



# Town of Newmarket Council Information Package

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Date: September 26, 2025

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From: Ogie, Dania Asahi <DAOgie@aurora.ca>  
Sent: September 15, 2025 10:14 AM  
Cc: Robb, Adam <ARobb@aurora.ca>  
Subject: Request for Comments: Town of Aurora Comprehensive Zoning By-law Background Reports

Good Morning,

We are soliciting comments to gather feedback on the background review and future development of the new Comprehensive Zoning By-law. The project remains in its early phases and will feature multiple rounds of public engagement in the future.

The documents attached are the initial components of the broader Comprehensive Zoning By-law Review project. The three discussion papers each aim to evaluate and address specific zoning related matters in further detail. The three discussion papers deal with the following topics:

1. Implementing the Aurora Promenade and GO MTSA and reducing parking requirements.
2. Intensifying Local and Regional Corridors.
3. Expanding Housing Options Through Additional Residential Units.

The Strategic Directions Paper is informed by the findings and conclusions of the three discussion papers. The Strategic Directions Paper is intended to serve as a general “terms of reference” for the future writing of the Town’s new Comprehensive Zoning By-law.

We are requesting your input on the above documents, and to provide sufficient time for your review, please provide any comments you have to us by Friday, October 31st, 2025.



If you have any questions related to the Discussion Paper and the Strategic Directions Paper, please feel free to reach out.

Thank you,

Dania

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aurora.ca <<https://url.ca.m.mimecastprotect.com/s/R-tnC5QZBgjZp1D6tzfKtk-QXz?domain=aurora.ca/>>

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<<https://url.ca.m.mimecastprotect.com/s/ZM0xC91ZJmskNjp2hPtEtqOrm1?domain=aurora.ca/>>

We acknowledge that in Aurora we are on the traditional and treaty territory of the Chippewas of Georgina Island, who are Anishinaabe peoples, and one of the First Nations reserves in Ontario. We are grateful to them for sharing their lands with us.

# The Aurora Promenade and MTSA

Comprehensive Zoning By-law Review

Prepared for the Town of Aurora

August 28, 2025

## Executive Summary

This discussion paper forms part of the larger review process of the Town of Aurora Comprehensive Zoning By-law 6000-17. The impetus for the update to the Town's Comprehensive Zoning By-law follows the Ontario *Planning Act* requirements to update zoning by-laws to conform with new Official Plans. The new Official Plan for the Town of Aurora was adopted in January 2024. Through this Comprehensive Zoning By-law update process, the Town's current Comprehensive Zoning By-law will be repealed and replaced with a new Comprehensive Zoning By-law that conforms with the Town's current Official Plan.

To date, a Background Report (April 2025) has been prepared providing an overview of the current Zoning By-law, explaining its significance and the reasons for the update. The Background Report provides a foundation for understanding the importance of a Zoning By-law that addresses the unique needs of the community so that built form and land uses are contextually appropriate and able to responsibly accommodate growth.

This discussion paper is informed by the Background Report and is intended to address specific matters of interest to the Town with the preparation of the new Zoning By-law. Three discussion papers have been prepared to address the following key topics:

1. Implementing the Aurora Promenade and GO MTSA and reducing parking requirements,
2. Intensifying Local and Regional Corridors, and,
3. Expanding Housing Options Through Additional Residential Units.

The findings and conclusions of this discussion paper will inform a subsequent Strategic Directions Paper, envisioned to serve as a "terms of reference" for writing the Town's new Comprehensive Zoning By-law.

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# 1. Introduction

The Town of Aurora (“Town”) is undergoing a Zoning By-Law Review. As part of the review, the Town is updating the Comprehensive Zoning By-law 6000-17 to conform with the Town of Aurora Official Plan 2024 (“Town Official Plan”) and to align with current zoning best practices and recent Council decisions regarding land use planning. One of the priority issues is aligning the New Comprehensive Zoning By-law’s zoning standards and parking requirements with the policies of the Aurora Promenade and Major Transit Station Area (“MTSA”).

The purpose of this discussion paper is to provide directions for the new Zoning By-law regarding intensification of the Aurora Promenade and MTSA by reviewing its current zoning permissions and standards. This paper will also evaluate the existing Comprehensive Zoning By-law for conformity with the existing policy framework including direction provided by the York Region Official Plan (2022) (“Regional Official Plan”) and the Town Official Plan to identify potential gaps and challenges and how they could be addressed.

The Aurora Promenade and MTSA Secondary Plan represents both the foundation of Aurora’s rich and proud history, as well as the definition of its potential future. It is expected that the Aurora Promenade and MTSA area will build on its assets to evolve into a vibrant place to live, shop, work, and play. The Secondary Plan area is intended to be the Town’s primary focus area for growth and intensified development, accommodating the highest densities within Aurora.

## 2. Background

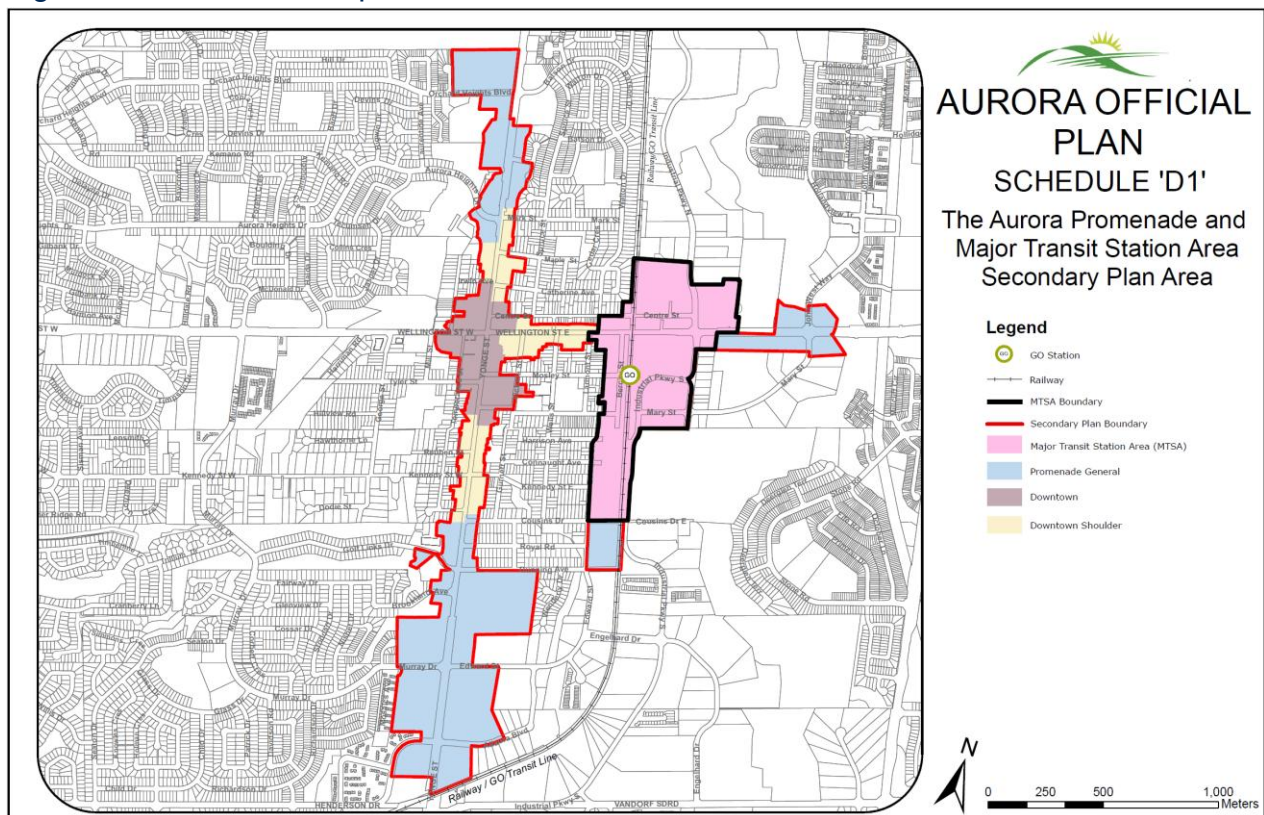
### 2.1 Focus Area

The focus area of this discussion paper is limited to the Aurora Promenade and MTSA Secondary Plan Area, as designated in Schedules A, B, C, D1, D2, and D3 of the Town Official Plan (“Focus Area”). Together, these areas encompass Downtown Aurora and the lands surrounding the Aurora GO Station. The Aurora Promenade and MTSA Secondary Plan Area is envisioned in the Town Official Plan to function as the Town’s downtown area, main street, and cultural centre. This area is intended to be a vibrant, pedestrian-oriented, transit-supportive hub that fosters a mix of uses and serves as a focal point for community interaction.

Despite the vision of the Aurora Promenade and MTSA, the current land use composition does not fully align with the Official Plan’s objectives. The MTSA is predominantly characterized by light industrial, and employment uses, with limited residential uses, lacking the density, vibrancy, and pedestrian-friendly design envisioned for a transit-supportive downtown core. Other portions of the Secondary Plan area also lack residential uses, presenting opportunities for gentle intensification through the introduction of compatible housing forms. This discussion paper aims to lay the groundwork for the New Comprehensive Zoning By-law, shaping future development and intensification within the Aurora Promenade and MTSA, and advancing the vision and objectives set out in the Town Official Plan.

Schedule D1 of the Town Official Plan, presented in Figure 1 below, illustrates the boundaries of the Secondary Plan Area.

Figure 1. Focus Area Map



## 2.2 Relationship with Other Discussion Papers

In addition to this discussion paper, two (2) other papers are also prepared which focus on *Intensifying Local and Regional Corridors* and *Housing Options Through Additional Residential Units*, respectively. As discussed, this paper solely focuses on aligning the New Comprehensive Zoning By-law's zoning standards and parking requirements with the policies of the Aurora Promenade and Major Transit Station Area.

The discussion paper on *Housing Options Through Additional Residential Units* will explore increased housing options through Additional Residential Units and four-unit building typologies within the Aurora Promenade and the MTSA. As such, this paper will not focus on Additional Residential Units and four-unit building typologies in the discussion.

The *Intensifying Local and Regional Corridors* discussion paper will explore opportunities for intensification along Local and Regional Corridors. However, the portions of Yonge Street (a Regional Corridor) and Wellington Road (a Local Corridor) that fall within the Aurora Promenade and the MTSA—the focus area of this paper—will be subject to the Town Official Plan policies of the Aurora Promenade and the MTSA and will be evaluated accordingly as part of this study.



Nonetheless, recommendations and approaches to implementation in all three (3) discussion papers need to be coordinated to ensure a consistent and logical approach to the New Comprehensive Zoning By-law.

### 3. Policy and Zoning Standards Review

Section 3 summarizes the relevant Provincial, Regional and Town policy documents to identify policy directives related to intensification within strategic growth areas, including key corridors and MTSA's:

#### 3.1 Provincial and Regional Documents

##### 3.1.1 Planning Act

The *Planning Act* is provincial legislation that establishes the framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* identifies matters of Provincial Interest that decision makers must have regard to in carrying out their responsibilities under the *Act*. The following are relevant:

- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (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;*

Section 16(15) of the *Planning Act* provides that if the official plan includes policies that identify an existing or planned higher order transit stop as a protected MTSA it must also contain policies that,

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;*
- (b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and*
- (c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.*

The Town Official Plan includes policies regarding the matters above that will need to be implemented in the updated Zoning By-law.

Section 34(1.1) of the *Planning Act* provides that a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within a protected major transit station.

These considerations guide planning decisions to ensure development aligns with provincial objectives for sustainable and inclusive growth.

### **3.1.2 Provincial Planning Statement (“PPS”), 2024**

The Provincial Planning Statement (2024) (“PPS”) sets the policy foundation for regulating the development and use of land province-wide. The PPS gains its authority from Section 3 of the *Planning Act*, which authorizes policy statements “on matters relating to municipal planning that in the opinion of the Minister are of provincial interest.” All decisions affecting planning matters are required to be consistent with the PPS.

The PPS, issued under Section 3 of the *Planning Act*, serves as a consolidated statement of the government's land use planning policies. Key policies relevant to this discussion paper are as follows:

#### **Settlement Areas and Strategic Growth Areas**

The Aurora Promenade and MTSA are considered to be Strategic Growth Areas within a Settlement Area. Policies 2.3.1.1 and 2.4.1.1 of the PPS focus growth in settlement areas, and more specifically, within settlement areas, the PPS encourages growth to be focused in strategic growth areas, including MTSA's.

Section 2.4.1 of the 2024 PPS provides additional relevant direction as follows:

*2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- d) to support affordable, accessible, and equitable housing.*

*3. Planning authorities should:*

- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*

*c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*

*e) support redevelopment of commercially-designated retail lands (i.e., underutilized shopping malls and plazas), to support mixed-use residential.*

### **Major Transit Station Areas**

Policy 2.4.2.3 of the PPS further encourages planning authorities to promote development and intensification within MTSA, where appropriate, by:

*a) planning for land uses and built form that supports the achievement of minimum density targets; and*

*b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*

Transit-supportive is defined as development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system.

### **Employment**

Policy 2.8.1.4 of the PPS provides that major office and major institutional development should be directed to MTSA or other strategic growth areas with frequent transit service.

### **3.1.3 York Region Official Plan (2022)**

The York Region Official Plan (2022) (“Regional Official Plan”) outlines strategies for accommodating future growth and development while addressing the needs of existing residents and businesses. The Aurora Promenade and MTSA, i.e. the Focus Area, is within an Urban Area, and Yonge Street, which transects the Focus Area, is identified as a Regional corridor on Map 1 of the Regional Official Plan. The Focus Area is predominantly designated Community Area with a portion of the lands designated Employment Area in Map 1A of the Regional Official Plan. The entirety of the Focus Area is within the Built-up Area as per Map 1B of the Regional Official Plan.

The Aurora Promenade and MTSA is a strategic growth area under the Regional Official Plan. Policies 4.1.3 and 4.4.2 of the Regional Official Plan provide that strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:

1. Regional centres;

2. Subway station MTSA's;
3. Other MTSA's;
4. Regional corridors outside of MTSA's; and
5. Local centres and corridors.

The MTSA within the Focus Area is considered an "Other MTSA". The Region has designated the MTSA as a Protected Major Transit Station Area (PMTSA) in accordance with Appendix 2 with the Regional Official Plan. The other two strategic growth areas in the Town are Yonge Street, considered to be a Regional corridor and Wellington Street (both East and West) considered to be local corridors. Both Yonge Street and Wellington Street traverse through the Focus Area. Section 4.2.18 of the Plan stipulates that MTSA's shall meet the density target outlined in Appendix 2, with the Aurora GO Station assigned a target of 150 people and jobs per hectare.

There are several policies in the Regional Official Plan on how strategic growth areas should be developed to meet density targets related to zoning. Relevant policies are as follows:

*4.4.12 That strategic growth area density targets apply to the entirety of the area within the boundary delineation, not individual parcels.*

*4.4.17 That development within strategic growth areas be of an urban form and design that is compact, accessible, mixed-use, oriented to the street, pedestrian- and cyclist-friendly, and transit supportive.*

*4.4.18 That a wide range of residential, commercial and institutional uses, including retail uses, offices, mixed-use and human services be provided in strategic growth areas.*

*4.4.19 That strategic growth areas be planned and designed to achieve an appropriate transition of built form to adjacent areas.*

*4.4.20 To recognize strategic growth areas as:*

- a. The preferred location for major office uses; and*
- b. Hubs of commerce, business, and entertainment activities*

*4.4.26 That local municipalities consider a full range of implementation strategies for strategic growth areas that include as-of-right zoning, streamlined development approvals, development permits and other applicable tools.*

*4.4.37 That all major transit station areas identified on Map 1B, with the exception of those identified in policy 4.4.43, are protected under the Planning Act and that policies 4.4.38 to 4.4.46 provide additional direction for development within*

*protected major transit station areas identified on Map 1B, and should be read together with other similar policies regarding major transit station areas in the Plan.*

Section 4.4.42 of the Plan outlines that local municipalities shall establish policies in their official plans, other implementation documents, and appropriate zoning for MTSA's shown on *Map 1B* and *Appendix 2*. These policies should address the following relevant matters:

- a. Land use designations with minimum and maximum heights and densities that will achieve the minimum density target in each major transit station area based on local context and conditions;*
- c. Policies to achieve the objectives of transit supportive development including the planning for transit supportive densities, uses, multimodal access and active transportation connections in support of the Region's transit infrastructure investments;*
- d. Strategies to promote the development of safe, attractive and compact mixed-use pedestrian environments aimed to attract and retain jobs and employment uses including in Employment Areas within major transit station areas.*
- h. Policies that prohibit the establishment of land uses and built forms that would adversely affect the achievement of the minimum density targets prescribed in Appendix 2;*
- i. Residents to jobs ratio targets to ensure live work opportunities and an appropriate balance of jobs to population...*

## **3.2 Town of Aurora Official Plan (2024)**

The Town Official Plan outlines the vision, guiding principles, and supporting policies to direct the Town's growth and development through to 2051. The Town Official Plan, having been approved in 2024 by the Region of York, conforms with and implements the policies of the Regional Official Plan.

### **3.2.1 General Policies Applicable to the Aurora Promenade and MTSA**

The Town Official Plan includes general policies that are particularly relevant to the Aurora Promenade and MTSA:

Table 1: Town Official Plan's General Policies for the Aurora Promenade and MTSA

Topic	Description	Sections
<b>Strategic Growth Areas</b>	<ul style="list-style-type: none"> <li>Includes the Aurora Promenade and MTSA, the Yonge Street Regional corridor and the Local corridors of Bayview Avenue, Leslie Street and Wellington Street.</li> <li>Expected to accommodate the highest levels of intensification in the Town</li> </ul>	3.1
<b>Housing</b>	<ul style="list-style-type: none"> <li>Affordable housing and family-sized residential dwelling units are prioritized within the Town's Strategic Growth Areas, and in particular within the Aurora Promenade and MTSA Secondary Plan Area.</li> <li>The Town, in partnership with the Region and development community shall promote the following to achieve housing that is affordable for low and moderate income households:               <ul style="list-style-type: none"> <li>Higher density and compact housing forms, where housing is more affordable due to reduced per unit land costs;</li> <li>Ground-related multi-unit housing of various forms to provide affordable family sized units where housing is more affordable due to both land costs and construction costs;</li> <li>A range of unit sizes in higher density housing forms and building smaller units where housing is more affordable due to lower development and/or redevelopment costs.</li> </ul> </li> <li>The provisions of the Zoning By-law shall be sufficiently flexible to permit a range of innovative housing types and sizes.</li> </ul>	7.2 & 7.3
<b>Vibrant Mixed Use Places</b>	<ul style="list-style-type: none"> <li>The policies of secondary plans prevail in the event of conflict with this section.</li> <li>Permitted uses are encouraged to develop in mixed use buildings, with active at grade uses that animate the streetscape such as retail, service commercial and/or office uses on the ground floor of multi-storey buildings.</li> <li>Residential apartments and/or offices are encouraged to be located on the upper levels of multi-storey buildings.</li> </ul>	8.1 & 8.3

Topic	Description	Sections
	<ul style="list-style-type: none"> <li>• New development and redevelopment shall address the street and enhance pedestrian comfort by locating new buildings close to the street, activating the street frontage and enhancing the public realm in front of buildings.</li> <li>• New development and redevelopment shall provide a transition in heights and densities adjacent to low rise neighbourhoods through such measures as increased setbacks, intervening low-rise built form and the use of a 45-degree angular plane from the property line of lower density designations</li> </ul>	

### 3.2.2 The Aurora Promenade and MTSA Secondary Plan

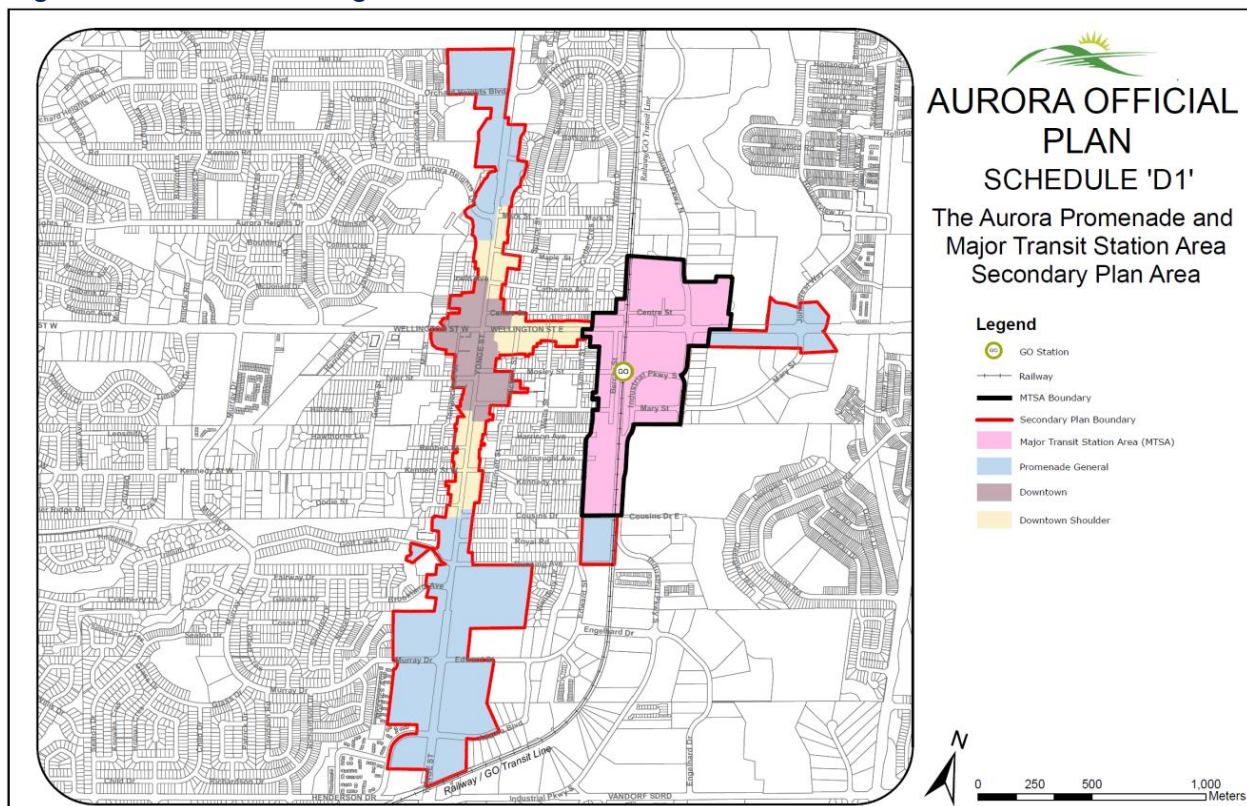
The Aurora Promenade and MTSA incorporate Downtown Aurora and the area surrounding the GO Station, as identified on Schedules 'D1' through 'D3' of this Plan.

- i. **Schedule 'D1' The Aurora Promenade Secondary Plan Area** identifies the boundaries of the precinct designations.
- ii. **Schedule 'D2' The Aurora Promenade Building Heights** identifies minimum and maximum building heights as well as lands subject to angular planes; and,
- iii. **Schedule 'D3' The Aurora Promenade Streetscapes** classifies streetscapes and identifies key road/streetscape improvements, potential links and service lanes, as well as the locations for the Primary and Secondary Entryways.

Schedule D1 identifies four distinct land use designations within the Aurora Promenade and MTSA. The following sections provide a brief overview of the goals and objectives associated with each designation. These land uses are depicted in Figure 2 below:



Figure 2. Land Use Designations



### Downtown Designation

Section 9.3 states that the purpose of the *Downtown* designation is to guide development, while protecting and reinforcing a heritage 'main street' character and identity. Careful regulation of land uses and control over the scale and placement of infill structures is required to enhance the pedestrian experience, while still allowing for and promoting increased density in keeping with the character and scale of the Downtown. Retail, entertainment and cultural venues are encouraged, as well as the introduction of more residential uses. Development should focus on enhancement of the public realm, with a focus on creating an inviting pedestrian environment.

Relevant land use and development policies for this designation are summarized in the table below:

Table 2: Town Official Plan policies for "Downtown" Designation

Topic	Description
<b>Permitted uses</b>	<ul style="list-style-type: none"> <li>• <b>Residential:</b> Dwelling units located on the second storey and above of all building types. Limited number of ancillary at-grade and/or below grade residential units may be permitted at the rear of a site, provided the intent</li> </ul>

Topic	Description
	<p>of the applicable policies of this Plan and The Aurora Promenade Concept Plan – Urban Design Strategy are achieved.</p> <ul style="list-style-type: none"> <li>• <b>Commercial:</b> Financial institutions, offices, retail stores, restaurants, personal services, funeral parlours, Tourist accommodations (i.e., Hotels, Bed and Breakfasts)</li> <li>• <b>Tourist Accommodations:</b> Hotels and bed and breakfasts</li> <li>• <b>Institutional:</b> Various Institutional uses</li> <li>• <b>Cultural, Recreational, and Entertainment</b></li> <li>• <b>Public and Recreational:</b> Parks, urban squares, public uses, and public and private utilities</li> </ul>
<b>Prohibited uses</b>	<ul style="list-style-type: none"> <li>• Stand-alone retail facilities and/or individual stand-alone retail stores</li> <li>• Any retail store with frontage abutting the public realm that exceeds 15 metres</li> <li>• Automotive-oriented uses of any kind, including but not limited to sales, service, and gas stations</li> <li>• Residential uses at grade and/or below grade</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>• Subject to the heights indicated on The Aurora Promenade and MTSA Building Heights Schedule</li> </ul>
<b>Building step-back</b>	<ul style="list-style-type: none"> <li>• Buildings taller than three storeys or 10.5 metres, are subject to a front yard step-back at the third storey and the angular plane provisions of this Plan</li> </ul>
<b>Location of parking lot</b>	<ul style="list-style-type: none"> <li>• Parking lots/facilities shall only be permitted within the rear yard and/or below grade.</li> </ul>
<b>Location of building</b>	<ul style="list-style-type: none"> <li>• <b>Lots with less than 40 metres of frontage:</b> The building envelope must be 0 to 1 metres from the front and/or exterior side lot line (Build-Within Zone). At least 80% of the main front wall and 60% of the exterior sidewall must fall within this zone.</li> <li>• <b>Lots with 40 metres or greater frontage:</b> The building envelope must be 1 to 3 metres from the front and/or exterior side lot line (Build-Within Zone). At least 80% of</li> </ul>

Topic	Description
	the main front wall and 60% of the exterior sidewall must be within this zone.

### Downtown Shoulder Designation

Section 9.4 states that the *Downtown Shoulder* designation as delineated on Schedule 'D1' is predominantly residential in character, although some of the homes have been converted to a mix of uses, including retail and offices. The purpose of the *Downtown Shoulder* designation is to protect and reinforce the area's heritage 'residential' character and identity. There is potential for infill development, so long as it is sensitive to heritage resources and the built form character of the neighbourhoods. Careful regulation of land uses and control over the scale and placement of infill structures is required in order to enhance the pedestrian experience. Specialty shops, offices and restaurants are encouraged, as well as the introduction of more residential uses through infill and other forms of gentle intensification.

Relevant land use and development policies for this designation are summarized in the table below:

Table 3: Town Official Plan policies for "Downtown Shoulder" Designation

Topic	Description
<b>Permitted uses</b>	<ul style="list-style-type: none"> <li>• <b>Residential:</b> Single-detached, semi-detached, townhouses, multi-unit buildings, apartments, communal housing, additional dwelling units, live-work units, home occupations, and converted dwellings</li> <li>• <b>Commercial:</b> Offices, small-scale retail and service commercial uses, restaurants, and tourist accommodations (e.g., Hotels, Tourist Information Centre)</li> <li>• <b>Institutional:</b> Child care facilities, small-scale institutional uses, places of worship, funeral parlours, and cultural uses</li> <li>• <b>Public and Recreational:</b> Parks, urban squares, public uses, and public and private utilities</li> <li>• <b>Other:</b> Parking facilities (at-grade and/or structured)</li> </ul>
<b>Prohibited uses</b>	<ul style="list-style-type: none"> <li>• Service commercial uses, retail stores and restaurants with a Gross Floor Area in excess of 2,400 square metres per premise; and,</li> </ul>

Topic	Description
	<ul style="list-style-type: none"> <li>Automobile-oriented uses of any kind including, but not limited to sales, service, gas stations.</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>Subject to the heights indicated on The Aurora Promenade and MTSA Building Heights Schedule.</li> </ul>
<b>Building step-back</b>	<ul style="list-style-type: none"> <li>Buildings taller than three storeys or 10.5 metres, are subject to a front yard step-back at the third storey and the angular plane provisions of this Plan.</li> </ul>
<b>Lot coverage</b>	<ul style="list-style-type: none"> <li>The maximum lot coverage by a surface parking lot shall be 25%. There is no minimum lot coverage for surface parking lots.</li> </ul>
<b>Location of parking lot</b>	<ul style="list-style-type: none"> <li>The parking lot/facility shall only be permitted within the rear yard and/or below grade.</li> <li>For house form buildings, interior side yard parking shall be permitted. However, the width of the parking area must not exceed 25% of the lot frontage.</li> </ul>
<b>Location of building</b>	<ul style="list-style-type: none"> <li>The building envelope must be 3 to 6 metres from the front and/or exterior side lot line (Build-Within Zone). At least 80% of the main front wall and 60% of the exterior sidewall must be within this zone.</li> <li>If a heritage building exists on the lot or an adjacent lot, additions or new structures must be set back 1.0 metre from the heritage building's main front wall.</li> </ul>

### Promenade General Designation

Section 9.5 states that the *Promenade General* designation, as delineated on Schedule 'D1', is comprised of predominantly auto-oriented commercial retail plazas with some office uses. As such, it holds the greatest potential for future redevelopment. The purpose of the *Promenade General* designation is to promote transformation into a vibrant, pedestrian oriented mixed-use area. Change will primarily occur through the introduction of higher densities in high quality mid-rise forms placed close to the street while providing appropriate transitions to adjacent neighborhoods and through the introduction of a finer grain street network that supports walkability.

Development within the *Promenade General* designation shall provide for a balance of residential, commercial, and employment uses to maintain a vibrant community

throughout the day, with larger sites accommodating both employment and residential opportunities.

Relevant land use and development policies for this designation are summarized in the table below:

Table 4: Town Official Plan policies for “Promenade General” Designation

Topic	Description
<b>Permitted uses</b>	<ul style="list-style-type: none"> <li>• <b>Residential:</b> Multiple-unit buildings, townhouses, apartment buildings, communal housing, and live-work units.</li> <li>• <b>Commercial:</b> Retail stores, restaurants, personal services, offices, research and data processing facilities, and tourist accommodations (i.e., hotels, tourist information centres).</li> <li>• <b>Institutional:</b> Child care facilities and various institutional uses.</li> <li>• <b>Cultural, Recreational, and Entertainment:</b> Facilities supporting cultural, recreational, and entertainment activities, including conference centres.</li> <li>• <b>Public and Recreational:</b> Parks, urban squares, public uses, and public and private utilities.</li> <li>• <b>Other:</b> Parking facilities (at-grade and/or structured).</li> </ul>
<b>Prohibited uses</b>	<ul style="list-style-type: none"> <li>• Single-detached and semi-detached dwellings; and,</li> <li>• Automotive-oriented uses of any kind including, but not limited to sales, service, gas stations.</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>• Subject to the heights indicated on The Aurora Promenade and MTSA Building Heights Schedule.</li> </ul>
<b>Building step-back</b>	<ul style="list-style-type: none"> <li>• Buildings over four storeys or 15 metres require a front yard step-back at the fourth storey and must meet angular plane provisions.</li> <li>• Development adjacent to Stable Neighbourhoods must transition in height and density using increased setbacks, low-rise forms, or a 45-degree angular plane from the property line.</li> </ul>
<b>Lot frontage</b>	<ul style="list-style-type: none"> <li>• The minimum lot frontage for any new development of any type within the Promenade General Area designation shall be 18 metres.</li> </ul>

Topic	Description
<b>Lot coverage</b>	<ul style="list-style-type: none"> <li>The maximum lot coverage by a surface parking lot shall be 25%. There is no minimum lot coverage for surface parking lots.</li> </ul>
<b>Location of parking lot</b>	<ul style="list-style-type: none"> <li>The parking lot/facility shall only be permitted within the rear yard and/or below grade.</li> </ul>
<b>Location of building</b>	<ul style="list-style-type: none"> <li>The Build-Within Zone is located 2 to 4 metres from the front and/or exterior side lot line. At least 80% of the main front wall and 60% of the exterior sidewall must be within this zone.</li> </ul>

### Major Transit Station Area Designation

Section 9.6 of the Official Plan identifies the *MTSA* as Aurora's primary focus for growth and intensification, accommodating the highest residential and employment densities in the Town. The MTSA is intended to evolve into a vibrant, pedestrian-oriented mixed-use district and transit hub, offering a variety of compact housing forms and tenures. This transformation will occur gradually through the redevelopment of existing industrial uses and the introduction of higher densities and mixed uses. Development within the MTSA is expected to support a balance of residential, commercial, and employment uses to create a lively, active community throughout the day.

Relevant land use and development policies for this designation are summarized in the table below.

Table 5: Town Official Plan policies for "Major Transit Station Area" Designation

Topic	Description
<b>Permitted uses</b>	<ul style="list-style-type: none"> <li>• <b>Residential:</b> Multi-unit buildings, townhouses, apartment buildings, and live-work units.</li> <li>• <b>Commercial:</b> Financial institutions, major offices, general offices, retail stores, restaurants, personal services, and tourist accommodations (i.e., Hotels, Tourist Information Centre);</li> <li>• <b>Institutional:</b> Child care facilities and various institutional uses.</li> <li>• <b>Cultural, Recreational, and Entertainment:</b> cultural, recreational, and entertainment activities, including conference centres.</li> </ul>



Topic	Description
	<ul style="list-style-type: none"> <li>• <b>Public and Recreational:</b> Parks, urban squares, public uses, and public and private utilities.</li> <li>• <b>Other:</b> Parking facilities (at-grade and/or structured).</li> </ul>
<b>Prohibited uses</b>	<ul style="list-style-type: none"> <li>• New automotive-oriented uses of any kind including, but not limited to sales, service, gas stations.</li> </ul>
<b>Affordable housing</b>	<ul style="list-style-type: none"> <li>• A minimum of 35% of new housing within the designation shall be affordable.</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>• Subject to the heights indicated on The Aurora Promenade and MTSA Building Heights Schedule.</li> </ul>
<b>Building step-back</b>	<ul style="list-style-type: none"> <li>• Buildings over four storeys or 15 metres require a front yard step-back at the fourth storey and must comply with angular plane provisions.</li> <li>• Development adjacent to Stable Neighbourhoods must transition in height and density through increased setbacks, intervening low-rise build forms, or a 45-degree angular plane from the property line.</li> </ul>
<b>Location of Dwelling Units</b>	<ul style="list-style-type: none"> <li>• Dwelling units; except those dwelling units fronting onto an arterial road, shall be required to be located above the ground floor of all building types.</li> </ul>
<b>Lot coverage</b>	<ul style="list-style-type: none"> <li>• The maximum lot coverage by a surface parking lot shall be 25%. There is no minimum lot coverage for surface parking lots.</li> </ul>
<b>Location of parking lot</b>	<ul style="list-style-type: none"> <li>• The parking lot/facility shall only be permitted within the rear yard and/or below grade.</li> </ul>
<b>Location of building</b>	<ul style="list-style-type: none"> <li>• The building envelope must be 2 to 4 metres from the front and/or exterior side lot line, with at least 80% of the main front wall and 60% of the exterior side wall located within it.</li> </ul>

### Building Height

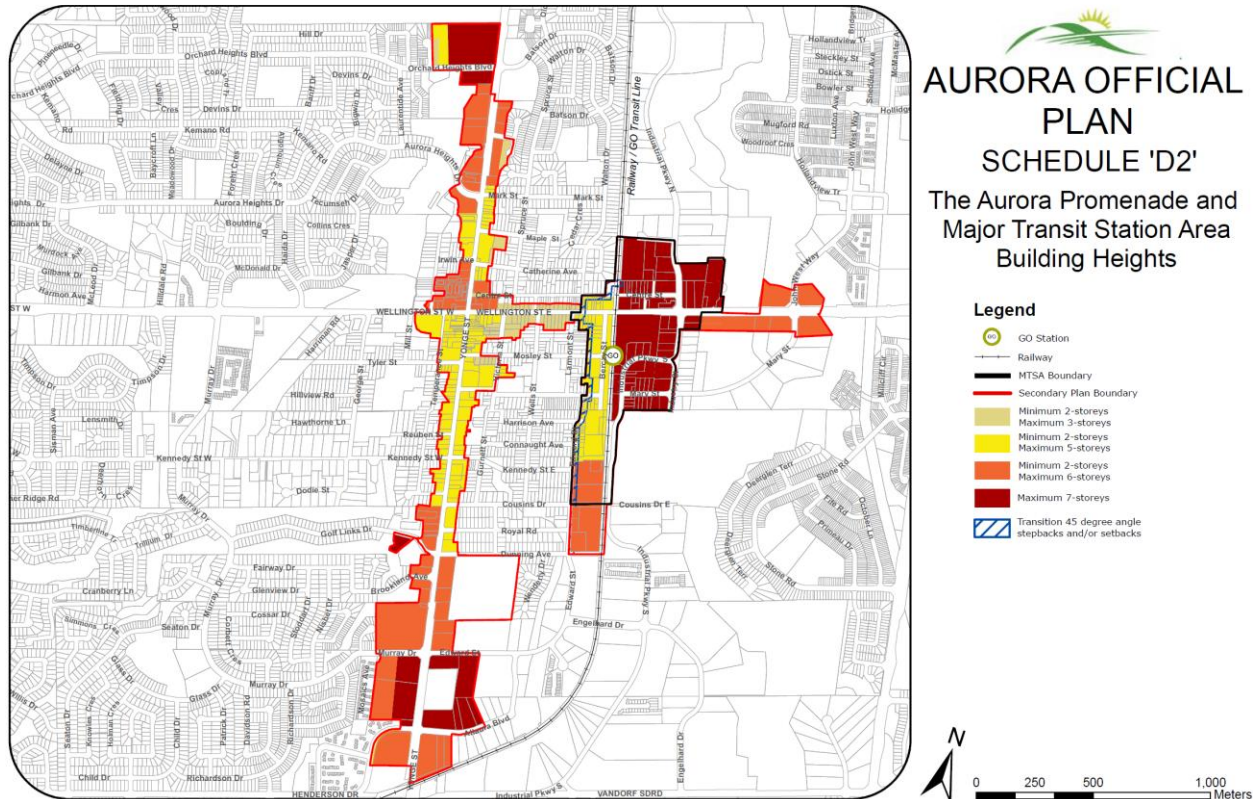
Building heights within the Focus Area are guided by Schedule D2 of the Town Official Plan.

Within the Aurora Promenade and the MTSA Secondary Plan area, the minimum building height is generally two storeys, with maximum heights ranging from three to seven storeys. The tallest developments are anticipated within the *MTSA, Promenade General*, and

*Downtown* (north of Wellington Street) land use designations, where heights of six to seven storeys are expected. In contrast, the *Downtown Shoulder* designation and the *Downtown* designation south of Wellington Street are intended to accommodate lower building heights, generally ranging from 3 to 5 storeys.

Please refer to Figure 3, which illustrates Schedule D2.

Figure 3. Building Heights



## Parking

Section 5.4 of the Town Official Plan outlines general parking policies applicable to all zones in the Town. To reinforce the role of streets as primary public spaces, the design and location of parking areas, driveways, service entrances, and loading zones must be carefully coordinated with pedestrian access, transit stops, and adjacent land uses. Parking areas should be situated to minimize their impacts on sidewalks and open spaces, with shared driveways and rear or side service courts encouraged.

Section 9.10 of the Town Official Plan encourages the provision of both surface and structured public parking facilities, as well as on-street parking, within the Aurora Promenade and MTSA to supplement the overall parking supply. Section 9.11 of the Town Official Plan prohibits parking in the front yard of any buildings located within the Aurora Promenade and MTSA. Surface parking and/or servicing areas may be permitted



in the rear yard or where house form buildings exist within certain designations in the interior side yard. Where above grade parking structures are proposed, they must incorporate active uses at grade and include appropriate architectural articulation. Entrances to below grade or structured parking and service areas are encouraged to be integrated within the building footprint.

The Town Official Plan further states that alternative parking requirements may be developed for the Focus Area, with further reductions possible within the MTSA. In other parts of the Focus Area, parking requirements may be reduced, particularly as high-order transit is introduced along Yonge Street and/or Wellington Street.

### **Built Form**

The Town Official Plan requires that development and redevelopment be compatible with surrounding areas, particularly ensuring appropriate transitions in height and density adjacent to Stable Neighbourhoods and heritage properties. This is achieved through increased setbacks, incorporation of low-rise built forms between developments, and applying a 45-degree angular plane over interior side or rear property lines to mitigate impacts. Additionally, new building designs must avoid causing significant loss of sunlight to neighboring properties.

To support these objectives, stepbacks are required on upper storeys of new buildings, with specifics varying by designation: in the *Downtown* and *Downtown Shoulder* areas, a minimum 3.0-metre stepback is mandated above the third storey, while in the *Promenade General* designation, a 1.5-metre stepback is required above the fourth storey. Stepbacks cannot be located below the top of the second storey in either designation.

### **3.3 Town of Aurora Comprehensive Zoning By-law (6000-17)**

The Town of Aurora Comprehensive Zoning By-law (6000-17) regulates land use and development to ensure alignment with the Town's planning objectives and broader policy framework. The Town adopted the Zoning By-law in 2017 to balance existing as-of-right permissions with the planning standards established in the Official Plan that was in effect at the time.

This review examines the existing zones within the Focus Area in relation to the four land use designations identified in Schedule D1 of the Town Official Plan, which are as follows:

- Downtown
- *Downtown Shoulder*
- Promenade General Zone
- MTSA

The analysis will examine the permitted uses and zone standards of each of the implementing zones in the Focus Area against the vision and policy objectives of the corresponding land use designations under the Town Official Plan.

For context, zoning for the Aurora Promenade and Major Transit Station Area (MTSA) is identified in Schedules A and A.1 of the Town Zoning By-law. Schedule A.2 provides a parking map for portions of the Aurora Promenade and MTSA. Zoning categories specific to the Aurora Promenade are outlined in Section 8 of the By-law; however, other zoning categories found in Sections 5 through 13 may also apply. Additionally, Section 3 (Definitions), Section 4 (General Provisions), and Section 5 (Parking and Stacking Requirements) are applicable.

### 3.3.1 Downtown Designation

The *Downtown* designation, in accordance with Schedule D1 of the Town Official Plan, encompasses three distinct zoning categories:

- Promenade Downtown (PD1)
- Promenade Downtown – Special Mixed Density Residential (PD2)
- Special Mixed Density Residential (R7)

Appendix A to this Paper illustrates the existing zones within each of the four land use designations in the Focus Area.

The Downtown core of Aurora is predominantly characterized by the PD1 Zone, which accommodates a broad range of commercial, recreational, and select institutional uses. While residential uses are permitted, they are restricted to locations above the first storey, thereby maintaining active commercial frontages at street level. This zoning approach aligns with the objective of fostering a pedestrian-friendly environment that emphasizes human activity within the downtown core.

A small number of parcels fronting on Machell Avenue and Mosley Street are zoned PD2 which permits a broader range of residential uses within the downtown area with limited commercial uses—such as offices, personal service shops, and small-scale retail stores.

There is also a single property along Victoria Street with site-specific zoning in the R7 zone to permit a multi-unit residential building.

### Permitted Uses

Following a review of the Zoning By-law, the list of permitted uses under each of the implementing zones does not fully conform with the list of uses envisioned in the Town Official Plan for the Downtown designation. A comprehensive list of the permitted uses, organized by zone, is provided in Appendix C to this Paper. The New Comprehensive Zoning By-law will ensure alignment between uses contemplated in the Town Official Plan for the Downtown designation and the implementing zones therein.

In detail, uses that are permitted under the Town Official Plan's Downtown designation but not currently permitted in the implementing zones will be introduced as-of-right for lands within this designation.

On the other hand, there are uses that are permitted under the existing Zoning By-law but not envisioned within the Downtown land use designation. The New Comprehensive Zoning By-law will remove these uses from the list of permitted uses under the implementing zones. Such uses that exist at the date of the passing of the New Comprehensive Zoning By-law will be protected as legal non-conforming uses.

### **Building Height**

The Height Schedule for the *Downtown* land use designation generally permits a minimum building height of two storeys, with maximum heights ranging from five to six storeys. Properties located north of Wellington Street are designated for a maximum of six storeys, while those to the south are limited to five storeys. Select properties fronting Mosley Street and Victoria Street are planned for lower-density development, with permitted building heights ranging from two to three storeys.

In contrast, the existing Zoning By-law (PD1 and PD2 zones) imposes a maximum building height of 10 metres across nearly all properties within the designation, with the exception of one site. This creates a notable discrepancy between the prevailing zoning permissions and the intended built form established in the Height Schedule for the Downtown designation.

The range of building height permitted in the Town Official Plan does not align closely with the corresponding implementing zones. This presents challenges to implement this provision by amending the parent zones. The New Comprehensive Zoning By-law will ensure the maximum height permitted in the implementing zones conforms with the Height Schedule D-2 of the Town Official Plan.

Please refer to Appendix B, which overlays the existing zoning codes onto the Building Height Schedule D-2 included in the Town Official Plan.

### **Building Stepbacks and Angular Plane**

The Town Official Plan states that buildings taller than three storeys or 10.5 metres are subject to a front yard step-back at the third storey and the angular plane provisions of this Plan. Where new development is adjacent to Stable Neighbourhoods, height and density transitions should be achieved through increased setbacks, the introduction of low-rise built forms, and/or the application of a 45-degree angular plane measured from the shared property line. This is applicable along the western boundary of the MTSA land use designation.

The existing Zoning By-law contains setback requirements which are applied on a zone-specific basis and are required based on building height. None of the existing zones within the *Downtown* Designation include provisions for building setbacks. The existing Zoning By-law, however, does not provide any angular plane regulations.

