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Town of Aurora
Committee of the Whole Report
No. PDS25-038

Subject: Application for Official Plan Amendment and
Zoning By-law Amendment
1000265154 Ontario Inc.
180 Wellington Street East
Part Lot 106, Plan 246, Parts 1, 2 and 3, Plan 65R-39371
File Number: OPA-2024-02; ZBA-2024-02

Prepared by: Antonio Greco, Senior Planner

Department: Planning and Development Services

Date: April 8, 2025

Recommendation(s)

1. That Report No. PDS25-038 be received;
2. That Official Plan Amendment application OPA-2024-02 be approved to amend the Site Specific Policy Area Fifty-Eight (58) to a new Site Specific Policy Area Sixty-Eight (68), as outlined in Appendix 'A';
3. That Zoning By-law Amendment application ZBA-2024-02 be approved to amend the "Second Density Apartment Residential (RA2) Exception Zone (537)" to a new "Second Density Apartment Residential (RA2-566(H)) Exception Zone with a Holding Symbol, as outlined in Appendix 'B'; and
4. That the implementing by-laws for the Official Plan and Zoning By-law Amendments be brought forward to a future Council meeting for enactment.

Executive Summary

This report seeks Council's approval of an Official Plan Amendment and Zoning By-law Amendment (subject applications) for the property located at 180 Wellington Street East (subject property or subject lands). Approval of the subject applications will facilitate the development of four 12-storey multi-unit apartment buildings.

- The proposed development is consistent with the strategic growth and sustainable planning policies of the PPS and the LSPP.
- The proposed OPA supports the Town's primary focus on growth and intensification.
- The proposed Official Plan Site Specific Policy Area 68 would permit construction up to twelve (12) storeys, four (4) apartment buildings on one lot, dwelling units on the ground floor fronting onto an arterial road, a parking lot/facility at-grade, the removal of the building step-backs/angular plan requirements, and the removal of the urban square requirements.
- The proposed ZBA reduces setbacks for a more urban form, increase height to allow density and included a holding symbol to restrict development until servicing is available.
- The proposed Site Specific RA2-566 Exception zone would permit residential apartment units with retail uses as an accessory use, reduce the minimum setback standards, increase the maximum building heights, increase the total number of units, remove the landscaping strip requirements, and decrease the required amenity area on the subject property. The Holding provision is in place to restrict development until servicing allocation is available.
- All external agencies and Town staff have completed their review and have no objections to the approval of the subject applications.

Application History

A pre-consultation meeting was held with the applicant in April 2023. The subject applications were then received and deemed complete by the Town in May 2024. On September 4, 2024, the applicant hosted a Community Information Meeting (CIM) at the Aurora Public Library, offering nearby residents the chance to learn about the proposed development and ask questions. A statutory Council Public Planning meeting was held on October 8, 2024, where Council received the Staff report and directed the proposed applications to a future Committee of the Whole meeting.

Background

The subject lands were previously known as 180, 190, & 220 Wellington Street East and identified as three separate parcels. In October 2021, the Ontario Land Tribunal (OLT) approved a settlement in regard to Official Plan Amendment (OPA-2015-05), Zoning By-law Amendment (ZBA-2015-15) and Site Plan applications (SP-2016-10) to permit two (2) apartment buildings, eight (8) storeys in height, containing 223 units in total

(Figure 8). A Site Plan agreement was signed between the previous owner and the Town of Aurora to implement the approved development followed by a Site Plan amendment agreement to extend the timing to commence construction, which timing has since expired. No building permits were ever applied for or issued; however, a road widening was conveyed to the Town in accordance with the Site Plan agreement.

Location / Land Use

The properties at 180, 190 and 220 Wellington Street East have since been consolidated under the same ownership and as such, the subject property is now municipally known as 180 Wellington Street East. The property is located on the northeast corner of the Wellington Street East and Industrial Parkway North (Figure 1). The property has an area of 1.08 hectares (2.68 acres) and contains 114 metres (374 feet) of frontage along Industrial Parkway North and 82 metres (269 feet) along Wellington Street East. The subject property is currently vacant but was previously utilized as the Aurora Tire & Wheel and The Royal Wood Shop. The Owner obtained demolition permits for the buildings on July 6, 2022.

