

Shining Hill Estates Collection Inc **URBAN DESIGN BRIEF**

Town of Aurora

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URBAN DESIGN BRIEF

SHINING HILL ESTATES COLLECTION INC.
AURORA, ON
Official Plan Amendment
Zoning Bylaw Amendment
Draft Plan of Subdivision

MARCH 2021

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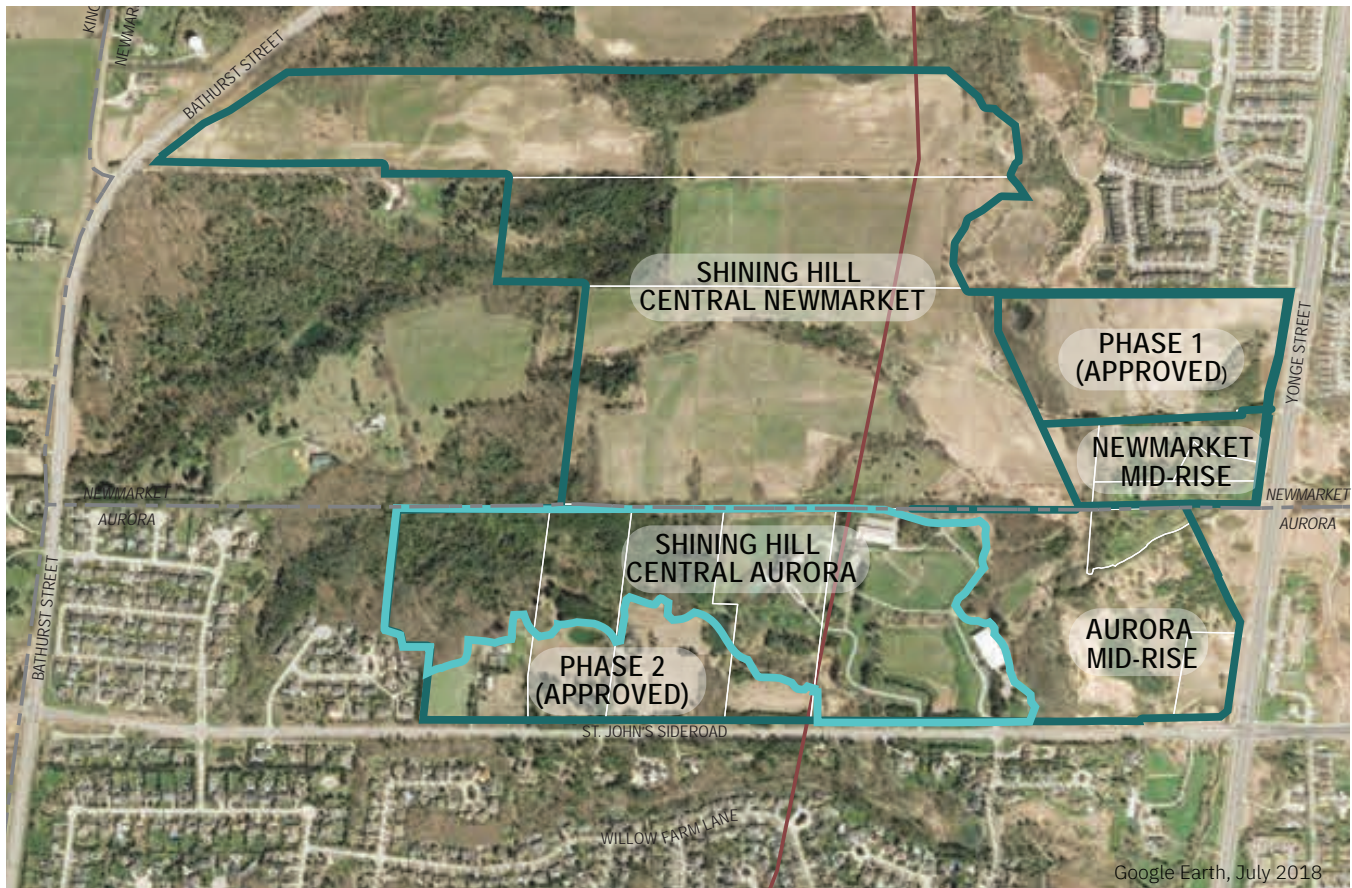
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1.0 INTRODUCTION

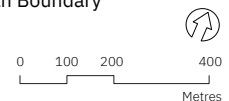
Shining Hill Estates Collection Inc. (“Shining Hill”) owns approximately 155 hectares (~385 acres) of land in the northwest quadrant of Yonge Street and St. John’s Sideroad straddling the Town of Aurora and Town of Newmarket municipal boundary (“Shining Hill Lands”). Shining Hill is proposing to develop these lands into a new complete, green community that protect significant natural heritage features and provides approximately 3,300 residential homes and associated uses.

Shining Hill is developing these lands in phases. This Urban Design Brief has been prepared in support of an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision for the Shining Hill Central Aurora lands which are located on the north side of St. John’s Sideroad, west of Yonge Street in the Town of Aurora (“Subject Lands”). Municipally known as 162, 306, 370, 434 & 488 St. Johns Sideroad, this application applies to 32 hectares of the Shining Hill Lands.



SITE LOCATION

- Subject Lands
- Shining Hill Lands
- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Boundary



SHINING HILL PHASES

Development of the Shining Hills lands is complex given their geography straddles two municipalities, the Oak Ridges Moraine boundary, and urban and rural designations. As such, development is proceeding in six (6) separate but coordinated phases:

Phase 1 (Approved): A 14-hectare (34 acre) portion along Yonge Street, north of St. John's Sideroad in the Town of Newmarket was recently approved. It consists of 179 residential units with a mix of singles, semis and townhomes. (OPA 21/ZBA 2018-17/19TN-2018-01)

Phase 2 (Approved): The southwestern portion of the subject parcels are not subject to this application as they were recently part of the approved Shining Hill Phase 2 application. Official Plan and Zoning Bylaw Amendment applications to allow a residential subdivision consisting of 90 single-detached dwellings were recently approved by the Town of Aurora. (OPA-2081-01/ZBA-2018-02/SUB-2018-02).

Shining Hill Central Aurora (To which this application applies): Consists of the 32 hectares of land in the Town of Aurora. Accounting for almost 1/4 (21%) of the total Shining Hill Land area.

Shining Hill Central Newmarket: Consists of the majority of the remaining Shining Hill Lands within the Town of Newmarket. A range of urban residential uses are proposed on the lands currently used for farming. The existing significant natural features and their associated buffers are to be protected.

Shining Hill Newmarket Mid-rise: An 8 acre parcel located immediately south of the Phase 1 lands adjacent to Yonge Street. These lands are proposed for high-density residential uses to maximize the transit investment planned on Yonge Street. Approximately 1,000 units are contemplated in two mid-rise buildings.

Shining Hill Aurora Mid-rise: A parcel located along Yonge Street, north of St. Johns Sideroad. These lands are proposed for high-density residential uses to maximize the transit investment planned on Yonge Street. Approximately 700 units are contemplated in mid-rise buildings.

CURRENT DEVELOPMENT PROPOSAL

Shining Hill is proposing to develop the Subject Lands outside those identified for environmental protection for an all-girls private school, St. Anne's School (a sister school to St. Andrew's College) and a residential neighbourhood that will ultimately connect north into Newmarket to become part of a new residential community.

St. Anne's School will occupy a large parcel on the lands currently occupied by the Dunin Estate and generally on the portion of lands within the Oak Ridges Moraine. Outside the ORM the lands are proposed to be subdivided into 88 single-detached dwelling lots, a mid/high-rise apartment building featuring ~200 dwelling units, a centrally located neighbourhood park, an extensive natural heritage system and a network of streets. Through the approvals process, approximately 18 hectares of natural heritage lands will also be transferred to the Town of Aurora and made publicly accessible.

POLICY FRAMEWORK

Oak Ridges Moraine Conservation Plan, 2017

The western portion of the subject lands are within the Oak Ridges Moraine Conservation Plan, 2017 ("ORMCP") as Settlement Area, where the St. Anne's School and a small portion of the park is proposed. Settlement Areas are designated for development of an urban type permitting a range of residential, commercial, industrial and institutional uses.

