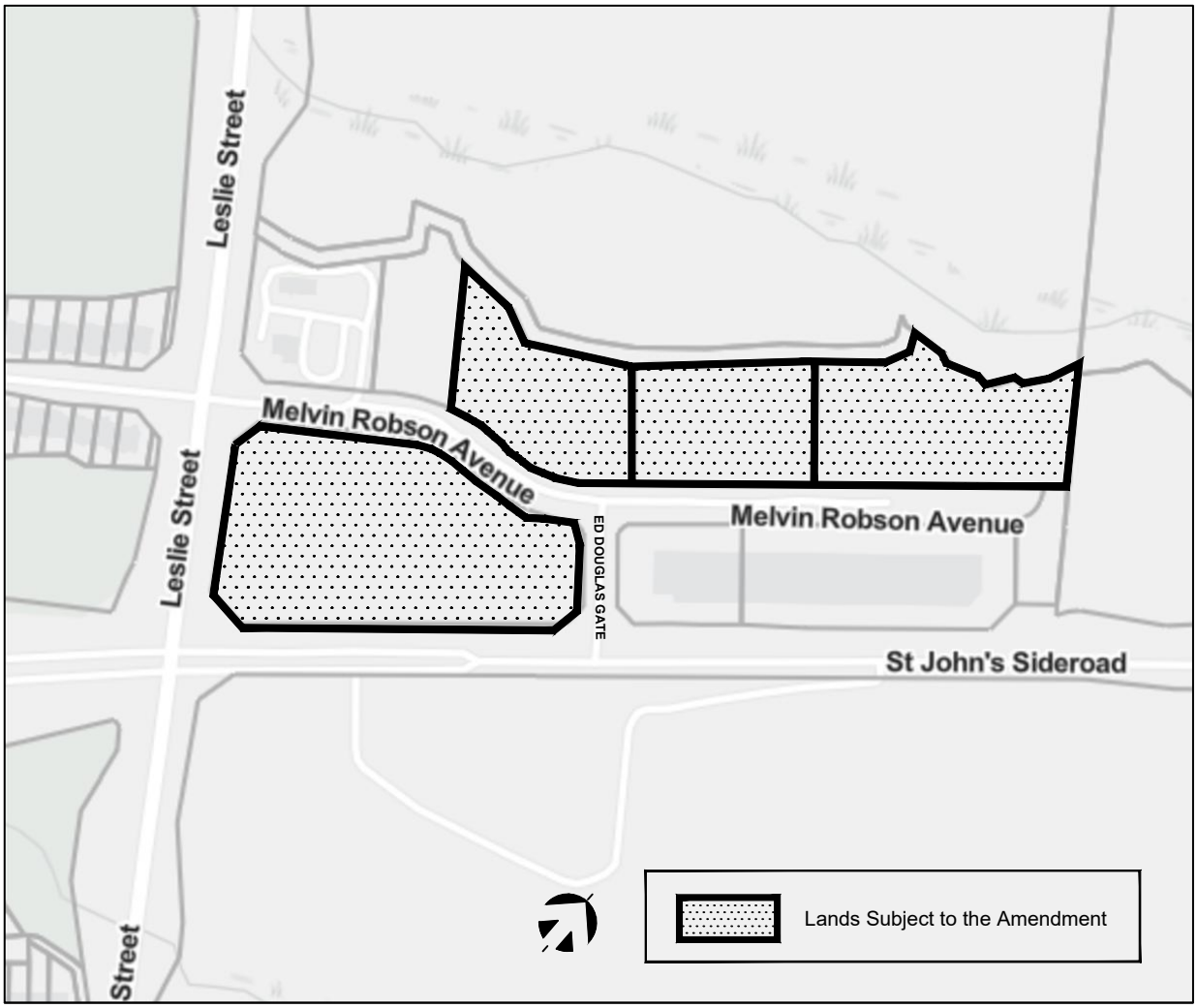
The effect of this Zoning By-law Amendment will be to permit the development of 239 townhouse dwelling units, comprising a mix of back-to-back, conventional and rear lane townhouses, together with associated parking, amenity areas and other supporting site features.