Surrounding Land Uses

The surrounding land uses are as follows:

North: U-Haul Self-Storage facility, and commercial/industrial uses

South: Wellington Street East, and commercial uses

East: Commercial/retail uses, and St. Maximilian Kolbe Catholic High School

West: Industrial Parkway North, and a five (5) storey mixed-use residential building with commercial retail uses at-grade

Policy Context

Provincial Policies

All Planning Act development applications are subject to provincial policies. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest. These policies support the development of strong communities through the promotion of efficient land use and development patterns and encourages the creation of diverse housing opportunities that capitalize on proximity to goods, services, and transit.

The Lake Simcoe Protection Plan (LSPP) is a provincial document that provides policies which addresses aquatic life, water quality, water quantity, shorelines and natural heritage, other threats and activities (including invasive species, climate change and recreational activities) and implementation. The subject lands are not within the Regulated Area by the Lake Simcoe Region Conservation Authority (LSRCA).

Town of Aurora Official Plan 2024

Aurora Promenade and Major Transit Station Area Secondary Plan

The subject property is designated as “Aurora Promenade and MTSA Mixed Use” under Schedule ‘B’ – Land Use Plan in the Town of Aurora Official Plan. As shown on Figure 2, the subject property is further identified as “Major Transit Station Area” in Schedule ‘D1’ and Site-Specific Policy Area Fifty-Eight (58) in Schedule ‘H’ of the Town’s Official Plan.

Site Specific Official Plan Policy Area Fifty-Eight (58) permits an eight (8) storey residential apartment building, containing two (2) towers with a common two (2) storey podium without an urban square at this location.

The Major Transit Station Area (MTSA) is intended to be the primary focus for growth and intensification in the Town, accommodating the highest densities within Aurora. Currently, the maximum building height within the MTSA is seven (7) storeys. Additionally, the subject lands are located within a Local Corridor and have frontage along Wellington Street East, a Regional road, and Industrial Parkway North, a Collector road. The intersection of Industrial Parkway and Wellington Street is identified as a Secondary Entryway, which will enhance connectivity to the Aurora Promenade and the Aurora GO Station MTSA. The subject lands also border a future bike lane network planned to run north and south along Industrial Parkway. Lastly, these lands fall within an Ecologically Significant Groundwater Recharge Area, as outlined in Schedule ‘Q’ of the Official Plan.

Zoning By-law 6000-17, as amended

As shown on Figure 3, the subject property is currently zoned “Second Density Apartment Residential (RA2) Exception Zone (537),” within the Town’s Zoning By-law 6000-17, as amended. The Second Density Apartment Residential zone permits for the highest densities within the Town, through the form of Apartment Buildings. Exception Zone 537 speaks to building standards that are specific to the subject property, as it relates to lot heights, density, lot coverage and setbacks.

Reports and Studies

The Owner submitted the following documents as part of a complete application to the proposed Official Plan and Zoning By-law Amendment applications:

Report Name	Report Author
Planning Justification Report	Weston Consulting
Draft Official Plan Amendment	Weston Consulting
Draft Zoning By-law Amendment	Weston Consulting
Architectural Drawing Set	ICON Architects
Boundary and Topographic Survey	Schaeffer Dzaldov Purcell Ltd.
Building Heights and Topography	Land Owner
Schedule of Lots and Blocks Indicating Area and Frontage	Weston Consulting
Urban Design Report	Weston Consulting
Landscape Plans	MSLA
Tree Inventory and Preservation Plan/Arborist Report	Kuntz Forestry
Tree Inventory Preservation Plan	Kuntz Forestry
Geotechnical Investigation Report	Soil Engineers Ltd.
Hydrogeological Report	Soil Engineers Ltd.
Phase One ESA	NextEnviro
Phase Two ESA	NextEnviro
Civil Engineering Drawing Set	NextEng Consulting Group
Functional Servicing and Stormwater Management Report	NextEng Consulting Group
Noise and Vibration Impact Study	NextEng Consulting Group

Report Name	Report Author
Transportation Impact Study	NexTrans
Stage 1 & 2 Archaeological Assessment	The Archaeologists Inc.