Region of York Official Plan, 2010

The Subject Lands are designated Urban Area and Rural Area with a Regional Greenlands System overlay in the York Region Official Plan. The proposed development will identify which lands are available to be included in the Urban Area as part of the Region's Municipal Comprehensive Review process. A Regional Official Plan Amendment will be required to finalize the final approvals of this development application.

Town of Aurora Official Plan, 2010

The Town of Aurora Official Plan (“Aurora OP”) designates the Subject Lands as *Existing Major Institutional, Suburban Residential (SR-1), Core Area Open Space* and *Supporting Area Open Space*. The western portion of the lands are within the limits of OPA 37, often referred to as the “Northwest Aurora Planning Area”.

An Official Plan Amendment is required to re-designate the Subject Lands to permit the development as proposed.

Town of Aurora Zoning By-law

A Zoning By-law Amendment (ZBA) is required to rezone the lands from *Oak Ridges Moraine – Rural (RU - ORM), Rural (RU)* and *Institutional (I)* to *Environmental Protection (EP), Public Open Space (O1)*, Residential zones and *Institutional (I)* to permit the private school, public parkland, single detached dwellings and apartment dwellings in accordance with the development proposal.

URBAN DESIGN BRIEF PURPOSE

Urban design is a vital component of city planning and is not only concerned for the visual and aesthetic quality and character for a place but is also its functionality and compatibility with existing uses. The purpose of this Urban Design Brief is to describe the physical arrangement of the development proposal, provide insight as to why certain design decisions are appropriate given the site-specific context, and how the proposal is consistent with and supportive of local planning policies and design directives.

In response to the planned function defined in the Town of Aurora Official Plan, York Region’s New Communities Guidelines, and the design vision for the site, MGP has prepared this Urban Design Brief to explain and illustrate how the proposed development represents the optimum design solution and has met Town’s design directives in relation to urban design, overall planned urban structure and growth objectives.

OUR APPROACH

The proposal requires Official Plan and Zoning By-law Amendments and approval of a Plan of Subdivision, applications for which are being submitted concurrently. This design brief has been prepared in accordance with the urban design comments from “Record of Pre-Submission Consultation” meeting held on February 13, 2020. Site plan approval will be required in the future to address more detailed building and site design matters for St. Anne’s School and the apartment block. This Brief assists in providing direction for those future site plan applications.

The document begins with a detailed analysis of the site and the influential surrounding context. The design vision and objects are described in Section 3 within this site context. Section 4 details the proposed plan and its various components. The document concludes with a review of applicable design policies and directives and how the development proposal complies with or impacts are mitigated through design.

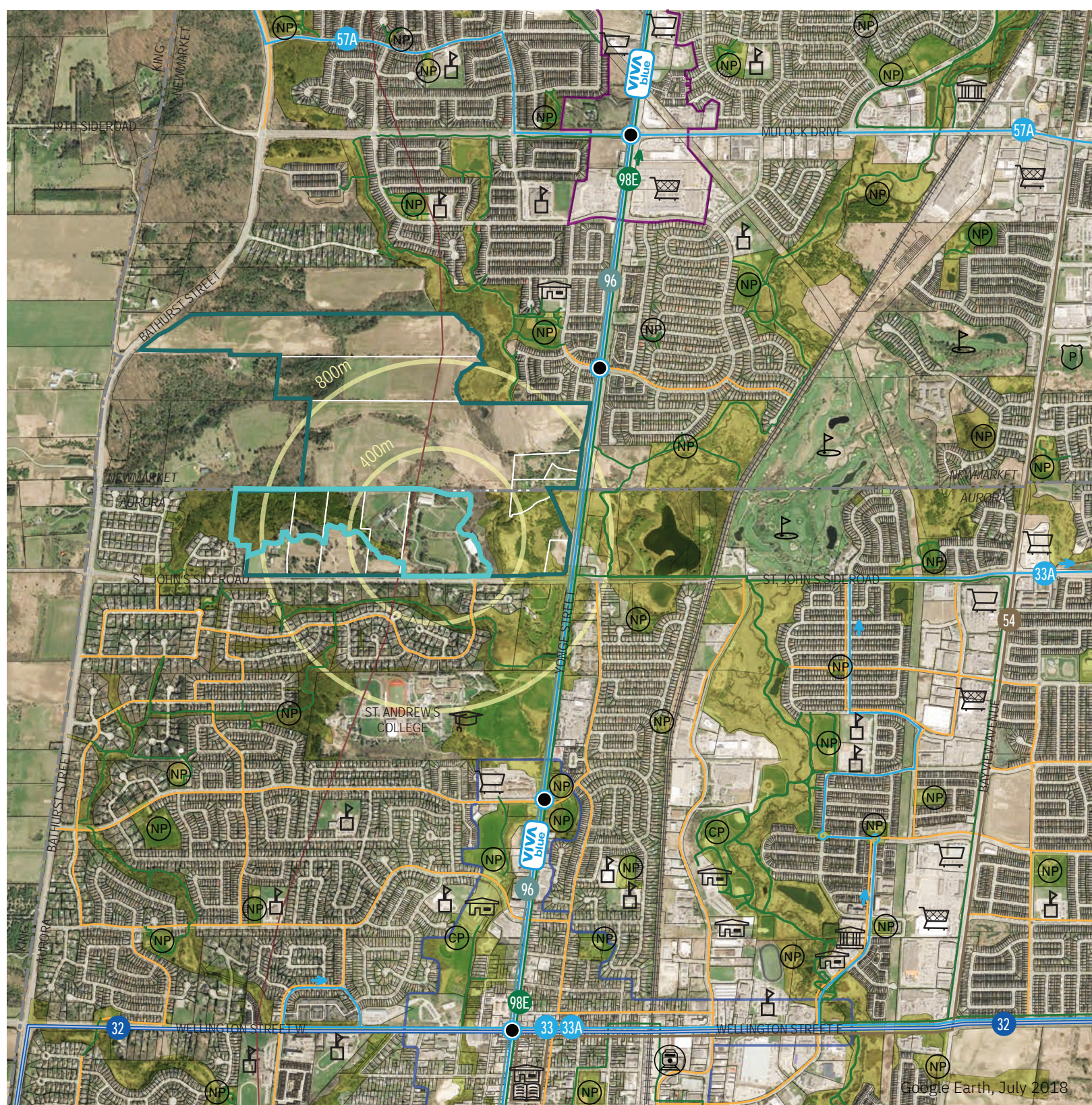
Should you have any questions or wish to discuss the Brief in further detail, please do not hesitate to contact us.

Yours very truly,

MGP



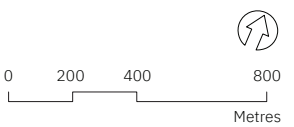
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Google Earth, July 2018

CONTEXT PLAN

- | | | | | |
|---------------------|--------------------------------|-----------------------|----------------------|---|
| Subject Lands | Parks / Open Space | Vivastation / Service | Food Store | York Regional Police |
| Shining Hill Lands | Trails | Go Train Station | Shopping Centre | Municipal Boundary |
| On-Street Bike Path | Distance Radius | Facility | College / University | Oak Ridges Moraine Conservation Plan Boundary |
| Distance Radius | Yonge Street Regional Corridor | Municipal Office | School | |
| Aurora Promenade | Library | Golf Course | Neighbourhood Park | |
| | | | Community Park | |