By-Law Number 6000-17

SCHEDULE "A"

Location: Blocks 2, 3, 4, and 7 Registered Plan 65M-4790, 55-160 Melvin Robson Avenue, Town of Aurora, Municipality of York.

Lands rezoned from "Business Park EB-P (503) and (504)" to "Townhouse Dwelling Residential R8 Exception Zone (XXX)."



SCHEDULE G - DRAFT OFFICIAL PLAN AMENDMENT

The Corporation of the Town of Aurora

By-law Number XXXX-26

Being a By-law to amend By-law Number 6579-24, as amended, to adopt Official Plan Amendment No. XX (File No. OPA-2026-XX).

Whereas on [Insert Date], the Council of The Corporation of the Town of Aurora (the "Town") enacted By-law Number XXXX-XX, as amended, to adopt the Official Plan dated January 30, 2024, as the Official Plan for the Town of Aurora (the "Official Plan"), which Official Plan was appealed to the Ontario Land Tribunal (the "Tribunal" or the "OLT");

And whereas on April 9, 2026, the Tribunal made an order, in accordance with subsection 17(30.1) of the *Planning Act,* R.S.O. 1990, c. P.13, as amended (the "Planning Act", that the Official Plan shall come into effect, as the result of a partial withdrawal of one or more appeals;

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. XXXX-XX to the Official Plan, attached and forming part of this by-law, be and is hereby 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 _____ day of _____, 2026.

_____

Tom Mrakas, Mayor

_____

Anne Kantharajah, Town Clerk

Amendment No. XX

To the Official Plan for the Town of Aurora

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. XX (the "Amendment"), to By-law Number 6579-24 as amended (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 Amendment is to redesignate Blocks 2, 3, 4 and 7 of Registered M-Plan 65M-4790 from "Employment Area" to "Residential Greenfield Area" and frrom "Business Park" to "Medium High Urban Residential".

The Amendment will establish the land use permissions necessary to facilitate a residential development comprising 239 townhouse units, with a mix of conventional, back-to-back and dual-frontage townhouses ranging from two to three storeys in height. The proposed townhouses will be organized into individual townhouse blocks across the Subject Lands.

The redesignation will provide the Official Plan framework for the proposed residential uses. Detailed development standards, including building heights, setbacks, lot coverage and parking requirements, will be established through the accompanying Zoning By-law Amendment.

3. Location

The lands affected by this Amendment are located on the northeast corner of Leslie Street and St. John's Sideroad, municipally known as 100, 140 and 160 Melvin Robson Avenue (Blocks 2, 3, 4 of Registered Plan 65M-4790) and 55 Melvin Robson Avenue (Block 7 of Registered Plan 65M-4790); having a lot area of 4.59 hectares (11.34 acres); and are legally described as Part of Lot 26 Concession 3, Geographic Township of Whitchurch Being in the Town of Aurora, Regional Municipality of York (the "Subject Lands").

4. Basis of the Amendment

The basis of the Amendment is as follows:

4.1 Official Plan and Zoning By-law amendment applications were submitted to the Town of Aurora for consideration in 2026, to facilitate the removal of employment lands to permit residential uses and to allow for the development of 239 townhouse dwelling units, a private roadway network, amenity space and visitor parking.

4.2 The proposed development is consistent with the Provincial Planning Statement.

4.3 The application conforms to the Region of York Official Plan and is within the Urban Area.

4.5 The application generally maintains the intent and purpose of the Town of Aurora Official Plan which allows for the removal of employment lands for purposes of non-employment uses, where there is a need for the conversion of employment lands, there is no adverse impact to the employment area, there is planned infrastructure available to accommodate the proposed use and there are sufficient employment lands to meet Town's job density target without the Subject Lands.