It is recommended that the forthcoming Comprehensive Zoning By-law will introduce regulations addressing building setbacks and angular plane standards.

### Location of Building

Section 9.3.2 c) of the Town Official Plan establishes that, on lots with less than 40 metres of frontage, the building envelope (referred to as the Build-Within Zone) must be located between 0 and 1 metres from the front and/or exterior side lot line. The majority of lots within the PD1 and PD2 zones fall below this frontage threshold. For lots with a frontage of 40 metres or more, the Build-Within Zone shifts to between 1.0 and 3 metres from the front and/or exterior side lot lines respectively. This policy effectively establishes the minimum and maximum building setback. Additionally, the Town Official Plan also prescribes a minimum percentage of the main front wall and main exterior sidewall to be located within the Build-Within Zones in the front and exterior side yard.

The Town's current Zoning By-law does not regulate maximum building setbacks and the percentage of building wall. While the existing Zoning By-law does not establish minimum setback requirements for buildings in the PD1 zone, it imposes a minimum setback of 6 metres from front and exterior side lot lines and 7.5 metres from interior side lot lines in the PD2 zone. This creates a clear discrepancy, particularly for PD1-zoned lots with frontages exceeding 40 metres and for all PD2-zoned lots.

The New Comprehensive Zoning By-law will ensure the Town Official Plan directions on building location are implemented.

### Parking

The Zoning By-law provides alternative parking standards for the Promenade area. Most of the *Downtown* designation aligns with the Promenade Downtown area as shown on Schedule A.2 of the Zoning By-law. Within the Promenade Downtown area, parking requirements are generally lower than the standard parking rate in the Town and are as follows:

- **Retail:** 3.5 spaces per 100 m<sup>2</sup>
- **New non-residential development:** 1.0 space per 100 m<sup>2</sup> of gross floor area
- **New residential development:** 1.0 space per unit, inclusive of visitor parking

Further, a smaller area within the Promenade Downtown area called Promenade Downtown Special Area is identified on Schedule A.2 of the Zoning By-law. In this area,

the minimum number of required parking spaces for a new use within an existing building is also deemed to be the number of parking spaces that existed on the lot at the time of the By-law's passage. All other uses within the Promenade Downtown area are subject to the standard minimum parking requirements.

These parking requirements conform with the Town Official Plan policies which permits land use specific and/or alternative parking requirements within the Aurora Promenade and the MTSA.

Within the Aurora Promenade and the MTSA, the Town Official Plan encourages both public parking structures and on-street parking to supplement the overall parking supply. Parking in the front yard is prohibited within the entire Focus Area. Specifically for the *Downtown* designation, the Town Official Plan only permits parking lots to be within the rear yard and/or below grade. As there is no provision in the current Zoning By-law that prohibits parking in the front yard, exterior side yard or interior side yard for lands within this designation, the New Comprehensive Zoning By-law will introduce an additional regulation to implement the relevant Town Official Plan policies.

### 3.3.2 Downtown Shoulder

The Town's *Downtown Shoulder* designation, situated just outside the Downtown core, includes four distinct zoning categories:

- Promenade Downtown Shoulder – Central Commercial (PDS1)
- Promenade Downtown Shoulder – Service Commercial (PDS2)
- Promenade Downtown Shoulder – Institutional (PDS3)
- Promenade Downtown Shoulder – Special Mixed Density Residential (PDS4)

The PDS1 and PDS4 zones are the most prevalent within this designation. The PDS1 zone accommodates a wide variety of commercial uses that support and complement the Downtown core, including restaurants, veterinary clinics, entertainment venues, private clubs, financial institutions, and fitness centres. The PDS4 zone is primarily residential, although many of its dwellings have been converted into mixed-use buildings integrating retail and office uses.

The PDS2 zone, which permits larger-scale service commercial uses, currently applies to only one property occupied by an animal hospital. The PDS3 zone is intended for institutional uses and supports developments such as schools, places of worship, senior care facilities, and heritage sites.

### Permitted Uses

Following a review of the Zoning By-law, the list of permitted uses under each of the implementing zones does not fully conform with the list of uses envisioned in the Town Official Plan for the Downtown designation. A comprehensive list of the permitted uses,

organized by zone, is provided in Appendix C to this Paper. The New Comprehensive Zoning By-law will ensure alignment between uses contemplated in the Town Official Plan for the *Downtown Shoulder* designation and the implementing zones therein.

In detail, uses that are permitted under the Town Official Plan's *Downtown Shoulder* designation but not currently permitted in the implementing zones will be introduced as-of-right for lands within this designation.

On the other hand, there are uses that are permitted under the existing Zoning By-law but not envisioned within the *Downtown Shoulder* designation. The New Comprehensive Zoning By-law will remove these uses from the list of permitted uses under the implementing zones. Such uses that exist at the date of the passing of the New Comprehensive Zoning By-law will be protected as legal non-conforming uses.

### **Building Height**

The Height Schedule for the *Downtown Shoulder* land use designation generally permits a minimum building height of two storeys, with maximum heights ranging from three to five storeys. Properties with frontage on Young Street are designated for a maximum of five storeys, while those with frontage on Wellington Street are permitted a maximum of three storeys.

In contrast, the existing Zoning By-law imposes a maximum building height of 10 metres across properties located within the PDS1, PDS2, and PDS4 zones. It permits an increased height of 18.5 metres in the PDS1 zone if the fourth and fifth storeys are set back a minimum of 3 metres from the main and exterior side walls of the third storey. Buildings in the PDS3 zone are permitted a maximum height of 15 metres.

This creates a notable discrepancy between the prevailing zoning permissions and the intended built form established in the Downtown Height Schedule. The maximum height permitted in the Town Official Plan does not align neatly with the corresponding implementing zones. This presents challenges to implement this provision by amending the parent zones. The New Comprehensive Zoning By-law will ensure the maximum height permitted in the implementing zones conforms with the Height Schedule D-2 of the Town Official Plan.

Appendix B provides an overlay of the current zoning codes on Schedule D2 (Height Schedule) contained within the Town Official Plan.

### **Building Stepbacks and Angular Plane**

The Town Official Plan states that buildings exceeding three storeys or 10.5 metres in height are subject to a front yard stepback at the third storey, as well as the angular plane requirements set out in the Plan. Where new development is adjacent to Stable Neighbourhoods, height and density transitions should be achieved through increased



setbacks, the introduction of low-rise built forms, and/or the application of a 45-degree angular plane measured from the shared property line. This is applicable along the western boundary of the MTSA land use designation.

The existing Zoning By-law contains stepback requirements which are applied on a zone-specific basis and are required based on building height. Within the zones currently applicable to the *Downtown Shoulder* designation, only the PDS1 Zone includes stepback provisions, which require a 3-metre stepback from the exterior wall of the third storey for each storey above, generally up to a maximum of five storeys or 18.5 metres. The existing Zoning By-law, however, does not provide any angular plane regulations.

It is recommended that the forthcoming Comprehensive Zoning By-law introduce regulations addressing building stepbacks and angular plane standards.

### Location of Building

The *Downtown Shoulder* land use designation specifies that the Build-Within Zone should be located between 3 and 6 metres from the front and/or exterior side lot line. This policy effectively establishes the minimum and maximum building setback. Additionally, the Town Official Plan also prescribes a minimum percentage of the main front wall and main exterior sidewall to be located within the Build-Within Zones in the front and exterior side yard.

The Town's current Zoning By-law does not regulate maximum building setbacks and the percentage of building wall. Within the PDS1 and PDS4 Zones, which apply to the majority of properties in this designation, the front and exterior side yard setbacks range from 0 to 6 metres, generally aligning with the policies of the Town Official Plan. In contrast, the PDS2 and PDS4 Zones impose larger minimum setbacks, requiring 10 metres from both the front and exterior side lot lines.

To ensure consistency with the Official Plan, it is recommended that the applicable Zoning By-law provisions be revised to better reflect the intended build-within zone and percentage of building walls established by the *Downtown Shoulder* designation.

### Parking

The Zoning By-law provides alternative parking standards for the Promenade area. In detail, most of the *Downtown Shoulder* designation aligns with the Promenade Downtown Shoulder area as shown on Schedule A.2 of the Zoning By-law. Within the Promenade Downtown Shoulder area, parking requirements are generally lower than the standard parking rate in the Town and are as follows:

- **Retail:** 3.5 spaces per 100 m<sup>2</sup>
- **New Non-residential development:** 2.0 space per 100 m<sup>2</sup> of gross floor area

- **New Residential development:** 1.0 space per unit, inclusive of visitor parking

All other uses within the Promenade Downtown Shoulder area are subject to the standard minimum parking requirements.

These parking requirements conform with the Town Official Plan policies which permits land use specific and/or alternative parking requirements within the Aurora Promenade and the MTSA.

As mentioned, the Town Official Plan contains general parking policies for the entire Aurora Promenade and the MTSA. Specifically, parking in the front yard is prohibited. Specifically for the *Downtown Shoulder* designation, the Town Official Plan only permits parking lots to be within the rear yard and/or below grade with the exception for house form buildings where interior side yard parking is permitted provided the width of the parking area must not exceed 25 percent of the lot frontage. As there is no provision in the current Zoning By-law that prohibits parking in the front yard, exterior side yard or interior side yard for lands within this designation, the New Comprehensive Zoning By-law will introduce an additional regulation to implement the relevant Town Official Plan policies.

### 3.3.3 Promenade General Designation

The Promenade General land use designation encompasses the northern, southern, and eastern peripheries of the Secondary Plan Area, predominantly allocated for commercial purposes. The existing Zoning By-law assigns the following zones within this designation:

- C2 – Central Commercial
- C3 – Service Commercial
- C4 – Community Commercial
- C6 – Mixed Residential Commercial
- RA2 – Second Density Apartment Residential
- E1 – Service Employment
- E2 – General Employment
- I – Institutional
- EP – Environmental Protection
- O1 – Public Open Space

The C3 and C4 zones are the most prevalent, with limited applications of the C2 and C6 zones. These zones permit a wide array of commercial, institutional, and recreational activities but impose restrictions on residential development, allowing residential units exclusively above the first storey in the C2, C4, and C6 zones. There are also more limited occurrences of Employment and Institutional land uses within the Secondary Plan Area.



To better align with the Town Official Plan objectives, the new Zoning By-law should provide increased flexibility for residential development in this area.

### **Permitted Uses**

Following a review of the Zoning By-law, the list of permitted uses under each of the implementing zones does not fully conform with the list of uses envisioned in the Town Official Plan for the *Promenade General* designation. A comprehensive list of the permitted uses, organized by zone, is provided in Appendix C to this Paper. The New Comprehensive Zoning By-law will ensure alignment between uses contemplated in the Town Official Plan for the *Promenade General* designation and the implementing zones therein.

In detail, uses that are permitted under the Town Official Plan's *Promenade General* designation but not currently permitted in the implementing zones will be introduced as-of-right for lands within this designation.

On the other hand, there are uses that are permitted under the existing Zoning By-law but not envisioned within the *Promenade General* land use designation. The New Comprehensive Zoning By-law will remove these uses from the list of permitted uses under the implementing zones. Such uses that exist at the date of the passing of the New Comprehensive Zoning By-law will be protected as legal non-conforming uses.

### **Building Height**

The Height Schedule for the *Promenade General* land use designation generally permits a minimum building height of two storeys, with maximum heights ranging from three to seven storeys. The majority of developable land within the height schedule restricts building height to six storeys. Some areas, primarily located near the northern and southern boundaries, are permitted a maximum building height of seven storeys.

When reviewing the existing Zoning By-law for the commercial land use designations, the C2 to C4 zones permit a maximum height of 10 metres. The C6 land use designation permits a maximum height of 22 metres, which generally aligns with the six-storey height. A few properties located in the RA2 zone have site-specific zoning that permits apartment buildings up to five to seven storeys, depending on the individual site.

The New Comprehensive Zoning By-law will ensure the maximum height permitted in the implementing zones conforms with the Height Schedule D-2 of the Town Official Plan. Appendix B provides an overlay of the current zoning codes on Schedule D2 (Height Schedule) contained within the Town Official Plan.

## Building Stepbacks and Angular Plane

The Town Official Plan states that buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions. Where new development is adjacent to Stable Neighbourhoods, height and density transitions should be achieved through increased setbacks, the introduction of low-rise built forms, and/or the application of a 45-degree angular plane measured from the shared property line.

The existing Zoning By-law contains stepback requirements which are applied on a zone-specific basis and are required based on building height. Within the zones currently applicable to the *Promenade General* land use designation, only the C2 Zone includes stepback provisions, which require a 3-metre stepback from the exterior wall of the third storey for each storey above, generally up to a maximum of five storeys or 18.5 metres. The existing Zoning By-law, however, does not provide any angular plane regulations.

It is recommended that the forthcoming Comprehensive Zoning By-law introduces general provisions addressing building stepbacks and angular plane standards.

## Location of Building

The *Promenade General* land use designation states that the build-within zone should be located 2 to 4 metres from the front and/or exterior side lot line. This policy effectively establishes the minimum and maximum building setback. Additionally, the Town Official Plan also prescribes a minimum percentage of the main front wall and main exterior sidewall to be located within the Build-Within Zones in the front and exterior side yard.

The Town's current Zoning By-law does not regulate maximum building setbacks and the percentage of building wall. The front and exterior side yard setbacks are predominantly 10 metres and 12 metres, respectively, in the C3 and C4 zones, which represent the majority of lots.

To ensure consistency with the Official Plan, it is recommended that the applicable Zoning By-law provisions be revised to better reflect the intended build-within zone and percentage of building walls established by the *Promenade General* designation.

## Lot Frontage

The Town Official Plan states that the minimum lot frontage for any new development shall be 18 metres within the *Promenade General* land use designation. Each of the lot frontages in the commercial land uses is at least 18 metres, excluding the C2 zoning code, which has a minimum frontage of 10 metres. Notably, there are only a few properties zoned C2 within the *Promenade General* land use designation. The New Comprehensive Zoning By-law should ensure this policy is implemented.

## Parking

As mentioned, the Town Official Plan contains general parking policies for the entire Aurora Promenade and the MTSA which specifically prohibits parking in the front yard. As there is no provision in the current Zoning By-law that prohibits parking in the front yard, exterior side yard or interior side yard for lands within this designation, the New Comprehensive Zoning By-law will introduce an additional regulation to implement the relevant Town Official Plan policies.

### 3.3.4 Major Transit Station Area

The MTSA land use designation is situated approximately 500 metres east of the Downtown core. Under the existing Zoning By-law, the area primarily consists of industrial and employment uses, with a limited number of commercial and site-specific residential properties interspersed. The applicable zoning designations include:

- E1 – Service Employment
- E2 – General Employment
- C2 – Service Commercial
- C3 – Service Commercial
- C4 – Community Commercial
- C6 – Mixed Residential Commercial
- PDS1 – Promenade Downtown
- PDS4 – Promenade *Downtown Shoulder* Special Mixed Density Residential
- RA2 – Second Density Apartment Residential
- R3 – Detached Third Density Residential
- R4 – Detached Fourth Density Residential
- R5 – Detached Fifth Density Residential

The E1 and E2 zones are by far the most prominent within the MTSA, supporting industrial, commercial, and office-based uses that contribute to employment growth in the area. Some of the other zones listed above apply to only a limited number of properties. These employment zones accommodate large lot sizes and permit a maximum building height of 15 metres. Residential uses are not permitted within these zones.

Several properties near Wellington Street and Industrial Parkway are zoned for commercial uses. While these commercial designations support a broad range of business activities, they generally do not permit residential development.

There are some residential properties located within the MTSA that are either currently zoned to support residential uses or are planned to do so. One property zoned C6 has a site-specific zoning exemption that permits 68 residential dwelling units above the first floor. Additionally, three properties within the MTSA are located in the RA2 zone, which

permits high-density residential development with a maximum building height of 26 metres. An active Official Plan Amendment and Zoning By-law Amendment application is currently under review for these properties, proposing a 12-storey mixed-use development consisting of four buildings with a total of 915 residential units and integrated non-residential uses.

There are also several single-detached dwellings located on the north side of Centre Street. These properties, situated within the E1 zone, are considered legal non-conforming.

### **Permitted Uses**

Following a review of the Zoning By-law, the list of permitted uses under each of the implementing zones does not fully conform with the list of uses envisioned in the Town Official Plan for the MTSA designation. A comprehensive list of the permitted uses, organized by zone, is provided in Appendix C to this Paper. The New Comprehensive Zoning By-law will ensure alignment between uses contemplated in the Town Official Plan for the MTSA designation and the implementing zones therein.

In detail, uses that are permitted under the Town Official Plan's MTSA designation but not currently permitted in the implementing zones will be introduced as-of-right for lands within this designation.

On the other hand, there are uses that are permitted under the existing Zoning By-law but not envisioned within the MTSA land use designation. The New Comprehensive Zoning By-law will remove these uses from the list of permitted uses under the implementing zones. Such uses that exist at the date of the passing of the New Comprehensive Zoning By-law will be protected as legal non-conforming uses.

### **Building Height**

The Height Schedule for the MTSA land use designation generally requires a minimum building height of two storeys, with maximum heights ranging from five to seven storeys. West of the railway/GO Transit line, building heights are generally limited to five storeys, with a few exceptions permitting six. East of the rail line, building heights of up to seven storeys are supported. The Official Plan also requires height transitions—using 45-degree angular planes and/or setbacks—along the western edge of the MTSA, where it abuts low-density residential areas.

Currently, the E1 and E2 zones—which cover most of the MTSA—permit a maximum height of 15 metres. However, a reduced maximum height of 10 metres applies to certain lands within 150 metres of any Residential Zone that existed at the time of the by-law's passing. Other zones within the MTSA generally permit lower maximum heights, typically under 10 or 11 metres, with the exception of a single C6-zoned property.

To implement the MTSA policies and built form objectives included in the Town Official Plan, the new Zoning By-law will need to be updated to reflect the prescribed height ranges and transition requirements by the Building Height Schedule that is included in the Town Official Plan.

Appendix B provides an overlay of the current zoning codes on Schedule D2 (Height Schedule) contained within the Town Official Plan.

### **Building Stepbacks and Angular Plane**

The Town Official Plan states that buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions. Where new development is adjacent to Stable Neighbourhoods, height and density transitions should be achieved through increased setbacks, the introduction of low-rise built forms, and/or the application of a 45-degree angular plane measured from the shared property line. This is applicable along the western boundary of the MTSA land use designation.

The existing Zoning By-law contains stepback requirements which are applied on a zone-specific basis and are required based on building height. Of the zones currently applicable to lands within the MTSA designation, only the PDS1 and C2 Zones include stepback provisions, both requiring a 3-metre stepback from the exterior wall of the third storey for each additional storey above, generally up to a maximum of five storeys or 18.5 metres. The existing Zoning By-law, however, does not provide any angular plane regulations.

It is recommended that the forthcoming Comprehensive Zoning By-law introduces general provisions addressing building stepbacks and angular plane standards.

### **Location of Building**

Within the MTSA, the Town Official Plan requires that the building envelope be located 2 to 4 metres from the front and/or exterior side lot line, with a minimum of 80% of the main front wall and 60% of the exterior side wall situated within this range.

The Town's current Zoning By-law does not regulate maximum building setbacks and the percentage of building wall. Existing zoning provisions vary across the MTSA. Most of the area is zoned E1 or E2, both of which currently permit a minimum front and exterior side yard setback of 3 metres. In practice, existing commercial uses exhibit a wide range of setbacks—from 0 metres to 12 metres—resulting in inconsistencies with the built form policies of the Official Plan.

To align zoning regulations with the Official Plan's vision for a more cohesive urban form, the development standards in the Zoning By-law should be reviewed and updated. This includes revising the E1 and E2 zones, as well as any other applicable zoning categories within the MTSA, to support a street-oriented, pedestrian-friendly design.

## Parking

As mentioned, the *Planning Act* states that a zoning by-law may not contain minimum parking requirement within a protected major transit station area. The Town Official Plan permits reduced parking requirements within the MTSA. As mentioned, the Town Official Plan also contains general parking policies for the entire Aurora Promenade and the MTSA which specifically prohibit parking in the front yard.

The New Comprehensive Zoning By-law need to implement policy directions of the *Planning Act* and the Town Official Plan as outlined above.

## 4. Best Practices from Other Municipalities

A review was conducted of zoning regulations in municipalities that have either recently updated, or are in the process of updating, their zoning by-laws in response to provincial legislation pertaining to MTSA's. The purpose of this review was to examine how various municipalities are addressing key zoning topics within the context of MTSA planning requirements.

Although a full re-write of the existing Zoning By-law is not anticipated, conformity with applicable provincial legislation, as well as the Region and Town Official Plans, remains essential. The review focused on identifying zoning solutions that can be applied within the Focus Area through targeted updates, rather than through a comprehensive overhaul of the existing by-law.

The analysis focuses on four principal topics:

1. **Use Permissions:** How the New Comprehensive Zoning By-law ensures alignment between uses contemplated in the Town Official Plan and the implementing zones;
2. **Parking Standards:** How parking regulations should be updated to align with provincial policies, particularly the relevant provisions of the Planning Act;
3. **Built Form Policies:** How development standards such as building height, and lot coverage are integrated into the New Comprehensive Zoning By-law to achieve conformity with the built form policies under the Town Official Plan; and
4. **Compatibility Tools:** How the New Comprehensive Zoning By-law implements the compatibility tools (i.e., 45-degree angular planes, stepbacks) to ensure new development is appropriately scaled and context-sensitive.

### 4.1 Implementation of permitted uses and zone standards

As mentioned, the list of permitted uses and zone standards under each of the implementing zones does not fully conform with the policies in the Town Official Plan for each of the four land use designations within the Focus Area. The New Comprehensive Zoning By-law will need to ensure alignment between uses contemplated and directions for development standards in the Town Official Plan and the implementing zones therein.

To inform this process, a review was conducted of how other Ontario municipalities implement changes in permitted uses and zone standards over a geographic area. There are municipalities that choose to pre-zone lands to implement Official Plan policies such as the City of Brampton. On the other hand, other municipalities opt for an overlay



approach to implement uses and zone standards in their Zoning By-law. Overlays are additional regulations applied to specific geographic areas shown on a map. They are used when certain rules need to apply across multiple zoning categories and do not align neatly with a single zone. Overlays often take precedence over the underlying zoning requirements and are useful for addressing site-specific issues, such as heritage conservation, flood protection, or design standards. Municipalities such as Toronto, Guelph and Ottawa have employed various overlay approaches in their Zoning By-law.

The following examples illustrate a range of approaches being taken across the province:

#### **4.1.1 The City of Brampton**

The City of Brampton is currently undertaking a new Comprehensive Zoning By-law to align with its Official Plan. Notably, the City has identified the need to ensure that areas surrounding the MTSA's align with provincial legislation.

The City of Brampton chose to pre-zone lands located within Primary MTSA's—excluding the Brampton GO, Bramalea GO, and Steeles at Mississauga MTSA's—to align with the land use designations and policies established in the city's Official Plan, i.e. the Brampton Plan.

New parent zones will be introduced to permit a range of uses and to establish development standards, including maximum permitted densities and building heights, requirements for at-grade commercial uses, and appropriate setbacks, consistent with the Brampton Plan. Where the Brampton Plan supports higher densities or new land uses, the Comprehensive Zoning By-law will pre-zone these areas accordingly to reflect those permissions.

Holding zone provisions will be applied, where appropriate, to delay the activation of zoning permissions until the coordinated delivery of required infrastructure and community improvements is secured.

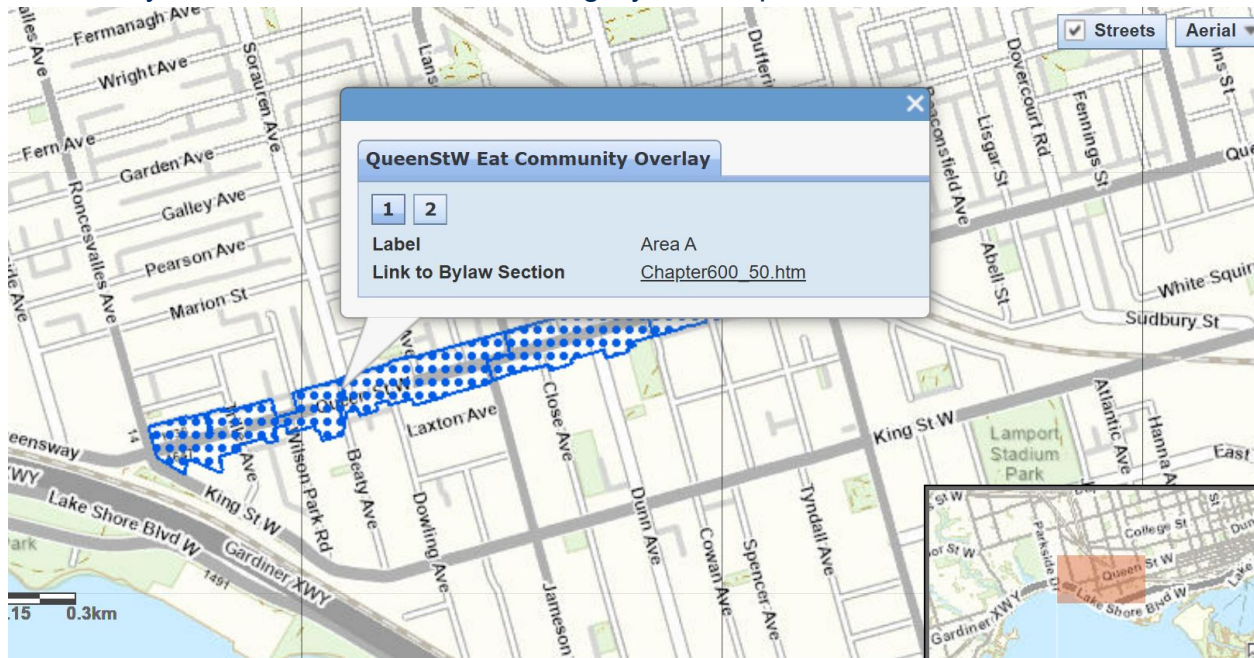
#### **4.1.2 The City of Toronto**

The City of Toronto's City-wide Zoning By-law 569-2013 ("Toronto Zoning By-law") contains the Queen Street West Eating Establishment Community Overlay District whose extent is shown on the City's interactive Zoning By-law map.

Regulations under this policy overlay outlines permitted uses and prohibited uses, within the geographical extent of the overlay subject to compliance with a range of zone standards. The regulations are organized into a Chapter within the Toronto Zoning By-law to minimize complexity for users.



Figure 4. Queen Street West Eating Establishment Community Overlay District Outlined on the City of Toronto's interactive Zoning By-law map



#### 4.1.3 The City of Ottawa

The City of Ottawa incorporates two (2) approaches to overlay: policy overlay and suffixes. Policy overlays are similar to the City of Toronto's approach as outlined above. These overlays require a section in the Zoning By-law that outlines the appropriate provisions that apply to the overlay. The City of Ottawa's Zoning By-law includes the Flood Plain Hazard Overlay, a policy overlay, which outlines the prohibited uses and general provisions within the applicable areas. This overlay is accompanied by a map that shows the geographical extent of the overlay on the City's interactive mapping service.

As opposed to policy overlays, suffixes in the City of Ottawa's Zoning By-law adds a single regulation to a zone. These regulations include provisions for height (H), floor space index (F), holding provision (h) and Residential Neighbourhood Commercial (c). For example, a suffix H(30) added to an R5 Zone adds an additional provision which permits maximum height of 30 metres to that R5 Zone.

On the other hand, a lot with the Residential Neighbourhood Commercial suffix (c) is subject to regulations outlined in a section within the Zoning By-law. This section includes regulations that permit non-residential uses subject to compliance with certain regulations. Despite the use of a suffix, the Residential Neighbourhood Commercial functions more like a policy overlay, albeit without a map.

## 4.2 Parking

As per the *Planning Act*, the New Comprehensive Zoning By-law cannot impose minimum vehicular parking requirement for lands within the MTSA. In addition, the Town Official Plan enables the implementing zoning by-law to provide land use specific and/or alternative parking requirements within the Focus Area.

A review of zoning by-laws from three municipalities was conducted to evaluate how parking requirements are established within and around MTSA. In summary, there are two approaches with parking requirements that are employed by these municipalities. The first approach, adopted by the City of Toronto and the City of Waterloo, involves the use of overlays to implement different parking requirements across these cities. The second approach, utilized by the City of Guelph, directly amends the parking requirements within the applicable parent zones. In the case of Guelph, reduced parking requirements were implemented within the MTSA by adding new parking rates in their downtown zones, which correspond neatly to the MTSA.

### 4.2.1 The City of Toronto

The City of Toronto utilizes a Parking Zone Overlay system within its Zoning By-law 569-2013 to manage parking requirements across different areas of the city. This overlay approach allows for tailored parking standards that align with local planning objectives, such as promoting transit-oriented development and reducing car dependency in areas well-served by public transit.

- The city is divided into various parking zones, each with specific parking requirements. These zones are designed to reflect the unique characteristics and needs of different neighborhoods.
- In areas with high transit accessibility, such as those near major transit stations, the overlay system permits reduced parking minimums to encourage the use of public transportation and support higher-density development.
- The Zoning By-law also provides maximum parking requirements across multiple uses and parking zones.
- The overlay zones are a tool to implement broader city policies aimed at sustainable urban development, efficient land use, and environmental stewardship.

### 4.2.2 The City of Waterloo

The City of Waterloo uses a Parking Overlay system as part of its Zoning By-law 2018-050 to manage parking requirements across different areas of the city. This overlay is detailed in Schedule A1 of the by-law and establishes specific parking standards based on geographic zones.

- The overlay delineates multiple areas (i.e., Area A, Area B, etc.), each with tailored minimum parking requirements for various land uses.

- In zones with high transit accessibility, such as those near MTSA's, the overlay permits reduced parking minimums to encourage transit use and support higher-density development.

The overlay facilitates parking reductions for developments that incorporate Transportation Demand Management measures, such as enhanced bicycle parking or proximity to public transit.

#### 4.2.3 The City of Guelph

Unlike Toronto and Waterloo, the City of Guelph has implemented reduced parking rates directly through its parent zoning regulations within the downtown zones, rather than utilizing parking overlays. An MTSA is located within Guelph's downtown core.

The reduced rates apply to a range of land uses, including residential dwellings, retail and service uses, office space, community facilities, and hospitality establishments.

This approach is effective in municipalities where distinct parent zones align closely with the geographic areas that require alternative parking standards. However, it becomes less effective when those same parent zones also apply to areas outside the targeted geography, where different parking requirements do not apply.

### 4.3 Building Height & 45 Degree Angular Plane

The Town Official Plan provides direction on establishing appropriate building height through Schedule D2 and includes compatibility tools such as the 45-degree angular plane. As mentioned, the range of building height permitted in Schedule D2 does not align closely with any corresponding implementing zones. This presents challenges to implement this provision by amending the parent zones.

In addition, The Town Official Plan directs the 45-degree angular plane to be applied over the interior side and/or rear property line that is shared with properties designated Stable Neighbourhoods and heritage properties. Its purpose is to guide transitions in building height and massing to ensure compatibility with adjacent low-rise contexts. The New Comprehensive Zoning By-law needs to consider a few matters when implementing this policy:

1. **Stable Neighbourhoods properties:** 'Stable Neighbourhood' is not a zone in the Town Zoning By-law. As part of the new Comprehensive Zoning By-law, consideration must be given to how the policy intent of protecting stable residential areas can be effectively translated into zoning regulations. This involves determining whether angular plane analysis should be required for developments that abut certain zoning categories, specific building types, or buildings that exceed certain height thresholds.

2. **Starting point of the 45-degree angular planes:** the Town Official Plan directs angular planes to be applied over the interior side and/or rear property line shared with sensitive properties. The New Comprehensive Zoning By-law should consider at what height the angular planes should be taken. Some municipalities require angular planes taken at grade while other permit them to be taken at a prescribed height over the average grade.
3. **Angular plane expressed through height and setback:** to achieve the intent of the angular plane provision, a regulation requiring the minimum rear yard and interior side yard widths to be as equal or greater than the proposed building height also suffices. This is a simple application of the 45-degree angular plane and does not take into account building step-backs at higher levels. The new Comprehensive Zoning By-law should evaluate whether angular plane requirements are preferred over a combination of building height and setback regulations.

The following section evaluates how the City of Guelph, the City of Ottawa and City of Hamilton approach these matters.

#### 4.3.1 The City of Guelph

The City of Guelph's Zoning By-law (2023)-20790 includes a Downtown Height Overlay schedule in the Zoning By-law, which establishes the minimum and maximum building heights for downtown zones. This overlay implements the height policies set out in the Downtown Guelph Secondary Plan.

In addition to the height overlay schedule, maximum building height is further regulated through angular plane provisions outlined in the Zoning By-law. The application of these angular plane requirements varies slightly depending on the originating zone category. For the purpose of this analysis, the Downtown Zones are most relevant as they encompass City's core and include a MTSA. Within Downtown Zones, the City of Guelph requires that building height not exceed a 45-degree angular plane measured from the minimum required rear yard or side yard where the downtown zone abuts a lot within a Low-Density Residential Zone. The measurement is measured from a point 10.5 metres above the average grade elevation at the shared lot line. These provisions are intended to ensure an appropriate transition in height and scale between higher-density development and adjacent low-density residential areas.

#### 4.3.2 The City of Ottawa

The City of Ottawa is in the process of preparing a new Zoning By-law, with the second draft released to the public on March 20, 2025. Although the by-law has not yet been formally adopted by Council, it still provides valuable insight into emerging zoning practices.

In the draft Zoning By-law, building height permissions vary depending on the zone and specific site context. In areas envisioned for compact, pedestrian-oriented development—such as the City’s Mainstreet corridors and 15-minute neighbourhoods—a 45-degree angular plane is commonly applied. This angular plane is used in select zones where new development is located adjacent to established neighbourhood zones, helping to manage transitions in scale and protect adjacent low-rise residential areas. Where a lot abuts a neighbourhood zone (i.e., N1, N2, N3, or N4), no portion of a building may extend beyond a 45-degree angular plane measured from a height of 15 metres at the rear lot line, sloping upward toward the front lot line.

In areas located more than 15 metres from a lot line abutting a neighbourhood zone—or where the lot does not abut an N1, N2, N3, or N4 zone—a maximum building height of 30 metres requirement applies instead of an angular plane provision.

### 4.3.3 The City of Hamilton

The Urban Hamilton Official Plan (UHOP) directs that within the Mixed Use – Medium Density designation, buildings are progressively stepped back from adjacent areas designated Neighbourhoods. Further, the UHOP enables the Zoning By-law to include an angular plane requirement to set out an appropriate transition and stepping back of heights.

The City’s Zoning By-law 05-200 contains a regulation that implements the above policies in the Mixed Use Medium Density (C5) Zone. In detail, when regulating height, the C5 Zone contains a regulation that reads:

**10.5.3d) iii)** - *In addition to Section 10.5.3d)i) and notwithstanding Section 10.5.3d)ii), any building height above 11.0 metres may be equivalently increased as the yard increases beyond the minimum yard requirement established in Section 10.5.3 b) and c) when abutting a Residential or Institutional Zone to a maximum of 22.0 metres*

The relevant regulations of the Zoning By-law 05-200 are provided in the below table:

Table 6: Relevant Regulations in City of Hamilton’s Zoning By-law 05-200

Section	Regulation
<b>10.5.3 b)</b>	i) 7.5 metres. ii) Notwithstanding Section 10.5.3 b) i), in the case of a corner lot where a rear lot line is abutting a street, the requirements of Section 10.5.3 a) shall apply.
<b>10.5.3 c)</b>	7.5 metres abutting a Residential or Institutional Zone or lot containing a residential use

Section	Regulation
<b>10.5.3 d) i)</b>	Minimum 7.5 metre façade height for any portion of a building along a street line
<b>10.5.3 d) ii)</b>	Maximum 22.0 metres
<b>10.5.3 d) iii)</b>	In addition to Section 10.5.3d)i) and notwithstanding Section 10.5.3d)ii), any building height above 11.0 metres may be equivalently increased as the yard increases beyond the minimum yard requirement established in Section 10.5.3 b) and c) when abutting a Residential or Institutional Zone to a maximum of 22.0 metres

The referenced zoning regulation requires that any development exceeding 11 metres in height must increase its interior side and rear yard setbacks proportionally with the height increase, up to a maximum setback of 22 metres. This requirement applies specifically when the development abuts a residential or institutional zone.

Since the term “equivalently” is open to interpretation, it is unclear whether each 1-metre increase in building height beyond 11 metres requires a corresponding 1-metre increase in minimum setback beyond 7.5 metres. This could result in the required rear and interior side yard setbacks that are less than the building height, meaning that developments may not fully conform to a 45-degree angular plane. Nevertheless, the City of Hamilton’s Zoning By-law demonstrates an approach to implementing the Official Plan’s angular plane policies by coordinating building height and setback requirements.



## 5. Discussion and Recommendation

A long-term strategy for the Aurora Promenade and MTSA Secondary Plan Area should prioritize a coordinated approach to growth, intensification and compatibility. Specifically, focus for the MTSA designation should be gradually transitioning from low-density industrial and employment uses to a transit-supportive, mixed-use hub while maintaining employment opportunities. Creating a vibrant and pedestrian-friendly environment within the MTSA requires a strong emphasis on urban design and the public realm.

Based on the review of relevant planning policies and best practices in other municipalities, the following is recommended for consideration in the New Comprehensive Zoning By-law. These recommendations are preliminary and may be refined as the process advances and public input is received.

1. Ensure permitted uses and zone standards in the implementing zones align with the Town Official Plan. There are options to consider for this exercise:
  - a. Modify permitted uses and zone standards in the parent zones – This approach involves updating the uses and zone standards directly within the existing parent zones. It is most effective when the zones are contained within, and closely aligned with, the corresponding land use designations in the Town Official Plan.
  - b. Introduce new zone categories – This option involves creating new zone categories that implement with the contemplated mix of uses and built form policies in the Town Official Plan. This approach should be considered where none of the existing parent zones is close to implementing the Town Official Plan policies.
  - c. Introduce overlay(s) for each land use designations - This method introduces overlays that align with the boundaries of the land use designations within the Focus Area. The overlay(s) may contain regulations for permitted uses and zone standards that implement the Town Official Plan policies. This approach is effective when the same parent zones are found in more than one land use designation. It is also recommended to use the policy overlay approach rather than the suffix-based method in this option, as the extensive number of zone standard modifications would result in numerous suffixes, diminishing the clarity and readability of the Zoning By-law.

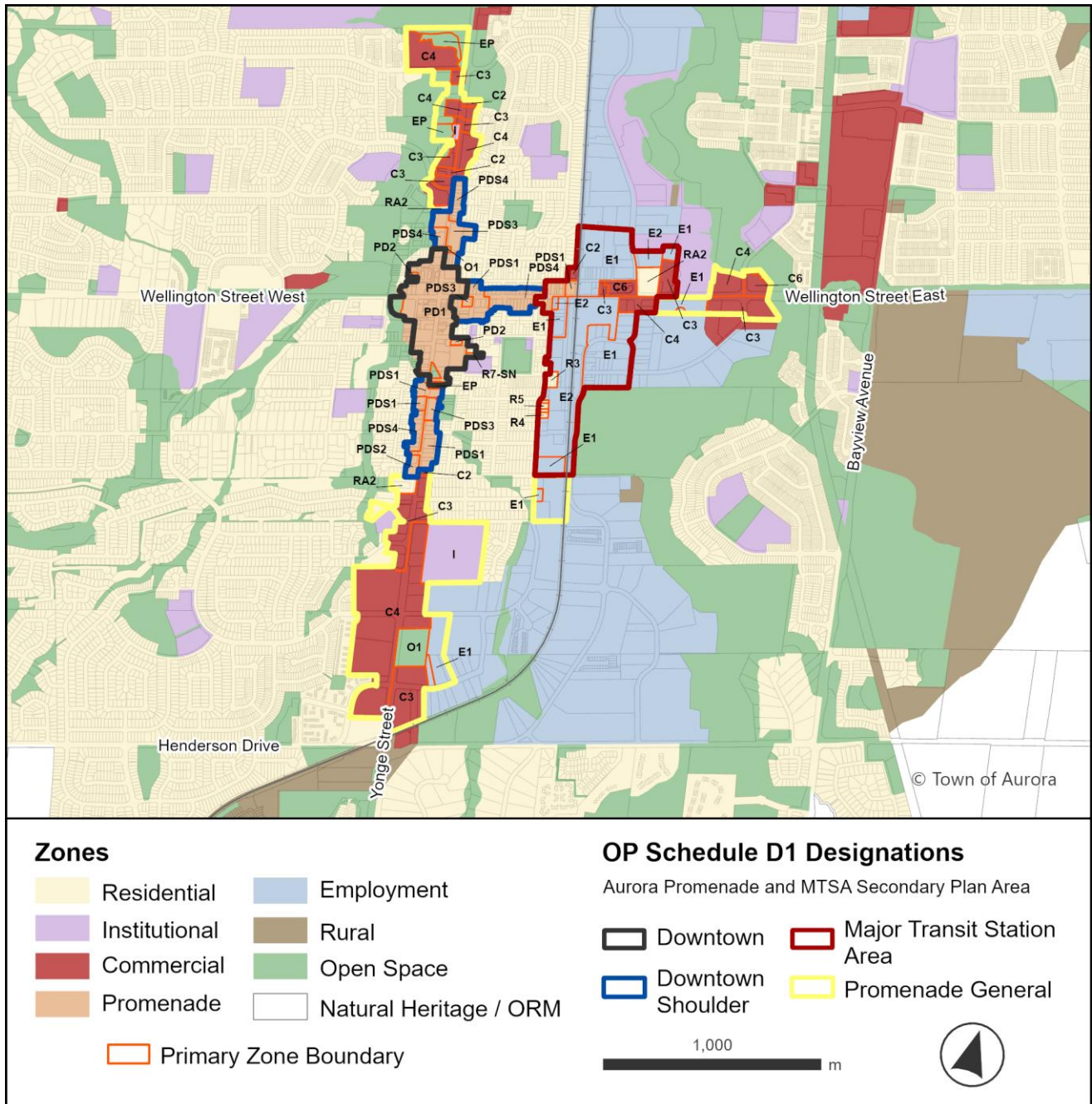
2. Eliminate minimum parking requirement for all development within the MTSA designation. Alternative parking requirements for other designations and the provision of maximum parking requirements within the Focus Area should also be explored to reflect their respective planned contexts and anticipated levels of automobile reliance for these areas. The Zoning By-law should include regulations to prohibit parking in the front yard and other relevant policies applicable to the Focus Area. These recommendations could be implemented in similar approaches to those outlined in Recommendation #1 and should be carried out in alignment with it. In detail, the alternative parking requirements could be added into modified parent zones, new zone categories or overlay maps. For instance, if the permitted uses and other zone standards are implemented through overlay maps, the alternative parking requirements should also be included in the regulations for these overlays.
3. Ensure the New Comprehensive Zoning By-law implements the Building Height schedule in the Town Official Plan. However, as the Building Height schedule does not align closely with the implementing zones or the land use designations, there are fewer options for incorporating this policy into the Zoning By-law compared to other zone standards. The available options are as follows:
  - a. Introduce an overlay map - This method involves creating an overlay map that aligns with the Town Official Plan's Building Height schedule. The overlay, in this instance, would only regulate minimum and maximum building height.
  - b. Utilize suffixes – This approach would add suffixes behind the implementing zones to communicate the minimum and maximum building heights permitted in the Town Official Plan. The use of suffix to regulate maximum height permitted is found in the City of Toronto and the City of Ottawa while the use of suffix to regulate minimum height is less prevalent. For instance, lands that are shown to have a minimum building height of 2 storeys and a maximum building height of 3 storeys in the Town Official Plan may have a suffix of "H(L2-U3)", indicating the lower height limit is 2 storeys while the upper height limit is 3 storeys. Similarly, lands that are shown to have a maximum building height of 7 storeys in the Town Official Plan may have a suffix of "H(U7)", indicating there is no lower height limit while the upper height limit is 7 storeys.
4. Introduce regulation(s) to implement angular plane requirements at appropriate locations, in conformity with the Town Official Plan. Factors such as when angular plane should be required, where the angular plan is taken and whether a



combination of height and setback should be used instead of a 45-degree angular plane should be considered when formulating the regulation(s).

## 6. Appendix

### 6.1 Appendix A – Official Plan Designations Overlayed with Existing Implementing Zones in the Focus Area





### 6.3 Appendix C – Permitted Uses Conformity Table

Table 7: Permitted Uses – Downtown

Permitted Uses	Designation	Implementing Zones		
	Downtown	PD1	PD2	R7
Animal Hospital				
Art Gallery	X	X	X	
Bed and Breakfast	X	X	X	
Clinic	X	X		
Club	X	X		
Commercial Schools		X		
Day Care Centres	X			
Dry Cleaning Establishment		X		
Dry Cleaning Distribution Station and Depot		X		
Dwelling Units above the First Storey	X	X		
Residential Uses at or Below Grade (2)			X	X
Dwelling, Boarding or Rooming House			X	
Dwelling, Converted			X	X
Dwelling, Detached			X	X
Dwelling, Double, Duplex or Four Plex			X	
Dwelling Duplex			X	X
Dwelling, Triplex			X	X
Dwelling, Quadraplex			X	
Dwelling, Second Suite			X	X
Dwelling, Semi-Detached			X	X
Dwelling, Townhouse			X	
Financial Institutions	X	X		
Fitness Centre	X	X		
Funeral Parlours	X	X		
Garden Centre		X		
Home Occupation				X
Hospitals	X	X		
Hotel	X	X		
Institutional Uses (1)	X			
Laundromat		X		
Long-term care facility	X			
Museum	X	X		
Offices (5)	X	X	X	

Permitted Uses	Designation	Implementing Zones		
	Downtown	PD1	PD2	R7
Personal Service Shops	X	X	X	
Pet Services	X	X		
Place of Entertainment	X	X		
Private Parks	X	X	X	
Public Parks	X			
Recreation Centre	X			
Restaurants	X	X		
Retail Stores	X	X	X	
School, University or College	X			
Stand-alone retail facilities (2)		X (3)	X (4)	
Any retail store with frontage abutting public realm that exceeds 15.0 metres (2)		X (3)	X (4)	
Service Shops	X	X		
Studios	X	X		
Veterinarian Clinic		X		
Automotive-oriented uses (2)				

(1) Includes: Athletic Fields, Cemetery, Public Library and Retirement Home.