2.0 CONTEXT ANALYSIS

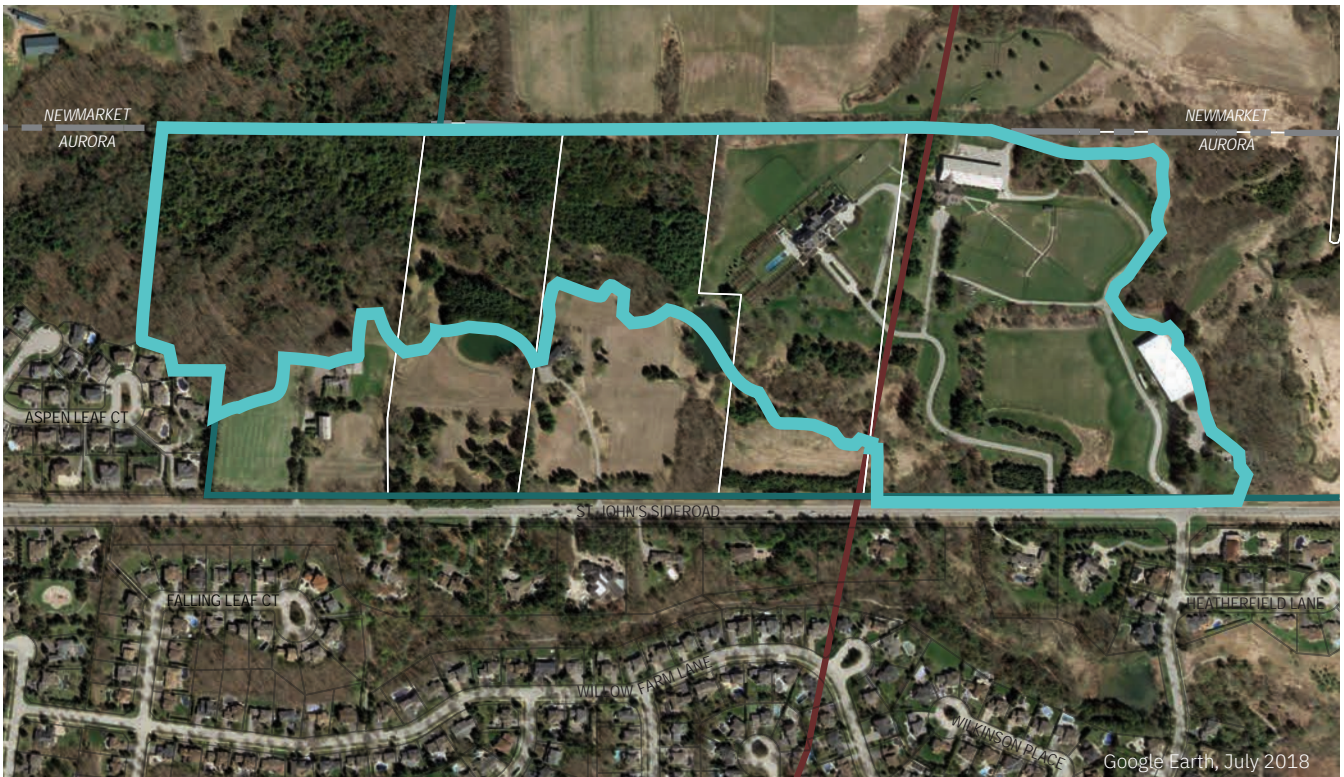
LOCATION & CHARACTERISTICS

The Subject Lands are located on the northwestern edge of Aurora and adjacent to Newmarket. Just 300 metres west of Yonge Street, the Subject Land sits on the north side of St. John's Sideroad and approximately 2.5 Km from the Aurora Promenade, centred on Wellington St. and Yonge St.

The Subject Lands have rural characteristics and are undeveloped except for a large estate home. The lands are primarily defined by the Dunin Estate which include a horse stable and pastures with associated structures. Beyond that, the lands are either actively being farmed or contain natural heritage features.

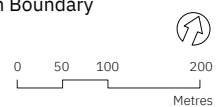
A large natural heritage system containing a tributary of the Tannery Creek/East Branch Holland River covers most of the western portions of 434 & 488 St. John's Sideroad, with a second natural heritage corridor containing a tributary of the Tannery Creek traverses through the middle of 370 St. John's Sideroad and the southern portion of 306 St. John's Sideroad.

Given the close proximity of these tributaries the landform presents with gradual, rolling topography, denser mix of vegetation in proximity to the tributaries and open pastures and estate residential manicured landscaping.



SUBJECT PROPERTY AIR PHOTO

- Subject Lands
- Shining Hill Lands
- Municipal Boundary
- Oak Ridges Moraine Conservation Plan Boundary



STREET NETWORK

St. John's Sideroad is a Regional Road with a planned 36 metre right-of-way (ROW). Although it is an arterial road it currently maintains a rural characteristic with single travel lanes in each direction and no curbs or sidewalks between Yonge Street and Bathurst Road. Large estate residential homes on large lots take direct access along the south side of St. John's Sideroad across from the subject lands. The road is lined by a mix of mature trees, dense vegetation and manicured pastures/lawn areas.

Bathurst Street is approximately 1.5 km to the west and Yonge Street is less than 500 metres to the east. These arterial roads run in a north-south direction connecting Aurora and Newmarket.

On the south side of St. John's Sideroad, the existing urban fabric is defined by a loose, suburban system of local streets featuring meandering roads, cul-de-sacs and crescents. Willow Farm Lane is an existing public street that connects to the south side St. John's Sideroad near the eastern side of the subject lands.

TRANSIT

VIVA Blue provides rapid bus service (at 15-minute intervals) along Yonge Street with stops approximately 1.5 km from the Subject Lands at Savage Road/Joe Persechini Drive in Newmarket and Orchard Heights/Batson Drive in Aurora. Yonge Street in Newmarket north of the subject lands is expected to be upgraded to dedicated Rapidways in the future.

Local transit service is provided by York Region Transit with bus routes 22 (King City), 31 (Aurora North), 96 (Keele-Yonge), and 98 (Yonge) providing local bus service along Yonge Street with a stop at the intersection of Yonge and St. John's Sideroad.

Regional commuter transit is provided by GO Transit along Yonge Street (Route #69) and via the GO Train. The Aurora GO Train Station is on the south side of Wellington Street just east of Yonge Street.

TRAILS AND CYCLING

There are numerous on and off-street trails through natural areas in and around the property. A multi-use path is located on the north side of St. John's Sideroad between Yonge Street and Leslie Street. There are numerous trails running through natural and open areas south of St. John's Sideroad in the Willow Lane Farm subdivision and the East Holland River Trail connects north/south just on the east side of Yonge Street.

There are a number of bicycle routes on local streets through the residential subdivision on the southside of St. John's Sideroad and east of Yonge Street.

PEDESTRIAN REALM

Although very scenic, there is no pedestrian infrastructure along St. John's Sideroad west of Yonge Street. There is a sidewalk on the east side of Willow Farm Lane that connects to a larger system of sidewalks and trails within this residential subdivision.

View of St. John's Sideroad looking west from where the eastern tributary crosses under the road.



SURROUNDING USES AND BUILT FORM

The Subject Lands are located on the edge of two urbanizing areas. To the south, the surrounding uses consist of large singled detached residential homes, institutional uses including St. Andrew's College and environmental areas. To the north into Newmarket, the immediate area is rural and undeveloped but proposed for future development. Further north, beyond the Shining Hill lands are low density residential uses in new communities that parks, trails and open spaces, schools, and commercial uses. The following summarizes the surrounding uses:

NORTH: Rural, Vacant and Farmed Land and proposed for residential development. Further north existing Residential and Commercial Uses

SOUTH: Future Single Detached Dwellings (Phase 2); St. John's Sideroad; Estate and Single Detached Residential Dwellings; St. Andrew's Private School

EAST: Future development; Yonge Street; 4-storey apartment building.

WEST: Future Single Detached Dwellings (Phase 2); Estate and Single Detached Residential Dwellings; and Bathurst Street.

PARKS AND OPEN SPACE

A significant portion of the property (56%) has been identified for environmental protection and will form an extensive open space system with surrounding lands. The proposed development will connect to an extensive system of existing and planned trails. Proposed trails will connect north and east to the existing Newmarket Trail System and south to the multi-use trail planned on the north side of St. John's Sideroad. A new park is to be constructed in the Phase 2 development approved.

AMENITIES

There are existing public and catholic elementary schools in nearby neighbourhoods to the south and north, as well as a new public elementary school planned within the Newmarket portion of the Shining Hill lands.