Conceptual Site Plan

The applicant has not formally submitted a Site Plan application. The proposed development will require a Site Plan application to implement the proposed land use amendments. As part of the Official Plan and Zoning By-law Amendment applications, the applicant has provided a conceptual Site Plan and Elevation drawings as shown in Figure 6 and 7. The conceptual Site Plan demonstrates the development of four 12-storey apartment buildings, three levels of underground parking. The development will also include several amenities such as a coffee shop, convenience store, shared office space, guest suites, an indoor amenity room, and a fitness center, all located on the ground floors of Buildings 1 and 2. The conceptual Site Plan currently demonstrates approximately 3,778 sq. ft of retail space between the coffee shop and convenience store. There will also be a rooftop outdoor amenity space on all four buildings.

Furthermore, the applicant has discussed the possibility of phasing the proposed development. It will be considered based on the availability of water/wastewater servicing capacity and construction timelines. A Phasing Plan has not been submitted as part of the OPA and ZBA, it will be required later in the Site Plan application process if necessary.

The proposed development currently demonstrates a total of 948 residential units, with various unit types being provided. The following table provides the current residential unit breakdown:

Buildings	Unit Type				Total
	Studio	1BD/1BD+D	2BD/2BD+D	3BD	
Building 1	11	120	47	11	189
Building 2	0	193	47	9	249
Building 3	0	182	45	17	244
Building 4	11	230	19	6	266
Total	22	725	158	43	948

The proposed development demonstrates two vehicular access points, one which is aligned with Centre Street and an additional entrance at the northwest corner of the property. The access point aligned with Centre Street will mainly serve as a pickup/drop-off and the northern access point as the lone entrance for the underground parking, serving the resident and visitor parking spaces. The conceptual Site Plan also demonstrates three levels of underground parking for a total of 862 parking spaces, with five parking spaces at grade, that includes three visitor spaces, one barrier free and one car share space.

Proposed Applications

Proposed Official Plan Amendment

As shown in Figure 4, the applicant proposes to amend Site Specific Official Plan Policy Area Fifty-Eight (58) to increase the maximum building heights to twelve (12) storeys, increase the maximum number of buildings on the property to four (4), permit dwelling units on the ground floor fronting onto an arterial road, permit a parking lot/facility at-grade, remove the building step-backs/angular plan requirements and remove the requirement for an urban square at this location.

The draft Official Plan Amendment is included under Appendix A.

Proposed Zoning By-law Amendment

As shown in Figure 5, the applicant proposes to amend the “Second Density Apartment Residential (RA2) Exception Zone (537),” with a Holding (H) provision on the subject property to restrict development until site servicing allocation is available. The amendment to the existing site-specific zoning will permit retail uses as an accessory use, increase the building heights and unit count, decrease the minimum building standards and amenity area, and remove the need for landscaping strip requirements.

The draft Zoning By-law is included under Appendix B.

Analysis

Planning Considerations

The proposed development is consistent with the strategic growth and sustainable planning policies of the PPS and the LSPP.

Provincial Policy Statement 2024 (PPS)

It is Planning staff's opinion that the proposed applications are consistent with the PPS.

Section 2.4.2 and 2.4.2.3 of the PPS requires a minimum of 150 residents and jobs combined per hectare for those served by commuter or regional rail and encourages intensification within the Major Transit Station Area. The proposed OPA and ZBA will permit a potential development with 869 residents per hectare, thus comply with the minimum density provision in the PPS. Furthermore, the proposed development achieves and provides a range and mix of housing options in close proximity to educational, commercial and recreational uses, thus meeting the intent of Strategic Growth Areas within the PPS.

Section 2.4.2.6 of the PPS speaks to all MTSA areas being planned and designed to be transit-supportive and to achieve multimodal access to stations and connections. The proposal promotes concentrating development around transit hubs, which leads to more efficient use of land and existing infrastructure. Increasing density in areas well-served by transit, aligns with this section and the PPS's goal to build more compact, pedestrian-friendly, and transit-supportive communities.