(2) Uses specifically prohibited in the Downtown designation.

(3) Retail Stores shall be no larger than 1,800 m<sup>2</sup> of GFA per premises, unless otherwise specified in this By-law.

(4) Retail Stores shall be no larger than 50 m<sup>2</sup> of GFA per premises, unless otherwise specified in this By-law.

(5) Including Government Office.



Table 8: Permitted Uses – Downtown Shoulder

Permitted Use	Designation	Implementing Zones			
	Downtown Shoulder	PDS1	PDS2	PDS3	PDS4
Animal Hospital	X (1)		X		
Art Gallery	X	X	X	X	X
Bed and Breakfast	X	X		X	X
Clinic	X (1)	X	X	X	
Club		X			
Commercial Schools	X (1)	X	X		
Communal Housing	X				
Day Care Centres	X (1)	X	X	X	X
Dry Cleaning Establishment	X (1)	X			
Dry Cleaning Distribution Station and Depot	X (1)	X	X		
Dwelling Units above the First Storey	X	X			X
Dwelling, Boarding or Rooming House	X	X	X	X	X
Dwelling, Converted	X	X	X	X	X
Dwelling, Detached	X	X	X	X	X
Dwelling, Double, Duplex or Four Plex	X	X	X	X	X
Dwelling, Duplex	X	X	X	X	X
Dwelling, Triplex	X	X	X	X	X
Dwelling, Quadraplex	X	X	X	X	X
Dwelling, Second Suite	X	X	X	X	X
Dwelling, Semi-Detached	X	X	X	X	X
Dwelling, Townhouse	X	X	X	X	X
Dwelling, Back-to-Back Townhouse	X				
Dwelling, Stacked Townhouse	X				
Dwelling, Apartment	X				
Dwelling, Additional Units	X				
Dwelling, Live-work	X				
Financial Institutions		X	X		
Fitness Centre		X	X		
Funeral Parlours	X	X			
Garden Centre	X (1)	X	X		
Home Occupations	X				

Permitted Use	Designation	Implementing Zones			
	Downtown Shoulder	PDS1	PDS2	PDS3	PDS4
Hospital	X (1)	X	X	X	
Hotel	X	X	X		
Institutional Uses (2)	X (1)	X	X	X	
Laundromat	X (1)	X	X		
Long-Term Care Facility	X (1)				
Museum	X	X	X	X	
Offices	X	X	X	X	X
Government Offices	X (1)				
Private Park	X				
Public Park	X				
Parking Garage	X				
Personal Service Shops	X (1)	X	X	X	X
Pet Services	X (1)	X	X		
Place of Entertainment		X			
Place of Worship	X				
Private Parks	X	X	X	X	X
Public Parks	X				
Recreation Centre	X (1)		X	X	
Restaurants	X (1)	X	X		
Retail Stores	X (1)	X	X	X	X
Service Commercial Uses, retail stores, and restaurants with a GFA in excess of 2,400 m <sup>2</sup> (3)					
School, University or College	X (1)	X	X	X	
Service Shops	X (1)	X	X		
Studios	X (1)	X			
Tourist Information Centre	X (1)				
Veterinarian Clinic	X (1)	X	X		
Automotive Uses of any kind (3)					

(1) Use must be small-scale.

(2) Includes: Athletic Fields, Cemetery, Public Library and Retirement Home.

(3) Uses specifically prohibited in the Downtown Shoulder designation.

Table 9: Permitted Uses – Promenade General

Permitted Use	Designation	Implementing Zones							
	Promenade General	I	EP	O1	RA2	C2	C3	C4	C6
Animal Hospital							X		
Art Gallery	X					X		X	X
Clinic	X					X	X	X	X
Club	X								
Commercial Schools						X	X		
Communal Housing	X								
Conference Centre	X								
Day Care Centres	X								X
Dry Cleaning Establishment						X	X	X	
Dry Cleaning Distribution Station and Depot	X						X	X	X
Dwelling Units above the First Storey	X					X		X	X
Dwelling, Duplex	X								
Dwelling, Triplex	X								
Dwelling, Quadraplex	X								
Dwelling, Townhouse	X								
Dwelling, Back-to-Back Townhouse	X								
Dwelling, Stacked Townhouse	X								
Dwelling, Apartment	X				X				



Permitted Use	Designation	Implementing Zones							
	Promenade General	I	EP	O1	RA2	C2	C3	C4	C6
Dwelling, Additional Units	X								
Dwelling, Live-work	X								
Financial Institutions						X	X	X	X
Fitness Centre	X					X	X	X	X
Funeral Parlours						X			
Garden Centre							X	X	
Hospital	X					X	X	X	
Hotel	X					X	X	X	X
Institutional Uses (1)						X	X		
Laundromat	X					X	X	X	X
Long-term Care Facility	X					X	X		
Motor Vehicle Rental Establishment (2)							X		
Motor Vehicle Repair Garage (2)							X		
Motor Vehicle Sales Establishment (2)							X		
Motor Vehicle Service Station (2)							X	X	
Motor Vehicle Washing Establishment (2)							X	X	
Long Term Car Facility	X								
Museum	X					X	X	X	X
Offices (3)	X					X	X	X	X

Permitted Use	Designation	Implementing Zones							
	Promenade General	I	EP	O1	RA2	C2	C3	C4	C6
Parking Garage	X								
Personal Service Shops	X					X	X	X	X
Pet Services	X					X	X	X	X
Place of Entertainment	X					X		X	
Place of Worship	X							X	
Private Park	X		X	X		X	X	X	X
Public Park	X								
Recreation Centre	X			X			X	X	X
Research and Training Facility	X								
Restaurants	X					X	X	X	X
Retail Stores	X					X	X	X	X
Service Shops	X					X	X	X	X
School, University or College	X								
Studios	X					X		X	
Tourist Information Centre	X								
Veterinarian Clinic	X					X	X	X	X
Automotive Uses of any kind (2)									
Dwelling: Detached, Semi-Detached (2)									

(1) Includes: Athletic Fields, Cemetery, Public Library and Retirement Home.

(2) Uses specifically prohibited in the Promenade General designation.

(3) Includes Government Offices.

Table 10: Permitted Uses – MTSA

Permitted Use	Designation	Implementing Zones											
	MTSA	E1	E2	R3	R4	R5	RA2	PD S1	PD S4	C2	C3	C4	C6
Adult Entertainment Parlour			X										
Animal Hospital											X		
Art Gallery	X							X	X	X		X	X
Banquet Hall		X											
Body Rub Parlour			X										
Bed and Breakfast								X	X				
Clinic		X						X		X	X	X	X
Club	X	X	X					X		X	X		
Commercial Schools		X						X		X	X		
Commercial Self-storage facility		X	X										
Contractor's Yard			X										
Conference Centre	X												
Convention Centre	X	X											
Day Care Centres	X	X						X	X			X	X
Dry Cleaning Establishment		X	X					X		X	X	X	
Dry Cleaning Distribution Station and Depot		X						X			X	X	X
Dwelling Units above the First Storey (3)	X							X	X	X		X	X
Dwelling, Boarding or Rooming House								X	X				
Dwelling, Converted								X	X				

Permitted Use	Designation	Implementing Zones											
	MTSA	E1	E2	R3	R4	R5	RA2	PD S1	PD S4	C2	C3	C4	C6
Dwelling, Detached				X	X	X		X	X				
Dwelling, Double, Duplex or Four Plex								X	X				
Dwelling Duplex	X							X	X				
Dwelling, Quadraplex	X							X	X				
Dwelling, Second Suite				X	X	X		X	X				
Dwelling, Semi-Detached								X	X				
Dwelling, Townhouse	X							X	X				
Dwelling, Back-to-Back Townhouse	X												
Dwelling, Stacked Townhouse	X												
Dwelling, Triplex	X							X	X				
Dwelling, Apartment	X						X						
Dwelling, Additional Units													
Dwelling, Live-work	X												
Equipment Sales and Rental Establishment		X											
Financial Institutions	X							X		X	X	X	X
Fitness Centre	X	X	X					X		X	X	X	X
Food Processing Establishment		X	X										
Funeral Parlours								X		X			
Garden Centre								X			X	X	
Home Occupations				X	X	X							
Hospitals	X							X		X	X	X	

Permitted Use	Designation	Implementing Zones											
	MTSA	E1	E2	R3	R4	R5	RA2	PD S1	PD S4	C2	C3	C4	C6
Hotel	X							X		X	X	X	X
Institutional Uses (1)		X	X					X		X	X		
Laundromat		X						X		X	X	X	X
Library, Public	X										X		
Long Term Care Facility	X												
Motor Vehicle Body Shop			X										
Motor Vehicle Rental Establishment		X	X								X		
Motor Vehicle Repair Garage			X								X		
Motor Vehicle Sales Establishment											X	X	
Motor Vehicle Washing Establishment											X	X	
Museum	X							X		X	X	X	X
Offices	X	X	X					X	X	X	X	X	X
Offices, Major	X												
Offices, Government	X												
Outdoor Display and Sales Area			X										
Parking Garage	X												
Personal Service Shops	X							X	X	X	X	X	
Pet Services	X	X	X					X		X	X	X	X
Place of Entertainment	X							X		X		X	
Place of Worship	X		X									X	

Permitted Use	Designation	Implementing Zones											
	MTSA	E1	E2	R3	R4	R5	RA2	PD S1	PD S4	C2	C3	C4	C6
Printing, media and communications establishment		X	X										
Private Park	X	X	X					X	X	X	X	X	X
Public Park	X												
Recreation Centre	X	X	X							X	X	X	X
Repair Shop		X	X										
Restaurants	X							X		X	X	X	X
Research and Training Facility	X	X											
Retail Stores	X							X	X	X	X	X	X
Retail, Accessory		X	X										
Service Shops	X	X						X		X	X	X	X
School Public, Private or Post Secondary	X	X											
Studios	X									X		X	
Theatre													
Transportation Terminals	X	X											
Tourist Information Centre	X												
Veterinarian Clinic	X							X		X	X	X	X
Warehouse		X	X										
New automotive Uses of any kind (2)													

(1) Includes: Athletic Fields, Cemetery and Retirement Home.

(2) Uses specifically prohibited in the MTSA designation.

(3) Dwelling units fronting onto an arterial road may be located at-grade.

## 6.4 Appendix D – Zone Standards Conformity Table

Table 11: Zone Standards – Downtown

Zoning Provision	Designation	Implementing Zones	
	Downtown	PD1	PD2
Lot Area		230 m <sup>2</sup>	460 m <sup>2</sup>
Lot Frontage		10 m	15 m
Front Yard	Frontage under 40 m: Min. 0 m – Max. 1 m (1) Frontage 40 m or more: Min. 1 m – Max. 3 m (1)	0 m	6 m
Rear Yard		7.5 m	7.5 m
Interior Side Yard		0 m	1.2 m (3) 1.5 m (4)
Exterior Side Yard	Frontage under 40 m: Min. 0 m – Max. 1 m (2) Frontage 40 m or more: Min. 1 m – Max. 3 m (2)	0 m	6 m
Height (max.)	According to Height Schedule D2 (5)	10 m	10 m
Lot Coverage (max.)		N/A	35%
Parking Location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5

- (1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.  
 (2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.  
 (3) Interior Side Yards for One Storey buildings.  
 (4) Interior Side Yards for Two Storey buildings.

- (5) *Buildings taller than three storeys or 10.5 metres are subject to a front yard step-back at the third storey and the angular plane provisions of this Plan.*



Table 12: Zone Standards – Downtown Shoulder

Zoning Provision	Designation	Implementing Zones			
	Downtown Shoulder	PDS1	PDS2	PDS3	PDS4
Lot Area		230 m <sup>2</sup>	1,400 m <sup>2</sup>	460 m <sup>2</sup>	460 m <sup>2</sup>
Lot Frontage		10 m	30 m	30 m	15 m
Front Yard	Min. 3 m – Max. 6 m (1)	0 m	10 m	10 m	6 m
Rear Yard		7.5 m	7.5 m 10.0 m (5)	15 m	7.5 m
Interior Side Yard		0 m	7.5 m 10.0 m (5)	4.5 m	1.2 (6) 1.5 (7)
Exterior Side Yard	Min. 3 m – Max. 6 m (2)	0 m	10 m	10 m	6 m
Height (max.)	According to Height Schedule D2 (3)	10 m (4)	10 m	15 m	10 m
Lot Coverage (max.)		N/A	35%	35%	35%
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade For house form buildings, interior side yard parking is permitted provided the width of the parking area must not exceed 25 percent of the lot frontage	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5

- (1) *A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.*
- (2) *A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.*
- (3) *Buildings taller than three storeys or 10.5 metres are subject to a front yard step-back at the third storey and the angular plane provisions of this Plan.*
- (4) *A maximum height of 18.5 m is permitted provided the 4th and 5th Storeys are Setback a minimum of 3 m from the main and exterior side walls of the 3rd Storey.*
- (5) *Abutting Residential Zones only.*
- (6) *Interior Side Yards for One Storey buildings.*
- (7) *Interior Side Yards for Two Storey buildings.*

Table 13a: Zone Standards – Promenade General

Zoning Provision	Designation	Implementing Zones			
	Promenade General	C2	C3	C4	C6
Lot Area		230 m <sup>2</sup>	1,400 m <sup>2</sup>	5,000 m <sup>2</sup>	4,000 m <sup>2</sup>
Lot Frontage	18 m (min.)	10 m	30 m	30 m	50 m
Front Yard	Min. 2 m – Max. 4 m (1)	0 m	10 m	12 m	3 m
Rear Yard		7.5 m	7.5 m 10 m (6)	7.5 m	10 m
Interior Side Yard		0 m	3 m 10 m (6)	7.5 m	3 m
Exterior Side Yard	Min. 2 m – Max. 4 m (2)	0 m	10 m	12 m	3 m
Height (max.)	According to Height Schedule D2 (3)(4)	10 m (5)	10 m	10 m	22 m
Lot Coverage (max.)		35%	35%	35%	35%
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5

- (1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.
- (2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.
- (3) Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.
- (4) Provide height/density transition to Stable Neighbourhoods via setbacks, low-rise forms, and/or 45° angular plane from property line.
- (5) A maximum height of 18.5 m is permitted provided the 4th and 5th Storeys are Setback a minimum of 3 m from the main and exterior side walls of the 3rd Storey.
- (6) Abutting Residential Zones only.

Table 13b: Zone Standards – Promenade General

Zoning Provision	Designation	Implementing Zones			
	Promenade General	RA2	E1	E2	I
Lot Area		95 m <sup>2</sup> (6)	2,000 m <sup>2</sup>	2,000 m <sup>2</sup>	460 m <sup>2</sup>
Lot Frontage	18 m (min.)	30 m	30 m	30 m	30 m
Front Yard	Min. 2 m – Max. 4 m (1)	½ the height of the Main Building and in no case less than 9 m from the Street Line	3 m	3 m	10 m
Rear Yard		9 m	9 m	9 m	15 m
Interior Side Yard		½ the height of the Main Building and in no case less than 6 m	3 m	3 m	½ building height and in no case less than 4.5 m
Exterior Side Yard	Min. 2 m – Max. 4 m (2)	½ the height of the Main Building and in no case less than 9 m	3 m	3m	10 m
Height (max.)	According to Height Schedule D2 (3)(4)	26 m	15 m (5)	15 m (5)	15 m
Lot Coverage (max.)		35%	N/A	N/A	35%
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-

Zoning Provision	Designation	Implementing Zones			
	Promenade General	RA2	E1	E2	I
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5
Distance between two buildings on the same Lot		N/A	N/A	N/A	N/A
No more than One Apartment Building per Lot		X	N/A	N/A	N/A

- (1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.
- (2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.
- (3) Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan.
- (4) Provide height/density transition to Stable Neighbourhoods via setbacks, low-rise forms, and/or 45° angular plane from property line.
- (5) A maximum of height of 10 meters shall apply for lands south of Wellington Street East, west of the Rail Corridor and within 150 meters of any Residential (R) Zone existing at the time of passing of this By-law.
- (6) Per dwelling unit.

Table 14a: Zone Standards – Major Transit Station Area

Zoning Provision	Designation	Implementing Zones			
	MTSA	E1	E2	PDS1	PDS4
Lot Area		2,000 m <sup>2</sup>	2,000 m <sup>2</sup>	230 m <sup>2</sup>	460 m <sup>2</sup>
Lot Frontage		30 m	20 m	10 m	15 m
Front Yard	Min. 2 m – Max. 4 m (1)	3 m	3 m	0	6 m
Rear Yard		9 m	9 m	7.5 m	7.5 m
Interior Side Yard		3 m	3 m	0 m	1.2 m (7) 0.6 m (8)
Exterior Side Yard	Min. 2 m – Max. 4 m (2)	3 m	3 m	0 m	6 m
Height (max.)	According to Height Schedule D2 (3)(4)	15 m (5)	15 m (5)	10 m (6)	10 m
Lot Coverage (max.)		N/A	N/A	N/A	35%
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5
Distance between two buildings on the same Lot		N/A	N/A	N/A	N/A

(1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.

(2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.

(3) Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan; and,

- (4) Provide height/density transition to Stable Neighbourhoods via setbacks, low-rise forms, and/or 45° angular plane from property line.*
- (5) A maximum of height of 10 meters shall apply for lands south of Wellington Street East, west of the Rail Corridor and within 150 meters of any Residential (R) Zone existing at the time of passing of this By-law.*
- (6) A maximum height of 18.5 m is permitted provided the 4th and 5th Storeys are Setback a minimum of 3 m from the main and exterior side walls of the 3rd Storey.*
- (7) Interior Side Yards for One Storey buildings.*
- (8) Interior Side Yards for Two Storey buildings.*

Table 14b: Zone Standards – Major Transit Station Area

Zoning Provision	Designation	Implementing Zones			
	MTSA	C2	C3	C4	C6
Lot Area		230 m <sup>2</sup>	1,400 m <sup>2</sup>	5,000 m <sup>2</sup>	4,000 m <sup>2</sup>
Lot Frontage		10 m	30 m	30 m	50 m
Front Yard	Min. 2 m – Max. 4 m (1)	0 m	10 m	12 m	3 m
Rear Yard		7.5 m	7.5 m 10 m (6)	7.5 m	10 m
Interior Side Yard		0 m	3 m 10 m (6)	7.5 m	3 m
Exterior Side Yard	Min. 2 m – Max. 4 m (2)	0 m	10 m	12 m	3 m
Height (max.)	According to Height Schedule D2 (3)(4)	10 m (5)	10 m	10 m	22 m
Lot Coverage (max.)		N/A	35%	35%	35%
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5
Distance between two buildings on the same Lot		N/A	10 m	N/A	N/A

(1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.

(2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.

(3) Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan; and,



- (4) Provide height/density transition to Stable Neighbourhoods via setbacks, low-rise forms, and/or 45° angular plane from property line.*
- (5) A maximum height of 18.5 m is permitted provided the 4th and 5th Storeys are Setback a minimum of 3 m from the main and exterior side walls of the 3rd Storey.*
- (6) Abutting Residential Zones Only.*

Table 14c: Zone Standards – Major Transit Station Area

Zoning Provision	Designation	Implementing Zones			
	MTSA	R3	R4	R5	RA2
Lot Area		460 m <sup>2</sup>	2,000 m <sup>2</sup>	250 m <sup>2</sup>	N/A
Lot Frontage		15 m	11 m	9 m	N/A
Front Yard	Min. 2 m – Max. 4 m (1)	6 m	9 m	3 m (5) 5.5 m (6)	N/A
Rear Yard		7.5 m	9 m	7.5 m	N/A
Interior Side Yard		1.2 m 1.5 m	3 m	0 m	N/A
Exterior Side Yard	Min. 2 m – Max. 4 m (2)	6 m	9 m	0 m	N/A
Lot Coverage (max.)	-	35%	35%	50%	N/A
Lot Coverage for Surface Parking Lot (max.)	25%	-	-	-	-
Height (max.)	According to Height Schedule D2 (3)(4)	10 m	10 m	10 m	N/A
Parking location	Not permitted in the front yard Only be permitted within the rear yard and/or below grade	Subject to Section 5	Subject to Section 5	Subject to Section 5	Subject to Section 5
Interior Garage Length	N/A	N/A	6 m	6 m	N/A
No more than One Apartment Building per Lot	N/A	N/A	N/A	N/A	X

(1) A minimum of 80% of the main front wall of the proposed building should be located within the Build-within Zone.

(2) A minimum of 60% of the exterior sidewall of the proposed building should be located within the Build-within Zone.

- (3) *Buildings taller than four storeys or 15 metres, are subject to a front yard step-back at the fourth storey and the angular plane provisions of this Plan; and,*
- (4) *Provide height/density transition to Stable Neighbourhoods via setbacks, low-rise forms, and/or 45° angular plane from property line.*
- (5) *To the Main Building.*
- (6) *To the Garage.*

# Intensifying Regional and Local Corridors

Comprehensive Zoning By-law Review

Prepared for the Town of Aurora

August 28, 2025

## Executive Summary

This discussion paper forms part of the larger review process of the Town of Aurora Comprehensive Zoning By-law 6000-17. The impetus for the update to the Town's Comprehensive Zoning By-law follows the Ontario *Planning Act* requirements to update zoning by-laws to conform with new Official Plans. The new Official Plan for the Town of Aurora was adopted in January 2024. Through this Comprehensive Zoning By-law update process, the Town's current Comprehensive Zoning By-law will be repealed and replaced with a new Comprehensive Zoning By-law that conforms with the Town's current Official Plan.

To date, a Background Report (April 2025) has been prepared providing an overview of the current Zoning By-law, explaining its significance and the reasons for the update. The Background Report provides a foundation for understanding the importance of a Zoning By-law that addresses the unique needs of the community so that built form and land uses are contextually appropriate and able to responsibly accommodate growth.

This discussion paper is informed by the Background Report and is intended to address specific matters of interest to the Town with the preparation of the new Zoning By-law. Three discussion papers have been prepared to address the following key topics:

1. Implementing the Aurora Promenade and GO MTSA and reducing parking requirements,
2. Intensifying Local and Regional Corridors, and,
3. Expanding Housing Options Through Additional Residential Units.

The findings and conclusions of this discussion paper will inform a subsequent Strategic Directions Paper, envisioned to serve as a "terms of reference" for writing the Town's new Comprehensive Zoning By-law.

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# 1. Introduction

The Town of Aurora (“Town”) is undergoing a Zoning By-Law Review. As part of the review, the Town is updating the Comprehensive Zoning By-law 6000-17 to conform with the Town of Aurora Official Plan 2024 (“Town Official Plan”) and to align with current zoning best practices and recent Council decisions regarding land use planning. One of the priority issues is aligning the New Comprehensive Zoning By-law’s zoning standards with the policies concerning the Town Official Plan’s Local and Regional Corridors.

The purpose of this discussion paper is to provide directions for the new Zoning By-Law regarding intensification of the Town’s Local and Regional Corridors by reviewing its current zoning permissions and standards. The corridors are described as follows in the Town Official Plan:

## **3.1.2 Regional Corridor**

*The Regional Corridor in Aurora consists of properties fronting onto Yonge Street as identified through Schedule ‘A’ of this Plan and being guided by the related policies of the York Region Official Plan. Intensification along the Regional Corridor will be greatest within the Aurora Promenade. Along the Yonge Street Regional Corridor, outside of the Aurora Promenade, intensification will occur at more limited densities, within low and mid-rise buildings. For the remaining lands (outside the Aurora Promenade and Major Transit Station Area Secondary Plan) along the Regional Corridor, notwithstanding any other policy of this plan, the maximum building height shall be 5 storeys.*

## **3.1.3 Local Corridors**

*The Local Corridors in Aurora consist of the portions of Wellington Street, Bayview Avenue and Leslie Street, outside of the Aurora Promenade and Major Transit Station Area, as identified through Schedule ‘A’ of this Plan and being guided by the related policies of the York Region Official Plan. Generally, these areas are made up of residential properties and existing commercial areas. Intensification is directed to the Local Corridors, at densities and a scale that is compatible with surrounding areas. For the remaining lands (outside the Aurora Promenade and Major Transit Station Area Secondary Plan) along Local Corridors, notwithstanding any other policy of this plan, the maximum building height shall be 4 storeys or greater if specified within an applicable Secondary Plan or Site Specific Policy.*

This paper will also evaluate the existing Zoning By-law for conformity with the existing policy framework, including direction provided by the York Region Official Plan (2022) and Town Official Plan to identify potential gaps and challenges and how they could be addressed.

## 2. Background

### 2.1 Focus Area

The Town of Aurora's urban structure is organized into a grid pattern formed by Arterial Roads, facilitating efficient movement and access throughout the town. Its two main Arterial Roads are Yonge Street, running north-south, and Wellington Street West, running east-west. These roads intersect at the centre of the Town's downtown core.

Schedule A of the Town Official Plan outlines the Strategic Growth Area, which consists of:

- Local Corridor;
- Regional Corridor; and
- The Aurora Promenade and Aurora GO Station Major Transit Station Area (MTSA).

The Regional Corridor runs along Yonge Street, and the Local Corridors are along Bayview Avenue, Leslie Street and Wellington Street. The Focus Area of this discussion paper consists of Local Corridors and Regional Corridors that are outside the Aurora Promenade and the Major Transit Station Area (MTSA) as illustrated in **Figure 1** below. While the majority of the Focus Area is within Residential Neighbourhoods within the Built Boundary, a small section of the Local Corridor along Wellington Street East is within the Residential Designated Greenfield Area and the Employment Area. These high-level land use designations are described in Sections 3.2, 3.3 and 3.4 of the Town Official Plan.

#### 3.2 Residential Neighbourhoods

*Residential Neighbourhoods consist of existing residential neighbourhoods within the Town's Built-up Area that generally consist of lower densities than other residential areas in Town. Existing Residential Neighbourhoods are envisioned to remain low density in nature, while generally accommodating gentle intensification in the form of additional dwelling units, as well as slightly denser forms of development on the edges of residential neighbourhoods, while maintaining and enhancing the existing character of the neighbourhood. Many of the Town's Major Institutional uses are also contained within the Town's existing Residential Neighbourhoods.*

#### 3.3 Residential Designated Greenfield Area

*The Residential Designated Greenfield Area consists of both developed and vacant lands outside of the Built Boundary that are planned to accommodate residential and population serving employment growth to the 2051 planning horizon.*

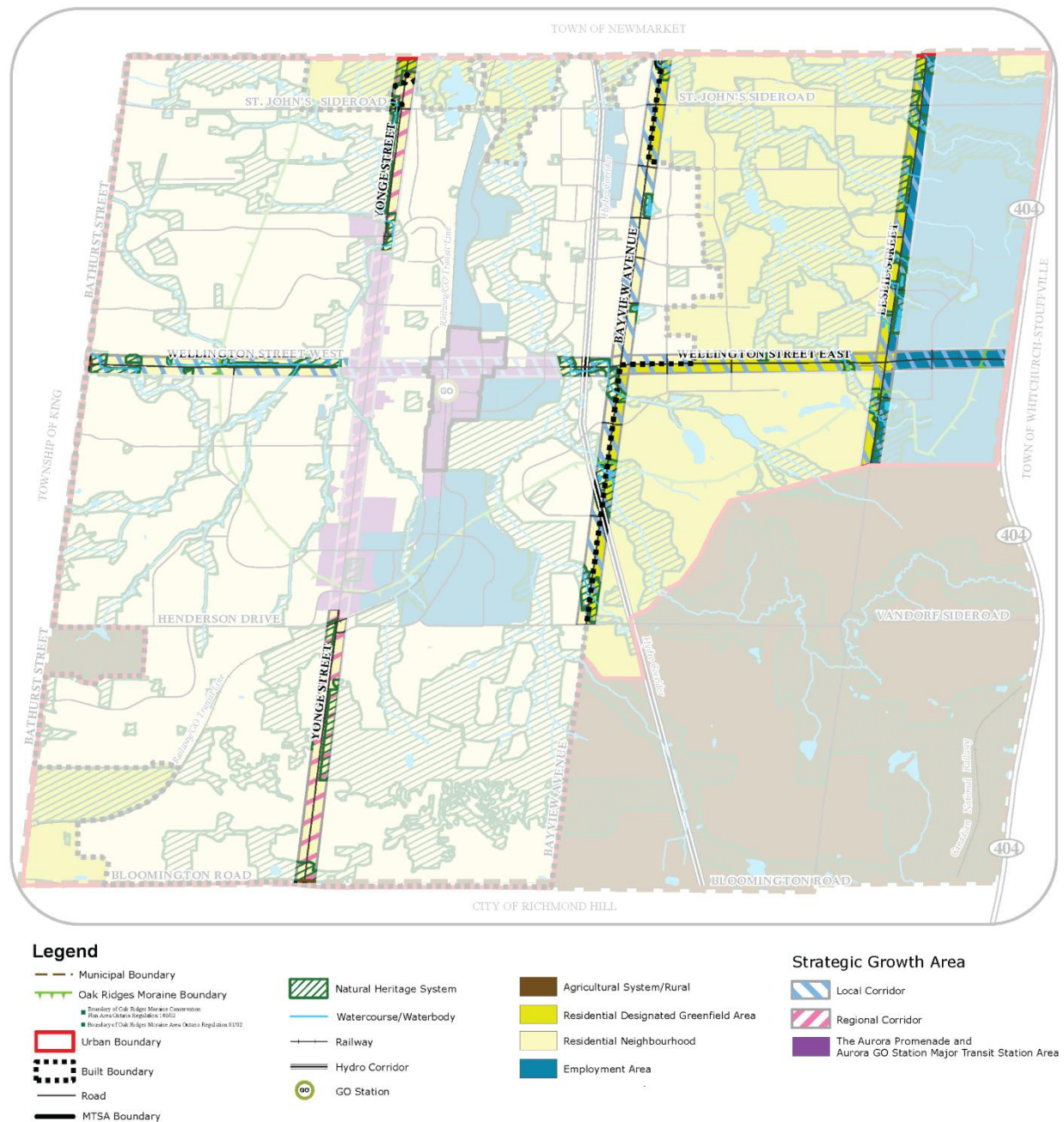
#### 3.4 Employment Area



*Employment areas consist of both vacant lands within the Designated Greenfield Area which are, designated Business Park and will be planned to accommodate new employment growth to the 2051 planning horizon, as well as existing employment areas within the Town's Built Boundary which are designated General Industrial or Business Park. The General Industrial and Business Park designations align with the identification of core employment areas in the York Region Official Plan, while the Major Retail Centre designation aligns with the identification of supporting employment areas in the York Official Plan.*

The Regional and Local Corridors include various land use designations, each with specific development standards. The Town Official Plan establishes key objectives that the Zoning By-law must uphold and implement to realize the vision for the Regional and Local Corridors. This paper will discuss these objectives in detail in Section 3.2.

Figure 1. Focus Area Map



## 2.2 Relationship with Other Discussion Papers

In addition to this discussion paper, two (2) other papers are also prepared which focus on *The Aurora Promenade and MTSA* and *Housing Options Through Additional Residential Units*, respectively. As discussed, this paper focuses exclusively on aligning the New Comprehensive Zoning By-law with the applicable policies of the Regional and

Town Official Plans for the Regional and Local Corridors. This includes establishing height limits that support intensification along these corridors, excluding the Aurora Promenade and the MTSA.

The discussion paper on *Housing Options Through Additional Residential Units* will explore increased housing options through Additional Residential Units and four-unit building typologies within the Regional and Local Corridors. As such, this paper will not consider Additional Residential Units in the discussion. Building typologies with up to four (4) units are still discussed in this paper to ensure alignment with relevant policies.

*The Aurora Promenade and MTSA* discussion paper will focus on implementing the promenade and MTSA policies related to height limits and parking requirements. For clarity, the portions of Yonge Street (a Regional Corridor) and Wellington Road (a Local Corridor) that fall within the Aurora Promenade and the MTSA, will be subject to the Town Official Plan policies of the Aurora Promenade and the MTSA and will not be part of this discussion.

Nonetheless, recommendations and approaches to implementation in all three (3) discussion papers need to be coordinated to ensure a consistent and logical approach to the New Comprehensive Zoning By-law.

## 3. Policy and Zoning Standards Review

### 3.1 Provincial and Regional Documents

#### 3.1.1 The Planning Act

The *Planning Act* is provincial legislation that establishes the framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* identifies matters of Provincial Interest that decision makers must have regard to in carrying out their responsibilities under the *Act*. The following are relevant:

- (h) *the orderly development of safe and healthy communities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (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;*

These considerations guide planning decisions to ensure development aligns with provincial objectives for sustainable and inclusive growth.

### **3.1.2 Provincial Planning Statement (PPS), 2024**

The Provincial Planning Statement (2024) (“PPS”) sets the policy foundation for regulating the development and use of land province-wide. The PPS gains its authority from Section 3 of the *Planning Act*, which authorizes policy statements “on matters relating to municipal planning that in the opinion of the Minister are of provincial interest.” All decisions affecting planning matters are required to be consistent with the PPS.

The PPS, issued under Section 3 of the *Planning Act*, serves as a consolidated statement of the government's land use planning policies. Key policies relevant to this discussion paper are as follows:

#### **Housing**

Section 2.2 of the 2024 PPS provides relevant direction for housing as follows:

*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:*

*b) permitting and facilitating:*

*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*

*d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The PPS defines intensification as the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and*
- d) the expansion or conversion of existing buildings.*

Transit-supportive is defined as development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system.

### **Strategic Growth Areas**

The Regional and Local Corridors are considered to be Strategic Growth Areas as per Schedule A of the Town Official Plan.

Section 2.4 provides additional relevant direction as follows:

*2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- d) to support affordable, accessible, and equitable housing.*

*2.4.1.3 Planning authorities should:*

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) consider a student housing strategy when planning for strategic growth areas; and*
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

*2.4.3.1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

The PPS defines frequent transit as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. Yonge Street is considered to be a frequent transit corridor under the PPS.

### **3.1.3 York Region Official Plan (2022)**

The 2022 York Region Official Plan (“Regional Official Plan”) outlines strategies for accommodating future growth and development while addressing the needs of existing residents and businesses. Under Map 1 of the Regional Official Plan, the entire Focus Area is within the Urban Area, and Yonge Street, which transects the Focus Area, is identified as a Regional Corridor. The Focus Area is predominantly designated Community Area with a portion of the lands, located on the east side of Leslie Street, designated Employment Area in Map 1A of the Regional Official Plan. The portion of the Focus Area, west of Bayview Avenue, is within the Built-up Area as per Map 1B of the Regional Official Plan, while the remaining lands are within the Designated Greenfield Area.

Section 4.4 of the Regional Official Plan includes intensification policies. Policy 4.4.10 of the Regional Official Plan requires that the Town shall plan to meet or exceed an intensification rate of 45% which includes 4,600 residential units. The Focus Area is considered to be a strategic growth area. Policy 4.1.3 and 4.4.2 of the Regional Official Plan provides that strategic growth areas will attract the majority of development and contain a mix of uses, with densities (highest to lowest) based on the following hierarchy:

- Regional Centres
- Subway station MTSAs
- Other MTSAs
- Regional corridors outside of MTSAs
- Local centres and corridors

Within the Town of Aurora, Yonge Street is the only Regional Corridor as designated on Map 1 of the Regional Official Plan. There are several policies in the Regional Official Plan guiding the development of Regional Corridors to meet intensification targets, which have implications for zoning. Relevant policies are as follows:

*4.4.3 That strategic growth areas be the primary locations for concentrations of high density and mixed-use development in York Region.*

*4.4.8 That intensification shall include a variety of medium and high density dwelling unit types and sizes to provide housing choice. Larger family type units shall be encouraged to accommodate York Region’s forecast.*



*4.4.34 That the boundaries of the Regional Corridors shown on Map 1 be identified and designated in local official plans, secondary plans, and in consultation with York Region based on:*

- b. Contiguous parcels that are desirable and appropriate locations for intensification and mixed-use development;*
- c. Compatibility with and transition to adjacent and/or adjoining lands; and having regard for major transit station areas delineated on Appendix 2.*

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

*4.4.45 That development applications along Regional Corridors outside of MTSAs shall have regard to local context and impact on achieving the Regional intensification hierarchy outlined in policy 4.1.3.*

*4.4.46 That the scale and form of development along the Yonge Street Regional Corridor where it traverses the Oak Ridges Moraine address the local context, features and functions of the Oak Ridges Moraine to the satisfaction of the local municipality.*

The remaining lands within the Focus Area are identified as Local Corridors, which the Regional Official Plan aims to enhance as key components of the urban structure's connectivity network. Relevant policies include:

*4.4.47 That Local Centres and Corridors serve as important neighbourhood focal points and mainstreets that provide a range of working, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.*

*4.4.51 That local municipalities shall identify locations within Local Corridors where the missing middle can be accommodated.*

*4.4.52 To encourage municipalities to permit as of right zoning for the missing middle in local corridors.*

*4.4.53 That development, secondary plans, or other appropriate studies in the Local Corridors address the following criteria:*

- b. The establishment of consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right-of-way;*
- e. Be consistent with the minimum criteria for strategic growth areas policy 4.4.24, as appropriate.*

The Regional Official Plan specifically encourages as-of-right zoning for missing middle along Local Corridors. Missing middle is defined as *“residential buildings that contain a higher density than a single detached house but lower density than a mid-rise building ideally at different thresholds of affordability to deliver a full range and mix of housing options.”*

### 3.2 Town of Aurora Official Plan (2024)

The Town Official Plan establishes the vision, corresponding principles and supporting policies to guide the Town’s evolution and development to the year 2051. The Town Official Plan, having been approved in 2024 by the Region of York, conforms with and implements the policies of the Regional Official Plan.

#### 3.2.1 General Policies Applicable to Regional and Local Corridors

The Town Official Plan includes general policies that are particularly relevant to the Regional and Local Corridors:

Table 1: General Policies Applicable to Regional and Local Corridors

Topic	Description	Sections
<b>Strategic Growth Areas</b>	<ul style="list-style-type: none"> <li>Includes the Aurora Promenade and MTSA, the Yonge Street Regional Corridor and the Bayview Avenue, Leslie Street and Wellington Street Local Corridors</li> <li>Expected to accommodate the highest levels of intensification in the Town</li> <li>Accommodates a higher-density mixed uses in a more compact built form</li> <li>Preferred location for office uses</li> </ul>	3.1
<b>Missing Middle</b>	<ul style="list-style-type: none"> <li>The “missing middle” refers to housing options that accommodate multiple units at a low-rise scale and built form that are compatible with lower density housing types such as single and semi-detached dwellings.</li> <li>These housing types are often “missing” from established neighbourhoods.</li> <li>The provision of a range of housing types, including “missing middle” housing types, tenures and forms enables people to live in the community as they progress through the stages of life, and helps to address affordability and access to housing.</li> </ul>	7



Topic	Description	Sections
<b>Affordable Housing</b>	<ul style="list-style-type: none"> <li>• Affordable housing and family-sized residential dwelling units are prioritized within the Town's Strategic Growth Areas.</li> <li>• The Town, in partnership with the Region and development community shall promote the following to achieve housing that is affordable for low and moderate income households:               <ul style="list-style-type: none"> <li>○ Higher density and compact housing forms, where housing is more affordable due to reduced per unit land costs;</li> <li>○ Ground-related multi-unit housing of various forms to provide affordable family sized units where housing is more affordable due to both land costs and construction costs;</li> <li>○ A range of unit sizes in higher density housing forms and building smaller units where housing is more affordable due to lower development and/or redevelopment costs.</li> </ul> </li> </ul>	7.2 g); 7.3
<b>General Built Form, Residential Use and Density Policies</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	7.4 c)
<b>Ground-Related Residential Use</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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 to ensure compatibility and proper integration with surrounding land uses.</li> <li>• All multi-unit building developments shall be compatible with the character of the surrounding community.</li> <li>• Although housing forms containing up to four units (duplex, triplexes, fourplexes) are addressed in the discussion paper</li> </ul>	7.4.1

Topic	Description	Sections
	titled ' <i>Housing Options Through Additional Residential Units</i> ', they will also be discussed in this paper where appropriate.	
<b>Apartment Buildings</b>	<ul style="list-style-type: none"> <li>Apartment buildings are buildings that contain four or more dwelling units, accessed from a common internal or external hallway or stairway.</li> <li>Apartment buildings are not to be considered on a Local Road. Apartment buildings may be considered on a Collector Road or an Arterial Road, provided the road is capable of handling additional dwellings and that the development is deemed acceptable to Council.</li> <li>Where permitted, apartment buildings shall be located at highly accessible locations, ideally within 250 metres of an existing or planned public transit route. It is also desirable that apartment buildings be developed in proximity to community facilities and commercial facilities.</li> <li>All apartment building developments shall be compatible with the character of the surrounding community by providing appropriate setbacks and transitions of height and density adjacent to low rise neighbourhoods.</li> </ul>	7.4.2
<b>Employment Area</b>	<ul style="list-style-type: none"> <li>Development in Employment areas are to be planned to achieve a minimum density of 55 jobs per hectare in the developable area.</li> <li>Permitted uses are to be designed to be compatible with their surrounding land uses. These uses may be situated in proximity to commercial and residential uses or other designations provided that suitable buffering, setbacks and receptor-based mitigation measures are undertaken to minimize any negative impacts.</li> </ul>	11.3.1
<b>Servicing</b>	<ul style="list-style-type: none"> <li>New growth and development are to take place on full municipal sewer and water services in an orderly and cost efficient manner.</li> <li>The provision of appropriate water and wastewater infrastructure and servicing capacity is co-ordinated with development applications to ensure services are available prior to occupancy.</li> <li>No dwelling or dwelling unit or other forms of development requiring servicing allocation are to be constructed unless such land has been assigned sewage and water allocation, by Town Council.</li> </ul>	16.2; 16.3 j); 16.4 b)

### 3.2.2 Regional and Local Corridors Policies

Table 2: Summary of Town Official Plan policies on Built form, Height and Density

Topic	Description	Sections
<b>Regional Corridor</b>	<b>Built form:</b> Low and mid-rise typologies	3.1.2; 4.1 b)
	<b>Height:</b> Maximum of 5 storeys or 18.5 metres	3.1.2; 4.2 f) i.
	<b>Density:</b> Intensification to occur at more limited densities compared to Regional Corridors within the Aurora Promenade.	3.1.2
<b>Local Corridor</b>	<b>Built form:</b> Low-rise typologies	4.1 b)
	<b>Height:</b> Maximum of 4 storeys or 15 metres. Greater height is permitted if specified within a Secondary Plan or Site-Specific Policy.	3.1.3; 4.2 f) i.
	<b>Density:</b> Intensification to occur at densities and scales that are compatible with surrounding areas.	3.1.3

#### Built Form Typologies

Low-rise and mid-rise typologies are not defined terms in the Town Official Plan nor the Regional Official Plan. However, relevant policies from these Official Plans help clarify the intended typologies associated with each built form. These policies have been outlined above.

Based on the Town Official Plan policies, it can be established that low-rise built form is up to four (4) storeys in height as only low-rise typologies are permitted along Local Corridors which have a maximum permitted height of four (4) storeys. Incidentally, mid-rise built form is more than four (4) storeys in height. For mid-rise built form along the Regional Corridor, the maximum height is also capped at five (5) storeys.

Housing typologies and typical heights are directly correlated. For example, a single-detached dwelling is unlikely to exceed three (3) storeys in height. This correlation is less relevant for non-residential uses. For this reason, it is important that the Zoning By-law

zones for an appropriate range and mix of housing types adjacent to Regional and Local Corridors.

Table 3 provides a list of housing types, their typical heights and corresponding built form types. Missing middle housing types are also identified in the table below:

**Table 3: List of Housing Types**

<b>Housing Type</b>	<b>Typical Height</b>	<b>Built Form</b>	<b>Missing Middle</b>
<b>Single-detached</b>	1-3 storeys	Low-rise	
<b>Semi-detached</b>	1-3 storeys	Low-rise	
<b>Duplex</b>	2-3 storeys	Low-rise	Yes
<b>Triplex</b>	2-3 storeys	Low-rise	Yes
<b>Fourplex</b>	2-3 storeys	Low-rise	Yes
<b>Townhouse</b>	2-3 storeys	Low-rise	Yes
<b>Back-to-back townhouse</b>	2-3 storeys	Low-rise	Yes
<b>Stacked townhouse</b>	3-4 storeys	Low-rise	Yes
<b>Low-rise apartment building</b>	3-4 storeys	Low-rise	Yes
<b>Mid-rise apartment building</b>	More than 4 storeys	Mid-rise	

Similarly, non-residential buildings and mixed-use residential buildings of up to four (4) storeys are also considered low-rise and those more than four (4) storeys are considered mid-rise.

### **Building Height**

The Town Official Plan establishes maximum building heights for the Regional Corridors and the Local Corridors as shown in Table 2, above. These height limits prevail over the maximums set by individual land use designations, secondary plans and site-specific policies. The only exceptions are where secondary plans and site-specific policies permitting heights greater than 4 storeys (or 15 metres) along the Local Corridors, these policies take precedence over the heights established in Table 2. These instances are

listed in Appendix D of this paper. For clarity, along Regional Corridors outside of the Aurora Promenade and MTSA, the maximum height as shown in Table 2 takes precedence over all secondary plans and site-specific policies.

The New Comprehensive Zoning By-law will need to implement the maximum height permitted for developments within the Focus Area.

### **Density**

The Town Official Plan directs intensification along the Regional Corridors at lower densities than the Aurora Promenade while Local Corridors are intended to accommodate intensification at densities and scales that are compatible with surrounding areas. The Town Official Plan also directs that density should be treated as a result of built form, height and lot coverage instead of a tool used in isolation.

## **3.3 Town of Aurora Comprehensive Zoning By-law (6000-17)**

The Town Zoning By-law regulates land use and development to ensure alignment with the Town's planning objectives and broader policy framework. Approved in 2017, it balances existing permissions with the planning standards of the previous Aurora Official Plan.

A review of the Zoning By-law, specifically in relation to lands within the Focus Area, has been conducted to determine whether the current zoning supports the updated vision and policy objectives of the new Town Official Plan, specifically those related to Regional and Local Corridors.