4.6 The proposed development will be established through two separate common

element condominium applications and a site plan application.

Part II – The Amendment

1. Introduction

This part of the Amendment, entitled Part II – The Amendment, consisting of the following text and attached maps, designated as Schedules “A”, “B”, “C” and “D” 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 'A' – Town Structure, being part of the Town of Aurora Official Plan, be and is hereby amended by changing the designation from “Employment Area” to “Residential Designated Greenfield Area”, as shown on Schedule “A” attached hereto and forming part of this Amendment.

Item (2): Schedule 'B' – Land Use Plan, being part of the Town of Aurora Official Plan, be and is hereby amended by changing the designation from “Business Park” to “Medium-High Urban Residential”, as shown on Schedule “B” attached hereto and forming part of this Amendment.

Item (3): Schedule ‘H’ – Site Specific Policy Areas, being part of the Town of Aurora Official Plan, be and is hereby amended by adding the subject lands as Site Specific Policy XX, to permit medium density residential uses containing a maximum of 239 townhouse dwelling units, as shown on Schedule “C” attached hereto, and forming part of this Amendment.

Item (4): Schedule ‘A’ – Land Use, being part of the Town of Aurora 2C Secondary Plan, be and is hereby amended by changing the designation from “Business Park 1” to “Urban Residential 2”, as shown on Schedule “D” attached hereto and forming part of this Amendment.

Item (5): Section 20 of the Town of Aurora Official Plan be and is hereby amended

“Section 20.XX

a) The lands municipally known as 55, 100, 140 and 160 Melvin Robson Avenue may hereby be developed for residential uses to permit a maximum of 239 townhouse dwelling units on a private road network.”