Retail and Commercial uses are nearby on Yonge Street focused just south of the intersection of Mulock Drive, along the Aurora Promenade (Yonge Street), and along Bayview Avenue.

View looking south west from the intersection of St. John's Sideroad and Willow Farm Lane



VIEWS AND VISTAS

St. John's Sideroad currently offers a scenic drive through along a rural like road surrounded by mature vegetation and glimpses into the natural areas along the tributaries that cross under St. John's Sideroad. There is a pleasant residential view south down Willow Farm Lane from St. John's Sideroad.

HERITAGE

Although the Dunin Estate is not listed as a culturally or architecturally significance property, it is an impressive building featuring Jacobean revival architecture and will be adaptively reused by St. Anne's School. The entry gate feature at St. John's Sideroad will also be retained and incorporate it into a trail head. The properties past equestrian usage including the white fencing also offer some inspiration for it's future design directives.

SUMMARY

In summary, the subject lands are located on the edge of urbanizing areas and currently characterized by a significant amounts of environmental lands and the Dunin Estate. The lands are somewhat disconnected from the existing urban fabric of Aurora given the characteristics and function of St. John's Sideroad. The property provides an obvious opportunity to create a coordinated and complete community with the adjacent lands in Newmarket. While local transit is available, VIVA stops are a 20 minute walk away.

Development should be designed to provide appropriate mitigation and transition from natural areas, create an attractive presence along St. John's Sideroad, coordinate an access intersection with Willow Farm Lane, provide for a walkable urban form that complements the adaptive reuse plans for the Dunin Estate by St. Anne's School, provide public parks and open space in the immediate area, and plan for a complete community with lands to the north through a mix of housing and a logical street system.

The Dunin Estate (source St. Ann's School)



View of Dunin Estate gates from St. John's Sideroad

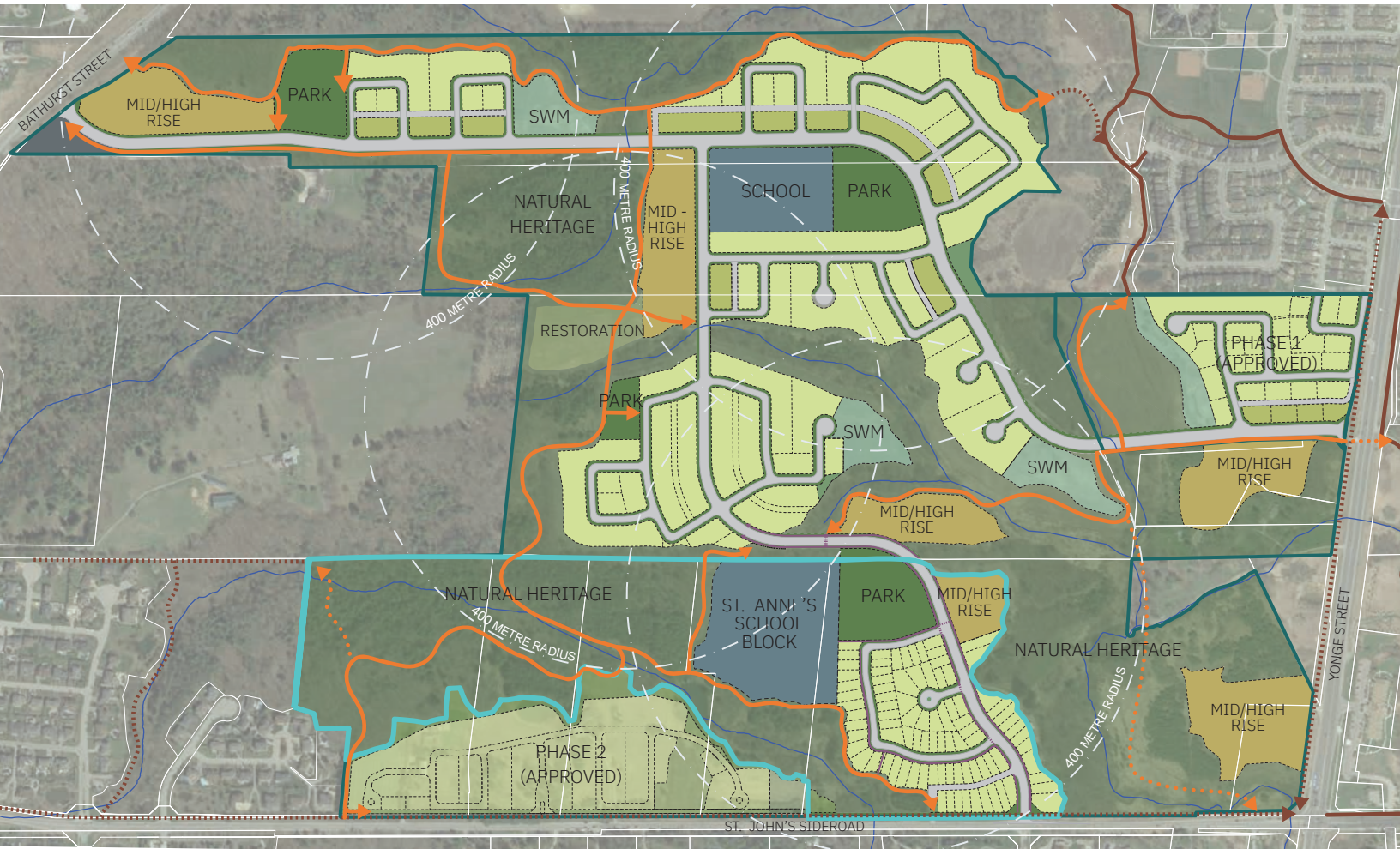


View of the Subject Property from the intersection of Willow Farm Lane and St. John's Sideroad
















View of St. John's Sideroad adjacent to the developable portion of the Subject Property





SHINING HILL CONCEPTUAL MASTER PLAN

- | | | | |
|---|--------------------------------------|---|--|
|  | Shining Hill Estate Collective Lands |  | Neighbourhood Park |
|  | Limit of Draft Plan of Subdivision |  | Vistas |
|  | Natural Heritage / Open Space |  | Stormwater Management |
|  | Single Detached Residential |  | Environmental Restoration Area |
|  | Mid/High Density Residential |  | Commerical |
|  | School |  | Proposed Trails within Shining Hill |
| | |  | Existing / Proposed Trails beyond Shining Hill |

3.0

VISION & OBJECTIVES

VISION

Shining Hill envisions the development of the eastern side of the Subject Property for a residential neighbourhood that is complimentary and coordinated with St. Anne's School adaptive reuse of the Dunin Estate. The proposal will establish a high-quality neighbourhood of single family and apartment homes surrounding a large neighbourhood park and encircled by an extensive open space system.

The new community will be organized around the extensive natural heritage systems that flank the east and west sides of the Subject Property. A new neighbourhood park and trail system will create an abundance of recreational opportunities and natural areas for residential. A new collector road will create a connected community between St. John's Sideroad north to future development areas in Newmarket.

DESIGN OBJECTIVES

The following design objectives provided direction for determining the most appropriate design solution and proposed development:

- 1/ Establish a robust Natural Heritage System that protects significant environmental features and use low impact development techniques to mitigate impacts.
- 2/ Develop the site in an efficient and compact urban form that supports walking, cycling, transit use and active modes of travel.
- 3/ Create a residential neighbourhood that compliments, supports and coordinates with the new St. Anne's School.
- 4/ Create an attractive presence along St. John's Sideroad.
- 1/ Create a logical and efficient system of new roads that connect north to Newmarket, establishes a new collector road across from Willow Farm Lane as an community focal point, provide access to St. Anne's School and limit impacts on the Natural Heritage System.
- 2/ Provide for an orderly and comfortable arrangement of homes that line streets, create an attractive and comfortable public realm for walking and promote neighbourly interactions.
- 3/ Centrally locate a neighbourhood park that provides a community place to gather, play, collect mail, recreate and enjoy the outdoors.
- 4/ Establish a safe, interconnected, and accessible pedestrian realm including sidewalks and trails throughout the neighbourhood.
- 5/ Strive for thoughtful architecture and design excellence that has a distinct identity and style reflective of the current time but utilizes materials traditionally used in and around Aurora and the Dunin Estate.
- 6/ Use distinct, attractive and appropriate landscaping and plantings to enhance the pedestrian realm and provide appropriate transition to the natural areas.
- 7/ Use low-maintenance, drought-tolerant plantings that are appropriate to the local climate and weather connections.
- 8/ Ensure safety and security by utilizing CPTED principles.
- 9/ Minimize any negative visual impact of utilities and services on the pedestrian realm.
- 10/ Plan sufficient locations for snow removal and storage.