Furthermore, the proposed development in Major Transit Station Areas aligns closely with the Provincial Policy Statement by promoting sustainable, compact, and efficient development that enhances public transit use, reduces environmental impact, and supports vibrant and economically diverse communities.

Conformity to the Lake Simcoe Protection Plan (LSPP)

It is Planning Staff's opinion that the proposed development conforms to the LSPP. The LSPP provides protections to key natural heritage features and key hydrologic features on properties within the Lake Simcoe watershed. The Lake Simcoe Region Conservation Authority (LSRCA) has reviewed and has no objection to the approval of the subject applications as presented. The subject property is free from any natural hazards and are outside of hazardous lands. The subject property is located outside of the LSRCA regulated limits and accordingly no Regulation Permit is required. The LSRCA will continue to review and provide comments related to stormwater management as part of the future Site Plan application.

Official Plan 2024

The proposed OPA supports the Town's primary focus on growth and intensification.

It is Planning staff's opinion that the proposed OPA is in keeping with the general direction of the Town's Official Plan policies. Multi-unit buildings are permitted within

the Major Transit Station Area (MTSA) designation and encourages compact housing forms. The MTSA is designated as Aurora's primary focus for growth and intensification, intended to accommodate the Town's highest density. While the Official Plan currently limits building heights to 7 storey, the proposed 12 storey development with 948 residential units over 2.68 acres will support the achievement of the newly created provincial growth targets within the MTSA and align with the Town's long term growth projections. By leveraging existing infrastructure, transit and utilities, this development maximizes the efficient use of available resources, supporting sustainable growth which minimizing the need for costly expansions.

Section 9.6 a) of the Official Plan also encourages development to offer residential units in close proximity to transit, local retail, services, amenities, commercial spaces, and recreational facilities. The subject lands are notable nearby amenities such as: the Aurora GO Station, St. Maximilian Kolbe Catholic High School, the Aurora Family Leisure Complex, and a commercial plaza to the east. The proposed OPA will continue to support the Official Plan's vision to create vibrant neighborhoods where people can live, work, and play.

Section 9.6 e) of the Official Plan encourages development within the MTSA to provide for a balance of residential, commercial, and mixed-use buildings around public transit stations. This reduces dependence on personal vehicles, promotes walkability and bikeability, and increases access to transit. The proposed development takes advantage of its prime location within the MTSA and its proximity to the Aurora GO Station and local amenities. Its mixed-use nature will support the development of businesses, retail outlets, and services that cater to a denser population.

Section 9.6.1 f) of the Town's Official Plan encourages compact housing forms within the MTSA designation, with a focus on providing affordable housing for low- and moderate-income households. A minimum of 35% of new housing in this area must be affordable. The applicant did not amend this section of the Official Plan and thus will consider including affordable units in the proposed development through the future Site Plan application process.

Lastly, the proposed removal of the urban square at this location was included in the OLT site-specific approval for the subject lands. Staff believe that the removal of the urban square aligns with the previous OLT decision. Given the site's layout, the grading on Wellington Street, and the size of the lot, the requirement for an urban square is not feasible. Furthermore, the OLT site-specific approval also required high standards in design with the Aurora Promenade Urban Design policies implemented through the Site Plan application process. Through the proposed OPA, the requirement for high urban

design standards, which will be implemented through the Site Plan application process will also be carried over.

Town’s Zoning By-law 6000-17, as amended

The proposed ZBA reduces setbacks for a more urban form, increase height to allow density and included a holding symbol to restrict development until servicing is available.

Planning staff believe that the proposed Zoning By-law amendment is appropriate and compatible with the surrounding properties. The primary purpose of the proposed site-specific zoning is to increase building heights, and the total number units. Additionally, the amendment would allow accessory uses at ground level, reduce the total amenity area, and eliminate the requirement for a landscaping strip. A Holding (H) Symbol has also been added to the Zoning By-law to restrict development until servicing is made available.

The following is a table to compare the difference between the OLT approved RA2 (537) zoning for the subject property and the proposed building standard amendments.