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

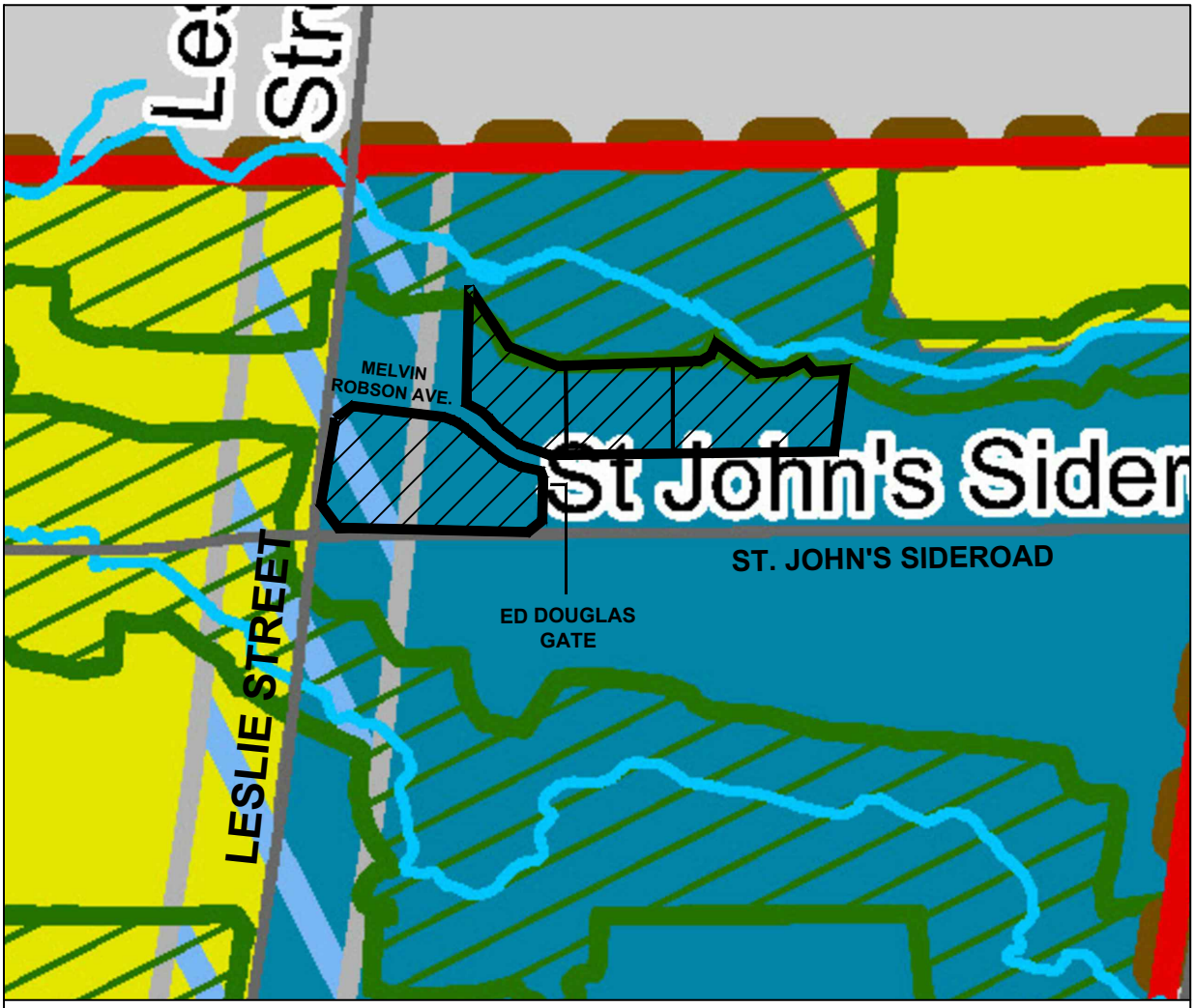
Schedule “A” – Town Structure

Schedule “B” – Land Use Plan

Schedule “C” – Site Specific Policy Areas

Schedule “D” – Land Use Plan (Aurora 2C Secondary Plan)