Within the Focus Areas are the following zones:

### Residential (R) Zones

- Estate Residential (ER)
- Detached First Density Residential (R1)
- Detached Second Density Residential (R2)
- Detached Third Density Residential (R3)
- Detached Fourth Density Residential (R4)
- Detached Fifth Density Residential (R5)
- Semi Detached and Duplex Dwelling Residential (R6)
- Special Mixed Density Residential (R7)
- Townhouse Dwelling Residential (R8)
- First Density Apartment Residential (RA1)
- Second Density Apartment Residential (RA2)

### Rural (RU) Zone

- Rural (RU)

### Commercial (C) Zones

- Convenience Commercial (C1)
- Central Commercial (C2)
- Service Commercial (C3)
- Community Commercial (C4)
- Major Retail (C5)
- Mixed Residential Commercial (C6)

### Employment (E) Zones

- Business Park (E-BP)

These implementing zones are illustrated in Appendix A of this paper.

There are other several zones that fall within the Focus Area but are not intended to accommodate intensification or would require a Zoning By-law Amendment and/or an Official Plan Amendment to do so, such as:

- Institutional (I) Zone
- Open Space and Environmental Protection Zones, which includes Public Open Space (O1), Private Open Space (O2) and Environmental Protection (EP)
- Oak Ridges Moraine Zone

Additionally, the Promenade (P) zones are intended for lands within the Aurora Promenade and MTSA and not part of the Focus Area. The Promenade (P) zones are part of a separate discussion paper titled '*The Aurora Promenade and MTSA*'. As such, these zones are outside the scope of this analysis and therefore, have not been evaluated in this discussion paper.

### **3.3.1 Permitted Uses**

To implement the maximum height provisions of the Town Official Plan effectively, a broader range of housing types should be permitted as-of-right. For example, some lands along the Local Corridors are currently zoned R3, which only permits detached dwellings. Permitting a maximum height of 4 storeys (15 metres) in conformity with the Town Official Plan along Local Corridors, without expanding the as-of-right housing types, may limit the development potential to fully realize the permitted height.

In contrast, non-residential uses, such as retail or manufacturing, are not constrained by specific building typologies tied to traditional height limits and can generally achieve the permitted height without requiring additional use permissions. As such, this paper does not look into adding non-residential uses as-of-right along the corridors.

Similarly, mixed-use buildings that have a residential component

The Town Zoning By-law offers the following definitions for housing types considered to be of the low- and mid-rise built forms:

*Building, Apartment: means a building containing four (4) or more dwelling units which units are connected by a common corridor or vestibule and have a common entrance from the street level.*

*Dwelling Back-to-Back Townhouse: means a building that is divided vertically into six or more dwelling units by a common rear wall each of which has an independent entrance directly to an outside yard area adjacent to the said dwelling unit.*

*Dwelling, Detached: means a separate building containing a single dwelling unit.*

*Dwelling, Double Duplex or Fourplex: means a building that is divided horizontally or a combination of horizontally and vertically into four (4) dwelling units each of which has an independent entrance either directly or through a common vestibule.*

*Dwelling, Duplex: means a building that is divided horizontally into two (2) dwelling units each of which has an independent entrance either directly or through a common vestibule.*

*Dwelling, Link House: means a building divided vertically into two separate dwelling units joined above or below ground for part of its depth, each with an independent entrance to the outside.*

*Dwelling, Quadraplex: means a building that is divided vertically or horizontally into four (4) dwelling units each of which has a common or independent entrance directly to the outside area adjacent to the said dwelling.*

*Dwelling, Semi-Detached: means a building that is divided vertically into two (2) dwelling units each of which has independent entrances to a Front and Rear or Side Yard either directly or through a common vestibule.*

*Dwelling, Stacked Townhouse: means a building that is divided vertically and/or horizontally into three (3) or more dwelling units, each of which has independent entrances from the exterior.*

*Dwelling, Townhouse: means a building that is divided vertically into three (3) or more dwelling units, each of which has independent entrances to a front and Rear Yard immediately abutting the front and rear walls of each dwelling unit.*

*Dwelling, Triplex: means a building that is divided horizontally or a combination of horizontally and vertically into three (3) dwelling units, each of which has an independent entrance either directly or through a common vestibule.*

Appendix B of this paper illustrates where various residential typologies are currently permitted or not permitted within the implementing zones within the Focus Area:

- **Map 1** identifies Residential Zones where detached, semi-detached, and link house dwellings are permitted and where they are not permitted.
- **Map 2** identifies Residential Zones where duplex, triplex and fourplex dwellings are permitted and where they are not permitted.
- **Map 3** identifies Residential Zones where townhouse, stacked townhouse and back-to-back townhouse dwellings are permitted and where they are not permitted.
- **Map 4** identifies Residential Zones where apartment buildings are permitted and where they are not permitted.

### 3.3.2 Building Height

Permitted maximum building heights within the Residential, Rural, Commercial, and Employment Zones of the Town's Zoning By-law range from 10 to 26 metres. Table 4 below categorizes zones based on whether they permit building heights of 18.5 metres (five storeys), the maximum height allowed along Regional Corridors, and 15 metres (four storeys), the maximum height allowed along Local Corridors. These categories are mapped in Appendix C.

Table 4: Implementing Zones with the Focus Area

Corridor	Category	Parent Zone
<b>Regional Corridor</b>	Zones permitting a maximum building height at or under 18.5 metres	C1, C2, C3, C4, C5, ER, R1, R2, R3, R4, R5, R6, R7, R8, RU, RA1
	Zones permitting a maximum building height above 18.5 metres	C6, RA2
<b>Local Corridor</b>	Zones permitting a maximum building height at or under 15 metres	C1, C2, C3, C4, C5, ER, R1, R2, R3, R4, R5, R6, R7, R8, RU; E-BP
	Zones permitting a maximum building height above 15 metres	C6, RA1, RA2

The New Comprehensive Zoning By-law will need to implement the maximum heights permitted in the Town Official Plan for lands within the Focus Area.

### 3.3.3 Servicing

The Town Zoning By-law currently does not contain any provisions requiring servicing availability to be confirmed prior to development. Such provisions should be considered as part of the updates to the Town Zoning By-law.



## 4. Best Practices from Other Municipalities

The purpose of this review was to examine how various municipalities are addressing key zoning topics such as permitting additional uses, maximum as-of-right heights and servicing requirements that support intensification.

The review focuses on identifying zoning solutions that can be applied within the Focus Area through targeted updates, rather than through an overhaul of the existing by-law.

### 4.1 Implementation Approaches

A review was conducted of how other Ontario municipalities implement changes in permitted uses, building heights or introducing servicing requirements over a geographic area. There are municipalities that choose to pre-zone lands to implement Official Plan policies such as the City of Brampton. The City of Toronto, on the other hand, chose to amend some of the parent zones to permit additional housing types, with qualifying conditions that restrict these additional uses to lots along major streets only. Lastly, other municipalities opt for an overlay approach to implement uses in their Zoning By-law. Overlays are additional regulations applied to specific geographic areas shown on a map. Overlays are used when certain regulations or use permissions need to apply across multiple zoning categories and do not align neatly with a single zone. Overlays often take precedence over the underlying zoning requirements and are useful for addressing site-specific issues, such as height permission.

The following examples demonstrate a range of approaches being taken across the province:

#### 4.1.1 Overlay

##### City of Guelph

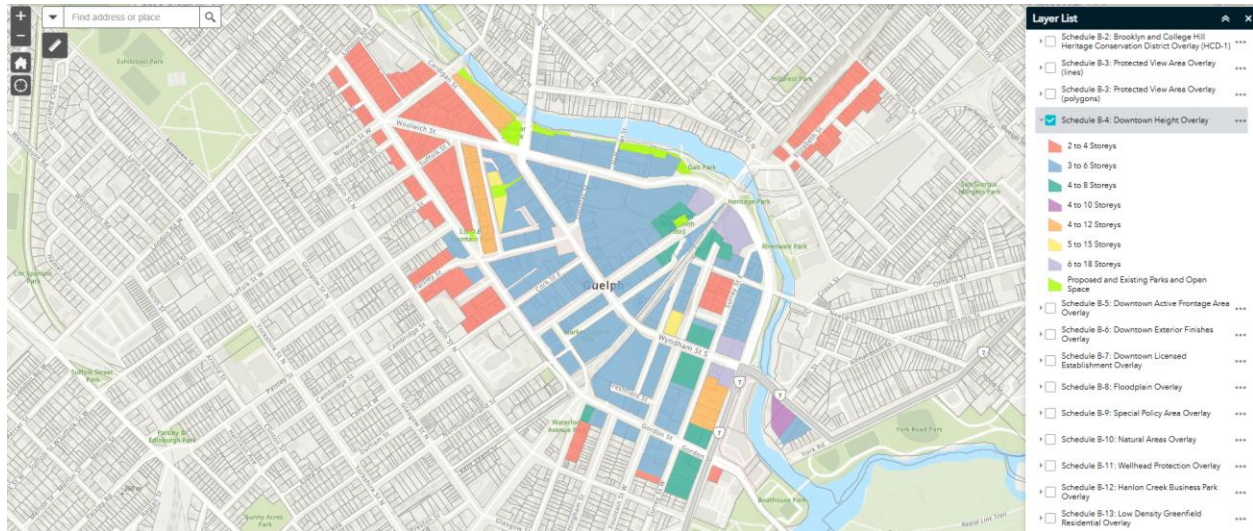
The City of Guelph makes use of overlays through maps and policies. In particular, the City of Guelph's Zoning By-law (2023)-20790 ("Guelph Zoning By-law") includes a Downtown Height Overlay map (Figure 2), which establishes the minimum and maximum building heights for the downtown area. This overlay implements the height policies set out in the Downtown Guelph Secondary Plan.

In the Guelph Zoning By-law, all overlays and their associated policies are consolidated into Section 16. To support the implementation of overlays, Section 16 of the City's zoning by-law also provides an interpretation regulation applicable to all overlays that states:

*"Overlays modify other provisions of this by-law for specific areas. All other provisions of this by-law shall continue to apply. In the event of a conflict between the overlay and any other section of this by-law, the overlay will supersede only to the extent of the conflict."*

The geographic extents of all overlays are illustrated on Schedules B-1 to B-13 of the Guelph Zoning By-law and are also available through the City's interactive mapping tool as shown in Figure 2.

Figure 2. Downtown Height Overlay in Guelph's Zoning By-law

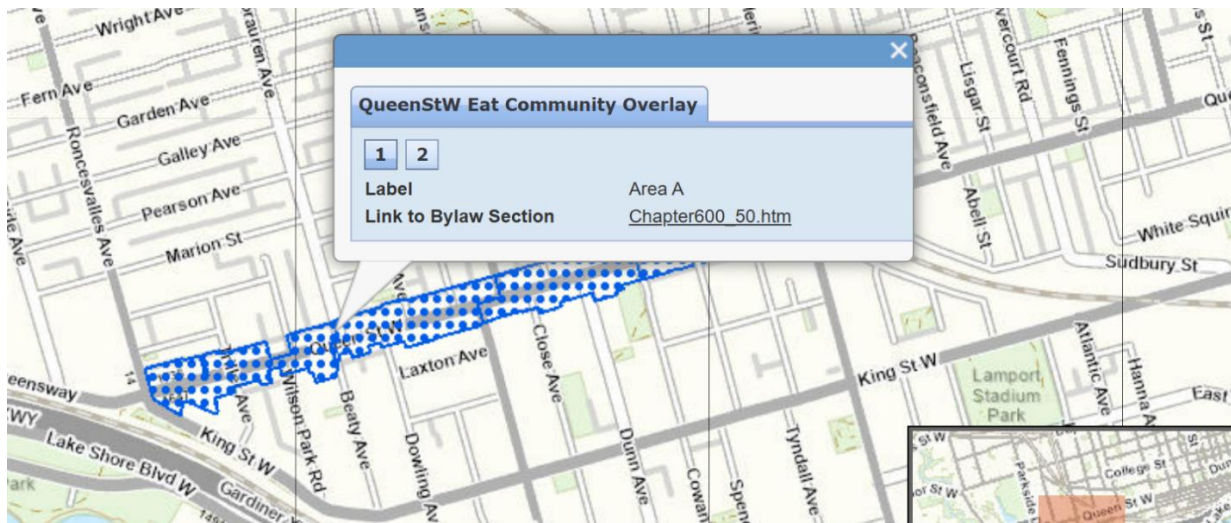


### City of Toronto

The City of Toronto's City-wide Zoning By-law 569-2013 ("Toronto Zoning By-law") contains the Queen Street West Eating Establishment Community Overlay District whose extent is shown on the City's interactive Zoning By-law map.

Regulations under this policy overlay outline permitted uses and prohibited uses, within the geographical extent of the overlay subject to compliance with a range of zone standards. The regulations are organized into a Chapter within the Toronto Zoning By-law to minimize complexity for users.

Figure 3. Queen Street West Eating Establishment Community Overlay District Outlined on the City of Toronto's interactive Zoning By-law map



### 4.1.2 Suffixes

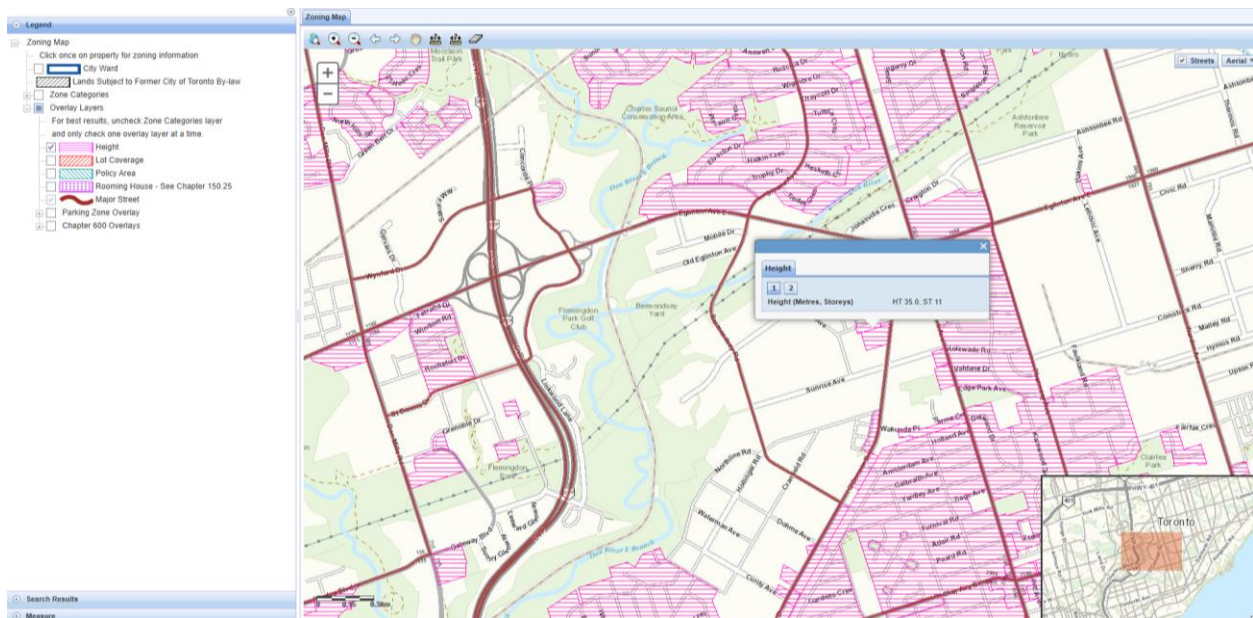
#### City of Toronto

One of the approaches the City of Toronto relies on to regulate building heights in its zoning by-law is through suffix-based overlay.

The Toronto Zoning By-law contains a height overlay map which establishes the maximum building heights for lands which overrides provisions of the underlying zones. Parcels that are subject to this height overlay are shown in pink hatches on the City's online interactive map while their corresponding height regulations under this overlay are conveyed through suffixes.

As opposed to policy overlays (discussed in Section 4.1.1 of this paper), suffixes in the City of Toronto's zoning by-law adds a single regulation to a zone. These regulations include provisions for maximum linear height (HT), and maximum number of storeys (ST). For example, as shown in Figure 4 below, a suffix HT 35 and ST 11 added to the underlying zone permits a maximum height of 35 metres and 11 storeys to that underlying zone.

Figure 4. Height Overlay Map in the City of Toronto's Zoning By-law Interactive Map



### 4.1.3 Amending parent zones

#### City of Toronto

The City of Toronto conducted a Major Streets Study as part of its Expanding Housing Options in Neighbourhoods initiative. The final report on Major Streets Study, dated April 24, 2024, recommended an Official Plan Amendment and a Zoning By-law Amendment to permit townhouses and small-scale apartment buildings along major streets as-of-right.

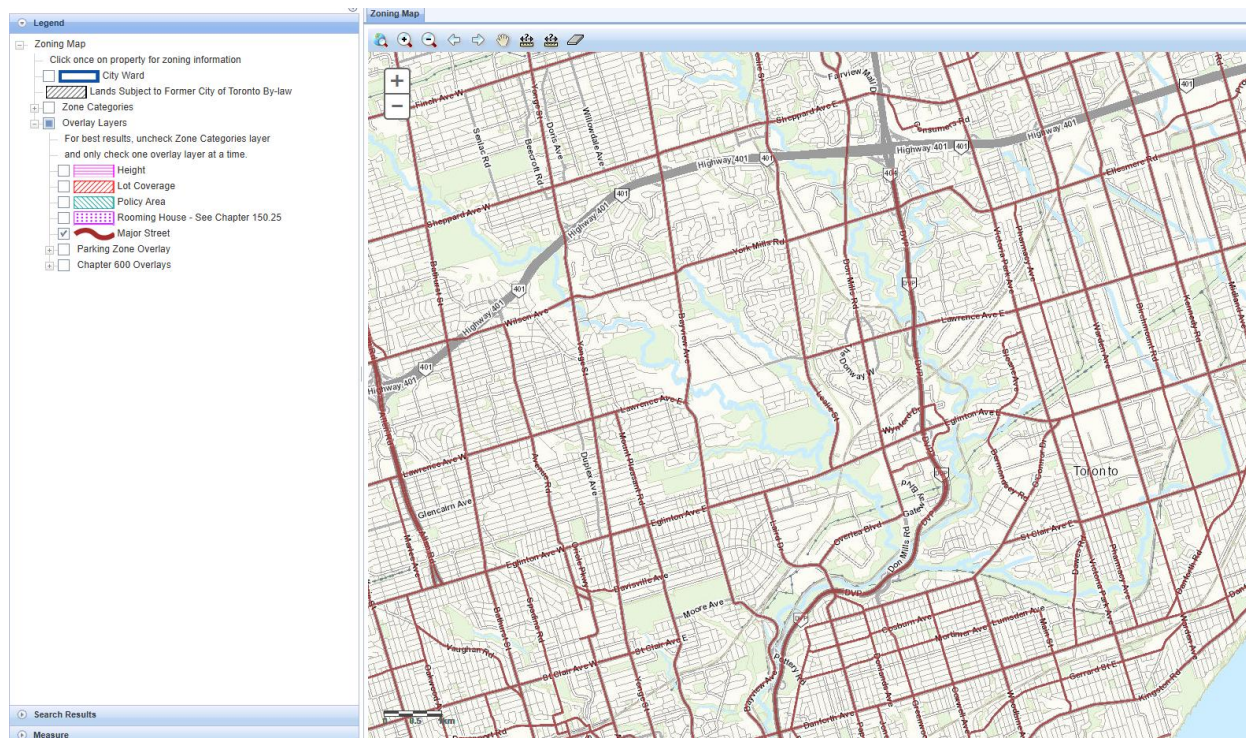
This recommendation was implemented via Zoning By-law No. 608-2024 by adding Townhouse and Apartment Building as permitted uses in all residential zones that previously did not permit these housing types, with the qualifying condition that the lot abuts a major street:

- ***Townhouse, if the lot abuts a major street; and***
- ***Apartment Building, if the lot abuts a major street.***

For clarity, when one of these uses is already permitted in a zone, only the other use would be added. To support the above additions, the zoning by-law amendment also provided the definition of “Major Street” through a overlay map in the Zoning By-law called “Major Streets”. This map can be viewed either through the City’s online interactive map or in a hardcopy Policy Area Overlay Map booklets. This map corresponds to Map 3 Right-of-Way Widths Associated with Existing Major Streets in the Official Plan.



Figure 5. Major Street Overlay in the City of Toronto's Zoning By-law Interactive Map



#### 4.1.4 New zones

##### City of Brampton

The City of Brampton is currently undertaking a new Comprehensive Zoning By-law to align with its Official Plan.

The City of Brampton chose to pre-zone lands located within its Primary MTSAs, excluding the Brampton GO, Bramalea GO, and Steeles at Mississauga MTSAs, to align with the land use designations and policies established in the city's Official Plan, i.e. the Brampton Plan.

New parent zones will be introduced to permit a range of uses and to establish development standards, including maximum permitted densities and building heights, requirements for at-grade commercial uses, and appropriate setbacks, consistent with the Brampton Plan. Where the Brampton Plan supports new land uses, the Comprehensive Zoning By-law will pre-zone these areas accordingly to reflect those permissions.

Holding zone provisions will be applied, where appropriate, to delay the activation of zoning permissions until the coordinated delivery of required infrastructure and community improvements is secured.

## 4.2 Servicing

As discussed, the Town Official Plan requires that sufficient water, wastewater, and stormwater servicing capacity be available to support any new development. The Town should introduce provisions in the new Zoning By-law that address servicing availability to ensure alignment with these policies. The City of Toronto has introduced zoning provisions related to servicing allocation to ensure infrastructure capacity is in place before development proceeds.

### City of Toronto

The Toronto Zoning By-law contains a general provision applicable to all zones, requiring lands to be connected to operational municipal water mains and sewers:

*5.10.30.1(1) No land may be used and no building or structure may be erected or used on the land unless:*

*(B) all Municipal water mains and Municipal sewers, and their appurtenances, are installed to a lot line of the property and are operational.*

As part of the Major Streets Study, the implementing Zoning By-law 608-2024 adds an additional regulation to require adequate servicing capacity, for the additional as-of-right uses, i.e. townhouses and apartment buildings.

These regulations are added to the Section 10.5 Regulations Applying to the Residential Zone Category:

*10.5.30.1(2) Water Main and Sewer Capacity Requirements for Townhouses and Apartment Buildings on Major Streets*

*In addition to the requirements of Regulation 5.10.30.1(1), if a lot abuts a major street, no townhouse or apartment building may be erected or used on the land unless all municipal water mains and municipal sewers, and their appurtenances have adequate capacity to service the building, to the satisfaction of the General Manager, Toronto Water;*

This implementing by-law also exempts certain types of development from this adequate capacity regulation, including developments containing 10 or fewer dwelling units, addition to a lawfully existing building containing no more than 10 dwelling units and replacement of a building or structure subject to certain conditions:

*10.5.30.1(3) Exemptions for Water Main and Sewer Capacity Requirements for Townhouses and Apartment Buildings on Major Streets*

*Regulation (2) above does not apply to the construction, erection or placing of:*

*(A) a townhouse or apartment building, or combination thereof, if the lot will contain 10 or fewer dwelling units, dwelling rooms, or bed-sitting rooms, or any combination thereof;*

*(B) an addition of less than 50 square metres in gross floor area to a lawfully existing building, if the lawfully existing building is:*

*(i) on a lot that will contain or contains no more than 10 dwelling units, dwelling rooms, and bed-sitting rooms or a combination thereof; and*

*(C) the replacement or reconstruction of a building or structure, or part of a building or structure, destroyed or damaged by fire, explosion, flood or other similar cause, or replacement, reconstruction, or compliance due to an order of the City of Toronto if the gross floor area and height of the building or structure are not increased, no building or structure setback is reduced, and the use of the land is not changed.*

## 5. Discussion and Recommendation

The Regional and Local Corridors are generally well-suited to accommodate growth, given their proximity to existing transit and a variety of services. Providing a broader range of housing types, particularly along the corridors, will provide more diverse housing options, support neighbourhood facilities, and increase access to amenities.

Based on the review of relevant planning policies and best practices in other municipalities, the following is recommended for consideration in the New Comprehensive Zoning By-law. These recommendations are preliminary and may be refined as the process advances and public input is received.

### 5.1 Permitted Uses

The Town should consider widening the range of permitted housing types by adding the following uses as-of-right along both Regional and Local Corridors:

- Duplex dwelling;
- Triplex dwelling;
- Double duplex or fourplex dwelling;
- Quadraplex dwelling;
- Townhouse dwelling;
- Back-to-back townhouse dwelling;
- Stacked townhouse dwelling; and
- Apartment building.

The above uses may be added to all lands within the Focus Area that are currently zoned Residential. These uses could also be added to non-residential lands that currently permit residential uses, such as certain commercial lands zoned Commercial.

We note that new residential uses may not be appropriate to add at this time to commercial areas that do not presently permit residential use. The Town may, through a future Official Plan Amendment, identify the appropriate locations within the corridors where new residential uses may be permitted, including residential uses within mixed use buildings. Policies addressing land use compatibility matters should be introduced through this amendment.

The additional as-of-right uses should be subject to relevant zone standards that already exist within the current Town Zoning By-law. For instance, the Town may consider permitting apartment buildings along the Regional Corridor subject to the relevant zone standards established for apartment buildings in the RA1 Zone.

## 5.2 Building Heights

The Town should permit maximum heights of 18.5 metres along Regional Corridors and 15 metres along the Local Corridors within the Focus Area.

However, several land parcels along the Local Corridors that are subject to a secondary plan or a site-specific policy in the Town Official Plan, permitting greater heights than four (4) storeys or 15 metres should be excluded from the as-of-right height permission.

## 5.3 Servicing Capacity

The Town should consider adding regulations requiring adequate water and sewer capacity to be confirmed prior to the development of the additional uses outlined in section 5.1 of this paper. The Town may also consider expanding these regulations to apply to other uses outside of the corridors as well.

## 5.4 Implementation

Through the review of best practices, these are several approaches to implement recommendations under sections 5.1, 5.2 and 5.3:

### 5.4.1 Overlays

This method introduces overlays that align with the boundaries of the Local and Regional Corridors or a subset thereof. The overlays may address the additional permitted uses and their zone standards, as-of-right heights and the servicing capacity requirement. For provisions that have not been addressed through the overlay, the permitted uses and standards of the underlying zones would still remain in effect. Additionally, the zoning provisions related to the zoning overlay would need to be specific to the underlying zone



categories. For example, it may not be appropriate to allow for apartment buildings in all areas where there is an overlay (in instances where there may be commercial zones within the overlay).

An additional section should be included in the New Comprehensive Zoning By-law to establish the overlay(s), outlining general regulations applicable to all overlays and specific regulations that apply to the individual overlays. This general regulations would clarify the implementation of the overlays, and how they interact with the underlying zoning provisions.

### **5.4.2 Suffixes**

This approach would add suffixes behind the implementing zones to communicate the additional permitted uses, the maximum building heights and the servicing capacity requirement.

An additional section should also be included in the New Comprehensive Zoning By-law to regulate the use of suffix overlays. This section would describe how suffixes modify or supplement the underlying zone regulations (such as building height or use permissions) and clarify their applicability. It should also provide guidance on how suffixes are to be interpreted in cases of conflict with underlying zone provisions.

### **5.4.3 Amending Parent Zones**

This approach may involve adding additional permitted uses and their zone standards, maximum building height provisions, and servicing capacity regulations to the applicable parent zones.

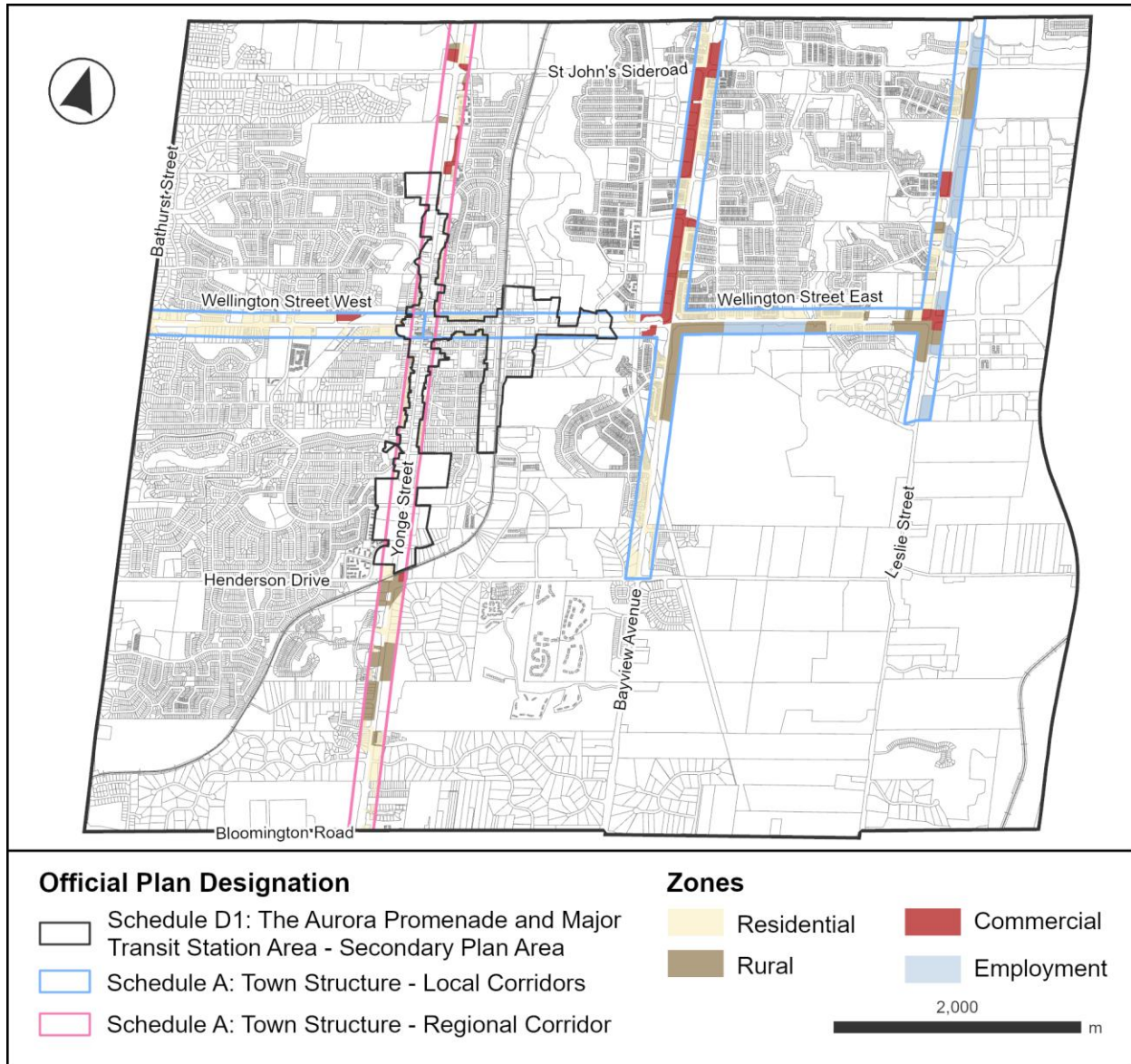
A qualifying condition is required to accompany these modifications, specifying that they apply only when the lots abut a major corridor, either Local Corridors or Regional Corridors as identified in the Town Official Plan. Accordingly, definitions of “major corridor”, “local corridor” and/ or “regional corridor” along with a map visually identifying them would also be required.

### **5.4.4 New Zone Categories**

This approach would involve the creation of a new zone category for the corridors to implement the recommendations in sections 5.1, 5.2 and 5.3. The new zone category would include the recommended list of additional uses and their zone standards, the maximum height provisions for Local and Regional Corridors and the servicing capacity. On the other hand, this approach does not reflect the differences in permitted uses and zone standards that exist in the current implementing zones.

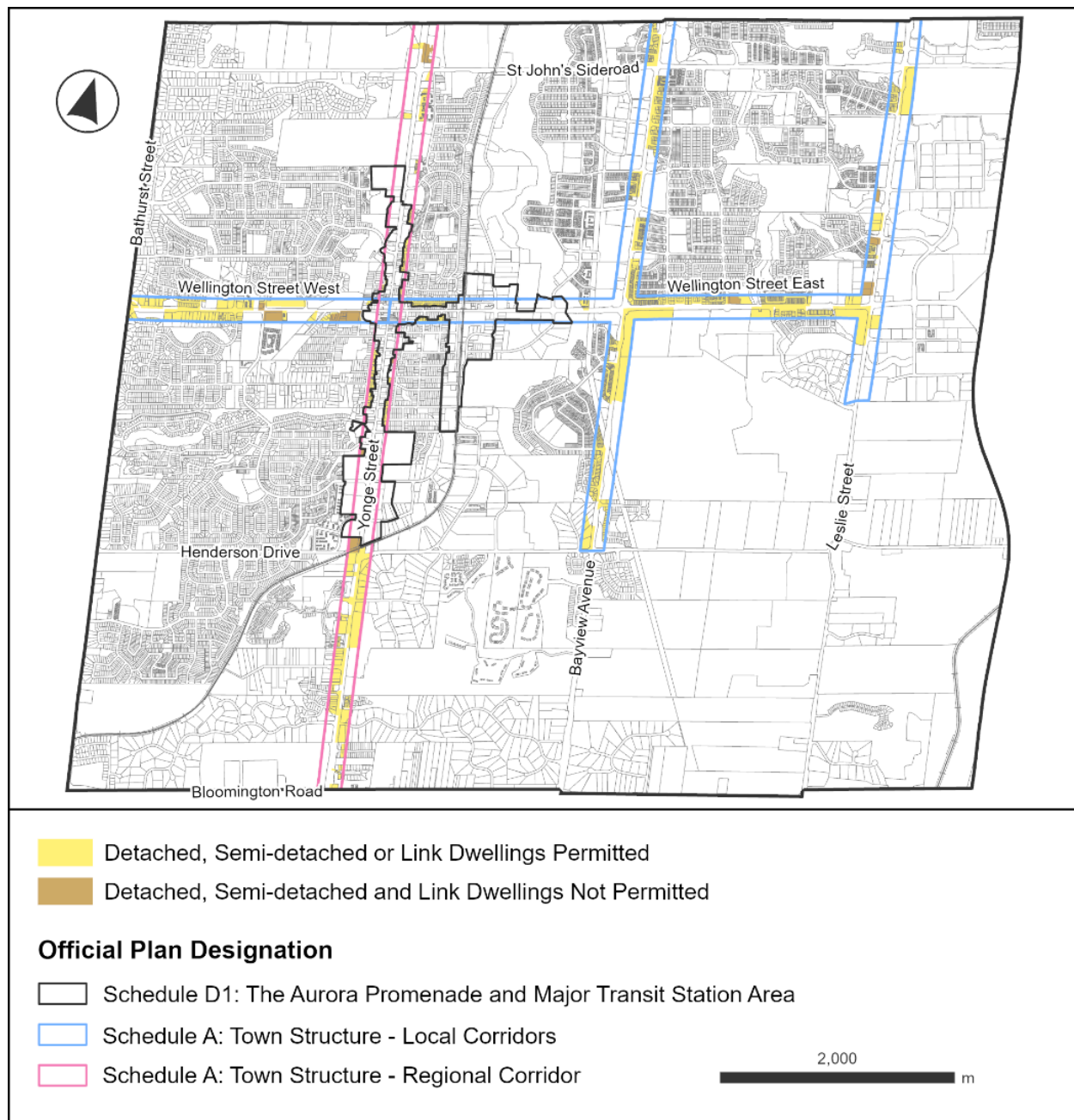
## 6. Appendix

### 6.1 Appendix A – Official Plan Designations Overlayed with Existing Implementing Zones in the Focus Area



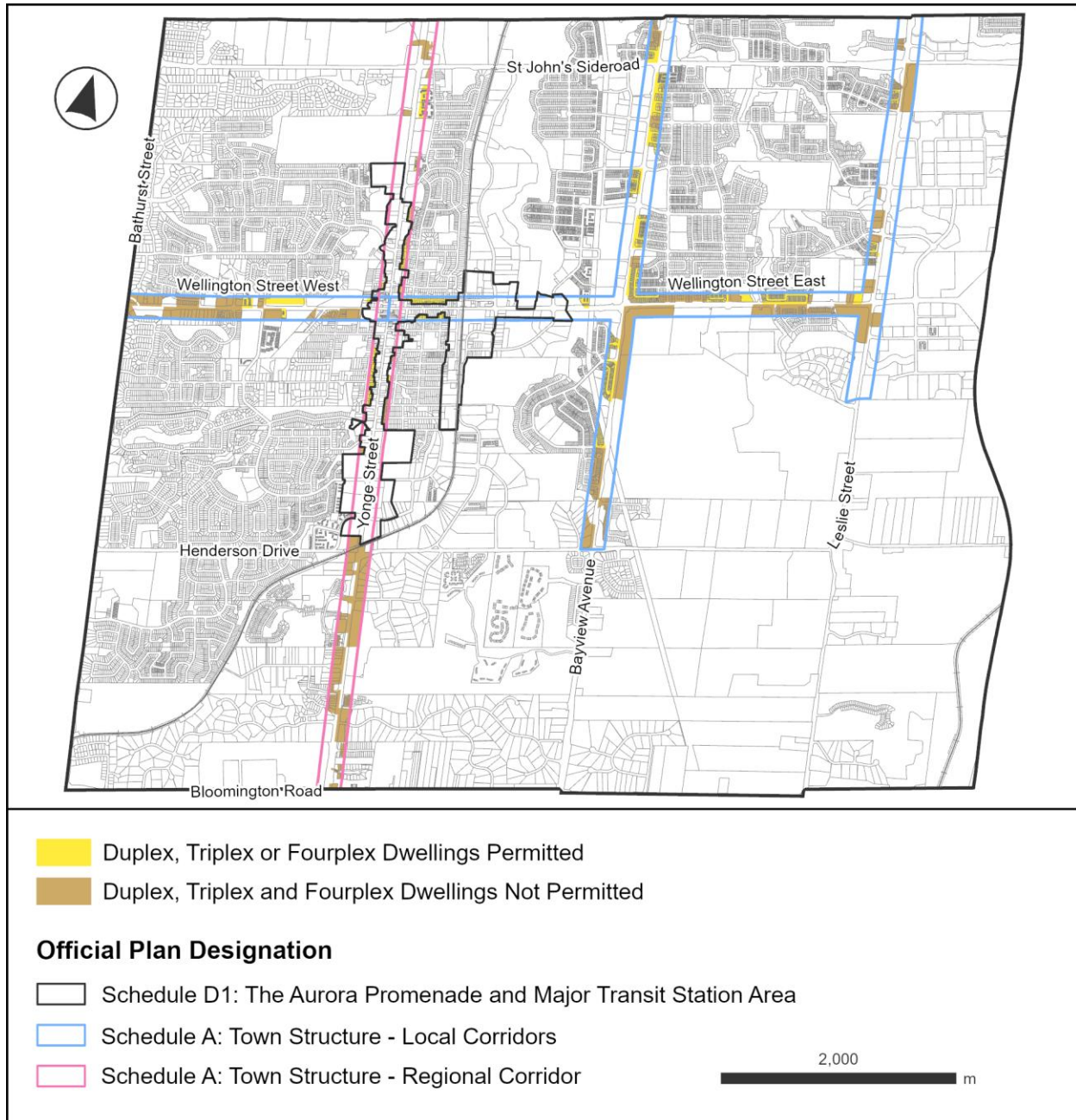
## 6.2 Appendix B – Residential Typologies Permitted and Not Permitted in the Focus Area

**Map 1. Permitted and Not Permitted Areas for Single, Semi-Detached, and Link Dwellings in Residential Zones**

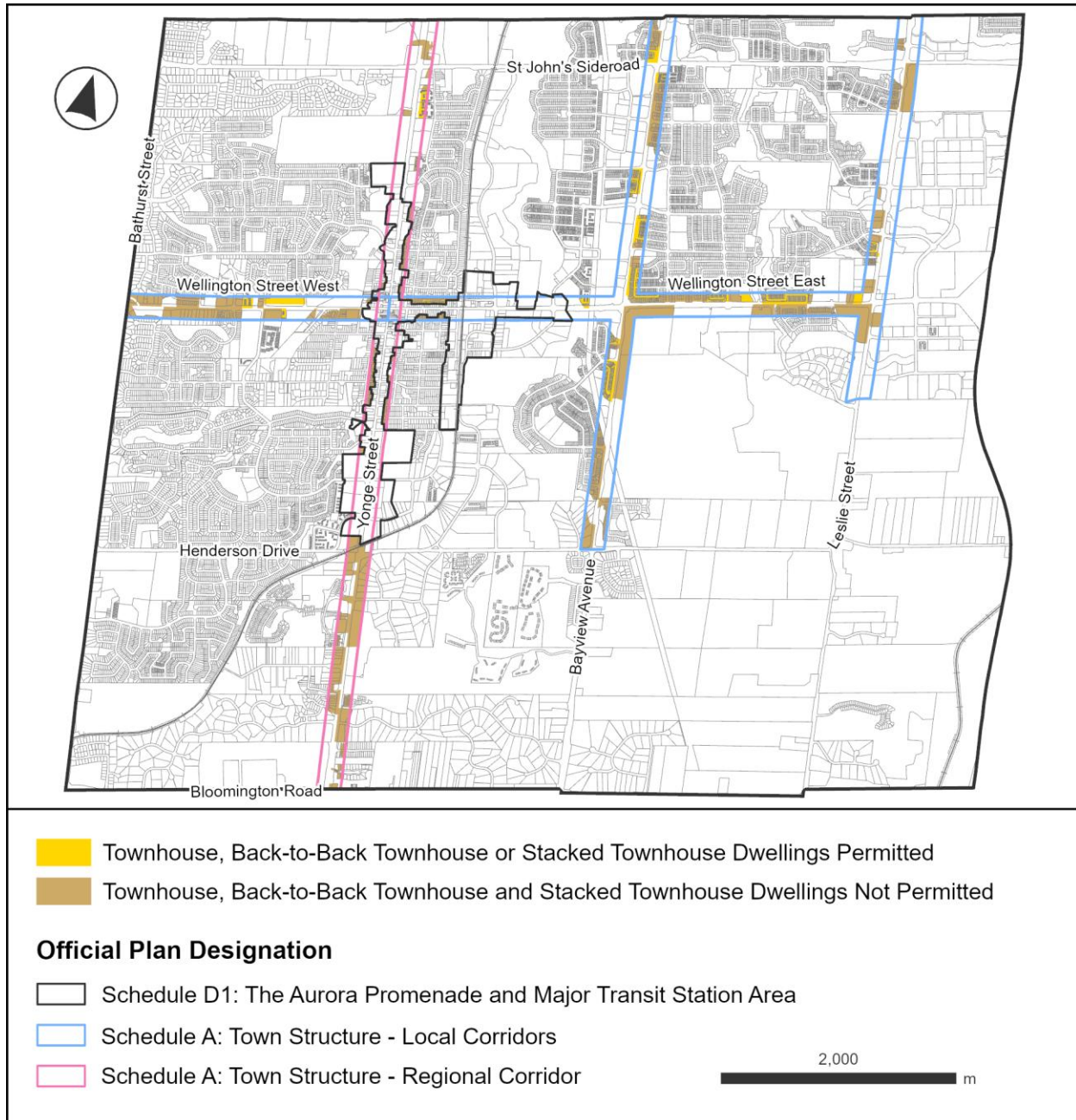




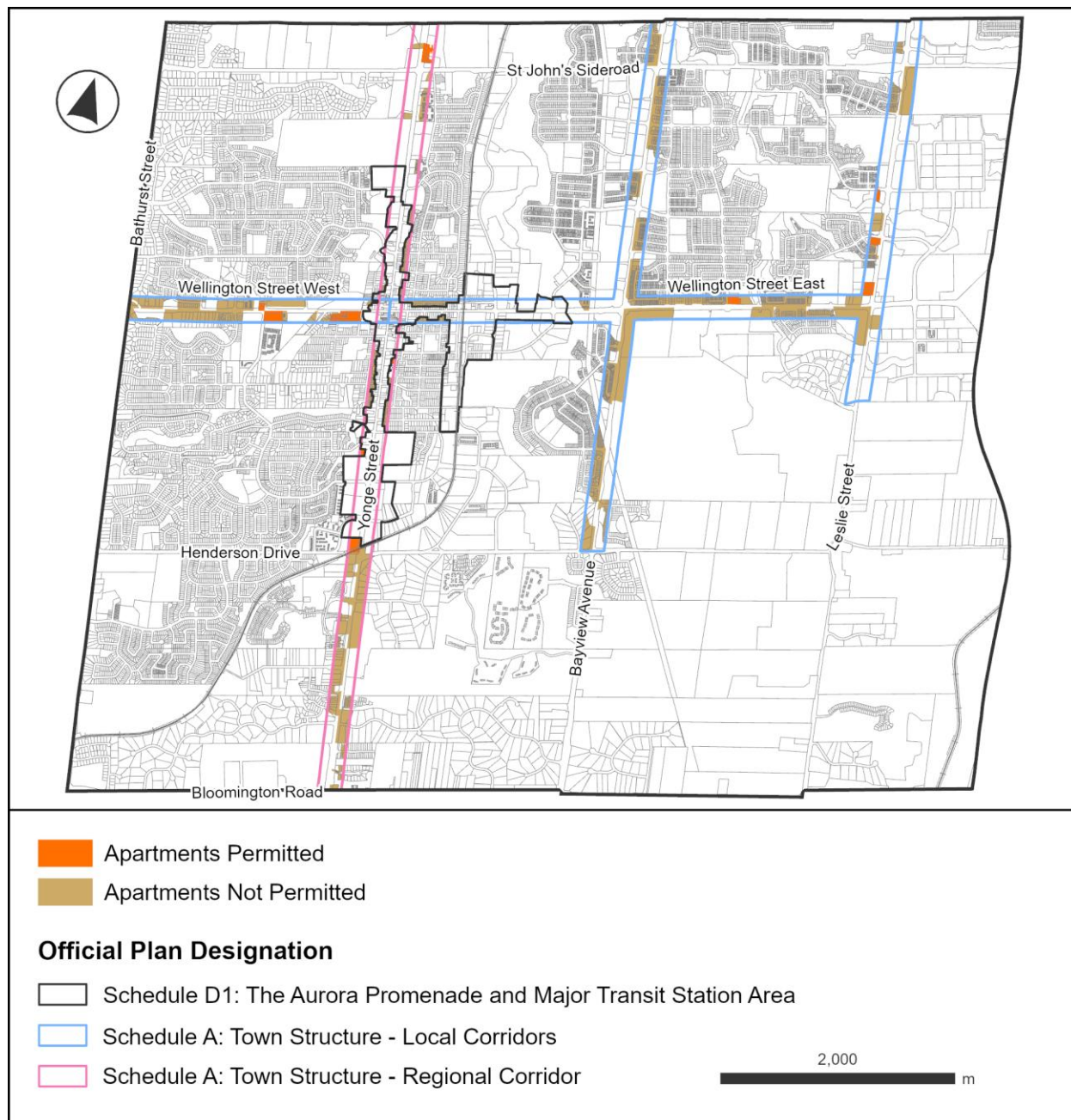
**Map 2. Permitted and Not Permitted Areas for Duplex, Triplex, and Fourplex Dwellings in Residential Zones**



**Map 3. Permitted and Not Permitted Areas for Townhouse, Stacked Townhouse, and Back-to-Back Townhouse Dwellings in Residential Zones**

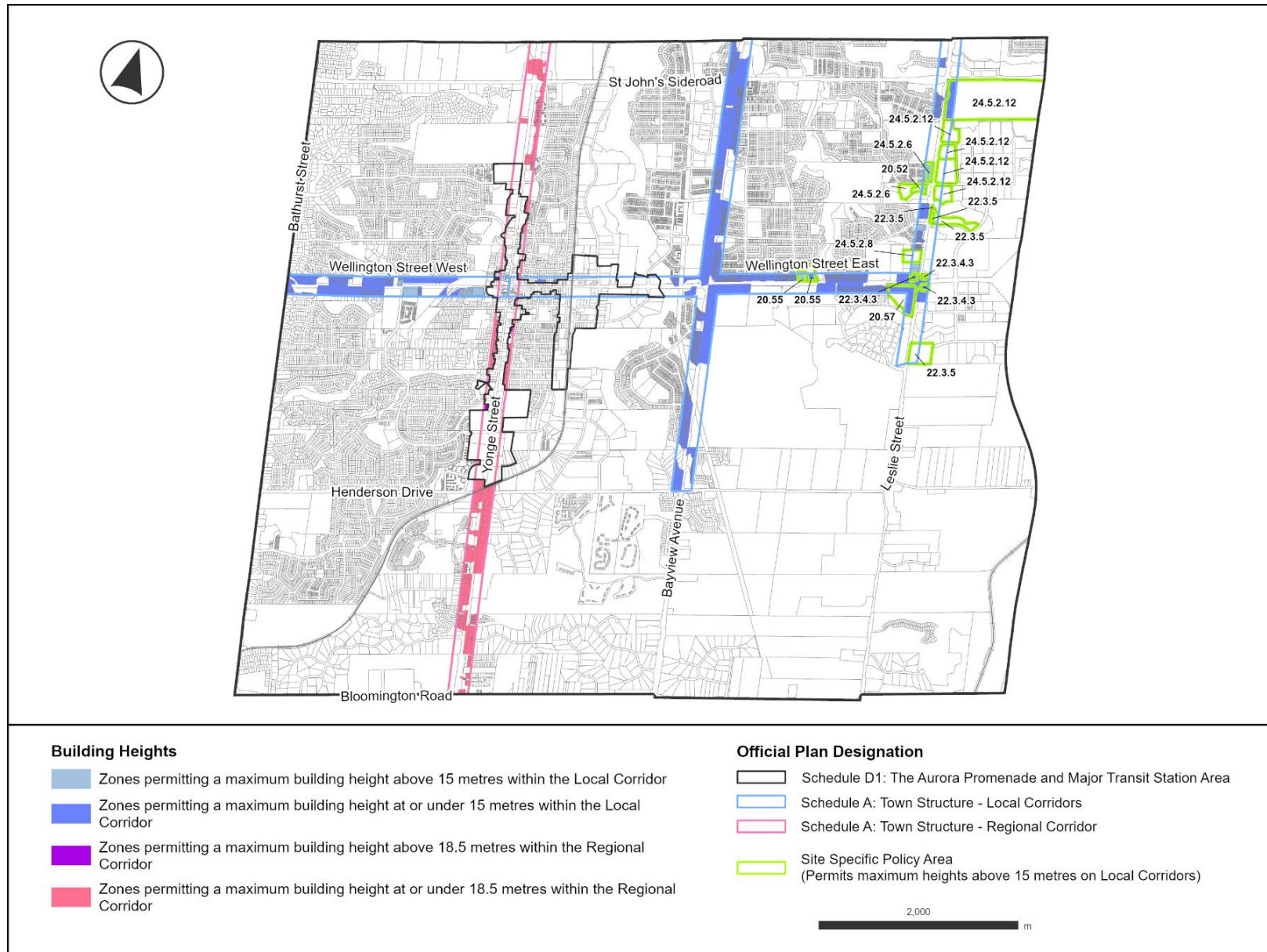


**Map 4. Permitted and Not Permitted Areas for Apartment Buildings in Residential Zones**





## 6.3 Appendix C – Residential and Mixed use Built form Height Restrictions Permitted in the Focus Area



## 6.4 Appendix D – Secondary plan and site-specific policies permitting over 4 storeys (15 metres) on Local Corridors

Table 5: List of Site-specific and Secondary Plan policies permitting over 4 storeys (15 metres) on Local Corridors and their Corresponding Height Regulation in the Zoning By-law.