SHINING HILL MASTER PLAN

The overall master plan concept for all the Shining Hill lands envisions a new complete community that straddles the Town of Newmarket and Town of Aurora municipal boundary. The Subject Lands will account for approximately 21% of the entire Shining Hill Lands.

The new community will consist of a mix housing types, retail and service commercial uses, a range of parks and recreational uses, an extensive open space and trail system, large environmental protection areas, an elementary school, and innovative stormwater management and low impact development techniques. At full build-out, the development concept proposes approximately 3,300+ residential units at a density of over 70 residents and jobs per hectare, net of the proposed natural heritage areas and including the Subject Lands to which this application addresses.

Key aspects of the overall community master plan include:

Range and Mix of Housing

The proposed development consists of a wide-ranging mix of housing options to serve the needs of the Town of Aurora and Newmarket. The Shining Hill lands represent one of the few remaining vacant properties in both Towns within the settlement area that can accommodate this scale of ground-oriented housing while also providing an opportunity to deliver higher density housing in proximity to rapid transit corridors and primary collector roads.

Central Hub

A community core is envisioned at the centre of the development at the intersection of two new proposed primary collector roads. The core will consist of medium and higher density residential uses, community commercial uses, a potential school or institutional block, a neighbourhood park and multiple trail connections.

Road Network

A new east-west Primary Collector road (26.0 m right-of-way) will provide access from Yonge Street to Bathurst Street via the extension of Street 'A', which has been provided for in the approved Phase 1 development. This connection will provide an alternate east-west connection to St. John's Side Road between these Yonge and Bathurst and will act as a mid-block collector.

An additional north-south Primary Collector road is proposed to connect to the new east-west road and St. John's Sideroad, aligning with the existing Willow Farm Lane. The remainder of the road network consists of 18.0m ROW local roads and 9.0m laneways.

Parks and Open Space

The proposed development will provide a comprehensive approach to protecting natural features while also providing an open space system composed of a hierarchy of parks, parkettes, trails and passive/active recreational uses. The assembled ownership will allow the Towns of Aurora and Newmarket to extend its existing trail system and connect systems that terminated at these lands prior to Shining Hill's consolidation.

Natural Heritage System

The Master Plan for Shining Hill proposes that the natural heritage features and appropriate buffers will be transferred from private ownership to the Towns of Aurora and Newmarket. An estimated 76 hectares of natural heritage lands – representing just under half (49%) of the entire Shining Hill landholdings – will be conveyed and made publicly accessible. Newmarket and Aurora can protect these environmentally rich lands and meet the recreational space needs.

Additionally, conveyance of these lands will allow the Town of Aurora and Newmarket to protect a wildlife corridor stretching south from Coventry Hill Trail to St. John's Sideroad, which the LSRCA strongly supports.

4.0 DESIGN DETAILS

Based on the site context analysis, design vision and review of the Town's Official Plan policies and design directives, a development plan was created that accommodates the St. Anne's School, 88 single-detached dwellings, an apartment block and a neighbourhood park. The Draft Plan of Subdivision defines an extensive natural heritage system over 55% of the total area (~18 hectares) and a structure of streets and blocks that will create an attractive, well serviced and walkable residential neighbourhood.

The main structural element is a collector road that intersects with St. John's Sideroad directly across from Willow Farm Lane and runs north and then west to eventually connect with a new community in Newmarket. A looping local public street will create a pleasant residential crescent with direct park frontage on the north end.

The mid-high density residential block will feature an apartment building up to 10 stories. This site is appropriately located across from a large neighbourhood park and adjacent to the Natural Heritage System, creating an opportunity to transition between the single detached dwellings and the higher density use.

A 1.6 hectare neighbourhood park will have frontage on three sides and the fourth side is adjacent to St. Anne's School, providing opportunities for shared recreational uses.

A trail head is proposed where the existing Dunin Estate gates are located, forming a key pedestrian gateway into the neighbourhood. An extensive system of trails will be provided along and through the natural heritage system.

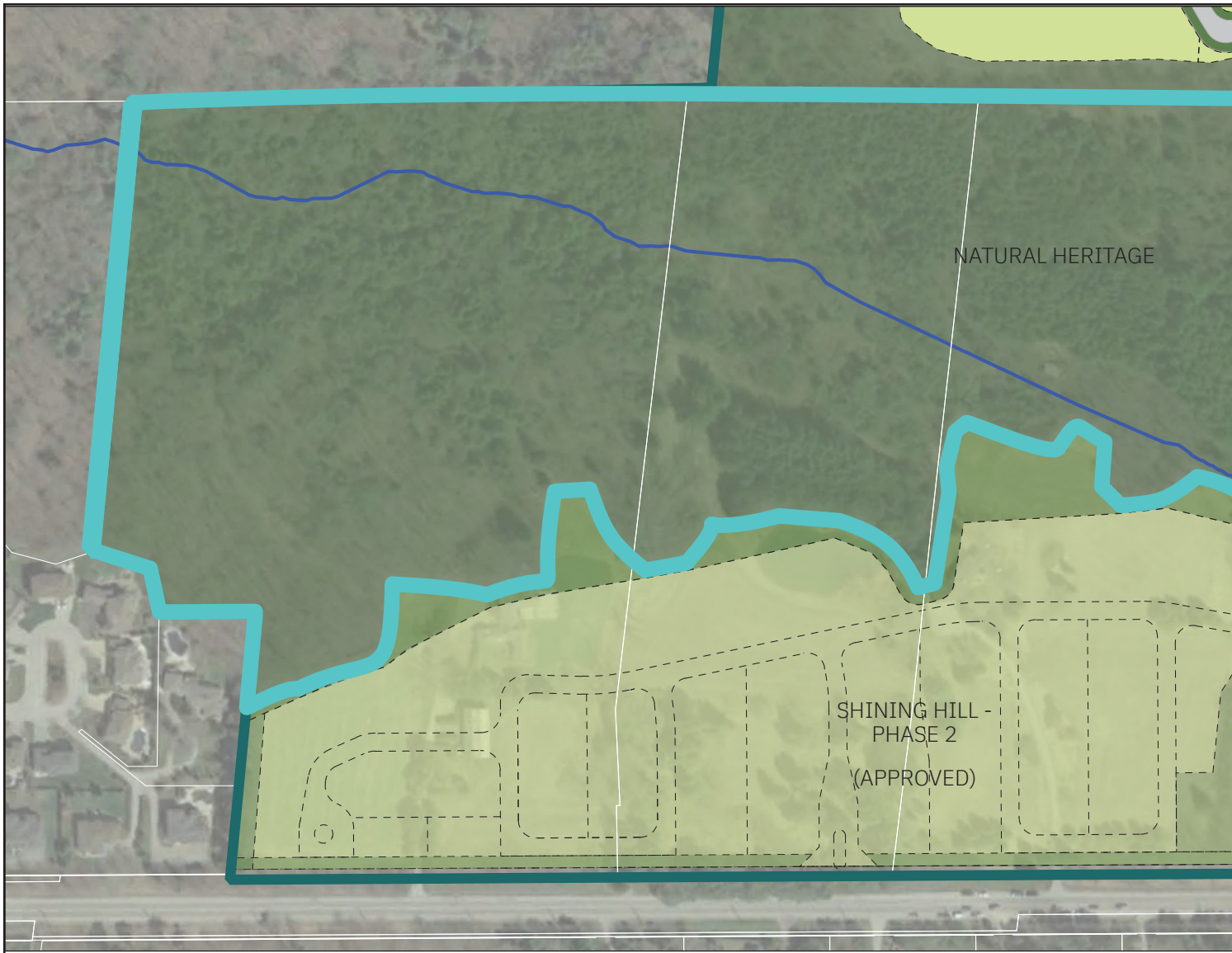
STREETS

The primary collector road, Street A (23 metre ROW), is proposed to function as a north-south spine through the new community. It will intersect at St. John's Sideroad with Willow Farm Lane and run north to eventually intersect with a new proposed east-west collector road between Yonge Street and Bathurst Road in Shining Hill Newmarket. This primary collector will have sidewalks on both sides and generously landscaped boulevards per the Town of Aurora Road Standards.