SCHEDULE “A” - TOWN STRUCTURE MAP - Town OP



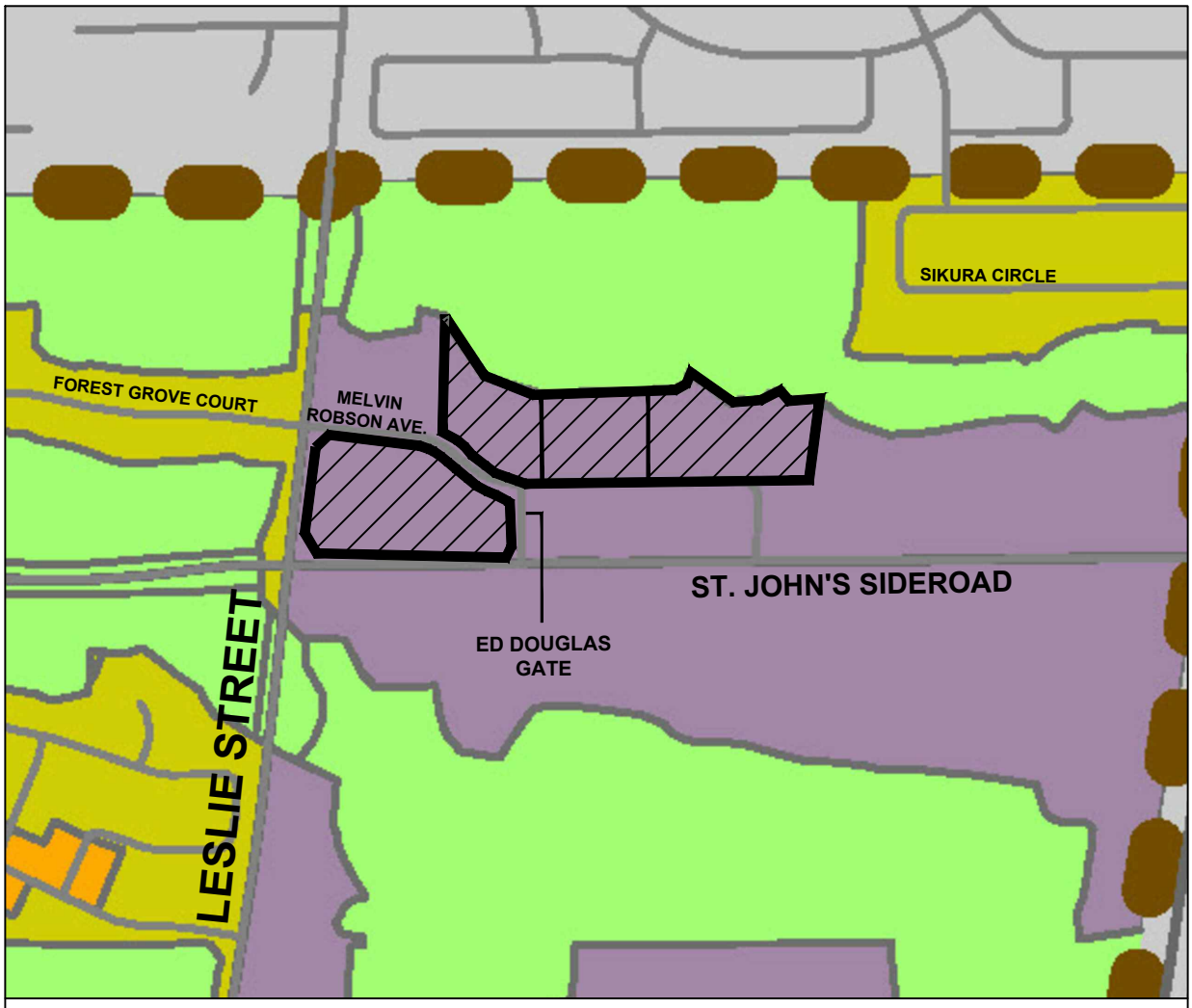
EXTRACTED FROM AURORA OFFICIAL PLAN 2026 (SCHEDULE A)

LEGEND

- Municipal Boundary
- Natural Heritage System
- Watercourse
- Employment Area
- Agricultural System
- Residential Designated Greenfield Area

LANDS TO BE REDESIGNATED FROM **“EMPLOYMENT AREA” TO “RESIDENTIAL DESIGNATED GREENFIELD AREA”**

SCHEDULE “B” - LAND USE PLAN - Town OP



EXTRACTED FROM AURORA OFFICIAL PLAN 2026 (SCHEDULE B)