OPA #	Permitted Maximum Height in the Official Plan	Location	Implementing Zone	Corresponding Maximum Height Regulation in the Zoning By-law
52	Permits a maximum building height of 7 storeys (or 28 metres)	460-480 William Graham (For clarity, the parcel located on the southwestern corner of William Graham Drive and Leslie Street is not subject to this site-specific policy)	RA2 (424)	7 storeys or 28.0 metres (whichever is less)
55	Permits a Supportive Housing Building to have a maximum height of 6 storeys	20 and 25 Mavrinac Boulevard	RA2 (540)	26 metres (6 storeys)
57	Permits a maximum building height of 7 storeys	1289 Wellington Street East	RU	10 metres
30 (Section 22.3.3)	Buildings along certain locations on Wellington Street East within the Mixed Use designation in the Bayview Northeast Area 2B Secondary Plan may exceed the 4-storey limit, where considered appropriate, but does not exceed 7 storeys in height.  *For note, the Mixed Use designation mapping from the Bayview Northeast Area 2B	N/A	N/A	N/A



OPA #	Permitted Maximum Height in the Official Plan	Location	Implementing Zone	Corresponding Maximum Height Regulation in the Zoning By-law
	Secondary Plan was removed from the 2024 Official Plan Schedule. Therefore, the site-specific policies are no longer applicable.			
<b>30 (Section 22.3.4.3)</b>	Lands designated as Community Commercial within the Bayview Northeast Area 2B Secondary Plan are to be planned in accordance with Section 11 of the Town Official Plan.  Section 11.8.3 permits a building height of up to 5 storeys.  Community Commercial designation applies to certain lands along Wellington Street East predominantly at the intersections of Bayview Avenue and Leslie Street.	1472 Wellington Street East	C3 (11)	10 metres
		1501 Wellington Street East	C3 (328)	10 metres
		15255 Leslie Street	C3 (426)	10 metres
<b>30 (Section 22.3.5)</b>	Lands designated as Business Park within the Bayview Northeast Area 2B Secondary Plan are to be planned in accordance with Section 11 of the Town Official Plan.  Section 11.5.3 permits a building height of up to 7 storeys	8 State Farm Way	E-BP (271)	13.5 metres
		15521 Leslie Street; 24 Desjardins Way	E-BP	13.5 metres
		14985 Leslie Street	E-BP(386)	13.5 metres
		14985 Leslie Street	E-BP(385)	13.5 metres

OPA #	Permitted Maximum Height in the Official Plan	Location	Implementing Zone	Corresponding Maximum Height Regulation in the Zoning By-law
<b>73</b> <b>(Section 24.5.2.6)</b>	Elementary Schools within the Urban Residential 1 designation in the Aurora 2C Secondary Plan Area are permitted a maximum height of 12 metres and may exceed up to 18 metres if a 3-storey school is required.	Some of the Urban Residential 1 Lands within this Secondary Plan Area are also part of the Leslie Street Local Corridor. They are located on the west side of Leslie Street and generally between St John's Sideroad and Roy Harper's Avenue.	R3 (408); R3 (409); R6 (415);	Schools are not currently permitted within the identified zones along Leslie Street; therefore, the site-specific height provision does not apply to this review.
<b>73</b> <b>(Section 24.5.2.7)</b>	Buildings within the Urban Residential 2 designation in the Aurora 2C Secondary Plan Area are permitted a maximum height of 6 storeys (or 20 metres).  Some of the Urban Residential 2 lands within this Secondary Plan Area are part of the Leslie Street Local Corridor. They are located on the west side of Leslie Street.	1280 St. John's Sideroad	R3 (408);	11 metres
		15600 Leslie Street	I (425);	6 storeys or 20 metres maximum (whichever is less)
		460-480 William Graham	RA2 (424);	7 storeys or 28 metres (whichever is less)
		15624-15776 Leslie Street	C6 (418)	6 storeys or 20 metres maximum (whichever is less)
<b>73</b>	Building heights within the Business Park 1 designation are	Some of the Business Park 1 lands within this Secondary Plan Area are	RU	10 metres
			E-BP (445)	4 storeys

OPA #	Permitted Maximum Height in the Official Plan	Location	Implementing Zone	Corresponding Maximum Height Regulation in the Zoning By-law
(Section 24.5.2.12)	permitted a maximum height of 7 storeys or 28 metres	part of the Leslie Street Local Corridor. They are located on the east side of Leslie Street.	E-BP (446)	4 storeys
			E-BP (447)	4 storeys
73 (Section 24.5.2.8)	Lands designated as Mixed-Use Residential/Commercial within the Aurora 2C Secondary Plan are to be planned in accordance with Section 8 of the Town Official Plan.  Section 8.3 of the Town Official Plan states that buildings within the Mixed-Use designation are to be 6 storeys in height.	15624-15776 Leslie Street	C6 (417)	6 storeys or 20 metres maximum (whichever is less)
		15338 Leslie Street	I	15 metres

# Housing Options Through Additional Residential Units

Comprehensive Zoning By-law Review

Prepared for the Town of Aurora

August 28, 2025

## Executive Summary

This discussion paper forms part of the larger review process of the Town of Aurora Comprehensive Zoning By-law 6000-17. The impetus for the update to the Town's Comprehensive Zoning By-law follows the Ontario *Planning Act* requirements to update zoning by-laws to conform with new Official Plans. The new Official Plan for the Town of Aurora was adopted in January 2024. Through this Comprehensive Zoning By-law update process, the Town's current Comprehensive Zoning By-law will be repealed and replaced with a new Comprehensive Zoning By-law that conforms with the Town's current Official Plan.

To date, a Background Report (April 2025) has been prepared providing an overview of the current Zoning By-law, explaining its significance and the reasons for the update. The Background Report provides a foundation for understanding the importance of a Zoning By-law that addresses the unique needs of the community so that built form and land uses are contextually appropriate and able to responsibly accommodate growth.

This discussion paper is informed by the Background Report and is intended to address specific matters of interest to the Town with the preparation of the new Zoning By-law. Three discussion papers have been prepared to address the following key topics:

1. Implementing the Aurora Promenade and GO MTSA and reducing parking requirements,
2. Intensifying Local and Regional Corridors, and,
3. Expanding Housing Options Through Additional Residential Units.

The findings and conclusions of this discussion paper will inform a subsequent Strategic Directions Paper, envisioned to serve as a "terms of reference" for writing the Town's new Comprehensive Zoning By-law.

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# 1. Introduction

The Town of Aurora (“Town”) is undergoing a Zoning By-Law Review. As part of this review, the Town is updating the Comprehensive Zoning By-law 6000-17 to conform with the Town of Aurora Official Plan 2024 (“Town Official Plan”) and to align with current zoning best practices and recent Council decisions regarding land use planning.

This discussion paper reviews the following to inform the Provincial, Regional and the Town’s intent for ARUs and four-unit housing typologies for consideration for implementation within the Town’s new Comprehensive Zoning By-law:

- Planning Act
- Provincial Planning Statement (2024)
- 2022 York Region Official Plan
- Town of Aurora Official Plan
- The Town’s Comprehensive Zoning By-law 6000-17
- The Town’s Affordable Housing Action Plan

The purpose of this discussion paper is to guide the New Comprehensive Zoning By-law to accommodate “gentle density” and “missing middle” housing types within residential neighbourhoods, specifically through the use of “additional residential units” and dwellings up to four units, while preserving the existing neighborhood character.

In general, “gentle density” and “missing middle” housing types are intended to be sensitive, gradual and fit within the existing physical character of residential neighborhoods, bridging the gap between single-detached dwellings and larger scale apartment built-forms.

The terms “Additional Residential Unit” and “Additional Dwelling Unit” have generally been used interchangeably in provincial and municipal planning documents and legislations. An Additional Residential Unit can generally be understood as a self-contained dwelling unit within an existing dwelling or an ancillary structure. This paper will utilize the term Additional Residential Unit (ARU) as used in Ontario’s *Planning Act* and the York Region Official Plan.

In referring to dwellings up to four units, this paper will utilize the term “four-unit typologies”, which will include buildings such as duplex, triplex, fourplex, double duplex or quadraplex buildings. For context, the Official Plan uses the broader term “multi-unit building” to describe housing forms such as duplex dwellings, triplex dwellings, fourplex dwellings, back-to-back townhouses and stacked townhouses. Four-unit typologies fall within this broader category, the term is used here to distinguish these smaller-scale housing forms

from other multi-unit buildings and to reflect the specific focus of this paper. Additionally, while the current Town Official Plan uses the term “fourplex” for buildings with four units, the Town’s Comprehensive Zoning By-law references “double duplex”, “fourplex” and “quadraplex.” Given that “fourplex” is now more commonly used than the terms “quadraplex” or “double duplex”, this paper recommends that the term fourplex be adopted in the Zoning By-law.



## 2. Background

### 2.1 Focus Areas for ARUs and Four-Unit Typologies

This discussion paper focuses on meeting the intent of the Provincial legislation as well as direction in the Town Official Plan and the Town of Aurora *Affordable Housing Action Plan* to permit ARUs and potentially up to four-units as-of-right on certain residential lots.

The Town Official Plan has enabling policies for ARUs in the following high level land use designations: Residential Neighbourhoods, Residential Designated Greenfield Areas and The Aurora Promenade and Aurora GO Station Major Transit Area (per Schedule A of the Official Plan). This discussion paper predominantly focuses on the Residential Neighbourhoods and Residential Designated Greenfield Areas, which are described in Sections 3.2 and 3.3 of the Town Official Plan. While the Aurora Promenade and Aurora GO Station Major Transit Area fall under Section 3.1 Strategic Growth Areas and are the subject of a separate discussion paper, relevant policies that support ARUs and four-unit typologies are discussed in this paper.

On December 10, 2024, Town Council endorsed the *Affordable Housing Action Plan* for the Town of Aurora. The Plan intends to achieve more diverse, affordable, and attainable housing in Aurora to 2051 and beyond. The *Affordable Housing Action Plan* includes six (6) Town objectives and twenty-nine (29) actions. Action Item #1 is to “permit four units as-of-right on serviced residential lots of sufficient size with available parking.” With the purpose of the Zoning By-law Review being to evaluate the feasibility and locations for appropriate ARU implementation, the following is the intended result:

*Gentle intensification of traditionally single detached neighbourhoods will increase “missing middle” and rental housing opportunities. Further, the renting out of additional residential units offers the ability for property owners to alleviate their own housing costs.*

### 2.2 Relationship with Other Discussion Papers

In addition to this discussion paper, two (2) other papers are also prepared which focus on *The Aurora Promenade and MTSA* and *Intensifying Local and Regional Corridors*, respectively. As discussed, this paper solely focuses on aligning the New Comprehensive Zoning By-law’s zoning standards with the policies of the Town Official Plan related to permitting ARUs and evaluating four-units as-of-right.

The *Aurora Promenade and MTSA* discussion paper will focus on implementing the promenade and MTSA policies related to height limits and parking requirements. The

discussion paper on *Intensifying Local and Regional Corridors* will explore opportunities for intensification along Local and Regional Corridors.

Nonetheless, recommendations and approaches to implementation in all three (3) discussion papers need to be coordinated to ensure a consistent and logical approach to the New Comprehensive Zoning By-law.

### 3. Policy and Zoning Standards Review

This section will provide an overview of the legislative and policy direction applicable to ARUs.

#### 3.1 Provincial and Regional Documents

##### 3.1.1 The *Planning Act*

The *Planning Act* is provincial legislation that establishes the framework for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* identifies matters of Provincial Interest that decision makers must have regard to in carrying out their responsibilities under the Act. Of note, municipalities are required to have regard to “the adequate provision of a full range of housing, including affordable housing.” This discussion paper considers how to broaden the range of housing typologies within low density residential neighborhoods to fulfill this matter of Provincial Interest.

Through the approval of Bill 23, *More Homes Built Faster Act, 2022* (which received royal assent on November 28, 2022) municipalities may not pass Zoning By-laws to prohibit up to two (2) ARUs on an urban residential land parcel with a single detached house, semi-detached house or rowhouse.

The *Planning Act* permits the Minister to make regulations establishing requirements and standards for ARUs, which are applicable in the same way as a Zoning By-law. If a municipal Comprehensive Zoning By-law is not consistent with the regulations, the regulations prevail. The Province has established regulations regarding ARUs. These include Ontario Regulation 299/19 for “Additional Residential Units” as amended by Ontario Regulation 593/22 and Ontario Regulation 462/24. The most recent updates came into effect on November 20, 2024.

The *Planning Act* together with its regulations establishes requirements for ARUs. These matters are discussed in depth in the Background Report (April 2025) prepared as part of this Comprehensive Zoning By-law Review process. The matters include:

- as-of-right zoning permissions for ARUs
- number of ARUs on a parcel of land;
- parking;
- minimum floor area for an ARU;
- angular planes;

- separation distances;
- lot coverage;
- floor space index; and
- minimum lot area.

### 3.1.2 Provincial Planning Statement (PPS), 2024

The Provincial Planning Statement (PPS) sets the policy foundation for regulating the development and use of land province-wide. The PPS gains its authority from Section 3 of the *Planning Act*, which authorizes policy statements “on matters relating to municipal planning that in the opinion of the Minister are of provincial interest.” All decisions affecting planning matters are required to be consistent with the PPS.

The PPS 2024, issued under Section 3 of the *Planning Act*, serves as a consolidated statement of the government's land use planning policies. As part of its Vision, the PPS directs that *“Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”*

The PPS further directs that *“zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians.”*

Key PPS policies informing this discussion paper are as follows:

- The PPS defines “housing options” as “a range of housing types such as, but not limited to single-detached, semidetached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low-and mid-rise apartments...”
- Policy 2.2.1 requires planning authorities to “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.”
- Policy 2.2.1 b) 2 requires planning authorities to permit and facilitate “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.”

### 3.1.3 York Region Official Plan (2022)

The 2022 York Region Official Plan (“Regional Official Plan”) outlines strategies for accommodating future growth and development while addressing the needs of existing residents and businesses. Section 1.4 of the Regional Official Plan identifies Key Guiding Planning Principles, including the following that are of particular relevance to this paper:

- A minimum of 50% of residential development between 2021 to 2041, and 55% from 2041 to 2051 to occur through intensification within the built-up area as well as a resident to job ratio of 2:1 focusing on Regional Centres and Corridors and major transit station areas.
- Provision of a full range of housing types with a region-wide target of 25% of all new housing units being affordable to low and middle-income households and in addition, a minimum of 35% of all new housing units within Regional Centres and major transit station areas.

Section 2.3 of the Regional Official Plan includes policies to support complete communities and identifies, as one of its objectives, *“to promote an appropriate mix and range of housing options that meet the needs of residents and workers of all income levels, ages, abilities and stages of their lives.”* The Plan defines “housing options,” in relation to types, forms, cost, function ownership/rental and conversion. Particularly relevant to this paper is the portion of the definition that references types, such as single-detached, rowhouses, additional residential units and multi-residential buildings, as well as the reference to the conversion of existing housing to provide additional residential units such as secondary suites. To meet this objective, Policy 2.3.44 requires local municipal official plans and zoning by-laws permit a range of housing options, unit sizes, tenure and levels of affordability within each community, including incorporation of additional residential unit policies.

The Regional Official Plan also defines the following terms relevant to this discussion paper:

#### ***Additional Residential Unit***

*a self-contained dwelling unit with a private kitchen, bathroom facilities and sleeping areas in a house, or building ancillary to a house.*

#### ***Gentle Density***

*Residential intensification within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single family (or low density), in a way that is compatible with the existing neighbourhood.*

### **Missing Middle**

*Residential buildings that contain a higher density than a single detached house but lower density than a mid-rise building ideally at different thresholds of affordability to deliver a full range and mix of housing options.*

Section 4.4 of the Regional Official Plan includes intensification policies. Policy 4.4.10 of the Regional Official Plan requires the Town of Aurora to meet or exceed an intensification rate of 45% which includes 4,600 residential units. Policy 4.4.10 further requires that local municipalities:

*d. Identify the role for other locations in Community Areas (outside strategic growth areas) in accommodating additional residential units through gentle density along other major streets and in local infill:*

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

Policy 4.4.16 encourages local municipalities to integrate “gentle density and a mix and range of housing options within the built boundary, where locally appropriate, through redevelopment of existing neighbourhoods.”

## **3.2 Town of Aurora Official Plan**

The Town Official Plan establishes the vision, corresponding principles and supporting policies to guide the Town’s evolution and development to the year 2051. The Town Official Plan provides broad direction for achieving the vision and goals for the long-term development and growth of the Town of Aurora. This section highlights key sections of the Town Official Plan that inform the policy direction for the creation of ARUs and four-unit housing typologies.

### **3.2.1 Fundamental Principles**

Section 2.1 provides the Fundamental Principles, which are statements of intent to guide the policy implementation of the Town Official Plan. The Fundamental Principles centre around elements that will help Aurora develop into a complete community.

The Fundamental Principles are understood to be interconnected, the following are particularly relevant to the goal of providing ARUs and four-unit housing typologies, while simultaneously respecting established neighbourhood character:

*d) **Providing a Range and Mix of Housing** – It is the intent of this Plan to ensure that Aurora’s development includes a broad range of housing types, sizes, densities, designs, tenures and prices to meet the needs of the Town’s current and*

*future residents. Providing a range and mix of housing options, including attainable and affordable housing, is one of the essential elements required to support a diverse population and a complete community.*

**e) Protecting Stable Neighbourhoods** – *It is the intent of this Plan to ensure that Aurora’s stable neighbourhoods are protected. Aurora’s existing neighbourhoods, both older and newer, are not only a defining element of Aurora’s character and urban structure, but also a tremendous asset and attractor for new residents and investment interests. This Plan seeks to ensure that the stability and vibrancy of Aurora’s stable neighbourhoods are protected from the negative impacts of potential incompatible development and growth pressures. Aurora’s stable neighbourhoods, both older and newer, are not only a defining element of the Town’s character and urban structure, but also a tremendous asset and attractor for new residents and investment interests. Any infill that occurs must be compatible with the established community character.*

**f) Developing Vibrant New Neighbourhoods** – *It is the intent of this Plan to create well-designed, attractive and sustainable urban residential neighbourhoods that are integrated with the existing community in a logical, compatible, efficient and cost- effective manner.*

### 3.2.2 Missing Middle Housing

Section 7 – ‘Providing a Range and Mix of Housing,’ of the Town Official Plan describes “the missing middle” housing form and the role this form plays in meeting local housing demands, while ensuring compatibility within its context. The Town Official Plan describes missing middle housing as follows:

*The concept of “the missing middle” refers to housing options that accommodate multiple units at a low-rise scale and built form that are compatible with lower density housing types such as single and semi-detached dwellings. These housing types are often “missing” from established neighbourhoods. The provision of a range of housing types, including “missing middle” housing types, tenures and forms enables people to live in the community as they progress through the stages of life, and helps to address affordability and access to housing. The policies of this section are intended to identify the range and mix of housing opportunities that will be accommodated in appropriate locations throughout the Town.*

### 3.2.3 Affordable Housing

The role of missing middle housing to assist in meeting housing affordability objectives is also promoted in the Town Official Plan, to be undertaken in partnership with York Region.

Further, the policies support a range of innovative housing types and sizes. Section 7.3 states:

### **7.3 Affordable Housing**

*b) The Town, in partnership with the Region and development community shall promote the following to achieve housing that is affordable for low and moderate income households:*

*ii. Ground-related multi-unit housing of various forms to provide affordable family sized units where housing is more affordable due to both land costs and construction costs;*

*v. The development of additional dwelling units, subject to Section 7.4.3 of this Plan.*

*f) Council shall ensure the provisions of the Zoning By-law shall be sufficiently flexible to permit a range of innovative housing types and sizes.*

### **3.2.4 Unit Typologies**

Section 7.4 of the Town Official Plan includes general built-form policies regarding multi-unit buildings and additional residential units that are required to be considered in the zoning of ARUs and four-unit typologies:

#### **Multi-unit Buildings**

Table 1: Town Official Plan policies on Multi-unit Buildings

Topic	Description
<b>Typology Description</b>	<ul style="list-style-type: none"> <li>Ground-related housing units include housing forms where the door leading directly to a dwelling unit is generally located at ground level. Examples include:</li> <li>duplex dwellings,</li> <li>triplex dwellings,</li> <li>fourplex dwellings</li> </ul>
<b>Criteria</b>	<ul style="list-style-type: none"> <li>Within the Stable Neighbourhood designation, careful consideration shall be given to ensure that the built form of development and, in particular, the frontage and size of any new lots to be created, shall maintain the character of the existing</li> </ul>



Topic	Description
	streetscape and is compatible with the surrounding neighbourhood.
<b>Location</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>

### Additional Residential Units

Table 2: Town Official Plan policies on Multi-unit Buildings

Topic	Description
<b>Number of ARUs</b>	<ul style="list-style-type: none"> <li>as per the <i>Planning Act</i>, up to two additional residential units are permitted.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>one (1) parking space per additional residential unit.</li> </ul>
<b>Hazards</b>	<ul style="list-style-type: none"> <li>shall not be permitted in natural hazards or in areas rendered inaccessible to people and vehicles during times of flooding hazard or erosion hazards.</li> </ul>
<b>Natural Heritage</b>	<ul style="list-style-type: none"> <li>where located within accessory buildings, additional dwelling units shall be located outside of natural features and any required vegetation protection zones.</li> </ul>

### 3.2.5 Planned Land Uses

The Town Official Plan identifies permitted uses for each of its land use designations. The following is a summary of where four-unit typologies and ARUs are permitted:

Table 3: Town Official Plan policies on Planned Land Uses

<b>Official Plan Designation</b>	<b>Additional Residential Unit</b>	<b>Multi-unit Buildings</b>
<b>Stable Neighbourhoods</b>	Permitted	Permitted subject to criteria
<b>Suburban Residential</b>	Permitted	Not permitted
<b>Estate Residential</b>	Permitted	Not permitted
<b>Low-Medium Urban Residential</b>	Permitted	Permitted
<b>Medium-High Urban Residential</b>	Permitted	Permitted (within townhouse typology)
<b>Downtown Designation</b>	Not permitted	Not permitted
<b>Downtown Shoulder Designation (Aurora Promenade)</b>	Permitted	Permitted
<b>Promenade General Designation (Aurora Promenade)</b>	Permitted (within townhouse typology)	Permitted
<b>Major Transit Station Area</b>	Permitted	Permitted

Based on this table, an Official Plan Amendment may be required to permit multi-unit buildings in Stable Neighbourhood, Suburban Residential, Estate Residential and the Medium-High Urban Residential designations. The Town Official Plan contains specific policies on permitted uses and height for the edges of Stable Neighbourhoods. Section 3.2.6 of this Discussion Paper will evaluate these policies.

### 3.2.6 Edges of Stable Neighbourhood

Topic	Description	Sections
<b>Permitted Uses</b>	Existing Ground-Related Residential Buildings, including existing Multi-Unit Buildings;  New single-detached, semi-detached and street townhouse dwellings.	7.5.1.2 a) i. & ii.
	New Multi-Unit Buildings on the edges of Stable Neighbourhoods along Collector and Arterial Roads, including duplexes, triplexes, fourplexes and stacked townhouses, subject to a site-specific Zoning By-law Amendment application.	7.5.1.2 a) iii.
<b>Height</b>	All new development within the 'Stable Neighbourhoods' designation shall have a maximum height of 3 storeys, unless located on the edges of Stable Neighbourhoods along Collector and Arterial Roads, where a maximum height of 4 storeys is permitted. The implementing Zoning Bylaw or Community Planning Permit By-law may provide more restrictive height limits based on the specific context of a neighbourhood or area within the Town.	7.5.1.3 e)
	Where new denser housing forms, including multi-unit buildings, are proposed on the edges of Stable Neighbourhoods along Arterial and Collector Roads, such development shall provide a transition in heights and densities to lots in the interior of stable neighbourhoods, through appropriate measures such as setbacks, stepbacks, angular planes and visual buffers	7.5.1.3 f)

The Town Official Plan contemplates multi-unit development, including four-unit typologies and stacked townhouses, at the edges of Stable Neighbourhood, subject to site-specific Zoning By-law Amendment applications where matters related to height and density transition to lots in the interior of stable neighbourhoods are evaluated. A

maximum height of four (4) storeys is permitted at the edges of Stable Neighbourhoods. However, these developments are still required to provide effective height and density transition to interior lots as per Policy 7.5.1.3 f). For the purpose of these policies, edges of Stable Neighbourhoods can be interpreted as land parcels that abut Collector or Arterial roads as identified in Schedule I of the Town Official Plan. It is recommended that the edges of stable neighbourhoods not be pre-zoned as building types that would typically be four-storeys in height are only permitted with a Zoning By-law Amendment.

### 3.3 Affordable Housing Action Plan

On December 10, 2024, the Town Council endorsed an *Affordable Housing Action Plan* for Aurora. The *Affordable Housing Action Plan* intends to achieve more diverse, affordable, and attainable housing in Aurora to 2051 and beyond. The Plan includes six (6) Town objectives and twenty-nine (29) actions. The following action items are relevant to this discussion paper:

- **Action Item #1:** Permit four units as-of-right on serviced residential lots of sufficient size with available parking.
- **Action Item #5:** Update zoning provisions to align with the Town Official Plan and support housing creation, including:
  - Pre-zoning the Aurora Promenade and Major Transit Station Area to align with the Town Official Plan; and
  - Removing outdated or unnecessary zoning provisions that unduly restrict housing creation. Specifically, Zoning By-law updates can look to add further flexibility for co-habitation, multigenerational housing, congregate living, group homes, and co-operatives. Further, zoning standards around the ARU framework will need to be updated.

### 3.4 Town of Aurora Zoning By-law (6000-17)

The Town of Aurora Zoning By-law (“Town Zoning By-law”) regulates land use and development to ensure alignment with the Town’s planning objectives and broader policy framework. Approved in 2017, it balances existing permissions with the planning standards of the previous Aurora Official Plan.

The following is an analysis of the status of ARUs and four-unit typologies in the residential areas of the Town Zoning By-law.

#### 3.4.1 Additional Residential Units

The Town Zoning By-law does not currently use the term additional residential unit and does not define ARUs. Instead, the term ““Second Suite Dwelling” is used and Section 3 of the Town Zoning By-law provides a definition for “Second Suite Dwelling” as follows:

*means a separate dwelling unit subsidiary to and located within the same building as the main dwelling unit and its creation does not result in the creation of a semi-detached dwelling, duplex dwelling, triplex dwelling or converted dwelling.*

Section 7.1.1 of the Town Zoning By-law identifies nine (9) zones that permit Second Suite Dwellings. Section 8.1 of the Town Zoning By-law permits Second Suite Dwellings in five (5) of six (6) of the Promenade zones applicable to the Downtown. Section 12.1 of the Town Zoning By-law permits Second Suite Dwellings in the Rural (RU) zone.

For the Residential Zones, the Town Zoning By-law provides that a maximum of one (1) Second Suite Dwelling unit per lot. All Second Suite Dwellings are subject to the following criteria in Section 7.5.4 of the Zoning By-law:

*7.5.4.1 Where three (3) or more link house dwelling units are joined, a second suite dwelling unit shall be permitted, provided that the link house dwelling unit is joined only below grade.*

*7.5.4.2 In a building containing a second suite dwelling unit, the minimum area for each dwelling unit shall be 35.0 square metres.*

*7.5.4.3 Notwithstanding any provision to the contrary, not more than one entrance is permitted into the front yard, including below grade walkouts.*

*7.5.4.4 Notwithstanding the provisions of Servicing By-law No. 5362-14 as amended, second suite dwelling units do not require servicing allocation from Council.*

*7.5.4.5 Second suite dwelling units are not permitted in the "C-ORM", "NL- ORM", "NC-ORM" and "EP-ORM" Zones in accordance with the Oak Ridges Moraine Conservation Plan, Amendment No. 48 to the Town of Aurora Official Plan and this By-law.*

*Second suite dwelling units are not permitted in the "Oak Ridges Moraine Settlement Area" where a Zone symbol is followed by the letters "ORM", without an amendment to, or relief from this By-law, in accordance with Amendment No. 48 to the Town of Aurora Official Plan and this By-law.*

Section 5.4 of the Town Zoning By-law requires one (1) parking space for the Second Suite Dwelling in addition to the residential parking space requirements in the Town Zoning By-law.

The provisions for Second Suite Dwellings will need to be updated to comply with the *Planning Act*.

### 3.4.2 Four-unit Typologies

The Town Zoning By-law offers the following definitions for buildings with up to four (4) units:

*Dwelling, Converted: means a dwelling which contains more than two, but no more than four dwelling units, each being a self-contained dwelling unit none of which is located in a cellar or Basement.*

*Dwelling, Double Duplex or Fourplex: means a building that is divided horizontally or a combination of horizontally and vertically into four (4) dwelling units each of which has an independent entrance either directly or through a common vestibule.*

*Dwelling, Duplex: means a building that is divided horizontally into two (2) dwelling units each of which has an independent entrance either directly or through a common vestibule.*

*Dwelling, Link House: means a building divided vertically into two separate dwelling units joined above or below ground for part of its depth, each with an independent entrance to the outside.*

*Dwelling, Quadraplex: means a building that is divided vertically or horizontally into four (4) dwelling units each of which has a common or independent entrance directly to the outside area adjacent to the said dwelling.*

*Dwelling, Triplex: means a building that is divided horizontally or a combination of horizontally and vertically into three (3) dwelling units, each of which has an independent entrance either directly or through a common vestibule.*

As per Section 7.1.1 of the Town Zoning By-law, three (3) out of seven (7) of the Residential Zone categorizes permit combinations of dwelling types of with up to four (4) units:

- Residential (R6) - Semi-Detached and Duplex Dwelling Residential
- Residential (R7) - Special Mixed Density Residential
- Residential (R8) - Townhouse Dwelling Residential

Section 8.1 of the Town Zoning By-law permits these typologies in five (5) of six (6) of the Promenade zones applicable to the Downtown.

Section 5.4 of the Town Zoning By-law requires one (1) parking space per unit for duplex, triplex and double-duplex typologies. New residential development in the Promenade Downtown Shoulder Zone requires one (1) parking per unit, including visitor parking.

The Town Zoning By-law includes multiple terms with similar meanings including “Fourplex”, “Double duplex” and “Quadrplex/Quadriplex”, while the Official Plan uses the term “Fourplex”. Consistency in terminology with the Official Plan is required. Further, these housing typologies are currently permitted in the R7 and R8 zones, each with varying zone regulations. A singular and consistent zoning framework for fourplexes could be developed.

## 4. Best Practices of Other Municipalities

The following section reviews zoning by-laws of municipalities that have taken proactive steps to implement zoning measures for Additional Residential Units and four-unit typologies.

### 4.1 Additional Residential Units

This section reviews municipalities that have introduced as-of-right permissions for ARUs consistent with Section 35.1 of the *Planning Act*. The following municipalities were chosen based on their recent zoning by-law updates, which reflect consistency with *Planning Act* requirements:

- City of Guelph
- City of Brampton

#### 4.1.1 Definitions

##### Legislation and Policy Overview

The *Planning Act*, through O. Reg 299/19 (as amended by O. Reg. 462/24) provides a definition for “primary residential unit.” The definition is as follows:

*Primary residential unit means the primary residential unit in a detached house, semi-detached house or rowhouse where the house is situated on a parcel of land containing an additional residential unit.*

##### Town of Aurora Comprehensive Zoning By-law

The Town Zoning By-law does not currently use the term additional residential unit and does not provide a definition for an additional residential unit. The Zoning By-law does permit and provide a definition for a “Second Suite Dwelling,” which is to be located within a primary dwelling.

##### Best Practices Review



The comparative municipalities provide the following definitions for “Additional Residential Units” in their respective zoning by-laws.

Table 4: Definitions of “Additional Residential Unit” in other Zoning By-laws

Municipality	Definition of Additional Residential Unit
<b>Guelph</b>	a dwelling unit that is self-contained, subordinate to and located within the same building or on the same lot of a primary dwelling unit.
<b>Brampton</b>	a self-contained residential dwelling unit, with its own cooking facility, sanitary facility and sleeping area, that either forms part of the same building as the principal dwelling, or is located within an ancillary building on the same lot as the principal dwelling.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- Adopt the *Planning Act* definition for a “primary residential unit” into the new Comprehensive Zoning By-law.
- Adopt a definition for “Additional Residential Unit” within the new Comprehensive Zoning By-law.

#### 4.1.2 Zoning Permissions

##### Legislation and Policy Overview

The *Planning Act* permits ARUs as-of-right on parcels of urban residential land. The Town has the flexibility to permit ARUs on lands not considered to be parcels of urban residential land.

##### Oak Ridges Moraine Conservation Plan (2017)

The Oak Ridges Moraine Conservation Plan defines “single dwelling” as “a building containing only one dwelling unit and, in any area other than an area within a Natural Core or Natural Linkage Area, includes a building containing one primary dwelling unit and no more than one secondary dwelling unit.”

##### Town of Aurora Comprehensive Zoning By-law

The Town Zoning By-law permits Second Suite Dwellings in the Rural (RU) zone.

## Best Practices Review

The following table provides examples of permissions for ARUs for lands not considered to be parcels of urban residential land.

Table 5: Permissions of “Additional Residential Unit” on lands not considered to be parcels of urban residential land in other Zoning By-laws

Municipality	Zoning Permissions
<b>Bradford West Gwillimbury</b>	One (1) accessory dwelling is permitted in parcels zoned Agricultural (A) or Rural (RU).
<b>Hamilton</b>	One (1) additional dwelling unit is permitted in Agriculture (A1), Rural (A2), Settlement Residential (S1) and Conservation Land Rural (P6) zones.

In addition to the above, there are examples of municipalities that only permit ARUs on lands serviced by municipal water and wastewater services.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town may choose to retain permissions for an additional unit in the Rural (RU) zone (currently Section 12 of the Town Zoning By-law) with the new requirements for ARUs.
- The Town must permit ARUs on parcels of urban residential land.
- The Town Zoning By-law would need to comply with the Oak Ridges Moraine Conservation Plan and permit no more than one secondary dwelling unit within a single-detached dwelling outside of a Natural Core or Natural Linkage Area.

#### 4.1.3 Use of an Accessory Building for an ARUs

##### Legislation and Policy Overview

The *Planning Act* permits up to two (2) ARUs as-of-right on parcels of urban residential land, either within the primary dwelling and/or in an ancillary building.

Consistent with the *Planning Act*, Section 7.4.3 of the Town Official Plan allows up to two ARUs on a lot containing a single-detached, semi-detached or rowhouse dwelling, subject to the following conditions relevant to this topic:

- If there is no unit in an accessory building, two units may be located within the primary residential unit.
- If there is a unit in an accessory building, only one unit is allowed within the primary residential unit.

### **Town of Aurora Comprehensive Zoning By-law**

Currently, the Zoning By-law permits one (1) Second Suite Dwelling within the primary dwelling. The Zoning By-law generally permits “accessory buildings,” however, human habitation is not currently permitted in accessory buildings per Section 4.1.

### **Best Practices Review**

The following table provides examples of other municipalities that provide accessory building permissions for ARUs.

Table 6: Regulations related to the use of Accessory Buildings for “Additional Residential Units” in other Zoning By-laws

Municipality	Use of an Accessory Building for an ARU
<b>Guelph</b>	<p>Two (2) ARUs are permitted within zones that allow single-detached, semi-detached and on-street townhouses, which can be:</p> <ul style="list-style-type: none"> <li>• Both within the primary dwelling</li> <li>• One within the primary dwelling and one in an accessory dwelling.</li> </ul>
<b>Brampton</b>	<p>Two (2) ARUs are permitted on a residential lot within zones permitting single-detached, semi-detached and townhouse dwellings, which can be:</p> <ul style="list-style-type: none"> <li>• Both within the primary dwelling</li> <li>• One within the primary dwelling and one in an accessory dwelling.</li> </ul>

### **Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law**

- To accommodate the full range of ARUs, the Town should define and permit the use of “accessory buildings” in all zones that allows ARUs.

#### 4.1.4 Parking

##### Legislation and Policy Overview

The *Planning Act* permits municipalities to require a maximum of one (1) parking space for each ARU for the sole use of the occupant of the additional residential unit. A parking space that is provided for the sole use of the occupant of an ARU may be a “tandem” parking space (meaning a parking space that can only be accessed by passing through another parking space from a street, lane or driveway).

The Town Official Plan requires one parking space per ARU.

##### Town of Aurora Comprehensive Zoning By-law

The Town Zoning By-law currently requires one (1) parking space for a Second Suite Dwelling in addition to the required parking space for the primary residential unit. Parking standards need to be established for more than one ARU.

##### Best Practices Review

The following table provides parking rates for ARUs.

Table 7: Parking requirements for “Additional Residential Unit” in other Zoning By-laws

Municipality	Parking Rate
Guelph	<ul style="list-style-type: none"> <li>• 1 parking space per unit, which may be in tandem to the required parking for the primary dwelling. These units are not required to provide accessible parking.</li> </ul>
Brampton	<ul style="list-style-type: none"> <li>• No additional parking is required for lots with only one ARU.</li> <li>• One (1) additional parking required on lots with more than one ARU. Tandem parking is permitted.</li> </ul>

##### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- Include parking provisions for a lot with more than one ARU in compliance with the Planning Act and the Town Official Plan.
- Permit tandem parking for ARUs.

#### 4.1.5 Minimum Floor Area & Lot Coverage

##### Legislation and Policy Overview

Under the *Planning Act*, municipalities no longer have the authority to regulate the minimum floor area of an additional residential unit within a single-detached, semi-detached or townhouse dwelling unit. Municipalities may establish a maximum lot coverage of 45%, or higher if permitted in the zoning by-law.

##### Town of Aurora Comprehensive Zoning By-law

Currently, the Town Zoning By-law requires a minimum floor area of 35 square metres for a Second Suite within a dwelling unit. However, there is no requirement for maximum lot coverage for Second Suite Dwellings.

##### Best Practices Review

The following provides a comparative overview of how other municipalities regulate ARUs in this regard.

Table 8: Regulations related to maximum floor area and maximum lot coverage for “Additional Residential Unit” in other Zoning By-laws

Municipality	Size/ Floor Area
<b>Guelph</b>	An ARU within the primary dwelling must not exceed 45% of the dwelling’s residential floor area.  For a detached ARU, it must not take up more than 30% of the yard.
<b>Brampton</b>	ARUs are restricted to a maximum size of 25 square metres in a residential zone.

##### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town may consider a maximum floor area (gross floor area) for an ARU.

- The Town should implement a maximum lot coverage requirement for ARUs, consistent with the *Planning Act* requirement.

#### 4.1.6 Setbacks & Angular Planes

##### Legislation and Policy Overview

The *Planning Act* does not include setbacks for ARUs. This is not a concern for ARUs located within the primary residential unit. However, based on the best practices review (below) many municipalities limit ARUs within accessory buildings to the rear to address compatibility and preserve the existing neighbourhood.

In this regard, the *Planning Act* allows consideration for a building or structure that contains an ARU to penetrate any angular plane that is described in the by-law. Angular plane refers to an imaginary flat surface projecting over a parcel of land at an inclined angle measured up from the horizontal.

##### Town of Aurora Comprehensive Zoning By-law

For ARUs located within the primary dwelling as a single-detached, semi-detached, townhouse dwelling, the minimum setbacks currently established in the Town Zoning By-law for those buildings are generally appropriate (typically ranges between 0.6 metres to 9 metres for interior side yards and between 7.5 metres to 22 metres for rear yard setbacks). However, appropriate setbacks need to be established from rear and side lot lines for accessory buildings with an ARU.

##### Best Practices Review

The following table provides approaches that municipalities have taken with respect to the location of accessory buildings with ARUs. Both Guelph and Brampton permit accessory buildings with an ARU only in the rear and interior side yards.

Table 9: Regulations related to setbacks and angular planes for “Additional Residential Unit” in other Zoning By-laws

Municipality	Interior Side Yard	Rear Yard
<b>Guelph</b>	<p>Setback to be consistent with the interior side yard of the primary dwelling in the applicable zone.</p> <p>A 1.2-metre minimum side yard setback is required on the side where pedestrian access to the ARU is provided.</p> <p>A minimum 3-metre interior side yard and rear yard setback is required where the second storey window of the ARU is adjacent to the lot line.</p>	<p>Setback to be consistent with the interior side yard of the primary dwelling in the applicable zone.</p>
<b>Brampton</b>	1.8 metres	2.5 metres

#### 4.1.7 Separation Distance

##### Legislation and Policy Overview

Under the *Planning Act*, municipalities are to establish a separation distance between the primary residential unit and the accessory building. A minimum distance of 4 metres or less if permitted through the Zoning By-law.

##### Town of Aurora Comprehensive Zoning By-law

Since an ARU is currently not permitted in an accessory building, such a provision does not exist in the Town Zoning By-law.