Two local streets with 18 metre ROW including sidewalks on one side are proposed to intersect with the new collector. Street B has been designed as a large crescent, looping into the neighbourhood from Street A, generally following the landform and environmental limits, and then heads north and then back east to Street A. It will be single loaded adjacent to the park with a reduced right-of-way to 15 metres and provide direct frontage on the street for the proposed neighbourhood park.

Street C is proposed as a short cul-de-sac providing frontage for only 11 single detached homes. In combination with Street B, a comfortable rhyme of streets and short blocks (~80 metres long) will be established along the west side of Street A.

A 9.2 metre public lane is proposed along the St. John's Sideroad frontage to provide rear access to homes proposed to front directly on St. John's Sideroad. Strategically utilizing a single loaded lane in this location will help to establish an attractive residential presents and entry along St. John's Sideroad.



DRAFT PLAN OF SUBDIVISION

-  Limit of Draft Plan of Subdivision
-  Natural Heritage / Open Space
-  Single Detached Residential Dwelling
-  Mid/High Rise Apartment Residential
-  School
-  Neighbourhood Park

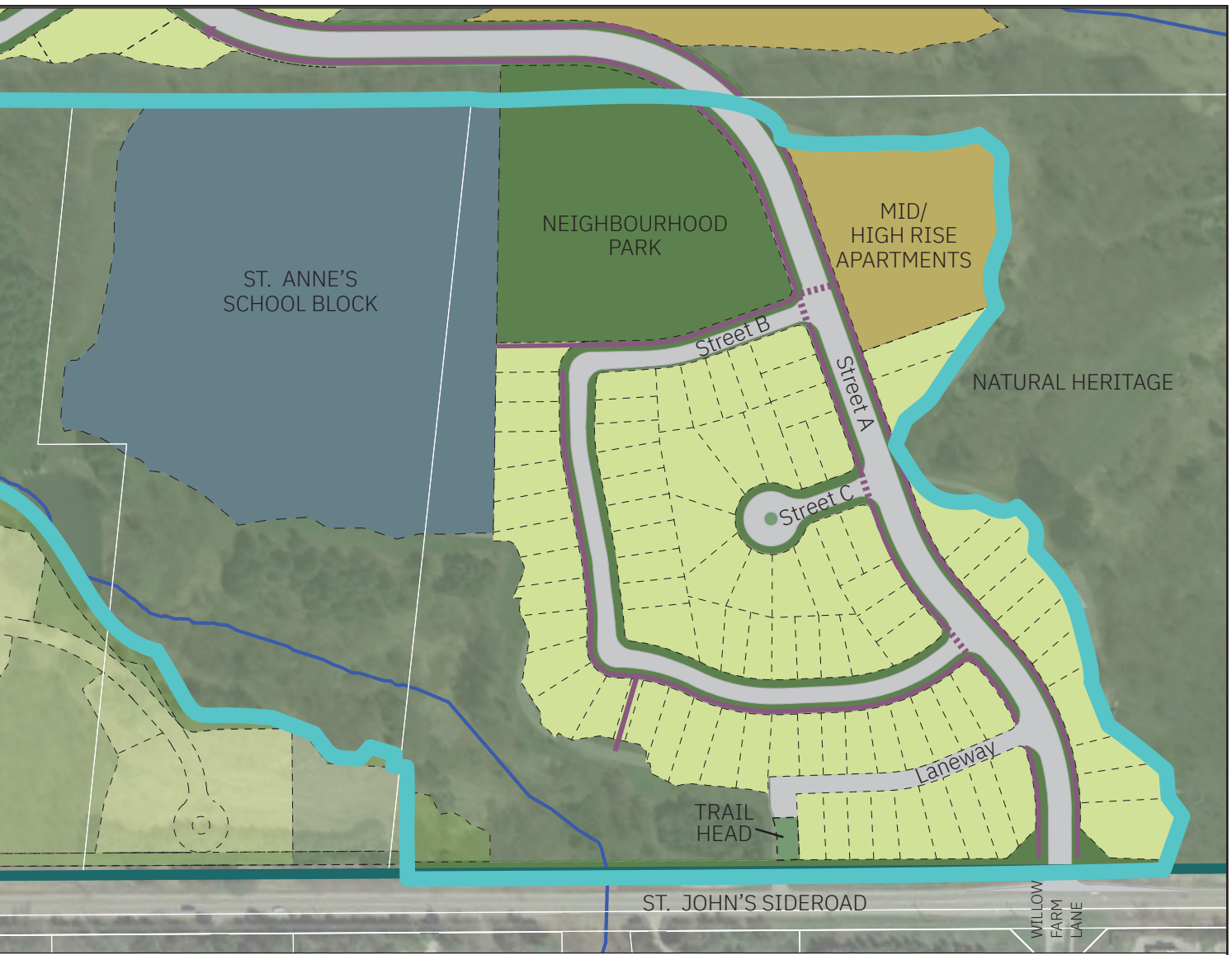


Table 1: Development Statistics

Land Use	Units	Area (ha)	%
Single Detached (min 15.24m)	31	2.01	
Single Detached (min 13.7m)	34	1.89	(15.5%)
Single Detached (min 12.2m)	23	1.02	
Mid / High Rise Residential	TBD	0.87	(2.7%)
St. Anne's School		4.28	(13%)
Neighbourhood Park		1.61	(5%)
Natural Heritage / Open Space		17.72	(56%)
Servicing Block		0.02	
Trail Head		0.02	
Road Widening		0.24	
0.3m Reserves		0.01	
23.0m ROW		1.02	(4.5%)
18.0m ROW		0.81	
15.0m ROW		0.16	
9.2m Condo Road		0.14	
TOTAL	88	31.79	

BLOCKS AND LOTS

88 Single detached lots are proposed with minimum depths of 32.5 metres and three (3) minimum widths of 12.2 metres, 13.7 metres and 15.24 metres. Where possible, the lots which back onto environmental protection lands have extra depth to allow for a better transition / grading between developed lots and natural heritage lands.

A large park block (1.61 hectares) is proposed central to the neighbourhood along the north end of the property. It will have frontage on three sides and the fourth side will be flanked by the St. Anne’s School block. Some additional land area will be added to this park lot from the Newmarket portion of the community for a total of almost 2 hectare park.

An almost 1 hectare (0.87 hectare) mid/high rise residential block is proposed east of the park on the east side of Street A. This block will feature an condominium building up to 10 storeys (~200 units) that provides an alternative housing type for the neighbourhood. Adjacent to lands identified for environmental protection, the proposed location provides appropriate transition in development scale, opportunities for enhanced used of low impact development techniques and access direction only the collector road.

The largest block development proposed at 4.28 hectares will be used for the St. Anne’s School. St. Anne’s School will re-purposed the existing Dunin Estate for an all girls private school. St. Anne’s will be submitting a separate site plan application related to the proposed reuse of this property.

BUILT FORM

The single detached residential homes will range in size based on lot width. To provide an attractive face along St. John’s Sideroad, nine single detached dwellings are proposed to face onto St. John’s Sideroad and access will be provided through a rear lane. All other homes will be accessed from the front onto the local street. Homes will be 2 storeys (max 11 metres – zoning exception requested) in height and massed to the public street to define a clear street wall.