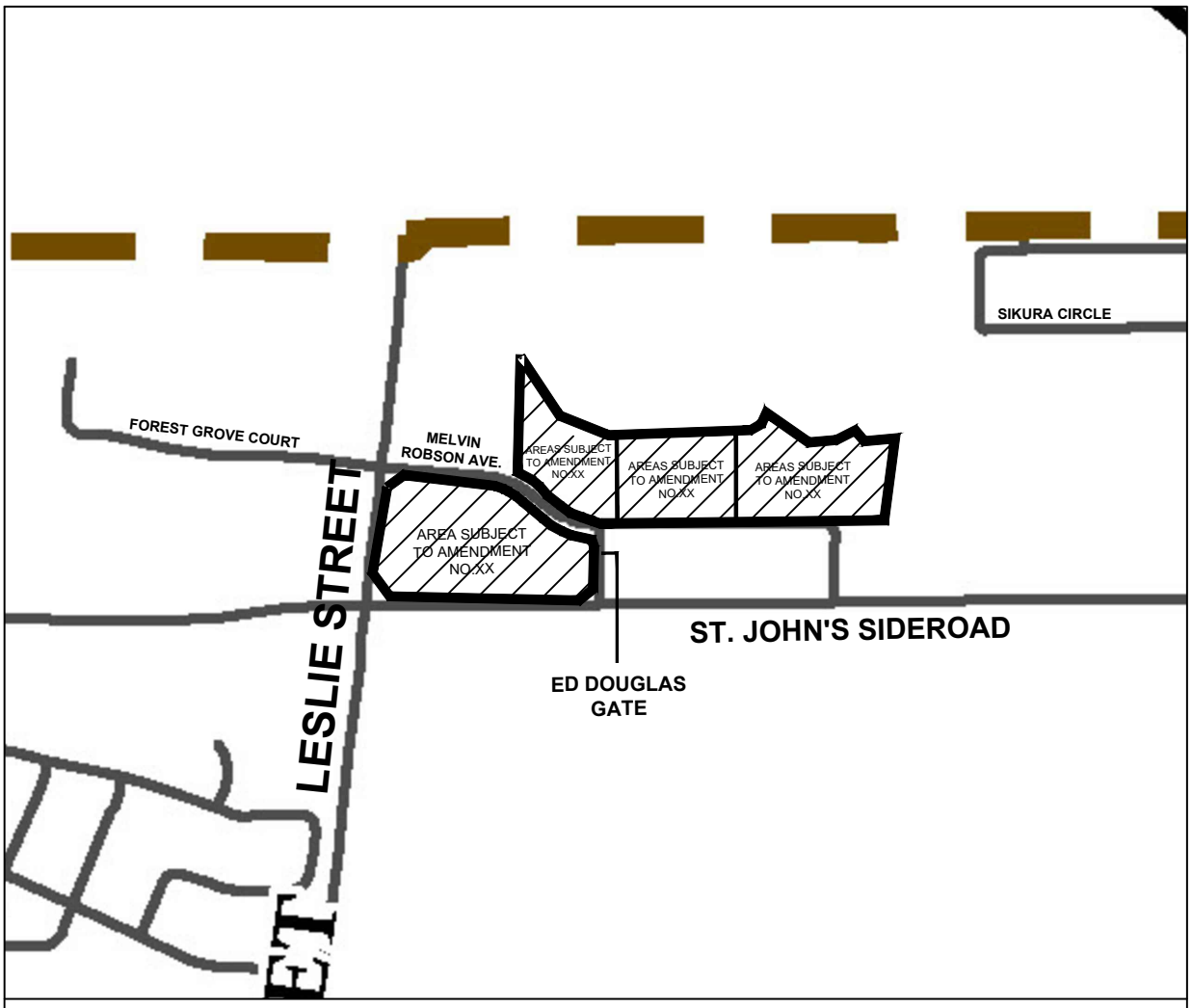
LEGEND

Land Use Designations

- Municipal Boundary
- Low - Medium Urban Residential
- Environmental Protection
- Medium - High Urban Residential
- Business Park

LANDS TO BE REDESIGNATED FROM **“BUSINESS PARK” TO “MEDIUM - HIGH URBAN RESIDENTIAL”**

SCHEDULE “C” - SITE SPECIFIC POLICY AREAS - Town OP



EXTRACTED FROM AURORA OFFICIAL PLAN 2026 (SCHEDULE C)