##### Best Practices Review

The following table provides approaches that municipalities have taken with respect to the separation distance between the primary residential unit and an accessory building with an ARU.

Table 10: Regulations related to separation distance for “Additional Residential Unit” in other Zoning By-laws



Municipality	Distance from Primary Residential Unit
<b>Guelph</b>	A minimum of 3-metre separation is required between the principal dwelling and a detached ARU.
<b>Brampton</b>	ARUs must be 3 metres away from the principal dwelling.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town should include separation distance between the primary residential unit and an accessory building with an ARU, consistent with the *Planning Act* requirements.

#### 4.1.8 Minimum Lot Area

##### Legislation and Policy Overview

The *Planning Act* does not permit the Town Zoning By-law to include increased lot area requirements to accommodate ARUs, from that which is established in the Town Zoning By-law for the same parcel if no additional residential units were located on the parcel.

##### Town of Aurora Comprehensive Zoning By-law

For ARUs located within the same building as a single-detached, semi-detached, or townhouse dwelling, the minimum lot area currently established in the Town Zoning By-law for those buildings are generally appropriate (ranges between 250 - 8000 square metres).

#### 4.1.9 Health and Safety

##### Legislation and Policy Overview

The Town Official Plan restricts ARUs within natural hazard areas, natural features and any required vegetation protection zones, in accordance with the provincial and regional policies. Additionally, the Town requires ARUs to comply with all requirements of the Ontario Building Code and other relevant municipal requirements.

##### Town of Aurora Comprehensive Zoning By-law

Second Suites are currently not permitted in the Oak Ridges Moraine Conservation Plan, and further not permitted in the Oak Ridges Moraine Settlement Area without a Zoning By-law Amendment (Section 7.5.4.5 of the Town Zoning By-law).

Health and safety for ARUs will continue to be ensured through the requirement of a building permit for the construction of ARUs. Additionally, the Town requires registration of second and/or third dwelling units. The building permit process should review plans to ensure an ARU meets the Ontario Building and Fire Codes, and inspection of the unit after construction is completed by Town Building Staff to approve the unit for occupancy.

A key consideration is ensuring adequate access for fire and emergency services. The Ontario Building Code requires access for fire department equipment to each building from a street, private roadway or yard. The Town of Aurora should consult with its Fire and Emergency Services to confirm any safety matters that are specific to the Town in relation to zoning.

#### **4.1.9 Other Regulations**

The Town should establish reasonable restrictions for ARUs to ensure that they blend harmoniously with the existing neighborhood and do not overwhelm the primary residential unit. The following considerations have been implemented by other municipalities for ARUs with respect to their impacts on compatibility.

#### **Building Height**

##### **Town of Aurora Comprehensive Zoning By-law**

For ARUs located within the same building as a single-detached, semi-detached, or townhouse dwelling, the maximum heights currently established for the primary residential unit in the Town Zoning By-law are typically appropriate (ranging between 10 – 11 metres). However, the Town should establish reasonable height restrictions for ARUs located within an accessory building.

#### **Best Practices Review**

The following table provides approaches that other municipalities have taken to regulate the height of ARUs.

Table 11: Regulations related to building height for “Additional Residential Unit” in other Zoning By-laws

Municipality	Accessory Building Height with ARUs
<b>Guelph</b>	The maximum building height is 5 metres or 6.1 metres if located above a detached garage and shall not exceed the height of the primary residential unit.
<b>Brampton</b>	A detached ARU will have a lesser of the height of the primary residential unit or 4.5 metres in all residential zones.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town should implement a maximum building height for ARUs within an accessory building.

#### Access

The Town may choose to implement zoning provisions to ensure appropriate access to ARUs. The following provides an overview of requirements regarding access implemented in other municipalities.

Table 12: Regulations related to access requirement for “Additional Residential Unit” in other Zoning By-laws

Municipality	Access Requirements
<b>Guelph</b>	<p>A 1.2-metre-wide unobstructed path must be provided to the additional dwelling unit entrance unless direct access from a street or lane is available.</p> <p>Interior access is required between floor levels and between the ARU(s) and the primary dwelling unit.</p>
<b>Brampton</b>	At least 1.2 metres of side yard is required if the yard provides access to the attached ARU.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town should implement a maximum building height for ARUs within an accessory building.

### Other Optional Regulations

In addition to the above regulations, other municipalities include the following provisions for ARUs. The Town may choose to implement these optional zoning provisions.

- **Number of bedrooms:** Guelph limits ARUs to two bedrooms. Basement units may have up to 3 bedrooms.
- **Number of ARUs in Townhouse Row:** Guelph permits ARUs in addition to the maximum of 8 units in a townhouse row.
- **ARU Prohibitions:** Brampton does not permit ARUs on properties with lodging houses or supportive housing residence.
- **Amenity Spaces for Detached ARUs:** Brampton does not permit detached ARUs to include balconies or rooftop patios.
- **Number of Entrance from Front Yard:** Section 7.5.4.3 of the Town Zoning By-law restricts the number of entrances to any dwelling unit contained within the primary dwelling to one entrance into the front yard, including below grade walkouts. Similar to this, the City of Belleville's Zoning By-law 2024-100 does not permit the addition of a new front door to the principal dwelling to access a new ARU.
- **Future Severance:** Belleville's Zoning By-law also prohibits ARUs from future severance.

## 4.2 Four-unit Typologies

This section reviews municipalities that have introduced as-of-right permissions for four-unit typologies per lot. Several of the considerations for ARUs are also applicable to four-unit typologies.

The following municipalities were chosen based on their recent zoning by-law updates, which reflect the current practices for gentle intensification and housing diversity:

- **City of Hamilton:** Zoning By-law 05-200 implements as-of-right permissions for duplex, triplex and fourplex dwellings in the low density residential zones, which permit single-detached, semi-detached and street townhouse dwellings. Duplex and triplexes are subject to the same regulations as a single-detached dwelling. Separate regulations are provided for the implementation of fourplexes.
- **City of Toronto:** Zoning By-law 569-2013 permits duplex, triplex and fourplexes in the Residential Zone Category. The different zones within this category permit detached, semi-detached, townhouses, duplex, triplex, fourplex and low-rise

apartment buildings. Duplex, triplex and fourplex regulations are subject to the applicable zoning category.

#### 4.2.1 Definitions

Permissions for up to four dwelling units per lot typically consists of three primary built forms – duplexes, triplexes and fourplexes. The Town's current zoning by-law includes definitions for duplex, triplex, quadraplex and double duplex or fourplex dwellings, however these should be reviewed and modernized to reflect current practices.

The comparator municipalities provide the following definitions for duplex, triplex and fourplex dwellings in their respective zoning by-laws:

Table 13: Definitions of Four-unit typologies in other Zoning By-laws

Municipality	Duplex	Triplex	Fourplex
<b>Hamilton</b>	shall mean a building containing two dwelling units but shall not include a semi-detached dwelling.	shall mean a building containing three dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.	shall mean a building containing four dwelling units with at least one dwelling unit entirely or partially above another dwelling unit but shall not include a street townhouse dwelling.
<b>Toronto</b>	means a building that has two dwelling units, with one dwelling unit entirely or partially above the other. A detached house that has a secondary suite, is not a duplex.	means a building that has three dwelling units, with at least one dwelling unit entirely or partially above another. A detached house or semi-detached house that has one or more secondary suites is not a triplex.	means a building that has four dwelling units, with at least one dwelling unit entirely or partially above another. A detached house, semi-detached house or townhouse that has one or more

Municipality	Duplex	Triplex	Fourplex
			secondary suites is not a fourplex.

### Applying Best Practices within the Town of Aurora Context and Considerations for new Comprehensive Zoning By-law

- The Town should consider consolidating similar built form types, such as quadraplex, double duplex and fourplex, and implement consistent terminology that aligns with the Town Official Plan.

#### 4.2.2 Unique Considerations

Several of the considerations related to ARUs also apply to four-unit typologies. However, the matters discussed in this section are uniquely applicable to four-unit typologies and warrant separate consideration.

**Permitting Conversions of Existing Dwellings to Four-unit Typologies:** Toronto's in effect Zoning By-law has introduced new permissions that enable conversion of existing residential building into multiplexes, preserving the original structure without the need to comply with zoning standards applicable to a new multiplex. It will also allow the conversion of existing parking spaces within a building into a dwelling unit. Their updated regulations will reduce the need for variances required, simplifying the approval process. This approach encourages small-scale homeowner-led development, making infill a more efficient, cost-effective path to gentle intensification.

**Increased Interior Side Yard Setback:** Hamilton's Zoning By-law requires a greater interior side yard setback for fourplex dwellings.

**Amenity Areas:** Hamilton's Zoning By-law prohibits amenity areas (individual balconies or communal spaces) for fourplexes in the side yard and on rooftops to maintain privacy and minimize the potential for overlook on adjacent properties. While Toronto provides deck and balcony permissions for four-unit typologies to include a maximum of two platforms per unit (one front, one rear) in the Residential Detached (RD) and Residential Semi-detached (RS) zones. Corner lots are allowed to have an additional platform facing the flanking street, consistent with permissions for detached homes.

**Privacy and Screening:** Hamilton's Zoning By-law requires fences and landscaping along side and rear yards of fourplexes for privacy and screening, especially near waste storage and parking in rear yards.

**Waste Storage:** Hamilton's Zoning By-law requires that outdoor waste storage for fourplexes be fully enclosed and not located in the front yard.

**Tree Preservation:** Toronto's Zoning By-law supports design flexibility to preserve existing trees and associated growing spaces. Where trees cannot be retained, replacement at a higher ratio is implemented to support the City's long-term canopy goals.

**Parking:** Hamilton's parking requirements for duplex, triplex and fourplex vary based on location. Parking Area 1 (Central Hamilton, Central East Hamilton and portions of Hamilton Mountain) requires no parking for duplex, triplex and fourplex, while Parking Area 2 (Hamilton Mountain, East Hamilton, Dundas and parts of Ancaster, Glanbrook and Flamborough) requires 2 spaces in total for triplex and 3 spaces in total for fourplex. All other areas require 1 parking space per unit for triplex and fourplex and 1 parking space for duplexes.



## 5. Conclusions and Recommendations

The analysis conducted in this discussion paper identifies considerations for the new Comprehensive Zoning By-law based on the Town Official Plan and the implementation of ARUs and appropriate four-unit typologies as forms of missing middle and gentle intensification. This discussion paper considers best practices in other municipalities to understand how ARUs and four-unit typologies can be successfully implemented in Aurora.

ARUs and four-unit typologies offer a compatible form of intensification that respects existing built form and neighbourhood character, while expanding housing choice for a wider range of household needs. Supporting such housing types across all residential areas enables homeowners to adapt their homes over time to accommodate young adults, the aging population or generate rental income to support housing affordability.

### 5.1 Considerations for ARUs

The following considerations would support the implementation of ARUs and align with the intent of the Town Official Plan.

1. Adopt a definition for “Additional Residential Unit” within the new Comprehensive Zoning By-law and remove the term “Second Suite Dwelling”.
2. Adopt the *Planning Act* definition for a “primary residential unit” in the new Comprehensive Zoning By-law.
3. Retain permissions for one (1) Second Suite Dwelling in the Rural (RU) zone within the new requirements for ARUs. Utilize the term Additional Residential Unit consistently.
4. Permit the use of “Accessory Buildings or Structures” in all zones that allow ARUs. Accessory Buildings or Structures as a defined term should permit ARUs (human habitation).
5. Introduce permissions for up to two (2) ARUs in addition to the primary residential unit, as per the *Planning Act*. Regulations for ARUs will need to be updated to comply with the *Planning Act*, including appropriate zoning regulations for:
  - a. Lot coverage
  - b. Height
  - c. Separation Distance (or Distance from Primary Residential Unit)
  - d. Interior Side Yard and Rear Yard Setbacks for accessory buildings
  - e. Access Requirements
  - f. Parking
  - g. Number of Entrances from Front Yard

#### h. Gross Floor Area

6. Prohibit ARUs in areas prone to natural hazards, such as flooding or erosion, or where access is compromised during such events. Additionally, ARUs located in accessory buildings must be situated outside of natural features and any required vegetation protection zones.

## 5.2 Considerations for Four-unit Typologies

The following considerations would support the implementation of the four-unit typologies and align with the intent of the Town Official Plan.

1. The Town Official Plan designations have varying permissions with regards to multi-unit buildings that consist of up to four units. The Town would need to consider an Official Plan Amendment to permit these building typologies in the relevant designations.
2. Define and consistently use the term "Fourplex" to refer to any building with four units.
3. Duplex, Triplex and Fourplex are generally regulated as single-detached built forms. A singular and consistent zoning framework for fourplexes should be developed to address zoning issues specific to this typology, such as:
  - a. Increased Interior Side Yard Setback
  - b. Amenity Areas
  - c. Privacy and Screening
  - d. Waste Storage

# Strategic Directions Paper

Comprehensive Zoning By-law Review

Prepared for the Town of Aurora

August 28, 2025

## Executive Summary

This Strategic Directions Paper forms part of the larger review process of the Town of Aurora Comprehensive Zoning By-law 6000-17. The impetus for the update to the Town's Comprehensive Zoning By-law follows the Ontario *Planning Act* requirements to update Zoning By-laws to conform with new Official Plans. The updated Official Plan for the Town of Aurora was approved by the Region of York in May 2024.

Through this Comprehensive Zoning By-law update process, the Town's current Zoning By-law will be updated to conform with the Town's updated Official Plan.

To date the following reports have been prepared as part of the review process of the Town's current Zoning By-law:

- Background Report;
- Discussion Paper 1 – The Aurora Promenade and MTSA;
- Discussion Paper 2 – Intensifying Local and Regional Corridors; and
- Discussion Paper 3 – Housing Options Through Additional Residential Units.

The findings of these reports/discussion papers have informed the recommendations of this Strategic Directions papers along with housekeeping and technical issues raised by staff.

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# 1. Introduction

## 1.1. Purpose of this Report

The Town of Aurora (“Town”) is undertaking a review of the Comprehensive Zoning By-law 6000-17 (“Zoning By-law”). This is a legal document outlining the set of regulations that determine how a piece of land can be used and developed. The Zoning By-law generally includes regulations addressing matters such as:

- The location and setback of buildings and structures;
- The types of buildings permitted;
- Lot sizes and heights;
- Parking requirements; and
- Performance standards such as landscape requirements.

In May 2024, the Region of York approved the updated Town of Aurora Official Plan (2024) (“Town Official Plan”) to guide the long-term growth and development of the Town to 2051. As a result, a review of the existing Zoning By-law is being conducted to ensure:

- Alignment with the newly approved Official Plan;
- That standards are up-to-date with current zoning practices; and
- Implementation of Council’s direction.

The purpose of this report is to provide strategic directions to inform the framework and preparation of the future draft of the Town’s new Zoning By-law. As such, this report provides a description and an assessment of the sections included in the existing Zoning By-law, which will inform the first draft of the updated Zoning By-law.

## 1.2. Key Assumptions

Key assumptions that are guiding the Comprehensive Zoning By-law Review are as follows:

1. The Comprehensive Zoning By-law Review is intended to be an update to align with Provincial legislation and policies and the Town Official Plan.
2. The Zoning By-law will be updated to align with and reflect up-to-date development standards and approaches.
3. Technical issues (housekeeping matters) regarding the existing Zoning By-law will be addressed as part of the review process.
4. While the outcome of the project is anticipated to result in a repeal and replacement of the existing Zoning By-law, this project is not intended to be a complete overhaul



and rewrite of the existing Zoning By-law. There will, however, be a significant number of revisions.

### 1.3. Relationship to the Official Plan

Section 26(9) of the *Planning Act* requires municipalities to update their Zoning By-laws within three years of updating their Official Plans to ensure alignment between the two documents. Since Zoning By-laws determine the uses that are permitted within a property, it is important to update these permissions to ensure alignment with its respective land use designation. Furthermore, it is important to ensure that the terminology and definitions used across both documents is consistent to avoid confusion in the implementation of each document.

Approved by the Region of York in May 2024, the Town Official Plan is in alignment with the York Region Official Plan (2022) including projected growth forecasts.

The 2024 Provincial Planning Statement was approved on October 20, 2024, after the approval of the Town Official Plan. The Provincial Planning Statement indicates that where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, it must still make a decision that is consistent with the Provincial Planning Statement.

### 1.4. Relationship to Discussion Papers

Three (3) discussion papers have been prepared addressing the following topics:

- **The Aurora Promenade and MTSA** – this discussion paper evaluates the existing zones and standards within the Aurora Promenade and Major Transit Station Area (MTSA) Secondary Plan against applicable provincial and regional documents. Furthermore, this paper identifies gaps in permitted uses and zone standards based on the policy direction provided by the Town Official Plan.
- **Intensifying Regional and Local Corridors** – this discussion paper evaluates the existing zones and permissions of the Town's Local and Regional Corridors and provides general direction on how to implement policies supporting intensification along these corridors contained within the Town Official Plan.
- **Housing Options Through Additional Residential Units** – this discussion paper provides general direction on how to accommodate Additional Residential Units (ARUs) and evaluate four (4) units as-of-right in residential areas, while ensuring that the existing neighbourhood character is maintained

Each discussion paper provides recommendations to inform the preparation of the new Zoning By-law. Please refer to these discussion papers for recommendations.

### 1.5. Structure of this Report

The Structure of this report is outlined below:

Section 2 – Administrative and Customer Service Matters

Section 3 – Use Permissions and Associated Standards

Section 4 – Assessment of Definitions

Section 5 – Assessment of General Provisions

Section 6 – Assessment of Parking Standards

Section 7 – Approaches to zone standards and elements of zone standards

Section 8 – By-law Document and Design

Section 9 – Techniques for updating the Zoning By-law

Section 10 – Conclusion and Recommendations

## 2. Administrative and Customer Service Matters

The first section of the Town Zoning By-law addresses the administration and interpretation of the document. The purpose of this section is to explain the authority of the Zoning By-law and how it should be interpreted. Table 1 below outlines the subsections currently included in Section 1 of the Town Zoning By-law.

Table 1– Administrative Provisions Included in the Town Zoning By-law

Title of Subsection	Purpose
<b>Title</b>	Addresses what the Zoning By-law may be referred to as.
<b>Area Restricted</b>	Establishes what areas the Zoning By-law is applicable to.
<b>Administration</b>	Establishes that the Zoning By-law shall be administered by municipal staff as delegated by council.
<b>Application of by-law</b>	Establishes the use of any building, structure or land shall comply with the provisions of Zoning By-law.
<b>Compliance with other legislation</b>	Establishes that nothing in the Zoning By-law will serve to relive any person from any obligatory requirements included in other legislation, such as other by-laws or regulations from other levels of government
<b>Penalty</b>	Outlines the applicable penalties if any provisions of the Zoning By-law are violated.
<b>Severability</b>	Explains that in the event that a section of the Zoning By-law is found to be invalid, the rest of the Zoning By-law shall remain in full force and effect unless it is repealed.
<b>By-laws Repealed</b>	Establishes that once the current Zoning By-law went into effect, all of the previous Zoning By-law passed by the Town of Aurora are repealed in their entirety.
<b>Transition Matters</b>	Provides transition provisions for projects in process at the time that the current Zoning By-law came into effect.

Title of Subsection	Purpose
<b>Certain Words</b>	Addresses how certain language in the Zoning By-law should be interpreted. As an example, “shall” means mandatory. Additionally, words in the plural include the singular.
<b>Site Plan Control</b>	Establishes what areas are subject to Site Plan control.
<b>Rounding</b>	Provides direction regarding rounding a digit. This section is applicable to matters such as parking provisions, when a person is calculating the required number of parking spaces.
<b>Technical Provisions</b>	Establishes that technical revisions are permitted without amendments to the Zoning By-law

In anticipation of the preparation of the first draft of the Zoning By-law, the following matters will need to be considered:

## 2.1. Repeal/Replace

The Town Zoning By-law will be updated through a repeal/replacement which means that the current Zoning By-law will be replaced by an entirely new Zoning By-law. A repeal clause should be incorporated into the new Zoning By-law to address administrative matters.

## 2.2. Transition clauses and Active Applications

Section 1.9 of the Town’s current Zoning By-law includes provisions addressing the transition process for projects occurring during the time that the Zoning By-law came into effect. This section of the Zoning By-law will be crucial for providing guidance to staff on determining how to proceed with applications that “are in process” at the time that the new Zoning By-law is adopted.

This section of the Zoning By-law will need to address a variety of topics, such as:

- Minor variances;
- Consents;
- Site-specific exceptions in the previous Zoning By-law;
- Site plan approvals and complete applications; and
- Building permit applications received but not yet in force.

Since the Zoning By-law will be updated through a repeal/replace scenario, the Town will have some procedural decisions on how to treat each item:

- It is typically not appropriate to entertain requests for site-specific relief through the Comprehensive Zoning By-law Review process. Any requests for new site-specific provisions to be added through the Comprehensive Zoning By-law Review process should not be considered, unless to recognize an existing site-specific situation. They should be reviewed and processed through Zoning By-law Amendment applications instead.
- For active Zoning By-law Amendment applications being processed prior to the Town's new Zoning By-law coming into effect, the Town may consider the following approaches for dealing with these applications in the new Zoning By-law:
  - The zone categories of these lands could be left "blank" in the new zoning maps to completely defer to the privately initiated Zoning By-law Amendment process; or
  - The zone categories for these lands could reflect the existing permissions under the current/old Zoning By-law.
- While both the current/old Zoning By-law and the new Zoning By-law have status (e.g. new Zoning By-law has been adopted but is within the appeal period or under appeal), the following requirements should apply when making decisions on development applications:
  - Privately initiated Zoning By-law Amendment applications should request amendments that would bring the proposal into compliance with both the current/old and new Zoning By-laws; and
  - For minor variances and consents, the decision will need to reference both the current/old and new Zoning By-laws.
- Staff should review and amend both the current/old and the new Zoning By-laws to inform the recommendations in the lead-up to passing of the new Zoning By-law or amendment. It will help improve the quality of the new Zoning By-law or major amendment by testing some of the draft regulations against real applications. For the application itself, it helps mitigate against any issues created through transition by ensuring the decision reflects both the current and future framework.
- Existing Site-Specific Exceptions in the current/old Zoning By-law should be carried over into the new Zoning By-law.

A final approach should be decided early to properly inform the public and the private sector of the upcoming change or transition.

### 2.3. Legal Non-conforming & Legal Non-Complying

Zoning By-laws typically include provisions addressing to legal non-conformity and legal non-compliance in the administrative section of the Zoning By-law. In the Town Zoning By-law this section is included in the general provisions section (Section 4.2). As part of

the preparation of the new Zoning By-law, it may be appropriate to move the legal non-conforming and legal non-complying provisions to the administrative section of the Zoning By-law to be consistent with best practices.

## 3. Use Permissions and Associated Standards

### 3.1. Overview of Existing Zone Categories

Section 2 of the Town Zoning By-law outlines all the existing zone categories and their respective symbols. In addition, this section provides regulations regarding the interpretation of zone boundaries, and exception zones. Table 2 below provides an overview of the existing zoning categories in the Town Zoning By-law.

Table 2 - Overview of Existing Zone Categories

Zone Category	Symbol
<b>Residential Zones</b>	
<b>Estate Residential</b>	ER
<b>Detached First Density Residential</b>	R1
<b>Detached Second Density Residential</b>	R2
<b>Detached Third Density Residential</b>	R3
<b>Detached Fourth Density Residential</b>	R4
<b>Detached Fifth Density Residential</b>	R5
<b>Semi-detached and Duplex Dwelling Residential</b>	R6
<b>Special Mixed Density Residential</b>	R7
<b>Freehold Townhouse Dwelling Residential</b>	R8
<b>First Density Apartment Residential</b>	RA1
<b>Second Density Apartment Residential</b>	RA2
<b>Commercial Zones</b>	
<b>Convenience Commercial</b>	C1
<b>Central Commercial</b>	C2



<b>Zone Category</b>	<b>Symbol</b>
<b>Service Commercial</b>	C3
<b>Community Commercial</b>	C4
<b>Major Retail</b>	C5
<b>Mixed Residential Commercial</b>	C6
<b>Promenade Zones</b>	
<b>Promenade Downtown</b>	PD1
<b>Promenade Downtown – Special Mixed Density Residential</b>	PD2
<b>Promenade Downtown Shoulder – Central Commercial</b>	PDS1
<b>Promenade Downtown Shoulder – Service Commercial</b>	PDS2
<b>Promenade Downtown Shoulder – Institutional</b>	PDS3
<b>Promenade Downtown Shoulder – Special Mixed Density Residential</b>	PDS4
<b>Employment Zones</b>	
<b>Services Employment</b>	E1
<b>General Employment</b>	E2
<b>Business Park</b>	E-BP
<b>Institutional Zones</b>	
<b>Institutional Zone</b>	I
<b>Rural Zones</b>	
<b>Rural Zone</b>	RU
<b>Open Space Zones</b>	

Zone Category	Symbol
Environmental Protection	EP
Public Open Space	O1
Private Open Space	O2
<b>Oak Ridges Moraine Zones</b>	
Oak Ridges Moraine Rural General	RU-ORM
Oak Ridges Moraine Environmental Protection	EP-ORM
Oak Ridges Moraine Natural Core Area	NC-ORM
Oak Ridges Moraine Natural Linkage Area	NL-ORM
Oak Ridges Moraine Countryside Area	C-ORM
Oak Ridges Moraine Open Space	O-ORM
Natural Hazard Overlay Zone	NH

### 3.2. Relationship to the Official Plan

As an Official Plan cannot be legally enforced by a municipality, the Zoning By-law is a key tool to achieve the long-term vision of the Official Plan through enforceable regulations. The Zoning By-law translates the broad policy guidance of the Official Plan into detailed regulations and permitted uses which are legally enforced. As part of this Comprehensive Zoning By-law Review, the existing zone categories have been assessed against the associated Official Plan designations to determine compliance and gaps in use permissions.

The Town Official Plan designates all lands within the Town. The land use designations identified in the Official Plan are associated with examples of permitted uses and types of development that are intended, subject to any further criteria or policies of the Plan. As the Zoning By-law must conform to the Official Plan, ensuring that uses align with the vision of each of the Official Plan land use designations is a key exercise in preparing the new Zoning By-law.

In completing the review, the following are noted:

- This review did not address site-specific zones. There are examples in the Town Zoning By-law, in which the permitted uses within a zone category are prohibited by the corresponding land use designation. For example, in the Community Commercial Centre designation, automobile service stations, car washes, automobile repair uses, and large-scale retail warehouses are specifically prohibited. These matters may have been adequately addressed through the site-specific zones. This will be further considered through the update to the Town Zoning By-law. Notably, the scope of this Comprehensive Zoning By-law Review does not entail a strategy for reviewing exceptions. The site-specific exceptions would continue to have their site-specific approvals carried forward. Pending exceptions will continue to be added and would be required to be included in the latest consolidated version.
- The Aurora Promenade and MTSA, including conformity with land uses designations, is addressed in Discussion Paper 1. For an analysis on the zoning categories under this Official Plan designation, please refer to that discussion paper.
- Several of the residential zones permit “dwelling, second suite.” This term will need to be updated to Additional Residential Unit to be consistent with the *Planning Act*.

Table 3 below provides an overview of the zone categories corresponding to each of the land use designations for the Town of Aurora, as well as an analysis on Official Plan conformity regarding permitted uses.

Table 3 - Comparison of Land Use Designations and Zone Categories Composition

Official Plan Land Use Designation	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
<b>Estate Residential</b>	<p>90 % - Estate Residential (ER)</p> <p>4% - Oak Ridges Moraine Rural General (RU-ORM)</p> <p>2% - Oak Ridges Moraine Environmental Protection (EP- ORM)</p> <p>1% - Private Open Space</p> <p>Less than 1% - Other zones</p>	<p>The intent of the Estate Residential designation is to recognize the existing residential pockets within the Town with very low densities when compared to other residential neighbourhoods. Section 7.5.3.2 of the Town Official Plan outlines all the permitted uses within this designation, which includes very limited low density residential uses.</p> <p>Overall, the ER zone aligns with the permitted uses contemplated for this designation.</p> <p>Furthermore, the Estate Residential designation consists of other residential, Oak Ridges Moraine, open space, institutional and employment zones. Given the limited permitted uses contemplated in the Town Official Plan, further analysis will be conducted to confirm the appropriateness of the application of these other zones within this designation.</p>
<b>Stable Neighbourhoods</b>	<p>37% - Detached Third Density Residential (R3)</p> <p>18% - Detached Third Density Residential – Stable Neighbourhood (R3-SN)</p>	<p>The intent of the Stable Neighbourhoods designation is to protect these areas from incompatible forms of development, while still permitting for gradual evolution through gentle intensification that supports a range of housing options, including additional residential units,</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		12% - Detached Fourth Density Residential (R4) 8% - Freehold Townhouse Dwelling Residential (R8) 6% - Semi-Detached and Duplex Dwelling Residential (R6) 4% - Detached Second Density Residential (R2) 3% - Detached Fifth Density Residential (R5) 3% - Environmental Protection (EP) 2% - Special Mixed Density Residential (R7) 1% - Special Mixed Density Residential – Stable Neighbourhood (R7-SN) 1% - Second Density Apartment Residential (RA2) 1% - Public Open Space (O1) 1% - Detached First Density Residential (R1) 1% - Private Open Space (O2) Less than 1% - Other zones	<p>diverse housing types, and affordable housing. All new development shall be compatible with its surrounding context and shall conform with all other applicable policies of the Town Official Plan.</p> <p>In addition to residential uses, elementary schools, places of worship and childcare facilities and local convenience/service retail and office uses may be permitted subject to criteria.</p> <p>The majority of lands within the Stable Neighbourhood designation are within a residential zone.</p> <p>In addition, there is a mix of environmental protection, Oak Ridges Moraine, commercial, institutional and employment zones within this designation that appear to permit uses beyond what is contemplated by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of the application of these other zones.</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
<b>Suburban Residential</b>		<p>28% - Detached First Density Residential (R1)</p> <p>17% - Detached Third Density Residential (R3)</p> <p>15% - Detached Second Density Residential (R2)</p> <p>10%- Estate Residential (ER)</p> <p>8% - Institutional (I)</p> <p>6% - Freehold Townhouse Dwelling Residential (R8)</p> <p>4% - Private Open Space (O2)</p> <p>4% - Oak Ridges Moraine Environmental Protection (EP-ORM)</p> <p>2% - Oak Ridges Moraine Rural General (RU-ORM)</p> <p>2% - Environmental Protection (EP)</p> <p>2% - Public Open Space (O1)</p> <p>1% - Detached Fifth Density Residential (R5)</p> <p>Less than 1% - Other zones</p>	<p>The intent of the Suburban Residential designation is to recognize the existing residential pockets within the Town. Section 7.5.2.2 of the Town Official Plan outlines the permitted uses under this designation, which includes single detached dwellings, additional residential units and compatible home occupations.</p> <p>The majority of residential zones under this designation align with the permitted uses of the Town Official Plan.</p> <p>Furthermore, there is a mix of Oak Ridges Moraine, open space, employment and institutional zones under this designation. Given the limited residential uses contemplated in the Town Official Plan, further analysis will be conducted to confirm the appropriateness of the application of these other zones.</p>
<b>Low-Medium Residential</b>	<b>Density</b>	<p>32% - Detached Third Density Residential (R3)</p> <p>13% - Rural (RU)</p>	<p>The intent of this designation is to recognize Aurora's existing and planned residential neighbourhoods, outside of the Town's Stable</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		13% - Detached Fourth Density Residential (R4) 9% - Oak Ridges Moraine Rural General (RU-ORM) 8% - Detached Fifth Density Residential (R5) 8% - Private Open Space (O2) 5% - Detached Second Density Residential (R2) 5% - Semi-detached and Duplex Dwelling Residential (R6) 3% - Public Open Space (O1) 2% - Environmental Protection (EP) 1% - Freehold Townhouse Dwelling Residential (R8) Less than 1% - Other zones	<p>Neighbourhood designation. Section 7.5.4.1 of the Town Official Plan outlines the permitted uses under this designation, which includes a range of low density and missing middle housing typologies, examples being single detached, semi-detached, duplex, triplex, fourplex and townhouse, additional residential units and compatible home occupations.</p> <p>The majority of residential zones under this designation align with the permitted uses contemplated by the Town Official Plan.</p> <p>Furthermore, there is a mix of open space, Oak Ridges Moraine, rural, institutional and commercial zones under this designation. Given that only residential uses are contemplated in the Official Plan, further analysis will be conducted to confirm the appropriateness of the application of these other zones.</p>
<b>Medium-High Residential</b>	<b>Urban</b>	42% - Freehold Townhouse Dwelling Residential (R8) 21% - Rural (RU) 16% - Business Park (E-BP) 6% - Second Density Apartment Residential (RA2) 3% - Public Open Space (O1)	<p>The intent of this designation is to recognize Aurora's existing and planned residential neighbourhoods outside of the Stable Neighbourhood designation. This designation permits for a range of housing types including, townhouses, apartments and additional residential units.</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		3% - Detached Fourth Density Residential (R4) 2% - Detached Fifth Density Residential (R5) 1% - Mixed Density Residential (C6) 1% - Environmental Protection (EP) 1% - Semi-detached and Duplex Dwelling Residential 1% - Institutional (I) Less than 1% - Other zones	<p>Some of the residential zones under this designation align with the direction provided by the Town Official Plan.</p> <p>Some of the zones such as the R4 and R5 zones permit lower density typologies that are not contemplated for this designation. Furthermore, while the R8 zone permits a range of townhouse typologies, it also permits a quadraplex which is not specifically identified in the Town Official Plan for this designation. Notwithstanding, the use may be appropriate considering the general intent of the Town Official Plan.</p> <p>In addition, there is a mix of rural, employment, institutional, Oak Ridges Moraine, open space and commercial zones under this designation. Given that residential uses are the focus of this designation, further analysis will be conducted to confirm the appropriateness of the application of these other zones.</p>
<b>Mixed Use</b>		88% - Mixed Residential Commercial (C6) 11% - Public Open Space (O1) Less than 1% - Other zones	<p>The intent of this designation is to create vibrant pedestrian-oriented areas which can accommodate a variety of higher density residential uses, retail, community services and facilities and other commercial uses that are well-designed, transit supportive, and contribute to pedestrian activity and amenity.</p>



Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		<p>Overall, the C6 Zone aligns with the permitted uses for this designation. The Town Official Plan contemplates “Live Work Units” within this designation which are currently not permitted nor defined in the Town Zoning By-law. The Town Official Plan defines “Live Work Units” as a townhouse built form that includes the potential to integrate small-scale commercial or retail uses at-grade. In the existing Zoning By-law, the permitted use “dwelling units above the first storey” may be considered a live-work unit.</p> <p>Furthermore, there are a range of residential, institutional, and open space zones within this designation. While the Mixed Use designation contemplates a variety of uses, further analysis will be conducted to ensure to confirm the appropriateness of these zones. For example, most of the uses under the Public Open Space zone align with this designation except for agricultural uses.</p>
<b>Community Services and Facilities</b>	89% - Institutional (I) 4% - Environmental Protection (EP) 3% - Service Employment (E1) 2% - Oak Ridges Moraine Rural General (RU-ORM)	<p>The intent of this designation is to permit a broad range of community services uses including social, cultural, educational, public recreational, governmental, health, counseling, welfare, emergency services and utility services. These include municipal services and offices, public and private</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		1% - Rural (RU) 1% - Oak Ridges Moraine Environmental Protection (EP-ORM) Less than 1% - Other zones	<p>schools, community and recreation centres, and adult care facilities. It is the intent of the designation to protect the function of existing uses and to facilitate the development of additional facilities to support the local community and strengthen the role of the Town as a regional service provider.</p> <p>Overall, the I zone aligns with the permitted uses under this designation. Although community centers, police stations, fire stations, ambulance stations and government buildings and facilities are not explicitly permitted in this zone, they are considered public services and therefore permitted in accordance with Section 4.9 of the Town Zoning By-law.</p> <p>Furthermore, a mix of open space, residential, promenade downtown, commercial, rural, employment and Oak Ridges Moraine zones exist within this designation. The permitted uses within these zones generally do not align with the permitted uses contemplated within the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones.</p>
General Industrial		62% - General Employment (E2) 22% - Service Employment (E1)	The intent of this designation is to ensure the long-term protection and continued evolution of existing, older industrial area. Section

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
	6% - Business Park (E-BP) 5% - Freehold Townhouse Dwelling Residential (R8) 2% - Public Open Space (O1) 1% - Environmental Protection (EP) 1% - Rural (RU) 1% - Service Commercial Less than 1% - Other zones	<p>11.4.2 of the Town Official Plan outlines the permitted uses under this designation, which include a range of industrial and limited institutional and commercial recreational uses.</p> <p>Overall, the E2 zone aligns with the permitted uses outlined in the Town Official Plan. However, beverage brewing, wine-making and commercial baking are not currently permitted in this zone. These uses may need to be added to ensure conformity to the Town Official Plan.</p> <p>Furthermore, there is a mix of other employment, residential, Oak Ridges Moraine, open space, rural and commercial zones that are within the General Industrial designation. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Business Park</b>	72% - Business Park (E-BP) 13% - Rural (RU) 7% - General Employment (E2) 4% - Environmental Protection (EP) 3% - Service Employment (E1) 1% - Institutional 1% - Public Open Space (O1)	<p>The intent of this designation is to accommodate a broad range of high-quality employment opportunities as well as a variety of supporting service commercial uses and retail uses. Section 11.5.2 of the Town Official Plan outlines the permitted uses for this designation, which include a range of employment uses and select commercial,</p>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
	Less than 1% - Other zones	<p>institutional, open space and recreational uses.</p> <p>The permitted uses within the E-BP zone generally align with the permitted industrial and commercial uses outlined in the Town Official Plan. Other zones, such as the Public Open space, permit open space and recreational uses that mostly align with the Business Park Designation.</p> <p>Some of the employment, residential, commercial, and Oak Ridges Moraine zones will require further analysis to confirm conformity with the Town Official Plan.</p>
<b>Major Retail Centre</b>	98% - Business Park (E-BP) 1%- Environmental Protection (EP) Less than 1% - Other zones	<p>The intent of this designation is to concentrate significant groupings of regional-servicing retail and service commercial uses, including large format retail uses. Section 11.7.2 of the Town Official Plan outlines the permitted uses for this designation, which include commercial, recreational and entertainment uses.</p> <p>The E-BP zone permits a large range of employment (business park) uses that do not align with the uses contemplated for this designation. Further analysis is required to confirm whether these uses conform with the Major Retail Centre designation.</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
<b>Community Centre</b>	<b>Commercial</b>	42% - Community Commercial (C4) 41% - Major Retail (C5) 6% - Service Commercial (C3) 3% - Second Density Apartment Residential (RA2) 3% - Environmental Protection 1% - Townhouse Dwelling Residential 1% - Oak Ridges Moraine Rural General (RU-ORM) 1% - Private Open Space (O2) 1%- Institutional (I) Less than 1% - Other zones	<p>The intent of this designation is to provide for a full range of retail and service commercial uses to serve the wider residential community. Section 11.8.2 of the Town Official Plan outlines the uses contemplated for this designation, which includes a range of commercial, institutional, entertainment and hospitality uses. The designation specifically prohibits automobile service stations, car washes, automobile repair uses, and large-scale retail warehouses catering to a regional market. Except in the northeast and southeast corners of the Wellington-Leslie intersection where automobile service stations and accessory car washes are permitted by the Town Official Plan.</p> <p>The C4 zone permits motor vehicle service station and motor vehicle washing establishment, which is generally prohibited within this designation except for properties located northeast and southeast of the Wellington-Leslie intersection. The rest of uses within this zone generally align with what is contemplated for this Official Plan designation.</p> <p>A range of residential, open space, employment, Oak Ridges Moraine zones are within the Community Commercial Centre designation, which permit uses that are not</p>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		specifically contemplated by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.
<b>Service Commercial Centre</b>	<p>72% - Service Commercial (C3)</p> <p>28% - Environmental Protection (EP)</p> <p>Less than 1% - Other zones</p>	<p>The intent of this designation is to recognize existing service commercial uses along the Town's major corridors. Service Commercial Centres are defined as existing service commercial corridors and those areas which service the Employment areas. Section 11.9.2 of the Town Official Plan outlines the permitted uses for this designation, which include a range of commercial, institutional, recreational, and hospitality uses. Some examples of commercial uses contemplated include automotive sales, repair and services and garden supply centres.</p> <p>The C3 zone permits a range of uses that generally align with the uses contemplated for this designation.</p> <p>Of note, a range of open space, residential, and employment zones are within this designation which include uses that don't align with what is contemplated by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
<b>Convenience Centre</b>	<b>Commercial</b>	57% - Community Commercial (C4) 28% - Convenience Commercial (C1) 9% - Institutional (I) 5% - Environmental Protection 1% - Townhouse Dwelling Residential (R8) Less than 1% - Other zones	<p>The intent of this designation is to recognize existing convenience and neighbourhood plazas that cater to the day-to-day shopping needs of the surrounding area. Section 11.10.2 of the Town Official Plan outlines the permitted uses for this designation which includes limited retail and service commercial uses.</p> <p>The C4 zone permits uses beyond what is contemplated for this zone, including uses such as hospitals and motor vehicle washing establishments. The C1 zone permits uses that align with what is contemplated for this designation.</p> <p>Furthermore, a range of institutional, open space, residential, rural and other commercial zones are within this designation which include uses that do not align with what is contemplated by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Environmental Protection -</b>		40% - Environmental Protection (EP) 16% - Oak Ridges Moraine Environmental Protection (EP-ORM) 13% - Public Open Space (O1)	<p>The intent of this designation is to protect and enhance exiting natural features and functions that will form a strong and permanent green lands system.</p>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
	9% - Estate Residential (ER) 5% - Institutional (I) 5% - Rural (RU) 3% - Private Open Space (O2) 3% - Oak Ridges Moraine Rural General (RU-ORM) 1% - Oak Ridges Moraine Countryside Area (C-ORM) 1% - Townhouse Dwelling Residential (R8) 1% - Business Park (E-BP) 1% - Detached Second Density Residential 1% - Oak Ridges Moraine Open Space (O-ORM) 1% - Detached Third Density Residential (R3) 1% - Detached Fourth Density Residential (R4) Less than 1% - Other zones	<p>The EP zone permits athletic fields, and golf courses, which are not contemplated by the Town Official Plan. These uses may need to be removed from this zone. The EP-ORM zone aligns with the permitted uses contemplated for this designation.</p> <p>Mapping will need to be updated to ensure alignment with Natural Heritage Mapping of the Town of Official Plan and the Conservation Authorities.</p>
<b>Oak Ridges Moraine Natural Core Area</b>	99% - Oak Ridges Moraine Natural Core Area (NC-ORM)	This designation identifies natural core areas within the Oak Ridges Moraine Conservation



Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
	Less than 1% - Other zones	<p>Plan. These areas are critical to maintaining and improving the ecological integrity of the Oak Ridges Moraine Area. Section 12.5.1 b) outlines the permitted use for this area, which include conservation, limited recreational uses and agricultural uses.</p> <p>The uses permitted within the NC-ORM Zone generally align with the uses contemplated in the Town Official Plan. However, the Town Official Plan also permits agricultural uses which are not permitted in this zone.</p> <p>A range of open space, residential and institutional zones are included in this designation which include uses that do not align with the uses permitted by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Oak Ridges Moraine Natural Linkages Area</b>	95% - Oak Ridges Moraine Natural Linkage Area (NL-ORM) 3% - Key Natural Heritage Features (KNHF-1) Exception Zone 1% - Minimum Vegetation Protection (MVPZ-1) Exception Less than 1% - Other zones	<p>This designation identifies the Natural Linkage Areas in the Oak Ridges Moraine Conservation Plan. Which includes natural and open space linkages between Natural Core Areas. Section 12.6.1 b) of the Town Official Plan outlines the permitted uses for this designation, which includes limited recreation, conservation and agricultural uses.</p>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		<p>The permitted uses in the NL-ORM zone generally align with what is contemplated by the Town Official Plan.</p> <p>The permitted uses within the KNHF-1 zone also align with the permitted uses for this designation. However, a range of other Oak Ridges Moraine, residential and open space zones are within this designation which include uses that are not permitted by the Town Official Plan. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Oak Ridges Moraine Countryside Area/Rural</b>	<p>99% - Oak Ridges Moraine Countryside Area (C-ORM)</p> <p>Less than 1% - Other zones</p>	<p>This designation applies to countryside areas that have been identified in the Oak Ridges Moraine Conservation Plan. The intent of this designation is to encourage agricultural, other rural uses and normal farm practices. Section 12.7.1 outlines the permitted uses for this designation, which include conservation, agricultural uses, recreational.</p> <p>The C-ORM zone generally aligns with the permitted uses for this designation. However, the additional uses could be added to this zone to implement the following additional contemplated uses in the Town Official:</p> <ul style="list-style-type: none"> <li>• Agriculture-related uses;</li> </ul>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		<ul style="list-style-type: none"> <li>• Unserved parks;</li> <li>• Home businesses and Home industries;</li> <li>• Home occupation;</li> <li>• Bed and breakfast establishments; and</li> <li>• On-farm diversified uses</li> </ul> <p>In addition, a range of residential, open space, other Oak Ridges Moraine zones are permitted under this designation. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Public Park Land</b>	40% - Environmental Protection (EP) 35% - Public Open Space (O1) 12% - Rural (RU) 7% - Institutional (I) 3% - Oak Ridges Moraine Rural General (RU-ORM) 1% - Estate Residential (ER) Less than 1% - Other zones	<p>The Public Park Land designation is intended to recognize parks and other publicly owned lands. Section 13.2.3 of the Town Official Plan outlines the uses permitted for this designation, which include recreation uses, limited accessory commercial and office uses and public uses.</p> <p>The O1 zone permits uses that generally align with the Town Official Plan designation. However, “agricultural use” should be considered for removal as a permitted use. In addition, the Town Official Plan contemplated “golf courses” and “accessory commercial and office uses” within this designation. The uses</p>

Official Plan Designation	Land Use Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
		<p>permitted in the EP zone generally align with the uses for this designation.</p> <p>There are a range of residential, rural, Oak Ridges Moraine, institutional, promenade downtown and commercial zones within this designation that permit uses that do not align with the permitted uses for this designation. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>
<b>Private Parkland</b>	<p>68% - Private Open Space (O2)</p> <p>26% - Environmental Protection (EP)</p> <p>3% - Public Open Space (O1)</p> <p>2% - Institutional (I)</p> <p>1% - Estate Residential (ER)</p> <p>Less than 1% - Other zones</p>	<p>The Private Parkland designation is intended to augment the Town's existing open space system by providing important physical and/or visual linkages. Section 13.3.2 of the Town Official Plan provides the permitted uses for this designation which include recreation, conservation and public uses.</p> <p>The permitted uses in the O2 zone generally align with the permitted uses contemplated for this designation. However, "agricultural uses" should be considered for removal as a permitted use. Furthermore, "cemetery" and "stormwater management ponds", and "accessory commercial and office uses" may be added as a permitted use for zones within this designation. The other open space zones generally align with this designation; however,</p>

Official Plan Designation	Land Use	Corresponding Implementing Zone (% of Land Area for each Zone)	Discussion on Official Plan Conformity
			<p>they include uses that are not contemplated for this zone.</p> <p>A range of residential, commercial, employment, institutional and Oak Ridges Moraine zones are permitted within this designation that permit uses that are not aligned with the permitted uses for this designation. Further analysis will be conducted to confirm the appropriateness of these zones to ensure alignment with the Town Official Plan.</p>

### 3.3. Zoning Framework Analysis

The assessment of the current zoning framework in relation to the Town Official Plan land use designations revealed that each designation comprises of a variety of zones, with varying degrees of alignment with the contemplated uses in the Town Official Plan. In some cases, land use designations are generally almost entirely represented by its corresponding zones. As an example, 90% of the lands designated Estate Residential are zoned Estate Residential (ER), and 99% of the lands designated Oak Ridges Moraine Natural Core Area are zoned Oak Ridges Moraine Natural Core Area (NC-ORM). However, in other cases, lands under certain designations are zoned under a zone category that do not generally align with the contemplated uses and intent of the Town Official Plan. As an example, 98% of the lands designated Major Retail Service are zoned Business Park (E-BP). In cases of misalignment, it is important to consider site-specific exceptions that might have brought the permitted uses into conformity with the Town Official Plan.