The school block will feature the adaptive reuse of the Dunin Estate and a series of new buildings in a campus like setting to be reviewed and approved through a separate site plan application. A lot coverage of approximately 35% and building height of 20.0metres (6 storeys) is proposed.

The apartment block will also be reviewed through a separate site plan application that will provide details with regards to the proposed buildings form. It will generally be massed to help define Street A’s street wall with a maximum height of 32 metres (10 Storeys). The proposed building will employ step backs and appropriate transitions to mitigate impacts on adjacent single family uses, minimize shadow, micro-climate issues, and ensure a comfortable scale at the pedestrian realm. Parking will primarily be provided underground or an integrated structure.

DENSITY

The overall plan will achieve a density of 57 people and jobs per hectare. The single family detached lots will achieve a density of approximately 22.5 units per net hectare and the apartment block would achieve a density of 229 units per hectare.

Table 2: Density Analysis

	Units	Area (Ha)	Density (UPH)
Single Detached Dwelling	88	3.92	22.5
Apartment Dwellings	200	0.87	229
Total Residential Dwellings	288	14.07	20.4

SITING AND SETBACKS

The single family lots are proposed to have a minimum front yard setback of 4.5 metres to the main part of the house and 6.0 metres to the garage. A minimum rear yard setback of 7.5 metres is proposed consistent with Aurora’s current development standards.

The proposed zoning bylaw provides for development standards in accordance with existing Town of Aurora single family zones R3 and R4 with the following two exceptions that are consistent with approved exceptions within the Aurora 2C lands.

- 1/ Front yard setback to the main building will be a minimum of 4.5 metres and 6.0 metres to the garage.
- 2/ Interior side yard setback will be 1.2 metres on one side and 0.6 metres on the other.

The apartment block zoning sought is consistent with Aurora's existing standards for Second Density Apartment Residential (RA2). An exception to the front yard and interior side yard minimum setback of 6.0 metres is proposed to bring the buildings up to the street and to maintain a consistent setback with adjacent single detached dwellings.

ARCHITECTURAL STYLE

All new buildings will take design cues from the Dunin Estate and surrounding natural environment. Buildings will be designed in a contemporary style of current time but will compliment the historical styles and materials of the area. Buildings will be articulated through a mix of materials including brick, siding, and stone, vertical and horizontal elements, large windows and articulated entrance features (canopies and porches). Further details and elevations for the single family lots will be provided through a condition of draft plan approval and site plan approval where required.

PRIORITY LOTS

The front facade of all buildings and homes will be given a high level of architectural design and quality materials will be used. Priority Lots, as identified on the following plan, have either a side and/or rear elevations exposed to the public realm/street and therefore, in addition to the front facade, the exposed side and sometime rear elevation will be treated with the same level of architectural detailing and materials as the front facade.

PEDESTRIAN CONNECTIONS

Sidewalks are proposed along both sides of the Collector – Street A and one side on the local roads (Street B and C). The multi-use trail on the north side of St. John's Sideroad east of Yonge Street will eventually extend west along the frontage of these lands connecting the new local sidewalks to the greater pedestrian pathway system in Aurora. The

new community will also feature an extensive system of trails along and through the lands identified for environmental protection. Connections to this trail system from the sidewalks are proposed at feasible locations as conceptually identified on the following plan. A trail head is proposed at the location of the current gates to the Dunin Estate.

PUBLIC OPEN SPACE

The neighbourhood park will feature a large playing field and other recreational amenities that will be program through a shared use agreement with St. Anne's School.

LANDSCAPING

Landscaping will include a mix of native, drought tolerant trees, shrubs, ground cover and perennials that will compliment the natural areas which surrounding this neighbourhood and provide interest to the streets and buildings. Details regarding landscaping will be provided as a condition of approval through the streetscape plans and through site plan approval where required.

PARKING














Each single detached unit will have a double car garage and associated driveway parking. In addition, street parking will be available along one side of public streets per the Town of Aurora Standards. Parking for St. Anne's School and the apartment block will be addressed during Site Plan Approval.

COMPATIBILITY AND TRANSITION

The overall master plan for the Shining Hill lands has been organized and planned to ensure the uses proposed are compatible and where needed appropriate transitions can be provided. For instance, generally when higher density uses are adjacent to lower density uses, the detailed design plan for the higher density use must consider impacts on adjacent lower density uses and provide for sufficient transition. The details of the apartment block regarding transition will be appropriately provided for during site plan application.



PRIORITY LOTS, GATEWAY, PEDESTRIAN CONNECTIONS AND VIEW TERMINIUS

- | | | |
|---|--|--|
|  Limit of Draft Plan of Subdivision |  Priority Lots | |
|  Natural Heritage / Open Space |  Gateway |  Trail Head Gateway |
|  Single Detached Residential |  Sidewalks and Crossings | |
|  Mid/High Rise Apartment Residential |  Proposed Trails within Shining Hill | |
|  School |  Proposed Trails outside Shining Hill | |
|  Neighbourhood Park |  View Terminus | |

5.0 DESIGN DIRECTIVES

Design directives and policies in the Town of Aurora can be found in the Town of Aurora Official Plan and York Regions New Communities Guidelines. This Urban Design Brief has been prepared in accordance with the policies and design directions of these documents. A review of how the proposal responds or complies with applicable design policies and directives follows.

TOWN OF AURORA OFFICIAL PLAN

The Town of Aurora Official Plan (“Aurora OP”), approved in 2010, establishes the vision, corresponding principles, and supporting policies to guide the Town’s evolution and development to the year 2031. Ensuring design excellence is one of twelve (12) fundamental principles of the plan. Section 4.0 Ensuring Design Excellence contains general town-wide urban design and architectural policies. It is the intent of the Section 4.0 of the Official Plan to ensure that Aurora promotes design excellence in all its land use and development decisions. There is not a separate Urban Design Guidelines document for this part of the Town.

Section 4.0 - Design Excellence Policies

The following reviews applicable urban design and architectural policies of section 4.2 and provides details with regards to how the proposed development addresses these design directives.

a) New development, redevelopment, rehabilitation, and subdivision layout shall be encouraged to complement natural landscapes and grades, water courses, vegetation, heritage environments and existing or proposed adjacent buildings, through the conceptual design of buildings, their massing, siting, exterior, access and public areas.

The proposed draft plan of subdivision has been designed around the extensive system of environmental

lands identified for protection. Definition of the environmental protection land created the foundation of the proposed development. From there lotting and street patterns were established that minimized impact on existing grades, work with the existing Dunin Estate and provide opportunities to connect, either physically or visually with the natural areas.

b) Urban design should relate to the way the environment is experienced: i) Environments through which people travel with cars at relatively high speeds allow for simple, large scale, clear visual statements. In these areas, extra care with the design and inclusion of active transportation and transit routes is required. ii) Environments in which people move and spend time on foot allow for smaller scale, detailed, interesting and diversified visual design statements.

Traffic along the new internal street system will generally be of a slower, local speed. The placement of new homes, landscaping, sidewalks and views into open space will create an interesting and diversified view shed for pedestrians. St. John’s Sideroad has a faster design speed as a Regional Arterial and as such, the proposed treatment of houses facing onto St. John’s Sideroad with access provided through a rear lane helps to mitigate issues with noise and creates a visually attractive streetscape.

d) New residential development should provide both the appropriate private and social context for healthy human environments. These consist of: i) safety, and audio and visual privacy in subdivision design, layout, amenity spaces as reflected in municipal building, landscaping and maintenance standards; and, ii) a supportive social fabric through a range of dwelling types, street orientation, and neighbourhood support services.

The proposed subdivision will create lots that have sufficiently sized and usable backyard amenity spaces.