	OLT approved RA2 (537) Zone	Proposed (H) RA2 Exception Zone (566)
Permitted Uses	Apartment Buildings	Multi-Unit Development *
Accessory Uses	N/A	<ul style="list-style-type: none"> • Art Gallery; • Club; • Dry Cleaning Distribution Station or Depot; • Fitness Centre; • Pet Services; • Retail Stores; • Restaurant; and, • Studios
Minimum Lot Area	10,264 square metres	10,264 square metres
Residential Units (maximum)	223 units	948 units*

	OLT approved RA2 (537) Zone	Proposed (H) RA2 Exception Zone (566)
Minimum Lot Frontage (South)	30 metres	30 metres
Minimum Front Yard (South)	3.0 metres	1.90 metres*
Minimum Rear Yard (North)	15 metres	6.0 metres*
Minimum Interior Yard (East)	3.0 metres	3.0 metres
Minimum Exterior Yard (West)	3.0 metres	2.8 metres*
Lot Coverage	50% (minimum)	59% (maximum)*
Height (maximum)	8 storeys Parapet and mechanical penthouse roof level shall be excluded in the measure of Building Height.	43 metres or 12 storeys* Parapet and mechanical penthouse roof level shall be excluded in the measure of Building Height.
Parking (minimum)	Residential: 1.5 parking spaces per dwelling unit (1422 spaces) with 20% must be visitor parking spaces (284 spaces). Retail: 6.0 spaces per 100 square metres of GFA (21 spaces).	No minimum residential and visitors parking requirements within Major Transit Station Areas (MTSAs)
Landscaping	3.0 metres along North Property Boundary (Minimum)	A minimum landscaping strip shall not be required on any lot line*

	OLT approved RA2 (537) Zone	Proposed (H) RA2 Exception Zone (566)
	1.8 metre solid wood privacy fence along Northern and Easterly Property Boundary	A 1.8 metre privacy wood fence shall be provided along the Northern and Easterly lot lines
Amenity Space	18 square metres per dwelling unit	6.5 square metres per dwelling unit* (this includes shared indoor/outdoor amenity and private amenity space)
Holding (H) Symbol	N/A	The holding symbol to be lifted when the Town of Aurora has allocated the required servicing capacity.*

Note: The proposed bylaw exceptions are highlighted and labelled with an asterisk “*”. Final zoning performance standards will be evaluated by staff in detail prior to the implementing Zoning By-law Amendment being brought forward to Council for enactment.

Proposed Permitted and Accessory Uses

As defined in the Town’s Zoning By-law, the proposed “multi-unit development” refers to development with two or more residential buildings on the same lot. Both the permitted uses and the accessory uses follows the vision set out in the Town’s Official Plan.

Proposed Building Heights, number of Buildings and Density

In order to meet the growth target, the proposed amendment is required to increase the building height from eight (8) to twelve (12) storeys, increase the number of buildings from two (2) to four (4), and expand the residential unit count from 223 units to 948 units. This level of increase in height and density is encouraged within a Major Transit Station Area. The MTSA is intended to support development and intensification, as they are prime locations in Town where higher densities are well-served by transit and nearby amenities. Staff believe the proposed increases are appropriate and efficient use of the land.

Proposed Lot Coverage

The proposed site-specific zoning establishes a maximum lot coverage of 59%, whereas the previous requirement only set a minimum of 50%. This change provides a clear development limit to help maintain a balance between built space and open areas on the property. Engineering Staff has reviewed the proposed zoning and in general have adequate space for stormwater considerations. Details related to stormwater management will be reviewed through the site plan process.

Proposed Landscaping

As shown in Figure 9, the applicant is requesting the removal of the 3.0-meter landscaping strip requirement along the northern and eastern property lines to better accommodate the proposed development's design. This change allows for more efficient use of the space while still maintaining key features such as a natural swale, a walkway, and private patio areas at the ground level before the building begins. These elements help ensure that the development maintains a thoughtful, functional, and aesthetically pleasing integration with the surrounding environment, even without the landscaping strip. Despite the amendment, the applicant will provide alternative landscaping features within the development plan, with the focus will be along Industrial Parkway and Wellington Street which will be reviewed during the site plan process to ensure that the overall landscaping meets both aesthetic and functional requirements

Proposed Amenity Area

The proposed development seeks to amend the required 18 square metres per dwelling unit and provide 6.5 square metres, inclusive of shared indoor/outdoor amenity and private amenity space. This includes a rooftop outdoor amenity on all four buildings.