There are land use designations, e.g. Estate Residential, that have a wide range of implementing zones. This may be appropriate because the Town Official Plan is intended to provide general guidance to manage and direct physical change. The Zoning By-law is intended to provide more specific implementation of the vision established through the Town Official Plan.

Further analysis will be conducted to confirm the appropriateness of each of the zones including permitted uses.

### 3.4. Housekeeping

The following housekeeping matters will also be addressed:

- Revising institutional use permissions in the Promenade Downtown (PD1) Zone;
- Revising provisions related to prohibiting certain uses in the Employment Zone if there is an industrial or warehousing use present;
- Permitting recreational facilities in the Business Park (E-BP) Zone;
- Consideration for consolidating the General Employment and Service Employment Zones; and
- Consideration for permitting more than one apartment building on each lot within the appropriate residential zones.

In the preparation of the new Zoning By-law, these topics will be reviewed for inclusion and/or updating.

## 4. Assessment of Definitions

Section 3 of the Town Zoning By-law outlines all the terms defined within the document. The definitions section is an essential part of the Zoning By-law as it provides clarity in regard to the use, intent of regulatory terms and clarifies responsibilities. As such, terms that are deemed important are included in the definitions section of a Zoning By-law. The categories of definitions typically found in a Zoning By-law include:

- Definitions for permitted and prohibited uses such as dwelling types, home occupations, commercial and industrial uses;
- Definitions for terms associated with building or structure regulations such as height, yard encroachments, and setbacks;
- Definitions for terms associated with vehicle related standards such as parking spaces and loading spaces; and
- Technical terms such as floor area, lot coverage, lot area, etc.

### 4.1. Relationship to the Legislation and Policy

The Zoning By-law is required to implement legislative requirements under the *Planning Act*, and Provincial, Regional and local policy matters. The permitted uses listed in the general provisions section and/or zone categories should be clearly defined and consistent with the terminology included in the applicable legislation and policy documents.

Table 4 lists legislative and policy updates that will be required to the definitions in the Town Zoning By-law:

Table 4 – Legislative and Policy Updates to Definitions

Legislation/Policy	Required Updates
<b>Planning Act</b>	<p>The following terms will need to be revised to align with <i>Planning Act</i>:</p> <ul style="list-style-type: none"> <li>• The term “<b>Dwelling Unit</b>” should be revised to align with the “Residential Unit” definition in the <i>Planning Act</i>.</li> <li>• The term “<b>Dwelling, Second Suite</b>” should be revised and replaced with “Additional Residential Unit” as per the <i>Planning Act</i>.</li> </ul> <p>The following terms should be added to the new Zoning By-law and defined in accordance with the <i>Planning Act</i>:</p>

Legislation/Policy	Required Updates
	<ul style="list-style-type: none"> <li>• <b>“Parcel of urban residential land”</b></li> <li>• <b>“Primary residential unit”</b></li> </ul>
<b>Provincial Planning Statement (PPS)</b>	<p>The following terms will need to be revised to align with the definition provided by the PPS:</p> <ul style="list-style-type: none"> <li>• <b>“Agricultural Use”</b></li> <li>• <b>“Agriculture-related uses”</b></li> </ul> <p>The following terms, as defined in the PPS, should be added into the new Zoning By-law:</p> <ul style="list-style-type: none"> <li>• <b>“Agri-tourism Uses”</b></li> <li>• <b>“On-farm Diversified Uses”</b></li> </ul>
<b>Oak Ridges Moraine Conservation Plan</b>	<ul style="list-style-type: none"> <li>• The term <b>“Home industry”</b> should be added to the new Zoning By-law to align with the Oak Ridges Moraine Conservation Plan.</li> </ul>
<b>Town Official Plan</b>	<p>The following terms will need to be revised to align with the Town Official Plan:</p> <ul style="list-style-type: none"> <li>• <b>“Bed and Breakfast”</b></li> <li>• <b>“Cemetery”</b></li> <li>• <b>“Institutional Use”</b></li> <li>• <b>“Retirement Home”</b></li> </ul> <p>The following terms should be added to the new Zoning By-law to align with the Town Official Plan:</p> <ul style="list-style-type: none"> <li>• <b>“Short term rental”</b></li> <li>• <b>“Urban Agriculture”</b></li> </ul>



## 4.2. Issues

The following are common issues that will need to be considered through the updates to the Comprehensive Zoning By-law:

### 4.2.1. Outdated Language

There are terms in the Zoning By-law that use outdated language, do not align with current best practices or are not consistent with the latest definitions in current legislation. As an example, the Town Zoning By-law defines “Day Care Centre/ Day Nursery” as:

*means a building or part thereof, other than a private home or school, used for the supervision of children pursuant to within the meaning of "The Day Nurseries Act (1990)", as amended.*

The *Day Nurseries Act*, 1990 was repealed and replaced by the *Child Care and Early Years Act*, 2014. Furthermore, the current definition for a Day Care Centre/ Day Nursery is not up-to-date with the definition in the applicable legislation.

### 4.2.2. Repetitive Terms

There are some instances of repetitive terms within the Zoning By-law, where similar definitions exist. As an example:

***Dwelling Double Duplex or Fourplex:*** means a building that is divided horizontally or a combination of horizontally and vertically into four (4) dwelling units each of which has an independent entrance either directly or through a common vestibule.

***Dwelling, Quadraplex:*** means a building that is divided vertically or horizontally into four (4) dwelling units each of which has a common or independent entrance directly to the outside area adjacent to the said dwelling.

Proper interpretation and application of the Zoning By-law relies on clear and concise definitions. Where repetitive terms with similar definitions exist, it introduces uncertainty in how the terms should be applied and potential complications in the regulation of the zoning by law. The example above demonstrates an instance where very similar definitions exist. There is an opportunity to review these definitions and consolidate them, as necessary, while ensuring the intent of the term is maintained.

## 4.3. Housekeeping

The following housekeeping matters will also be addressed:

- Include a definition for “**Wholesale Store**”;
- Include a definition for “**Collector Aisle**”;
- Revise the definition for “**Building, Height of**”;

- Revise the definition for “**Amenity Area**”;
- Revise the definition for “**Storey**”;
- Revise the definition for “**Motor Vehicle Body Shop**”;
- Revise the definition of “**Pet Services**”;
- Revise definition of “**Drive-through Facility**”;
- Revise definition of “**Veterinary Clinic**”;
- Revise definition of “**Home Occupation**”;
- Revise definition of “**Private Home Day Care**”;
- Revise definition of “**Dwelling Boarding or Rooming House**”;
- Delete definition for “**Mezzanine**”;
- Delete definition for “**Kennel**”;
- Delete definition for “**Dwelling, Second Suite**”;
- Include a definition for “**Additional Residential Unit (ARU)**”;
- Consolidate definition of “**Dwelling, Double Duplex or Fourplex**” and “**Quadrplex**”; and
- Define “**Public Service**”

The terms noted above will be revised and incorporated into the new Zoning By-law. A best practice review will be conducted to inform the recommendations for the terms identified by Town staff.

#### 4.4. User-Friendly Formatting and Wayfinding

The following wayfinding elements will make the Zoning By-law easier to navigate:

- Distinguish when terms transition from one alphabetical section into the next;
- Provide an index/table of contents for defined terms; and
- Lack of Illustrations to accompany complex definitions.

Zoning By-laws must consider the reader or user experience, recognizing the diverse audience and the need for accessibility and effective design when navigating a complex document. The formatting examples noted above demonstrate features that make the definitions section difficult to navigate, increasing the risk that readers may overlook key terms.

## 5. Assessment of General Provisions

### 5.1. Overview of General Provisions

Section 4 of the Town Zoning By-law contains the general provisions. This section contains the standards that are applicable to properties across all zones. The intent of this section is to avoid the need to repeat the same requirements for each zone, which helps in reducing the length and bulk of a Zoning By-law. Table 5 outlines all the subsections included in the Town current Zoning By-law and a description of the provisions included.

Table 5 - Overview of General Provisions

Subsection	Summary of the Provision
<b>Accessory Buildings and Uses</b>	This section includes standards applicable to all accessory buildings or structures, including provisions related to their location, height and lot coverage. This section also includes specific provisions addressing gate houses, central air conditioners and heat pumps.
<b>Non-conforming uses and Non-complying Buildings and Structures</b>	This section addresses non-conforming uses and non-complying buildings and structures, including provisions related to the repair of existing building, the continuation of existing buildings and uses, and existing undersized lots. Furthermore, this section addresses how provisions may be applied in the event of an expropriation or a required road widening by a Public Authority.
<b>Established Building Line</b>	This section includes one provision allowing, in certain circumstances, structures to be built with a front yard equal to the average setbacks of adjacent buildings, provided that a minimum setback requirement is still met.
<b>Dwelling Unit in a Non-residential Zone</b>	This section regulates dwelling units located in non-residential zones, such as the Commercial or Promenade Downtown zones. This section includes provisions related to the location of the dwelling units within a building, the maximum floor area and location of entrances.
<b>Lot Frontage on a Road or Street</b>	This section requires all buildings and structures to be located on lots that front upon a public or private street or have legal access to a public street.
<b>Home Occupation</b>	This section includes regulations related the Home Occupations, including standards related to the location of the home occupation, number of people employed, and the maximum gross floor area that can be used for the purpose of Home Occupation Uses.

Subsection	Summary of the Provision
<b>Planned Width of Road Allowance</b>	This section addresses how front yard setback requirements may be applied in the event that the Province or the Region of York requires an increased front yard setback.
<b>Landscaping Strip</b>	This section addresses requirements for landscaping strips on lands zoned Commercial, Institutional or Multiple Residential.
<b>Public Services Permitted</b>	This section provides regulations related to use of land or erection or use of structures for the purpose of a public service by a Public Authority. Public service is a term that should be defined.
<b>Railway Crossing and Sight Distance</b>	This section includes a provision addressing the required setback of buildings and structures that cross a railway at the same grade.
<b>Daylight or Sight Triangle</b>	This section includes regulations related to the permitted height of buildings, structures and vegetation within the daylighting or sight triangle of corner lots.
<b>Swimming Pools</b>	This section includes provisions applicable to swimming pools which includes regulations related to the location of pools in residential and rural zones and required setbacks.
<b>Temporary Construction Uses Permitted</b>	This section of the Zoning By-law addresses how this Zoning by-law shall not prevent uses incidental to construction. As an example, the use of a scaffold will be permitted only as long as it is necessary for the work in progress.
<b>Through Lot</b>	This section addresses how setback and front yard requirements shall be interpreted for thorough lots.
<b>Location of Gasoline and Propane Pumps &amp; Canopies</b>	This section includes provisions that apply to gasoline and propane pumps and canopies, which includes regulations related to the required setback of pumps and canopies from the street line and daylighting triangles.
<b>Source Water Protection Program</b>	This section of the Zoning By-law states that uses within or adjacent to source water protection areas are also subject to the Regional Municipality of York's Source Water Protection Policies.
<b>Uses Prohibited</b>	This section of the Zoning By-law outlines uses that are prohibited across all zones unless otherwise permitted by other sections of the Zoning By-law.
<b>Vacant Lot Storage</b>	This section prohibits the storage or parking of a <i>Motor Vehicle</i> , boat, <i>tourist trailer</i> , mobile home or other similar vehicle in a residential zone where there is no main building.

Subsection	Summary of the Provision
<b>Yard Exception Terrain Unsuitability</b>	This section provides regulations on how required yard setbacks shall be measured and applied in the case of a lot having unsuitable terrain such as portions being usually covered by water or marsh, cliff etc.
<b>Yard Encroachments Permitted</b>	This section outlines the permitted yard encroachments for structures and/or features.

## 5.2. Housekeeping

The following housekeeping matters will also be addressed:

- Home Occupations;
- Yard Encroachments;
- Accessory Buildings and Structures;
- Additional Residential Units;
- Accessory Uses;
- Use Permissions;
- Group Homes;
- Outdoor Storage Areas;
- Kennels;
- Drive-throughs;
- Swim Schools as home occupation; and
- Non-conforming Uses and Non-complying Buildings, Structures.

In the preparation of the new Zoning By-law, these topics will be reviewed for inclusion and/or updating of provisions.

A best practice review will be conducted to inform the recommendations for the general provisions identified by Town staff.

## 6. Assessment of Parking Standards

### 6.1. Overview of Parking Standards

Section 5 of the Town Zoning By-law contains the parking and stacking requirements, including standards for vehicular and bicycle parking and barrier-free parking. Furthermore, this section provides requirements for manoeuvring spaces and driveways as well as parking lots and parking areas requirements. Table 6 below provides an overview of the existing parking and stacking provisions provided in Section 5 of the Town Zoning By-law:

Table 6 - Summary of Parking and Stacking Provisions

Subsection		Summary of Provision
<b>Parking Requirements</b>	<b>Space</b>	This section establishes that parking requirements shall apply to all lots or buildings used or converted for any use unless otherwise stated in the Zoning By-law.
<b>Parking Dimension Requirements</b>	<b>Space</b>	This section provides the required parking dimensions for single, tandem and parallel parking spaces.
<b>Required Manoeuvring Space</b>		This section outlines the required maneuvering space and/or driveway requirements for parking spaces of different angles. Furthermore, it establishes that tandem parking is permitted within certain Residential Zones and that they do not require a minimum manoeuvring space.
<b>Parking Standards</b>		This section outlines all the minimum parking standards for each land use. This section also establishes specific standards for the Promenade Downtown and Promenade Downtown Shoulder zones.
<b>Parking Requirements</b>	<b>Lot</b>	This section provides requirements for parking lots and access driveways in relation to all commercial, employment, and institutional uses and residential buildings or structures that require 5 or more parking spaces in one parking area. This section includes regulations related to surface treatment, setbacks, off-street parking in yards, ingress and egress, and access to commercial and employment zones from a residential zone.
<b>Parking Areas in Residential Zones</b>	<b>in</b>	This section provides requirements for residential uses that requiring less than five parking spaces, including provisions

Subsection	Summary of Provision
	for driveway widths and surface treatment. This section also includes provisions regarding vehicles permitted and prohibited within residential zones and the storage of trailer and/or boats.
<b>Bicycle Parking Space Standards</b>	This section provides the minimum bicycle parking standards for different land uses.
<b>Barrier-free Parking</b>	This section provides regulations related to barrier-free parking spaces, which include dimensions and the number of Type A and Type B barrier-free parking spaces. This section also provides regulations related to minimum distance separation abutting any barrier-free parking space.
<b>Stacking Lane Requirements</b>	This section includes regulations regarding the use of stacking lanes for drive through facilities, including stacking space dimension requirements, and calculation of stacking spaces for drive through facilities.

## 6.2. Policy and Regulatory Context

Table 7 presents a review of Provincial, Regional and Local Legislative and Policy documents that are relevant to the review of parking standards in preparation for the development of the new Zoning By-law. Policies related to parking within the Aurora Promenade and MTSA are discussed in the Aurora Promenade and MTSA discussion paper and therefore, not identified below.

Table 7 - Summary of Policy and Regulatory Context

Regulation / Policy	Summary	Reference
<b>Planning Act</b>	<ul style="list-style-type: none"> <li>A Zoning By-law may not require a property owner to provide and maintain parking facilities, other than parking facilities for bicycles, on private property within a protected major transit station.</li> </ul>	34(1.1)
	<ul style="list-style-type: none"> <li>A Zoning By-law may not require more than one parking space to be provided and maintained in</li> </ul>	35.1(1.1)

Regulation / Policy	Summary	Reference
	connection with an additional residential unit required to be permitted under the <i>Planning Act</i> .	
<b>Ontario Regulation 191/11 Integrated Accessibility Standards under the Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11</b>	<ul style="list-style-type: none"> <li>Includes accessible parking standards related to:               <ul style="list-style-type: none"> <li>The minimum required quantity of off-street parking spaces;</li> <li>Design of off-street parking spaces including width, length, surface and how they should be identified; and</li> <li>Standards related to access aisles to parking spaces parking spaces.</li> </ul> </li> </ul>	80.32 through 80.39
<b>Provincial Planning Statement (2024)</b>	<ul style="list-style-type: none"> <li>Encourages the use of transportation demand management strategies, where feasible</li> </ul>	3.2.1
	<ul style="list-style-type: none"> <li>Supports the use of zero-and low-emission vehicles</li> </ul>	3.2.2
<b>York Region Official Plan, 2022</b>	<ul style="list-style-type: none"> <li>Requires parking management standards through planning and development tools.</li> </ul>	2.3.19
<b>Town Official Plan</b>	<ul style="list-style-type: none"> <li>Reduce minimum and maximum parking standards based on proximity to transit and complementary uses</li> <li>Include shared parking requirements where appropriate</li> <li>Prohibit surface parking between the main entrance and the street where appropriate</li> <li>Identify preferential locations for carpooling and car sharing spaces, and bicycle storage requirements</li> <li>Accommodate designated parking for on-demand deliveries and vehicles</li> </ul>	5.4 d)



Regulation Policy	Summary	Reference
	<ul style="list-style-type: none"> <li>Encourage multi-unit residential and commercial developments to provide for electric and low emissions vehicle charging infrastructure</li> </ul>	6.3 k)
	<ul style="list-style-type: none"> <li>Outlines minimum parking requirements for certain dwelling types:               <ul style="list-style-type: none"> <li>One parking space per additional residential unit; and</li> <li>Two (2) on-site parking spaces or one (1) on-site parking space per staff member on duty, whichever is greater, for Special Needs Housing Facility.</li> </ul> </li> <li>Prohibit parking in the front yard for a number of dwelling types</li> </ul>	7.4.3, 7.4.5, 7.4.7, 7.5.1.3
	<ul style="list-style-type: none"> <li>Encourages Community Services &amp; Facilities to incorporate landscaping which provides appropriate buffering to adjacent residential areas</li> </ul>	10.4, 10.6, 10.7

### 6.3. Best Practices Review

In addition to the review of the existing parking standards in the Town Zoning By-law, an inter-jurisdictional review of the Zoning By-laws for comparable municipalities was undertaken to identify best practices and trends in parking regulations.

#### 6.3.1. Shared Parking Rates

Shared parking permits different land uses to utilize shared parking facilities, rather than being required to provide dedicated parking for each use. The Town Zoning By-law does not include any provisions addressing this matter. However, shared parking is encouraged in the policies of both the Regional and Town Official Plan. Furthermore, shared parking is a transportation demand management strategy which facilitates the efficient use of infrastructure as per the PPS.

Shared parking recognizes that different land uses may experience peak parking demand at various times throughout the day and that peak parking demand may not need to be accommodated for all land uses at once.

The calculation of shared parking is determined by identifying the different peak periods for different uses throughout the day. As demonstrated in Figure 1 below, the Zoning By-law would specify the number of parking spaces for each use in each parking period. The total number of required parking spaces would be the sum of the required number of spaces for the parking period requiring the largest number of spaces.

Figure 1 - Shared Parking Rates Provisions

Use	Morning	Noon	Afternoon	Evening
	Percentage of Peak Period (Weekdays)			
<u>Business service</u>	65%	90%	80%	100%
<u>Community facility</u>	10%	40%	40%	80%
<u>Financial institution</u>	65%	90%	80%	100%
<u>Garden centre</u>	65%	90%	80%	100%
<u>Health and fitness centre</u>	65%	90%	80%	100%
<u>Hotel and hotel (small scale)</u>	70%	70%	70%	100%

Source: City of Vaughan Zoning By-law

In the City of Vaughan's Zoning By-law, the shared parking reductions are only applicable to mixed-use developments. There are also two different peak periods provided, one for weekdays and one for the weekend. The introduction of shared parking standards in the new Zoning By-law may result in the overall reduction of parking requirements rather than requiring parking for each individual use.

### 6.3.2. Carpooling/Carsharing

The Region and Town Official Plan encourages carpooling/car sharing. Some municipalities reduce parking requirements if carpool or carshare parking spaces are provided. Table 8 identifies provisions of the City of Vaughan related to carpool and carshare parking spaces.

Table 8 - Provisions Regarding Carshare and Carpool Parking

Provisions	Summary of Provisions
<b>Dedicated Car-Pool Space</b>	For an employment use in the Vaughan Metropolitan Centre, Mixed Use, and Prestige Employment Zones, a reduction of two minimum required parking spaces for every dedicated car-pool parking space shall be permitted to a maximum of 5 parking spaces or 5% of the total minimum required parking spaces for non-residential uses, whichever is less.
<b>Dedicated Car-Share Space</b>	<ul style="list-style-type: none"> <li>For an apartment dwelling in a Residential, Vaughan Metropolitan Centre, or Mixed-Use Zone, the maximum reduction to the total minimum required parking spaces shall be four for each dedicated car-share parking space.</li> <li>For an apartment dwelling in a Residential, Vaughan Metropolitan Centre, or Mixed-Use Zone, the maximum number of car-share parking spaces shall be calculated as the total number of dwelling units divided by sixty, rounded to the nearest whole number.</li> </ul>

### 6.3.3. Electric Vehicle Charging

The Regional and Town Official Plan encourage electric vehicles charging. Some municipalities require electric vehicle charging as part of their Zoning By-laws. One example, is in the City of Brantford, as described in Table 9 as follows:

Table 9 – Provisions regarding Electric Vehicle Charging

Provisions	Summary of Provisions
<b>Parking Rate</b>	A minimum of 1% of the required number of parking spaces in the Mixed Use Zones, Residential Mid-Rise Zone, Residential High-Rise Zone, Institutional Zones, Commercial Zones and Employment Zones shall provide level 2 or 3 charging facilities for electric vehicles.
<b>Accessible Parking</b>	At least one of the electric vehicle parking spaces required shall be an accessible parking space.

The City of Brantford identifies the type of charging facilities that should be provided in the applicable zones. The “level” of charging facilities refers to the different of batteries

that can be provided for an electric vehicle. A level 1 charging facility takes the longest to charge a vehicle, while a level 3 charging facility is deemed the fastest charging facility.

#### 6.4. Housekeeping

The following housekeeping matters will also be addressed:

- Provisions related to changes in use and parking deficiencies;
- Revisions of the parking rate for “unspecified uses”;
- Provisions related to collector aisles and the inclusion of “collector aisle” as a defined term;
- Provisions related to the calculation and rounding of the number of parking spaces;
- Consideration to include provisions related to car stacking systems for large building developments; and
- Design of Public Spaces Standards under the *Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11* should be considered as appropriate.

In the preparation of the new Zoning By-law, these topics will be reviewed for inclusion and/or updating of provisions.

## 7. Approaches to Zone Standards and Elements of Zone Standards

Within each parent zone established in a Zoning By-law there are associated standards which generally consist of matters such as use permissions, height, setbacks, landscaping, built coverage, gross floor area (GFA), location of parking, loading, outdoor storage, and more. The purpose of this section is to determine an approach for updating zone standards to align with the direction provided with the Town Official Plan and other applicable documents.

As zone standards vary across different zones, the intent of this section is to provide an overarching approach to update to zone standards that exist in the Town Zoning By-law. The following is our general approach to updating zone standards:

### 7.1. Town Official Plan and Secondary Plans

The Town Official Plan provides varying levels of policy direction for each land use designation, including guidance on maximum height, minimum lot area, landscaped open space, and maximum density. Furthermore, the Town Official Plan identifies five (5) Secondary Plan areas within the Town, which offer further direction on matters that will impact zone standards such as setbacks, height, lot frontage, lot area and density.

The existing zone standards under each zone category will be reviewed to ensure they align with the development policies outlined in the corresponding land use designation and Secondary Plans.

### 7.2. Stable Neighbourhood Urban Design Guidelines

The Town adopted Urban Design Guidelines for specific neighbourhoods, being Regency Acres, Temperance Street, Town Park, and Aurora Heights. The intent of the guidelines is to address a growing trend of dwellings being renovated, enlarged, or replaced by new dwellings, that may conflict with established community character. While these guidelines provide general direction for a range of matters that may be considered through zoning, these guidelines pre-date the ARU requirements under the *Planning Act*. As such further analysis will be conducted to ensure that adequate provisions are provided for permitted ARUs in accordance with the *Planning Act* and direction provided by the Town Official Plan, while maintaining the integrity of the Urban Design Guidelines for each neighbourhood.

### 7.3. Minor Variance and Zoning By-law Amendment Applications Trends

The Background Report has identified Minor Variance and Zoning By-law Amendment trends. These will be used to inform updated zone standards, reducing the need for planning applications. A summary of the identified trends is provided below:

- Between 2019 and 2024, the majority of Zoning By-law Amendment applications that were approved related to lands located within the Residential Neighborhood Area, followed by the Aurora Promenade and Aurora MTSA. The Zoning By-law should consider recent development trends by considering the range of provisions and densities that were considered as part of applications. Of note, the Background Report identifies densities for apartment buildings, single-detached dwellings and townhouse and stacked townhouses that were approved.
- Between 2019 and 2024, the majority of Minor Variance applications that were considered related to lands within the Residential Neighbourhood area, with some applications in the Employment Area. Within the Residential Neighbourhood area, variance predominantly related to interior side yard setbacks, yard encroachments, lot coverage and rear yard setbacks. Within the Employment Area, variances predominantly related to landscape strips, use based variances and reduction of parking requirements.

### 7.4. Housekeeping matters Raised by Town Staff

The following housekeeping matters will also be addressed:

- Minimum siting and landscaping regulations for the Business Park (E-BP) Zone;
- Amenity area requirements for multi-unit developments;
- Front yard requirements for Residential Zones; and
- Maximum heights permitted within the Promenade Downtown Shoulder - Central Commercial (PDS1) Zone.

## 8. By-law Document and Design

In addition to reviewing the Town Zoning By-law to ensure conformity with the Town Official Plan, this comprehensive review presents an opportunity to improve the overall design of the Zoning By-law. This is a technical document that has a broad audience, as such design is an important element that should be considered to ensure that the document is user friendly and accessible. Furthermore, a properly structured by-law streamlines the administration process and simplifies future by-law updates.

### 8.1. Best Practices Review

To inform the recommendations for the future design of the Zoning By-law, various Zoning By-laws were reviewed for layout and design. This review focuses on key elements that improve readability and user-friendliness of the Zoning By-law as follows:

#### 8.1.1. Accessibility

The Town Zoning By-law should meet the requirements of the *Accessibility for Ontarians with Disability Act* (AODA) and should integrate accessibility in the format and layout of the Zoning By-law and schedules. This may include but is not limited to the use of accessible fonts (e.g. font type and size, avoiding the use of italics and using bold and underline instead where possible), proper colour contrast, legibility, and proper headings and subheadings that allow for navigation of both digital and print formats. These standards will be considered when preparing the new Zoning By-law.

#### 8.1.2. Formatting

The Town Zoning By-law layout and design generally aligns with the format for the other Zoning By-laws reviewed. However, it should be noted that most municipalities provide the Zoning By-law as consolidated document, while the Town Zoning By-law is divided into different chapter. Furthermore, through the best practices review, the following formatting elements are noted for consideration in the creation of the new Zoning By-law.

- **Digital Links and Document Bookmarks** – If the new Zoning By-law is provided as one singular document, the table of contents should include hyperlinks to facilitate navigation across the document. Furthermore, regardless of the format in which the by-law is provided, document bookmarks should also be incorporated to allow users to navigate the document(s) with ease.
- **Definitions Index** – The definitions section is a lengthy section of the Zoning By-law, which can be cumbersome to navigate. Including a definitions index or a table of contents is helpful for readers to quickly scan applicable definitions, before navigating to the proper term (please refer to Figure 2). This may aid in reducing instances of overlooked definitions that lead to incorrect interpretations and/or applications.

Figure 2 - Definitions Index

Part B: Definitions	
<h2>Part B Table of Contents</h2> <h3>3. Definitions</h3>	
<p>When marked blue, the regulations, provisions, and sections are subject to an Ontario Land Tribunal appeal (OLT Case OLT-23-000462) and are not in force and effect. Please refer to the previous Zoning By-Law (1995)-14864 as appropriate. If you have any questions, please contact Zoning Services at 519-837-5615 or <a href="mailto:zoning@guelph.ca">zoning@guelph.ca</a>.</p>	
<p>100 year flood</p> <p><b>A</b></p> <p>Abattoir</p> <p>Accessible parking space</p> <p>Accessory building or structure</p> <p>Accessory use</p> <p>Active entrance</p> <p>Active frontage area</p> <p>Additional residential dwelling unit</p> <p>Adequate</p> <p>Agricultural produce market</p> <p>Agricultural research institution</p> <p>Agriculture, livestock based</p> <p>Agriculture, vegetation based</p> <p>Amenity area</p> <p>Private amenity area</p> <p>Common amenity area</p> <p>Angular plane</p> <p>Angular plane from a river or park</p> <p>Angular plane from a street</p> <p>Animal boarding establishment</p> <p>Animal care establishment</p> <p>Animal crematorium</p> <p>Apartment building</p>	<p>Appropriate</p> <p>Art gallery</p> <p>Artisan studio</p> <p>Attic</p> <p>Auction centre</p> <p>Automated parking system</p> <p>Available</p> <p><b>B</b></p> <p>Balcony</p> <p>Barrier free access ramp</p> <p>Basement</p> <p>Bed and breakfast</p> <p>Bicycle parking space</p> <p>Block face</p> <p>Blue roof</p> <p>Body rub</p> <p>Body rub parlour</p> <p>Buffer strip</p> <p>Building</p> <p>Building height</p> <p>Building supply</p> <p>Bulk fuel depot</p> <p>By-law</p>
B-1   City of Guelph Zoning By-law	<a href="#">Link to Table of Contents</a> <a href="#">Link to Zoning Schedules</a>

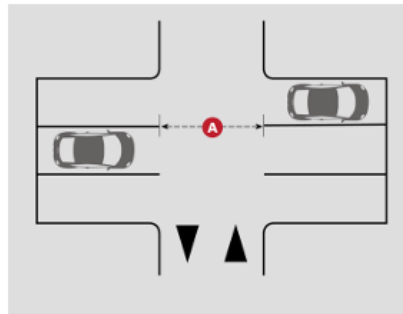
Source – City of Guelph Zoning By-law

- **Illustrations and Diagrams** - Including illustrations/diagrams throughout the Zoning By-law is a best practice that can help clarify and visually communicate



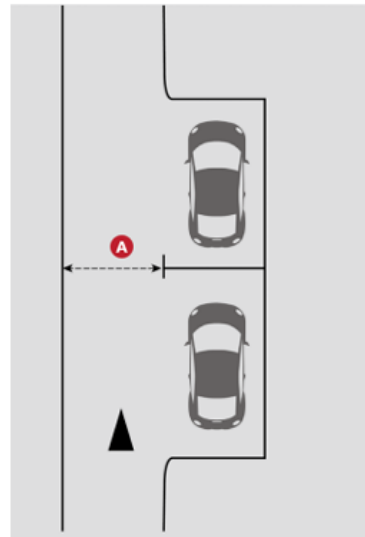
complex terms and/or regulations. They may also provide various examples of a term and/or regulation to aid in interpretation (see Figure 3).

Figure 3 - Parking Diagrams



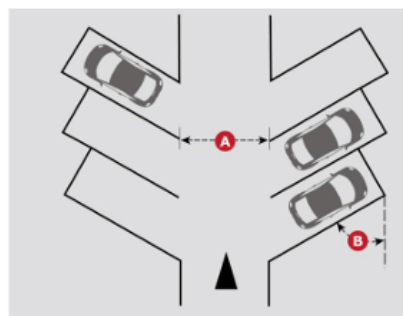
**A** Minimum Access Aisle Width where parking is at 90 degrees

Figure 5.8.b: Two-way Access Aisle, 90 degrees



**A** Minimum Access Aisle Width when there is parallel parking with one-way access

Figure 5.8.d: One-way Access Aisle, parallel



**A** Minimum Access Aisle Width where parking is less than 90 degrees  
**B** Parking Space Angle

Figure 5.8.c: One-way Access Aisle, less than 90 degrees

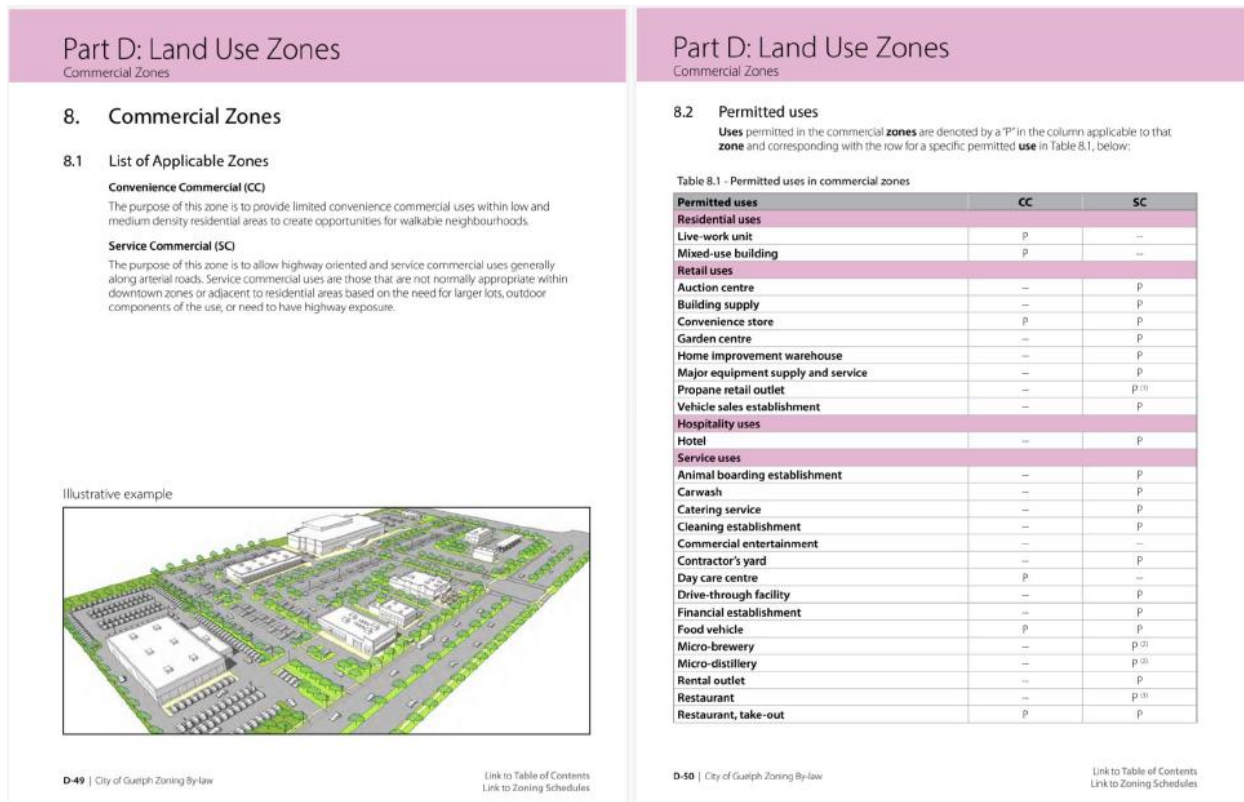
Source – City of Branford Zoning By-law (diagrams demonstrating required access aisle widths)

### 8.1.3. Document Wayfinding

Wayfinding can be utilized in the design of a document for ease of navigation and enhanced understanding. The previous section outlined several formatting elements that aid in document wayfinding. In addition to those elements, the following should also be considered:

- **Color-Coding Sections** – If the Zoning By-law is prepared as a singular document, the inclusion of color-code sections can aid in navigation as it can allow users to orient themselves in the document. The colour-coding can apply to headers or footers, as well as table colours to create a consistent colour palette that is associated with a specific section (see Figure 4).

Figure 4 - Colour-coded Zoning By-law



Source – City of Guelph Zoning By-law

- **Formatting Definitions** - In addition to the definitions index previously mentioned, the definitions section would benefit from further formatting that clearly distinguishes the beginning of each alphabetical letter. This can be accomplished by clearly stating the alphabetical letter at the beginning of each section, and/or starting definitions with the next consecutive alphabetical letter on a new page (See

- Figure 5).

Figure 5 - Example of Transition Between Alphabet Sections

## Part B: Definitions

### 3. Definitions

**100 year flood** means the flood which has a return period of 100 years on average or which has a 1% chance of occurring or being exceeded in any given year, as determined by the Grand River Conservation Authority.

**A**

**Abattoir** means a **premises** where animals are slaughtered.

**Accessible parking space** see **parking space** definition.

**Accessory building or structure** means a **building** or **structure** that is subordinate, incidental and exclusively devoted to the **main building** or **structure** on the same **lot**, and does not include a **porch**.

**Accessory use** means a **use** that is subordinate, incidental and exclusively devoted to a permitted **use**.

**Active entrance** means a door that is designed to be the **principal entrance** or one of the **principal entrances** facing a **street, public** or public square and excludes emergency egress doors, **garage** doors, sliding patio doors, service doors, loading doors and doors giving access to storage areas.

**Active frontage area** means a **lot** or portion thereof that is subject to the **active frontage area**, as shown on the Downtown Active Frontage Area Overlay, Schedule B-5.

**Additional residential dwelling unit** see **dwelling unit** definition.

**Adequate** means the necessary capacity is available for **municipal services**.

**Agricultural produce market** means a **premises** where agricultural products are displayed for sale or sold.

**Agricultural research institution** means a **premises** where agricultural products and practices are researched or developed.

**Agriculture, livestock based** means a **premises** where the grazing, breeding, raising, boarding or training of animals, insects or birds occurs and includes any agricultural **use** from which animal, insect or bird products are derived.

**Agriculture, vegetation based** means a **premises** where soil is tilled, or where vegetables, fruits, field crops, berries, trees, mushrooms, flowers, landscaping materials, woodlots, and forest trees are grown and harvested, and includes the packaging, treating, or storage of goods produced on the land, excluding **agriculture, livestock based**.

**Amenity area** means an area within a residential or mixed-use development provided for private or common **use** for the active or passive recreation or enjoyment of the occupants of the development, excluding a **driveway** or any **parking area**.

**Private amenity area** means an **amenity area**, excluding a walkway, play area or other communal area, outside of a **dwelling unit** and for the exclusive use of a **dwelling unit**.

**Common amenity area** means an **amenity area** which is located inside or outside a **building** or **structure** including open landscaped areas with associated recreational facilities, **building** rooftops, patios, terraces, above ground decks, swimming pools, tennis courts and the like, for the exclusive use of all

B-7 | City of Guelph Zoning By-law

[Link to Table of Contents](#)  
[Link to Zoning Schedules](#)

Source – City of Guelph Zoning By-law

#### 8.1.4. Housekeeping

The following housekeeping matters will also be addressed:

- Dimensions in the Zoning By-law should be consistent (with regards to the number of decimal places);
- Listed permitted uses should match the term as defined in the Zoning By-law; and
- Revisions to misspelled terms.

In the preparation of the new Zoning By-law, these matters will be addressed.

## 9. Techniques for updating the new Zoning By-law

In addition to outlining the recommended approaches to preparing the Town's new Zoning By-law, consideration must be given to maintaining the new Zoning By-law once the document comes into effect. The purpose of the Comprehensive Zoning Review is to ensure that the Town Zoning By-law aligns with the Town Official Plan. The following approaches are recommended to ensure the ongoing maintenance of the Zoning By-law:

- **Establishing a procedure for updating the Zoning By-law and the Town's GIS-enabled Interactive Zoning Web Application to reflect approved Zoning By-law Amendments** – The Town should establish a regular cycle for updating the zoning information of properties once a Zoning By-law amendment comes into effect to ensure that the information provided by the Zoning By-law and Town's GIS map is accurate.
- **Monitoring Zoning By-law Amendment and Minor Variance Decisions** – The Town should monitor the standards frequently modified through Zoning By-law Amendment and Minor Variance applications to determine if certain standards should be updated to reduce the need for such applications. If Council has repeatedly approved the modifications of certain standards, the Zoning By-law should be updated to reflect Council's direction.
- **Housekeeping Amendments** – The Town should maintain a live document to keep track of frequent zoning interpretation questions received by staff and ambiguities identified during the administration of the Zoning By-law. Furthermore, the Town should establish how often housekeeping amendments to the new Zoning By-law should be conducted to address issues identified by staff.

## 10. Conclusion and Recommendations

This Strategic Directions Paper, combined with the Background Report and Discussion Papers provide a framework for producing the new Draft Zoning By-law. The recommendations of this Strategic Directions Paper should be considered together with the Background Report and Discussion Papers. The following is a summary of our strategic directions for updating the Town Zoning By-law:

### Administrative and Customer Service Matters:

1. **Repeal Clause** - Provide repeal and transition clauses in the administrative section of the Zoning By-law to address administrative matters and provide guidance to applicants.
2. **Dealing with Active Applications** -
  - a. Site-specific requests should proceed by-way of a *Planning Act* application. Site-specific requests should not be considered as part of the Comprehensive Zoning By-law Review unless to address existing situations; and
  - b. Decisions on Applications should address both the existing and new Zoning By-law.
3. **Site-specific Exceptions** – Site-specific exceptions should be carried forward into the new Zoning By-law.
4. **Legal non-conforming & legal non-complying** - Include a section addressing to legal non-conformity and legal non-compliance in the administrative section of the Zoning By-law.

### Use Permissions and Associated Standards:

5. **Permitted Uses** - Identify permitted uses that should be added or removed to the corresponding parent zone categories, per the appropriate Official Plan land use designation. As previously noted, Site-Specific Exceptions will not form part of the Comprehensive Zoning By-law Review and shall be carried forward into the new Zoning By-law.
6. **Additional Residential Units** - Several of the residential zones permit “dwelling, second suite.” This term will need to be updated to Additional Residential Unit to be consistent with the *Planning Act*.
7. **Rezoning & Mapping Updates** - Evaluate existing zones under each Official Plan land use designation to determine whether rezoning and/or mapping updates are required to ensure alignment with the corresponding Official Plan designation.

## Definitions

8. **Consistency and Conformity with Legislation and Policy Documents**— Definitions will need to be updated to comply with the *Planning Act* and be consistent and in conformity with Provincial, Regional and Local policies documents and plans.
9. **Outdated Language** - Where instances of outdated language exist, the definitions should be reviewed and updated.
10. **Repetitive Terms** - The Zoning By-laws should be reviewed to identify repetitive terms and determine whether they can be consolidated where appropriate.
11. **Lack of user-friendly formatting and Wayfinding** - The definitions section of the Zoning By-law should clearly distinguish the beginning of each alphabetical letter and should consider the inclusion of an index/table of contents for the defined terms. These key features help to improve wayfinding throughout this section, creating a Zoning By-law that is more user-friendly. Furthermore, illustrations should be added to the section to aid in the interpretation of complex definitions.

## General Provisions

12. **Reviewing General Provisions** - Update and/or incorporate additional provisions to the existing general provisions based on feedback from Town staff.
13. **Additional Residential Units** - General Provisions regarding Additional Residential Units should replace existing provisions regarding second suite dwellings.

## Parking Standards

14. **Parking Requirements** - Once all permitted uses are established in the new Zoning By-law, that parking standards are reviewed to determine whether new parking ratios should be added and/or updated.
15. **Shared Parking** - Standards addressing shared parking requirements for mixed use development should be added to the new Zoning By-law.
16. **Bicycle Parking** - Standards addressing bicycle parking should be reviewed to determine whether new parking ratios should be added/or updated.
17. **Carpool/Carsharing Parking Standards** - Standards addressing carpool parking should be added to the new Zoning By-law.
18. **Location and Buffering of Parking** - Provisions pertaining to site design such as the location of parking, buffering and screening should be included in the new Zoning By-law.
19. **Electric Vehicle Charging** - Electric vehicle charging standards should be added to the new Zoning By-law.



20. **Parking Requirements for MTSA** – Minimum parking requirements for all development within the MTSA designation should be eliminated as per *Planning Act* requirements.

## Approaches to Zone Standards and Elements of Zone Standards

21. **Guidelines for Reviewing Zone Standards** – Zone standards should be reviewed based on the following:

- Ensuring conformity with the Town Official Plan and Secondary Plans;
- Having consideration for the Stable Neighbourhood Guidelines; and
- Considering Zoning By-law Amendment Applications and Minor Variance Trends.