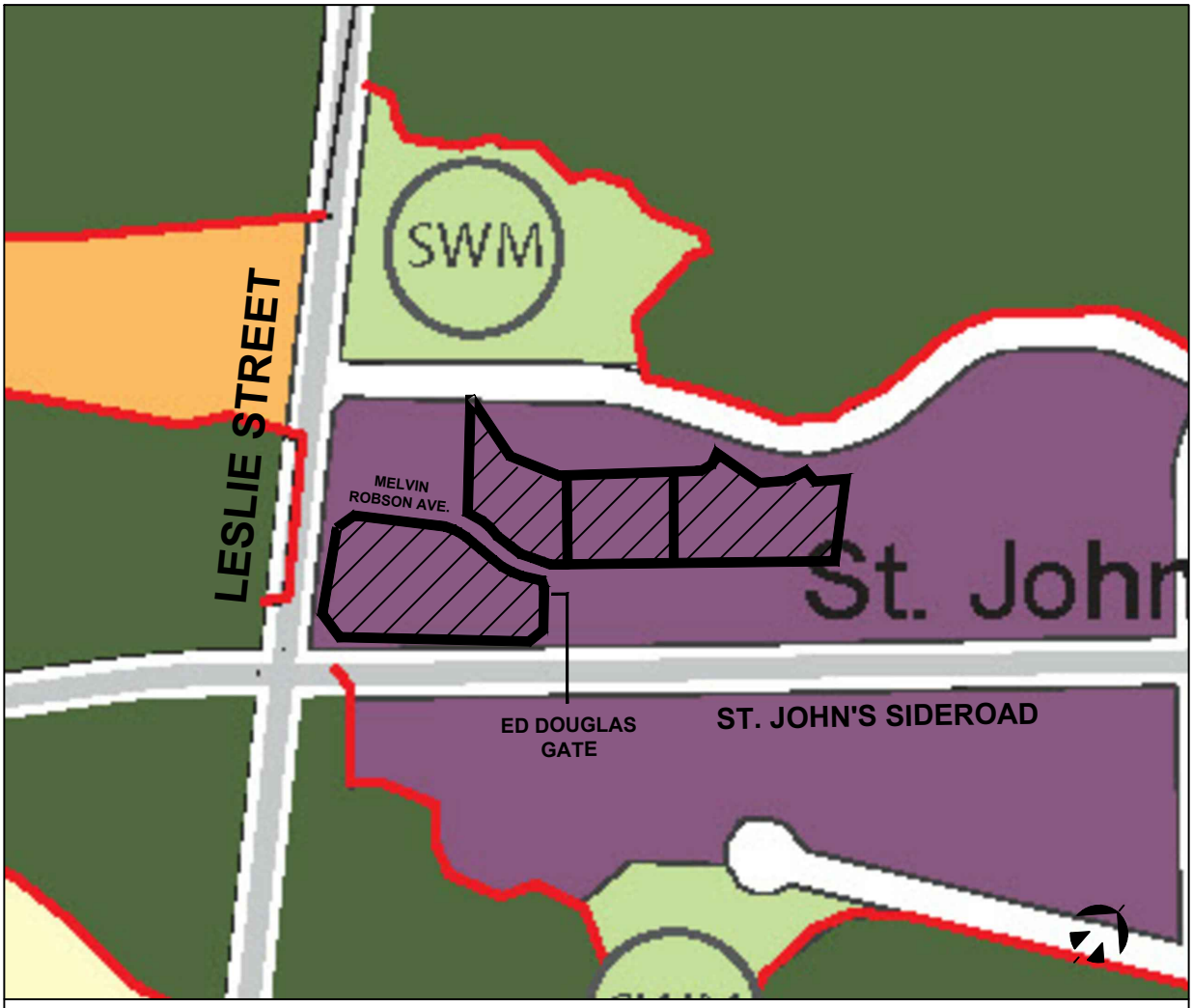
LEGEND

Municipal Boundary

Subject Boundaries

LANDS TO BE REDESIGNATED FROM **“EMPLOYMENT AREA” TO “RESIDENTIAL DESIGNATED GREENFIELD AREA”**

SCHEDULE “D” - LAND USE PLAN – 2C SECONDARY PLAN



EXTRACTED FROM AURORA OFFICIAL PLAN 2026 (SCHEDULE H)

LEGEND

The Greenlands System

- Environmental Protection Area
- Stormwater Management Facility

The Residential Neighbourhood

- Urban Residential 1
- Urban Residential 2
- Mixed-Use Residential/Commercial

The Business Park

- Business Park 1

- Secondary Plan Area Boundary
- Development Limit

LANDS TO BE REDESIGNATED FROM **“BUSINESS PARK 1” TO “URBAN RESIDENTIAL 2”**