The proposed reduction can be supported given the developments proximity to transit and urban amenities. There is a variety of walkable amenities such as the Aurora GO Station, St. Maximilian Kolbe Catholic High School, the Aurora Family Leisure Complex, medical and commercial plaza to the east. Staff are of the opinion that within the MTSA area, the emphasis shifts to the availability of transit and nearby services rather than requiring large private amenity spaces. Nonetheless, the proposed amenity space is sufficient for future residents. The reduction of amenity area within MTSA's supports the principles of efficient land use, sustainability, and encourages pedestrian activities and nearby urban amenities.

Parking Requirements

On July 11, 2023, Council approved a motion to evaluate options for eliminating minimum parking requirements for new residential developments within the GO Major Transit Station Area. Following this, the Province passed Bill 185 on June 6, 2024, which removed minimum parking requirements for new residential developments within the MTSA. While the Province allows for zero parking spaces in the MTSA, the applicant is still providing parking spaces, just at a reduced rate.

Majority of the proposed parking for future residents, retail, and visitors will be accommodated across three levels of underground parking, there are some surface level parking spaces for visitors/drop offs in front of the main entrance. The applicant has conceptually provided 0.88 spaces per dwelling unit (a total of 841 residential and visitors parking spaces), whereas the Zoning By-law requires 1.5 spaces per dwelling unit, with at least 20% of those spaces reserved for visitors (a total of 1422 residential and visitors parking spaces). The applicant is complying with the zoning standard for retail parking spaces which only require 6 parking spaces for every 100 square meters of gross floor area, amounting to 21 spaces. Although not shown on the conceptual parking plan, the applicant will still provide bicycle parking at a rate of 1 space per 5 residential units, totaling 189 bicycle parking spaces.

The Town's Traffic analyst review the Transportation Impact Study have no concerns with the proposed land use applications.

Holding (H) Symbol

As detailed in Appendix B, due to the Town's lack of servicing available, a Holding (H) Symbol has been added to the Zoning By-law. This ensures that no development can occur until the Town of Aurora has confirmed the availability of adequate servicing capacity for to this development. The timing for additional servicing capacity for this development is pending on the completion of Phase 1 of the North YDSS (York Durham Sewage System) expansion, which is managed by York Region. According to York Region's Water and Wastewater Capital Infrastructure status update on May 9, 2024, anticipated time frame for Phase 1 to be completed by 2028.

Department / Agency Comments

All external agencies and Town staff have completed their review and have no objections to the approval of the subject applications

Department/Agency	Comments
Building Division	No objections.
Engineering Division	No objections.
Operational Services (Parks)	No objections.
Operational Services (Public Works)	No objections.
Transportation/Traffic	No objections.
York Region	York Region Transportation Planning have reviewed the applications and have no objections at this time. Detailed technical comments and conditions will be provided at the Site Plan application stage.
LSRCA	No objections.

Public Comments

Planning staff have received comments from the public on the proposed planning applications. Below is a summary of key comments and the respective responses.

- Will the proposed development contain access off Wellington Street East?**
No, the proposed development will have no direct access off Wellington Street East. Vehicular access will be provided off Industrial Parkway North. The northern driveway will serve as access to the underground parking and the southern driveway as a pick-up/drop-off for the apartment buildings.
- Will there be a dedicated right turn lane when travelling westbound on Wellington Street East?**
As part of the Town's review of the first submission, the Town's Traffic Engineer and Regional Municipality of York have provided comments to improve the traffic operations at the Wellington Street and Industrial Parkway intersection, by providing a dedicated westbound right turn lane on Wellington Street East.
- What is the timeline of construction and completion for the proposed development?**

The proposed development is still in the early stages of the planning application process and anticipated timelines for completion are to be determined as the process continues.

- **Will the proposed development be constructed in Phases?**

Phasing will be considered based on the availability of services and construction timelines. While a Phasing Plan has not been submitted as part of the OPA and ZBA, it will be required later in the Site Plan application process if necessary.