## By-law Document and Design

22. **User Friendly Design** - Ensure a user-friendly design and formatting that enhances readability, user comprehension, and administrative function through wayfinding elements, illustrations and diagrams, and user guides, as appropriate.
23. **AODA Compliance** - Ensure accessibility in the formatting and layout of the Zoning By-law, as much as possible, through consistent font sizes, colour contrast, legibility, and a logical reading order.

## Housekeeping Issues

24. **Housekeeping** – The update to the Zoning By-law should proceed on the basis that the existing zoning by-law has mostly been effective. Notwithstanding, the Zoning By-law will need to reflect up-to-date development standards and approaches and be consistent with current legislation and policy. Additionally, “tweaking” is required to the existing Zoning By-law to address technical issues that have resulted since its approval in 2017. These tweaks are called housekeeping amendments. Housekeeping amendments will be based on the best practices that have been adopted across municipalities.

**The Corporation of the Municipality of St. Charles  
RESOLUTION PAGE**

**Committee of the Whole**



**Agenda Number:** 3.2.3.  
**Resolution Number** 2025-214  
**Title:** Report to Council - Natural Gas Expansion - Project Cancellation  
**Date:** September 3, 2025

**Moved by:** Councillor Laframboise  
**Seconded by:** Councillor Lachance

**WHEREAS** the Municipality of St.-Charles benefited from the Natural Gas Expansion Program Phase 2 expansion funding announced on June 9, 2021;

**AND WHEREAS** on August 13, 2025, the Municipality of St.-Charles was notified that the expansion project was cancelled due to mounting costs associated with inflation and difficult terrain;

**AND WHEREAS** Northern Ontario is on the cusp of substantial growth largely related to accessing critical minerals that will drive expansion in the mining sector;

**AND WHEREAS** with this economic expansion comes the need to support growth in traditional sectors such as farming, healthcare, forestry, and education;

**AND WHEREAS** employment growth will create increased demand for new housing developments to ensure that workers have a place to live, work, and play, all of which are closely tied to accessing natural gas as an affordable energy source and essential infrastructure for future residential, commercial, and industrial development;

**AND WHEREAS** current energy challenges force developers to explore alternatives such as oil and propane, which, while serving as temporary solutions, come with high costs and raise environmental concerns;

**AND WHEREAS** there is an urgent need for investment in sustainable energy solutions that are affordable, reliable, and environmentally responsible to support both current and future development;

**AND WHEREAS** natural gas is recognized as a clean, economical, and domestically sourced energy option that will lower energy costs for residents, farms, and businesses, while also enhancing opportunities for northern communities to grow by attracting new housing developments and commercial investment;

**AND WHEREAS** natural gas serves as a critical transition fuel that reduces reliance on higher-emission sources such as oil and propane, while enabling time and capacity for future investments in renewable and low-carbon energy;

**BE IT THEREFORE RESOLVED** that Council for the Corporation of the Municipality of St.-Charles respectfully requests the Government of Ontario to support and approve the expansion of natural gas infrastructure to rural municipalities such as St.-Charles by undertaking a review of the Ontario Energy Board's Profitability Index model to incorporate a Northern Cost Adjustment that fairly accounts for the higher costs of construction in Northern Ontario caused by terrain challenges such as bedrock and wetlands, as well as the realities of distance, climate, and lower population density, to ensure that rural and northern communities are not disadvantaged in accessing natural gas infrastructure;

**AND BE IT FURTHER RESOLVED** that the Municipality of St.-Charles requests the Province to embed northern natural gas expansion as a priority in Ontario's Integrated Energy Plan and regional economic growth strategies;

**AND BE IT FURTHER RESOLVED** that this Resolution be forwarded to FONOM, ROMA, AMO and all northern municipalities to build collective support for equitable natural gas expansion in Northern Ontario.

**CARRIED**

  
MAYOR


**CORPORATION OF THE MUNICIPALITY OF SOUTH HURON**

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

[www.southhuron.ca](http://www.southhuron.ca)


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 September 17, 2025

 Via email: [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

 Premier's Office  
 Room 281  
 Main Legislative Building, Queen's Park  
 Toronto, ON M7A 1A5

Dear Hon. Doug Ford,

**Re: Proposed Amendments to the Resource Recovery and Circular Economy Act**


---

 Please be advised that South Huron Council passed the following resolution at their September 15, 2025 Regular Council Meeting:

 343-2025  
 Moved By: Ted Oke  
 Seconded by: Marissa Vaughan

**That South Huron Council supports the BRA September 2, 2025 correspondence regarding proposed amendments to the Resource Recovery and Circular Economy Act; and**
**That this supporting resolution and originating documentation be circulated to the Premier, Minister of the Environment, Conservation and Parks, MPP Thompson, AMO, BRA and all Ontario Municipalities.**

Result: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

 Kendra Webster, Legislative & Licensing Coordinator  
 Municipality of South Huron  
[kwebster@southhuron.ca](mailto:kwebster@southhuron.ca)  
 519-235-0310 x. 232

Encl.

cc: Minister of the Environment, Conservation and Parks, Hon. Todd McCarthy, [todd.mccarthy@pc.ola.org](mailto:todd.mccarthy@pc.ola.org); MPP Lisa Thompson, [lisa.thompson@pc.ola.org](mailto:lisa.thompson@pc.ola.org); AMO, [resolutions@amo.on.ca](mailto:resolutions@amo.on.ca); Bluewater Recycling Association, [michelle@bra.org](mailto:michelle@bra.org); and all Ontario Municipalities.



September 2, 2025

Dear Local Member of Provincial Parliament

**Subject: Feedback on Proposed Amendments to the Resource Recovery & Circular Economy Act**

On behalf of the Bluewater Recycling Association and our member municipalities, I am writing to provide feedback on the proposed amendments to the *Resource Recovery & Circular Economy Act* (RRCEA), particularly regarding maintaining collection services for small businesses and other non-eligible sources.

We recognize that with these proposed amendments, the government is seeking to address the cost pressures producers have raised, as well as some concerns small businesses have expressed towards the continuation of recycling services. While we appreciate these efforts, we feel the current proposal does not fully reflect the realities faced by municipalities, service providers, and the small businesses and residents who rely on these programs.

Our mission remains to deliver cost-effective and sustainable waste management solutions that support the public good. We remain committed to helping build a competitive, efficient, and innovative recycling system that benefits all Ontarians. To that end, we respectfully urge the government to consider the following points:

**Maintaining Service for Small Businesses and Community Facilities**

We strongly believe it is essential to maintain collection for small businesses and community facilities to ensure continuity of service without undue cost increases. There must be a balance between fair market procurement practices and minimizing disruption for service contracts already in place. The grandfathering of existing services—particularly in rural areas—should be considered.

Municipalities like ours have already expanded recycling service beyond traditional “main street” business areas. Excluding these customers now risks fragmenting the system, creating confusion, increasing municipal costs, and potentially sending more recyclable material to landfill. We recommend that all currently serviced, non-eligible properties remain in the system until an integrated alternative is available.

**Specific Concerns with the Current Circular Material Proposal**

In addition to the general issues above, I want to share candid feedback on several aspects of the draft proposal provided by Circular Materials:

- **2% ICI Limit:** The proposed cap of 2% ICI stops per route does not align with what we see in practice. Most municipalities currently serve between 3–8% ICI stops. A 2% cap appears arbitrary and would cut out the majority of existing stops. This restriction risks destabilizing service in many communities.
- **Downtown Core Apartments:** Clarification is needed on how recycling will be managed for apartments located above commercial units. Today, these residents often share a front-end bin with the business below. Under the new rules, co-collection requires a 95-gallon cart, which presents challenges:
  - These bins are located on commercial property, and if businesses are excluded, they may request removal.

- Apartments generally cannot use wheelie bins due to lack of storage and lack of space for placement on collection day.  
This gap in the proposal will leave many downtown residents without a viable recycling option.
- **Quantity of Material:** Restricting ICI generators to a single 95-gallon cart is too limiting, particularly given the expanded Blue Box program starting in 2026. At a minimum, increasing the limit to two carts would provide small businesses with a reasonable solution to manage their recyclables.

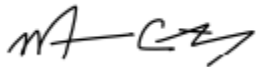
### Closing Comments

While we recognize and value the work that has gone into these proposals, the framework as presented feels incomplete and impractical in several respects. The issues raised by municipalities and service providers during consultations highlight the need for a more balanced approach—one that safeguards service for small businesses, community facilities, and rural Ontarians, while ensuring the long-term success of Ontario's EPR system.

We would welcome the opportunity to meet with you to further discuss these issues and to work together on solutions that meet the needs of both producers and communities.

Thank you for your attention to this matter and for your continued support of the waste diversion and recycling goals that benefit all Ontarians.

Sincerely,



Michelle Courtney  
President & CEO  
Bluewater Recycling Association


**CORPORATION OF THE MUNICIPALITY OF SOUTH HURON**

322 Main Street South P.O. Box 759

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Toll Free: 1-877-204-0747

[www.southhuron.ca](http://www.southhuron.ca)

September 17, 2025

 Via email: [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Premier's Office  
 Room 281  
 Main Legislative Building, Queen's Park  
 Toronto, ON M7A 1A5

Dear Hon. Doug Ford,

**Re: Closure of Before and After School Programs**

Please be advised that South Huron Council passed the following resolution at their September 15, 2025 Regular Council Meeting:

357-2025

Moved By: Aaron Neeb

Seconded by: Ted Oke

**That South Huron Council supports the Municipality of Bluewater's September 2, 2025 Resolution regarding closure of before and afterschool programs; and**

**That South Huron Council voices similar concerns regarding schools within its boundaries; and**

**That a copy of this supporting resolution and originating documents be circulated to the Premier, Minister of Education, MPP Thompson and all Ontario Municipalities.**

Result: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

Kendra Webster, Legislative & Licensing Coordinator  
 Municipality of South Huron  
[kwebster@southhuron.ca](mailto:kwebster@southhuron.ca)  
 519-235-0310 x. 232



Encl.

cc: Minister of Education, Hon. Paul Calandra, [paul.calandra@pc.ola.org](mailto:paul.calandra@pc.ola.org);  
MPP Lisa Thompson, [lisa.thompson@pc.ola.org](mailto:lisa.thompson@pc.ola.org); and all Ontario  
Municipalities.



September 4, 2025

The Honourable Doug Ford, Premier of Ontario  
 Premier's Office  
 Room 281  
 Main Legislative Building, Queen's Park  
 Toronto, ON M7A 1A5

The Honourable Paul Calandra, Minister of Education  
 15<sup>th</sup> Floor  
 438 University Avenue  
 Toronto, ON M7A 2A5

via email: [premier@ontario.ca](mailto:premier@ontario.ca)  
[minister.edu@ontario.ca](mailto:minister.edu@ontario.ca)

**RE: Closure of Before and After School Programs**

Dear Premier Ford and Minister Calandra,

The Council of the Municipality of Bluewater passed the following resolution at their September 2, 2025 regular meeting:

**MOVED:** Councillor Harris **SECONDED:** Councillor Whetstone

**WHEREAS** on August 19, 2025, London Bridge Child Care Services Inc. advised that they will be closing all London Bridge Huron County Before and After School Programs, which affects Bluewater Coast Elementary School, Exeter Elementary School, and Precious Blood Catholic School; and

**WHEREAS** London Bridge Child Care Services Inc. cites ongoing staffing shortages in Huron County and across the province as the reason for this closure; and

**WHEREAS** the closure of the London Bridge Before and After School Programs, along with the Preschool Program at Bluewater Coast Elementary School, are creating a significant and immediate challenge for families with young children; and

**WHEREAS** the Council of the Municipality of Bluewater recognizes the importance of before and after school programs which provide a trusted, safe, and consistent environment for children outside of regular school hours – support that many working parents and guardians rely on to balance their jobs and family responsibilities; and

**WHEREAS** the Avon Maitland District School Board and the Huron-Perth Catholic District School Board do not operate licensed childcare programs, but partner with childcare providers to make use of school spaces where possible;

**NOW THEREFORE BE IT RESOLVED** that the Council of the Municipality of Bluewater urges the Province of Ontario to immediately implement other service delivery models that are being successfully modeled elsewhere in the province to address the Early Childhood Educator shortage.

**AND FURTHER THAT** this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Paul Calandra, Minister of Education, and all Ontario Municipalities. **CARRIED.**

Sincerely,



Chandra Alexander  
Manager of Corporate Services/Clerk

cc: All Ontario Municipalities

**From:** Andrea Torok <andrea.torok@townofws.ca>  
**Sent:** September 16, 2025 4:32 PM  
**To:** Andrea Torok <andrea.torok@townofws.ca>  
**Subject:** Town of Stouffville - Affordable Housing CIP Background Report

Good afternoon,

The Town of Stouffville has prepared an [Affordable Housing Community Improvement Plan \(CIP\) Background Report](#). The Background Report provides an overview of findings and identifies a range of proposed incentive programs to encourage the development of affordable and market housing in the Town.

Please feel free to reach out with any questions, or feedback regard the CIP, and [view our project webpage](#) for further information and updates.

Thank you,



**ANDREA TOROK**

Planner I – Planning Policy | Development Services

111 Sandiford Drive, Stouffville, Ontario L4A 0Z8

t: 905-640-1900 ext. 2329 | [townofws.ca](http://townofws.ca)



# Notice of Construction

## Newmarket Glenway Facility

York Region is building and upgrading our water and wastewater infrastructure to provide safe, cost-efficient and reliable water and wastewater services to the Region's residents, businesses and communities.

**CONTRACT: RFTC-1740-24**

### DESCRIPTION

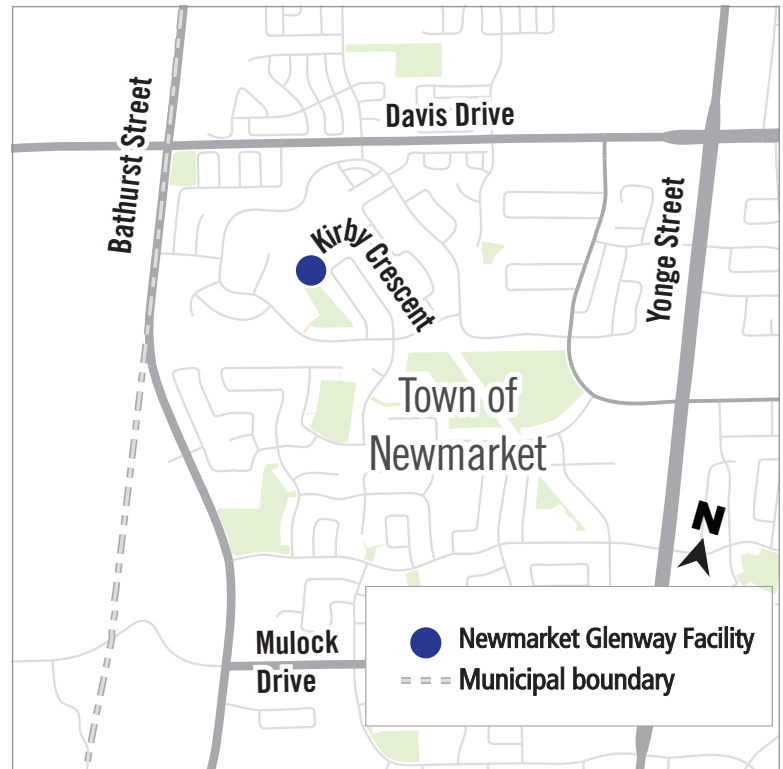
- Upgrading Newmarket Glenway Facility located at 335 Kirby Crescent in the Town of Newmarket
- Work will include new internal systems, rehabilitation work on the outside of the building and basement stair access, minor site improvements

### DURATION

September 2025 to fall 2026

### IMPACTS

- No planned impact to water or wastewater services
- Access to all homes and businesses will be maintained
- There will be additional construction vehicles on-site



As with all construction projects, some work may be rescheduled due to weather or other conditions; York Region will provide advance notice where possible.

We understand construction is disruptive; thank you for your patience while we complete this vital work. If you have any questions or concerns, staff will be pleased to respond; contact us using any method noted below and quote **Newmarket Glenway Facility**.



Visit [york.ca/WaterConstruction](https://york.ca/WaterConstruction) for more information about York Region's water and wastewater construction projects. Follow [@YorkRegionGovt](https://www.facebook.com/YorkRegionGovt) on Facebook.

*Accessible formats of this notice and communication supports are available upon request.*

If you have any questions, please contact:

**Access York**  
York Region, Public Works  
1-877-464-9675  
[accessyork@york.ca](mailto:accessyork@york.ca)



**From:** Rundle, Steffanie <Steffanie.Rundle@york.ca>  
**Sent:** September 19, 2025 2:41 PM  
**To:** Rundle, Steffanie <Steffanie.Rundle@york.ca>  
**Cc:** Nykoluk, Mark <Mark.Nykoluk@york.ca>; Gagliardi, Anthony <Anthony.Gagliardi@york.ca>  
**Subject:** Notice of Night Work: Yonge Street, Town of Newmarket and Town of East Gwillimbury

Notice of Night Work

Yonge Street Improvements

Town of Newmarket and Town of East Gwillimbury

Night work is taking place as part of road widening and improvements on [Yonge Street from Davis Drive to Green Lane](#) in the Town of Newmarket and Town of East Gwillimbury.

### Description

- Night work on Yonge Street, between Davis Drive and Green Lane, to complete storm sewer crossings

### Dates

- **Sunday, September 21, 2025 and Monday, September 22, 2025, during the hours of 9 p.m. and 6 a.m.**

### Impacts to residents and travellers

- Lanes will be reduced while work is underway
- Access to driveways and entrances will be maintained
- Access will be maintained for emergency vehicles
- Property owners may experience noise from crews and equipment

Construction on Yonge Street – Phase 2 started in August 2025 and is expected to be complete in late 2027.

As with [all construction projects](#), work may be rescheduled due to weather. York Region will provide advance notice whenever possible.

For information and updates, visit: [york.ca/YongeStreet](https://york.ca/YongeStreet)

If you have questions about this project, please contact:

- Mark Nykoluk, Senior Project Manager, at 1-877-464-9675 ext. 75938 or [mark.nykoluk@york.ca](mailto:mark.nykoluk@york.ca)
- Anthony Gagliardi, Construction Administrator, at 1-877-464-9675 ext. 78015 or [anthony.gagliardi@york.ca](mailto:anthony.gagliardi@york.ca)

For general inquiries, please contact Transportation Operations at 1-877-464-9675 ext. 75000 or via email at [transportation@york.ca](mailto:transportation@york.ca)

For after-hours emergencies, please contact York Region's Roads and Traffic Operations Centre at 1-877-464-9675 ext. 75200.

Please share this notice with your colleagues as appropriate.

*Our working hours may be different. Please don't feel obliged to respond outside of your scheduled working hours. Let's work together to help foster healthy work-life boundaries.*

**Steffanie Rundle (she/her)** | Communications and Engagement Associate

Sustainability, Communications and Innovation, Public Works

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The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
C:905-716-7550 | [Steffanie.Rundle@york.ca](mailto:Steffanie.Rundle@york.ca) | [york.ca](https://york.ca) | [Chat with me on Teams](#)

Our Mission: **Working together to serve our thriving communities – today and tomorrow**





111 Sandiford Drive  
Stouffville, Ontario  
L4A 0Z8

t: 905-640-1900  
tf: 855-642-TOWN  
townofws.ca

September 22, 2025

To whom it may concern,

**RE: Member Motion, re: Support for NGEP Phase 3 & Local Development Targets**

Please be advised that the Council of the Town of Whitchurch-Stouffville adopted the following resolution at it's meeting held on September 17<sup>th</sup>, 2025:

**WHEREAS** the Province has posted ERO 0250923, Consultation on the Future of Community Natural Gas Expansion, seeking feedback from municipalities, Indigenous communities and other stakeholders on how Phase Three (3) could best support access to natural gas for community development.

**AND WHEREAS** expanding access to natural gas is identified as a tool to support affordability and economic growth in Ontario communities, with Phases One (1) and Two (2) estimated to enable connections for approximately 17,000 buildings across 59 communities, and 16 projects completed to date.

**AND WHEREAS** The Town of Whitchurch-Stouffville is working toward its housing and employment land goals that contribute to Ontario's broader objective to build at least 1.5 million homes by 2031 and recognizes that timely servicing solutions (including natural gas where appropriate) can help enable these targets.

**AND WHEREAS** Ontario's energy future relies on a balance of affordability, reliability, and sustainability by leveraging a mix of energy solutions—including natural gas, electricity, and emerging energy technologies, to meet growing community needs. And whereas natural gas continues to play a critical role in supporting energy affordability, economic competitiveness, and enabling housing and employment growth across the province.

**NOW THEREFORE BE IT RESOLVED THAT** Council:

1. Supports the Ministry's consultation on the Future of Community Natural Gas Expansion (NGEP Phase 3) and endorses access to natural gas as an option to other energy solutions to advance The Town of Whitchurch-Stouffville's housing under serviced rural areas, employment lands, and economic development objectives.
2. Directs staff to submit comments to ERO 0250923 reflecting Town of Whitchurch-Stouffville's priorities, including: priority application types, alignment with Official Plan/Secondary Plans, sites and corridors where gas access would enable development (housing/employment lands), any Phase 1 and 2 learnings (if applicable) and practical barriers (e.g., timing, permitting, costs, land access).

3. Forwards this resolution to Minister Paul Calandra, MPP Markham-Stouffville, the Minister of Energy and Mines, the Ontario Energy Board, AMO, and York Region municipalities.

Kind regards,

Steven Medvesky,

Legislative Services Assistant – Council/Committee

Copy:

York Region Municipalities

Minister Paul Calandra, MPP Markham-Stouffville

Stephen Lecce, Minister of Energy and Mines

The Ontario Energy Board

The Association of Municipalities of Ontario

**The Corporation of the Municipality of St. Charles  
RESOLUTION PAGE**

**Regular Meeting of Council**



**Agenda Number:** 4.3.  
**Resolution Number** 2025-223  
**Title:** Resolutions of Support for Correspondence  
**Date:** September 17, 2025

---

**Moved by:** Councillor Pothier  
**Seconded by:** Councillor Lachance

**BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports Resolution No. 2025-279 passed on August 12, 2025 by the City of North Bay and supports Resolution #173-08-2025 passed on August 19, 2025 by the Municipality of Assiginack, regarding making the NORDS Pilot Program permanent;**

**AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be sent to the Minister of Northern Development; the Minister of Agriculture, Food and Agribusiness; the Minister of Infrastructure; the Minister of Natural Resources; our local Member of Provincial Parliament (MPP); the Association of Municipalities of Ontario (AMO); the Federation of Northern Ontario Municipalities (FONOM); the Northwestern Ontario Municipal Association (NOMA); the Rural Ontario Municipal Association (ROMA); and all Ontario Municipalities.**

**CARRIED**

  
MAYOR



The Corporation of the  
City of North Bay

200 McIntyre St. East  
P.O. Box 360  
North Bay, Ontario  
Canada P1B 8H8  
Tel: 705 474-0400

OFFICE OF THE CITY CLERK

Direct Line: (705) 474-0626, ext. 2522

Fax Line: (705) 495-4353

E-mail: [veronique.hie@northbay.ca](mailto:veronique.hie@northbay.ca)

August 13, 2025

Honourable Greg Rickford  
Minister of Northern Development  
Suite 400  
160 Bloor Street  
Toronto, ON M7A 2E6

Dear Hon. Greg Rickford:

This is Resolution No. 2025-279 which was passed by Council at its Regular Meeting held Tuesday, August 12, 2025.

Resolution No. 2025-279:

"Whereas the Northern Ontario Resource Development Support (NORDS) pilot program was introduced to help Northern Ontario municipalities address infrastructure pressures resulting from natural resource sector activities;

And Whereas the program has been well received and has allowed municipalities, such as the City of North Bay, to strategically accumulate multi-year allocations in order to support large-scale infrastructure initiatives critical to community development and economic growth;

And Whereas the City of North Bay recognizes the importance of modern, safe, and efficient infrastructure to support economic growth and industrial competitiveness;

AND WHEREAS the Seymour Street Widening project from Station Road to Wallace Road, including a signalized intersection, is a critical continuation of the intersection improvement at Hwy 11/17 and Seymour Street, directly supporting a high-value industrial zone;

And Whereas this arterial corridor enables key sectors such as mining, forestry, construction, and manufacturing to receive and ship goods efficiently, impacting markets provincially and beyond;

And Whereas the updated total Seymour Street Widening project budget of approx. \$11 million includes contributions from multiple funding programs such as NORDS (\$2 million) and OCIF (\$4,259,448).

Therefore Be It Resolved That the Council of the City of North Bay strongly urges the Government of Ontario to make the Northern Ontario Resource Development Support (NORDS) program a permanent fixture of its support to Northern municipalities;

And Further Be It Resolved That the Province consider expanding program eligibility to recognize the significant impact that agricultural equipment and operations have on municipal infrastructure, particularly in rural communities;

And Further Be It Resolved That the Council of the City of North Bay formally supports the principle of stacking (accumulating) funding from multiple grant and infrastructure programs to advance strategic capital works, such as the Seymour Street Widening project, and requests continued flexibility from higher levels of government to enable effective financial planning and timely delivery of large-scale municipal infrastructure initiatives;

And Further Be It Resolved That a copy of this resolution be forwarded to the Minister of Northern Development, the Minister of Agriculture, Food and Agribusiness, the Minister of Infrastructure, the Minister of Natural Resources, Nipissing MPP Victor Fedeli, the Association of Municipalities of Ontario (AMO), the Federation of Northern Ontario Municipalities (FONOM), the Northwestern Ontario Municipal Association (NOMA), Rural Ontario Municipal Association (ROMA) and all Northern Ontario municipalities for their awareness and support."

Yours truly,



Veronique Hie  
Deputy City Clerk

VH/ck

cc: Minister of Agriculture, Food and Agribusiness  
Minister of Infrastructure  
Minister of Natural Resources  
Nipissing MPP, Victor Fedeli  
Association of Municipalities of Ontario (AMO)  
Federation of Northern Ontario Municipalities (FONOM)  
Northwestern Ontario Municipal Association (NOMA)  
Rural Ontario Municipal Association (ROMA)  
Northern Ontario Municipalities

MUNICIPALITY



OF ASSIGINACK

**The Honourable Greg Rickford**  
 Minister of Northern Development  
 Suite 400  
 160 Bloor Street  
 Toronto, ON M7A 2E6

**Re: NORDS Pilot Program**

Dear Honourable Greg Rickford,

At its regular meeting held on August 19, 2025, the Council of the Township of Assiginack passed the following resolution expressing support for making the NORDS pilot program permanent:

*Resolution #173-08-2025 – R. Maguire – J. Bowerman*

*WHEREAS the City of North Bay has circulated their letter to the Province requesting the NORDS pilot program to become a permanent funding opportunity for Northern municipalities and to expand the criteria to include agricultural equipment impact on roads;*

*THEREFORE, BE IT RESOLVED THAT Assiginack Council agrees and provides their support of this request.*

*Carried.*

The NORDS program provides essential support for maintaining and improving infrastructure that is critical to Northern municipalities. Making this program permanent and expanding its criteria would ensure that rural and agricultural communities can manage the increasing strain on local roads caused by agricultural and heavy equipment.

We respectfully urge the Province to consider making the NORDS program a permanent funding initiative and thank you for your attention to this important matter.

Sincerely,

Stasia Carr  
 Clerk  
 Township of Assiginack

September 24, 2025

**To:** The Right Honourable Mark Carney

**Subject:** Urgent Appeal Regarding Canada Post Labour Dispute and Impact on Municipal Communications

Dear Mr. Carney

On behalf of the Council of the Township of Bonfield, I am writing to express our concern regarding the ongoing labour dispute between Canada Post and the Canadian Union of Postal Workers (CUPW), which remains unresolved despite months of negotiations.

As you are aware, CUPW has suspended the delivery of flyers nationwide in an effort to encourage Canada Post to return to the bargaining table. While we respect the rights of workers to collectively bargain, this suspension has had a significant impact on businesses, non-profit organizations, and municipal governments, limiting our ability to communicate essential information to our residents.

The Township of Bonfield, like many rural municipalities, has limited internet connectivity and relies heavily on Canada Post for the distribution of newsletters and other important communications. The interruption in mail services directly affects our capacity to keep residents informed on municipal matters, emergency notifications, and other critical community information.

**Therefore, be advised that the Council of the Township of Bonfield:**

1. Urges the Canadian Union of Postal Workers and the Federal Government to promptly return to the negotiating table; and
2. Calls upon CUPW to reconsider the suspension of flyer deliveries, including municipal communications, to ensure the continued dissemination of critical community information.

A copy of this resolution has been sent to the Nipissing–Timiskaming MP, Pauline Rochefort, Nipissing MPP, Vic Fedeli, Canada Post, the CUPW President, FONOM, and AMO.

*Small Community. Big Heart*





We respectfully request your attention to this matter to help facilitate a timely resolution, ensuring that municipalities like Bonfield can continue to effectively communicate with their residents.

Thank you for your consideration.

Sincerely,



Andrée Gagné  
Deputy Clerk-Treasurer  
Township of Bonfield







**Date:** September 15, 2025

**Resolution No.** COU-2025-30

**Moved By:** Councillor Wheeldon

**Seconded By:** Councillor Rowley

Whereas Canadian governments at all levels are structured by and derive their legitimacy from democratic principles, practices, and norms;

And Whereas many countries around the world are experiencing increased political polarization and hostility, shifts toward authoritarianism, and the undermining of democratic norms;

And Whereas incivility and hostility increasingly define the political sphere in Canada at every level of government, but particularly in systems with political parties;

And Whereas this hostile political climate drives lower democratic participation, including low voter turnout and fewer and less diverse political candidates, resulting in a lopsided and unhealthy democracy;

And Whereas poor political health undermines the ability of democratic institutions to exercise effective leadership and overcome the unprecedented challenges of the 21<sup>st</sup> century;

And Whereas elections are one of the most central and participatory parts of Canadian democratic systems;

And Whereas numerous studies, including those by Parliamentary committees, have identified our First Past the Post electoral system as driving increasing polarization and declines in voter participation, and have recommended some form of proportional representation;

And Whereas electoral reform enjoys broad public support, with a majority of polling respondents who identify with every major party supporting change in the way that they vote;

Therefore Be It Resolved that the Municipality of Brighton call upon the provincial and federal governments to enact electoral reform, adopting proportional systems in which every vote counts and polarization is diminished, in order to safeguard and empower Canadian democracy;

And Be It Further Resolved that this motion be circulated to Prime Minister Mark Carney, Premier Doug Ford, and all Ontario municipalities.

Carried ☒

OR Defeated ☐

Mayor

Recorded Vote		For Clerks Use Only			
Recorded vote called by: _____					
	For	Against	Abstain	Absent	COI
Mayor Brian Ostrander					
Deputy Mayor Ron Anderson					
Councillor Anne Butwell					
Councillor Hannah MacAusland					
Councillor Emily Rowley					
Councillor Jeff Wheeldon					
Councillor Bobbi Wright					
<b>Total</b>					
<b>Carried</b> <input type="checkbox"/> <b>Defeated</b> <input type="checkbox"/>					<b>Clerk's Initials</b> <input type="text"/>

11.1.

239  
Resolution Page  
Regular Council Meeting



**Agenda Number:** 9.1.1.  
**Resolution Number** :  
**Title:** H.E.R Elect Respect Campaign  
**Date:** Tuesday, September 23, 2025

---

**Moved by:** Councillor Halls  
**Seconded by:** Councillor Banfield

BE IT RESOLVED THAT: Council of the Township of East Garafraxa do hereby support the Town of Orangeville resolution regarding the Elect Respect Campaign.

**CARRIED**

## **Council Resolution**

**Council Meeting Date:** July 14, 2025

**Letter of Support for H.E.R. Elect Respect Campaign**

**Council Resolution:** 2025-140

**Moved:** Mayor Post

**Seconded:** Councillor Andrews

WHEREAS democracy is healthy when everyone is able to participate fully and safely and contribute to the well-being of their community;

AND WHEREAS we are witnessing the dissolution of democratic discourse and respectful debate across all levels of government and in neighbouring jurisdictions;

AND WHEREAS Ontario's municipally elected officials are dealing with increasingly hostile, unsafe work environments facing threats and harassment;

AND WHEREAS social media platforms have exacerbated disrespectful dialogue, negative commentary, and toxic engagement which disincentivizes individuals, especially women and candidates from diverse backgrounds from running for office;

AND WHEREAS better decisions are made when democracy is respectful and constructive and the voices of diverse genders, identities, ethnicities, races, sexual orientation, ages and abilities are heard and represented around municipal council tables;

AND WHEREAS the Association of Municipalities of Ontario's Healthy Democracy Project has identified concerning trends with fewer people voting in local elections and running for municipal office;

AND WHEREAS in 2024, female elected representatives from across Halton formed a group called H.E.R. (Halton Elected Representatives) which pledged to speak out against harassment and negativity in politics and called on elected officials to uphold the highest standards of conduct;

AND WHEREAS H.E.R. Halton has launched a campaign called Elect Respect to promote the importance of healthy democracy and safe, inclusive, respectful work environments for all elected officials that encourages individuals to participate in the political process;

AND WHEREAS on June 5, 2025, the Canadian Association of Feminist Parliamentarians launched a non-partisan "Parliamentary Civility Pledge" to encourage all parliamentarians to commit to end workplace harassment and increase civility on Parliament Hill, modelled after the pledge developed in Halton by representatives of H.E.R.

**NOW THEREFORE BE IT RESOLVED:**

THAT Orangeville Council supports the Elect Respect pledge and commits to:

- Treat others with respect in all spaces—public, private, and online,
- Reject and call out harassment, abuse, and personal attacks,
- Focus debate on ideas and policies, not personal attacks,
- Help build a supportive culture where people of all backgrounds feel safe to run for and hold office,
- Call on relevant authorities to ensure the protection of elected officials who face abuse or threats, and
- Model integrity and respect by holding one another to the highest standards of conduct.

AND THAT Orangeville Council calls on elected officials, organizations and community members to support the Elect Respect campaign and sign the online pledge at [www.electrespect.ca](http://www.electrespect.ca).

AND THAT a copy of this resolution be sent to the Association of Municipalities of Ontario, Ontario's Big City Mayors, the Federation of Canadian Municipalities, Mayors and Regional Chairs of Ontario, relevant MPs and MPPs, Regional Police, the Ontario Provincial Police and the Royal Canadian Mounted Police.

**Result:** Carried Unanimously



THE TOWNSHIP OF  
WOOLWICH

BOX 158, 24 CHURCH ST. W.  
ELMIRA, ONTARIO N3B 2Z6  
TEL. 519-669-1647 / 1-877-969-0094  
COUNCIL/CAO/CLERKS FAX 519-669-1820  
PLANNING/ENGINEERING/BUILDING FAX 519-669-4669  
FINANCE/RECREATION/FACILITIES FAX 519-669-9348

September 26, 2025

Prime Minister  
Right Hon. Mark Carney  
Office of the Prime Minister  
80 Wellington Street  
Ottawa, Ontario  
K1A 0A2

Right Honorable Prime Minister:

RE: Resolution Passed by Woolwich Township Council – Bill C-61 First Nations Clean Water Act

This letter is to inform you that the Council of the Township of Woolwich passed the following resolution at their meeting held on September 23, 2025:

**WHEREAS in December 2023, the Minister of Indigenous Services introduced house government bill C-61: An Act respecting water, source water, drinking water, wastewater and related infrastructure on First Nation lands also known as the First Nations Clean Water Act; and**

**WHEREAS in an open letter to Members of Parliament on December 12, 2024, the Assembly of First Nations (AFN) called on all Members of Parliament to prioritize the advancement of Bill C-61, calling it “a step toward addressing the long-standing water issues faced by First Nations”; and**

**WHEREAS Bill C-61 was not passed into law before Parliament was prorogued on January 6, 2025; and**

**WHEREAS Minister of the Environment, Conservation and Parks Todd McCarthy has been unclear on Ontario’s position on this legislation, identifying Bill C-61 as a potential piece of legislation that would “undermine competitiveness” and “delay project development” before apologizing for any confusion and clarifying the need to “bring clean drinking water to First Nations communities, while also bringing the kind of regulatory certainty that attracts investment in businesses and communities”; and**

**WHEREAS Prime Minister Mark Carney and Indigenous Services Minister Mandy Gull-Masty have indicated the Canadian government’s support for introducing legislation like Bill C-61 in the fall of 2025; and**

**WHEREAS as of September 2025, Indigenous Services Canada data shows that while 93 long-term drinking water advisories have been lifted, since November**

**2015, 37 long-term drinking water advisories remain active, including in 27 communities in Ontario; and**

**NOW THEREFORE be it resolved that the Council of the Township of Woolwich:**

- 1. Calls on the Government of Canada and the Minister of Indigenous Services to reintroduce legislation to ensure First Nations have the right to clean and safe drinking water in the Fall of 2025 in the same form as Bill C-61;**
- 2. Calls on the Government of Ontario and the Minister of the Environment, Conservation and Parks to support this important Federal legislation; and**
- 3. Directs staff to forward this resolution to the Prime Minister, Minister of Indigenous Services, Premier of Ontario, Minister of the Environment, Conservation and Parks, Assembly of First Nations and all Municipalities in Ontario.**

Should you have any questions, please contact Alex Kirchin, by email at [akirchin@woolwich.ca](mailto:akirchin@woolwich.ca) or by phone at 519-669-6005.

Yours truly,



Jeff Smith  
Municipal Clerk  
Corporate Services  
Township of Woolwich

cc. Hon. Mandy Gull-Masty, Minister of Indigenous Services  
Hon. Todd J. McCarthy, Minister of Environment, Conservation and Parks  
Hon. Doug Ford, Premier of Ontario  
Assembly of First Nations  
All Municipalities in Ontario



## The Corporation of the Town of Midland

575 Dominion Avenue  
Midland, ON L4R 1R2  
Phone: 705-526-4275  
Fax: 705-526-9971  
info@midland.ca

September 25, 2025

Via Email [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, Ontario M7A 1A1

Dear Premier Ford:

**Re:** Council Resolution Opposing the Elimination of Automated Speed Enforcement (ASE) Cameras

Please be advised that Town of Midland Council passed the following Resolution at their September 24<sup>th</sup>, 2025 Regular Council Meeting:

**Moved By:** Councillor MacDonald  
**Seconded By:** Councillor Ball

**Resolution Number:** RES-2025-247

**WHEREAS** a 2025 CAA survey of 1,500 Ontario drivers found 73 per cent actually support the use of speed cameras and 76 per cent say they deter speeding. A recent SickKids study also found they cut speeding around Toronto schools nearly in half;

**AND WHEREAS** the Ontario Association of Chiefs of Police (OACP) who said “Employing ASE tools has been proven to reduce speeding, change driver behaviour, and make our roads safer for everyone — drivers, cyclists, pedestrians, and especially children and other vulnerable road users”;

**AND WHEREAS** the Town of Midland entered into legal and good faith implementation of Provincially approved automated speed enforcement cameras to reduce speeds in our school and community safety zones and has committed to the continued installation of traffic calming infrastructure in our community whose funding source is fines from offenders rather than law abiding taxpayers;

**AND WHEREAS** the Premier has announced his intention to introduce legislation to ban automated speed enforcement;

**BE IT** resolved that Midland Council send this resolution expressing our opposition to any attempts to usurp this community safety initiative in our community and that copies be circulated to the MMAH, the MTO, AMO and Ontario Municipalities.

**CARRIED**



Yours Truly,

*Sherri Edgar*

Sherri Edgar  
Director of Legislative Services/Town Clerk

cc. Hon. Rob Flack, Minister of Municipal Affairs and Housing, [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)  
Hon. Prabmeet Sarkaria, Minister of Transportation, [prabmeet.sarkaria@pc.ola.org](mailto:prabmeet.sarkaria@pc.ola.org)  
MTO, [mtinfo@ontario.ca](mailto:mtinfo@ontario.ca)  
AMO, [resolutions@amo.on.ca](mailto:resolutions@amo.on.ca)  
Ontario Municipalities



**AMANDA FUSCO**

Director of Legislated Services & City Clerk  
Corporate Services Department  
Kitchener City Hall, 2<sup>nd</sup> Floor  
200 King Street West, P.O. Box 1118  
Kitchener, ON N2G 4G7  
Phone: 519.904.1402 Fax: 519.741.2705  
[amanda.fusco@kitchener.ca](mailto:amanda.fusco@kitchener.ca)  
TTY: 519-741-2385

**SENT VIA EMAIL**

September 26, 2025

Honourable Doug Ford  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto ON M7A 1A1

Dear Premier Ford:

This is to advise that City Council, at a meeting held on August 25, 2025, passed the following resolution regarding postage:

"WHEREAS Postage costs have seen significant increases, including 25% in 2025 alone;

WHEREAS paper billing has a further environmental cost in both materials (trees) and transportation;

WHEREAS paper billing is increasingly being displaced by environmentally friendly and cost-efficient e-billing;

WHEREAS the Municipal Act indicates the right to a paper bill, and cost-recovery fees for paper billing for tax, and utility bills are unclear;

THEREFORE BE IT RESOLVED that Kitchener City Council request the Province of Ontario to amend the Municipal Act to permit municipalities the ability to grandfather-out paper billing as the default option, and to permit municipalities to establish fees for paper billing for new accounts that opt for this method of delivery;

THEREFORE BE IT FINALLY BE RESOLVED that a copy of this motion be sent to the Association of Municipalities of Ontario, the Premier of Ontario, the Ministry of Municipal Affairs and housing, all other municipalities within Ontario for their consideration and possible endorsement."

Yours truly,

A handwritten signature in cursive script that reads "A. Fusco".

---

A. Fusco  
Director of Legislated Services & City Clerk

Cc: Hon. Rob Flack, Minister of Municipal Affairs and Housing  
Association of Municipalities Ontario (AMO)  
Sloane Sweazey, Senior Policy Advisor, City of Kitchener  
Ontario Municipalities



**Simon Granat**  
 Legislative Coordinator  
 Town of Newmarket  
 395 Mulock Drive  
 P.O. Box 328 Station Main  
 Newmarket, ON L3Y 4X7  
 Email: [sgranat@newmarket.ca](mailto:sgranat@newmarket.ca)  
 Tel: 905-953-5300 ext. 2207  
 Fax: 905-953-5100

September 22, 2025

Sent to: [mferrell@newmarket.ca](mailto:mferrell@newmarket.ca)

Dear Marsaydees Ferrell:

**RE: Lighting Request – September 30, 2025 – National Day for Truth and Reconciliation**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in orange on September 30, 2025 to recognize National Day for Truth and Reconciliation. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

Simon Granat  
 Legislative Coordinator



**Simon Granat**  
Legislative Coordinator  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: [sgranat@newmarket.ca](mailto:sgranat@newmarket.ca)  
Tel: 905-953-5300 ext. 2207  
Fax: 905-953-5100

September 26, 2025

Sent to: [REDACTED]

Dear Alexandria

**RE: Lighting Request – World Thrombosis Day – October 13, 2025**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in red on October 13, 2025 to recognize World Thrombosis Day. Please note that the lighting will occur from sunset until 11:00 PM. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. Granat', written over a horizontal line.

Simon Granat

Legislative Coordinator



**Simon Granat**  
Legislative Coordinator  
Town of Newmarket  
395 Mulock Drive  
P.O. Box 328 Station Main  
Newmarket, ON L3Y 4X7  
Email: [sgranat@newmarket.ca](mailto:sgranat@newmarket.ca)  
Tel: 905-953-5300 ext. 2207  
Fax: 905-953-5100

September 26, 2025

Sent to: [REDACTED]

Dear Lauren Pires:

**RE: Lighting Request – Invisible Disabilities Week – October 21, 2025**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in white on October 21, 2025 to recognize Invisible Disabilities Week. Please note that the lighting will occur from sunset until 11:00 PM. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Simon Granat', written over a horizontal line.

Simon Granat

Legislative Coordinator



September 26, 2025

Sent to: [REDACTED]

Dear Lauren Pires:

**RE: Lighting Request – Invisible Disabilities Week – October 21, 2025**

On behalf of the Town of Newmarket Council I am pleased to recognize Invisible Disabilities week by illuminating the Fred A. Lundy Bridge located on Water Street in white on October 21, 2025 from sunset until 11:00 PM.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in dark ink that reads "John Taylor". The signature is written in a cursive, flowing style.

John Taylor  
Mayor



**Simon Granat**  
 Legislative Coordinator  
 Town of Newmarket  
 395 Mulock Drive  
 P.O. Box 328 Station Main  
 Newmarket, ON L3Y 4X7  
 Email: [sgranat@newmarket.ca](mailto:sgranat@newmarket.ca)  
 Tel: 905-953-5300 ext. 2207  
 Fax: 905-953-5100

September 26, 2025

Sent to: [info@foodallergycanada.ca](mailto:info@foodallergycanada.ca)

Dear Katherine:

**RE: Lighting Request – Shine a Light Teal for Food Allergy Awareness Halloween Campaign – October 31, 2025**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in teal on October 31, 2025 to recognize Shine a Light Teal for Food Allergy Awareness Halloween Campaign. Please note that the lighting will occur from sunset until 11:00 PM. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

Simon Granat  
 Legislative Coordinator





**Simon Granat**  
 Legislative Coordinator  
 Town of Newmarket  
 395 Mulock Drive  
 P.O. Box 328 Station Main  
 Newmarket, ON L3Y 4X7  
 Email: [sgranat@newmarket.ca](mailto:sgranat@newmarket.ca)  
 Tel: 905-953-5300 ext. 2207  
 Fax: 905-953-5100

September 19, 2025

Sent to: [crystalcook1971@hotmail.com](mailto:crystalcook1971@hotmail.com)

Dear Crystal Carol Cook:

**RE: Flag Raising Request – Annual Poppy Campaign – October 31 to November 11, 2025**

---

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the community flag pole located at the Newmarket Municipal Offices (395 Mulock Drive) will fly your flag on October 31 to November 11, 2025 to recognize the Annual Poppy Campaign. Please note that the flag must be dropped off at Customer Service at the Town of Newmarket Municipal Offices (395 Mulock Drive) by 4:00 PM on October 29, 2025 ATTN: Facilities. Alternatively, you can leave it in the drop off box at the front of the building after 4:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

If you have any questions regarding the above, please feel free to contact the undersigned.

Yours sincerely,

Simon Granat

Legislative Coordinator