- **What amenities are being provided as part of the proposed development?**

The proposed development will provide for amenities such as a coffee shop, convenience store, work share office, guest suites, indoor amenity room and fitness centre, all located on the ground floor of Building 1 and 2. A rooftop outdoor amenity is also being provided on all four buildings. The programming of the indoor amenity room is to be determined later in the site plan application process, but the other specific amenities/programs are included in the plan thus far.

Advisory Committee Review

The Town's Accessibility Advisor reviewed the subject applications on behalf of the Accessibility Advisory Committee and provided no comments as it pertains to these applications. Any final review comments that need to be addressed with the Accessibility Advisory Advisor will be done prior to the approval of any Site Plan application.

Legal Considerations

Subsections 22 (7) and 22 (7.0.2) of the Planning Act states that if Council refuses the Official Plan Amendment application or fails to make a decision on it within 120 days after the receipt of the application, the applicant (or the Minister) may appeal the application to the Ontario Land Tribunal (OLT).

Subsection 34 (11.0.0.0.1) of the Planning Act states that if the passing of a Zoning By-law Amendment also requires an amendment to the Official Plan, and that if both applications are made on the same day, if Council refuses the Zoning By-law Amendment application or fails to make a decision on it within 120 days after the receipt of the application, the applicant (or Minister) may appeal the application to the OLT.

The applications were received on May 10, 2024, and therefore, the applicant may appeal to the OLT at any time.

Financial Implications

The total estimated Development Charges for this development would amount to \$15,027,991 if building permits were obtained today. In addition, the proposed development would be subject to the Community Benefits Charge (CBC) and Cash-in-Lieu of Parkland. These charges will require a land value appraisal to be completed on the subject property and will be collected at the building permit stage.

Communications Considerations

On May 10, 2024, a Notice of Complete Application respecting the subject applications was provided.

On September 4, 2024, a Community Information Meeting was held, with appropriate notice provided to the local community.

On October 8, 2024, a statutory Public Meeting was held, with Notices provided through mail, to all Interested Parties, publication in the newspaper, and signage on the property.

Five parties have expressed interest and are registered regarding these applications. They have been notified that the recommendation report is scheduled for Council consideration on April 8, 2024.

All communication requirements as directed by the Planning Act have been satisfied. Notices of Council's Decision on the subject applications will also be provided accordingly.

Climate Change Considerations

As part of the future Site Plan application process, the applicant will be required to submit a Green Development Standards report, which will be integrated into the overall development review. The Town of Aurora Official Plan outlines guidelines for new developments and the implementation of Green Development Standards. The report should detail sustainability measures and building designs that focus on energy efficiency and the reduction of greenhouse gas emissions for new projects.

Link to Strategic Plan

The proposed applications support the Strategic Plan goal of Supporting an exceptional quality of life for all through its accomplishment in satisfying requirements in the following key objectives within this goal statement:

Strengthening the fabric of our community: Through the review and approval of the Official Plan Amendment and Zoning By-law Amendment applications, housing opportunities are created that assist in achieving growth targets while providing housing opportunities for everyone.

Alternative(s) to the Recommendation

1. Refusal of the application with an explanation for the refusal.

Conclusions

Planning and Development Services reviewed the proposed Official Plan Amendment and Zoning By-law Amendment in accordance with the provisions of Provincial and Town policies. The proposal represents good planning and staff recommend approval of the subject applications, with the implementing Official Plan Amendment and Zoning By-law documents to be brought forward at a future Council meeting.

Attachments

Appendix A – Draft Official Plan Amendment
Appendix B – Draft Zoning By-law Amendment

Figure 1 – Location Map
Figure 2 – Existing Official Plan Designation
Figure 3 – Existing Zoning
Figure 4 – Proposed Official Plan Designation
Figure 5 – Proposed Zoning
Figure 6 – Site Plan
Figure 7 – Elevations
Figure 8 – OLT Approved Site Plan
Figure 9 – Proposed Landscaping Plan

Previous Reports

Public Planning Report No. PDS24-112, dated October 8, 2024.

Pre-submission Review

Agenda Management Team review on March 20, 2025

Approvals

Approved by Marco Ramunno, Director, Planning and Development Services

Approved by Doug Nadorozny, Chief Administrative Officer