The apartment block will have shared amenity and private spaces (such as balconies). Both housing types private amenity space will be supplemented by a large central public park, extensive trails, and neighboring public streets.

f) To achieve human scale, attractive and safe public environments, in entryways, heritage areas, in and adjacent to streets and open spaces, the following urban design approaches should be implemented:

i. Development should encourage: • sun penetration on outdoor spaces such as sidewalks, streets, parks and court yards; • a micro-climate which prevents wind tunnels and shelters against cold northerly winds; • access to historic areas by walking, cycling and transit; and, • practices that would mitigate local heat island effects such as the incorporation of green or white roofs, strategic planting of shade trees, and the use of light-coloured paving materials.

ii. Facade treatment should encourage: • elements of interest such as displays; • well designed street furniture and landscaping; • a variety of textures and colours on walls and walkways; • human scale development that ensures people at grade do not feel over-powered by the built environment; and, • open balconies on upper floors overlooking streets especially in mixed use areas and residential projects.

iv. Upper storeys of larger buildings may require setbacks to achieve: • human scale buildings; • vistas to heritage sites; • harmony with natural contours; and, • diversity of scales without harsh contrast and monotony.

The single family homes will promote an interesting residential streetscape through the use of a variety of materials, colours, textures and architectural designs that are well coordinated and human scaled. The design of the apartment block will respond to these directives and be demonstrated during site plan approval.

v. Landscaping and underground wiring may be required to enhance public vistas in visually significant areas.

vi. Council may require utility providers to consider innovative methods of containing utility services

on or within streetscape features such as entryway features, light standards, transit shelters, etc., when determining appropriate locations for larger utility equipment and/or utility clusters.

Details regarding the placement of utilities will be coordinated with utilities providers during draft plan approval and site plan approval.

viii. All new parking shall be located at the rear of buildings. In areas that have already been developed, parking in front shall be encouraged to: • be screened by landscaping; • allow for visibility of store fronts from the street by limiting the depth of front parking areas; • not create large gaps between developments; • allow for substantially uniform setbacks from the street; • minimize conflict with pedestrian circulation; and, • be coordinated with adjacent commercial developments.

The design of the apartment block will respond to this direction and be demonstrated during site plan approval.

ix. Non-residential uses shall be screened from abutting residential uses where residential uses exist or are planned and the non-residential use does not exist or requires an Official Plan Amendment.

Appropriately landscaping will be provided within the St. Anne's block along the properties edges that are adjacent to single family homes.

x. Unsightly site elements such as loading, parking, refuse storage areas and transformers shall be screened to ensure the amenity of adjacent areas.

xi. Visual screens may consist of landscaped buffer areas with grass strips, tree(s), shrubs and or decorative screens, walls or fences, as specified in municipal standards. Such screens shall not obscure visibility or compromise the sense of safety.

The design of the apartment block and school will respond to this direction and be demonstrated during site plan approval.

xii. In order to mitigate the visual impact of roof top mechanical equipment (other than solar panels), such equipment shall be: • placed in locations that eliminate their visibility; and/or, • screened by raised parapets that complement the building design,

material and colour; and/or, placed in specially designed enclosures that complement the building design, material and colour.

The design of the apartment block and school will respond to this direction and be demonstrated during site plan approval.

g) All new development applications shall demonstrate that the development meets or exceeds the York Region Transit-Oriented Development Guidelines.

The York Region New Communities Guidelines provide appropriate direction related to the development of complete and sustainable new communities and are reviewed in the following section.

h) New development shall incorporate parking management policies and standards that: i. reduce minimum and maximum parking standards based on proximity to transit; ii. Include shared parking requirements where appropriate; iii. Include site designs which orient main building entrances towards the street and do not permit surface parking between the main building entrance and the street; iv. Allow for surface parking to be redeveloped to structured/ underground parking; and v. identify preferential locations for carpooling and car-sharing spaces.

Appropriate parking standards will be reviewed for the apartment and school blocks during site plan approval.

Section 9.0 - Vibrant New Neighbourhoods

Section 9 provides general policies for greenfield residential areas. It is the intent of the Aurora Official Plan to create well-designed, attractive and sustainable residential neighbourhoods within the greenfield areas that are integrated with the existing community in a logical, compatible, efficient and cost-effective manner. With the need to accommodate a significant number of new residents to the year 2031, the development of new greenfield residential neighbourhoods in Aurora is essential. Although at the time of the preparation of the Aurora Official Plan, the Subject Lands were not identified as a new neighbourhood, the scale of the development proposed, especially in context with its connection to a new neighbourhood in Newmarket, warrant consideration of these policies. Policy 9.1 d) requires new secondary plans to confirm to a set of requirements. Applicable design directives

are reviewed below in regards to how the proposed addresses the requirement.

A minimum density requirements and targets of not less than 50 residents and jobs per hectare combined in the developable area.

The draft plan of subdivision for the subject lands provides for a density of 53 residents and jobs per hectare. Combined with the greater Shining Hill lands in Newmarket, the overall density will meet or exceed the new communities density target of 70 residents and jobs per hectare.

The establishment, implementation and/or continuation of a fine-grained street grid that incorporates sidewalks and bicycle lanes.

The proposed streets, though few, establish a fine-grained system of streets that well connected and have high ratio intersection density. The proposed streets will provide sidewalks and connections to trails and bicycle routes.

Create an urban built form that is massed, designed and oriented to people, and creates active and attractive streets for all seasons.

The proposed built form and building siting will establish a residential street wall and environment that is designed and scale to pedestrians, creating interest and activity in the street year round.

Strive for urban design excellence and sustainable construction methods, including winter design. Create an urban public realm, including passive and active parks and meeting places, such as urban squares, which incorporate art, culture and heritage, and that contribute to a sense of place and clear identity.

High quality urban design considers how buildings and the spaces between them are integrated and shaped together to create a functional, attractive, and memorable place. The proposal will create a new residential urban environment that is pedestrian scaled, safe, comfortable, accessibility and connected. While respecting the character of existing residential areas, the new community will foster a unique sense of place around the extensive natural heritage lands and St. Anne's School. Buildings will be attractively designed and employ energy saving construction methods. Public

streetscapes and parks will be well landscaped and attractive. Combined the neighbourhood will encourage walking to key local destinations such as the park, schools and trails.

Design consideration to reduce and/or mitigate urban heat island effects, such as the use of green and white roofs, shade trees and light-coloured surface materials. Greening targets, which may be achieved through urban forest canopy, green walls, requirements for landscaping.

Street tree plantings and landscaping with the public realm will help mitigate the urban heat island effect and work to achieve greening targets.

Innovative approaches to urban stormwater management, including low-impact development are being proposed to help reduce storm water and improve water quality.

Human services that meet local community and Region-wide needs that are in proximity to transit. Particularly, new school sites constructed to an urban standard, including the consideration of alternative site size and design standards, multi-storey buildings and shared facilities.

Schools and parks are proposed central to the neighbourhood.

A range and mix of housing types, tenures, size and affordability.

The master plan for Shining Hill proposes a full range of housing types, sizes and tenures that will provide a range of affordabilities.

Pedestrian and cycling routes that contributes toward the implementation of the Regional Pedestrian and Cycling Master Plan.

The pedestrian and cycling routes proposed will connect to the larger Town and Regional systems.

YORK REGION NEW COMMUNITIES

The York Region Official Plan contains policies that address the comprehensive planning of new community areas to create complete communities (Section 5.6). A complete community is one that provides residents with opportunities to interact, learn,

work, play and live. A complete community offers residents housing, mobility, and employment options, access to food, human services and active and passive recreation. It should meet most residents' basic daily needs within walking distance. The following design directives/policies together help to create more complete new communities.

Density: The master plan for the Shining Hill lands including those in Newmarket will be designed to meet or exceed a minimum density of 20 units per hectare and 70 residents and jobs per hectare.

Mix of Housing: Combined, the Shining Hill lands will contain a wide range and mix of housing types, sizes and affordability. New rental units with a full mix and range of unit sizes, including family-sized and smaller units will be explored a later design stages.

Core Area: A central core area is proposed within walking distance to most new homes. It will be the heart of the new community and feature a park, school, residential uses and possibly retail/commercial service. Live-work opportunities will also be explored through a combination of flexible zoning permissions.

Urban Design: In accordance with policy 5.6.7 and 5.2.8, the new community will employ a high-quality of urban design including sustainable and attractive buildings, landscaping and streetscapes that create a pedestrian scaled public realm that is safe, comfort, accessible, and connected and promotes walking through building placement, massing and orientation. The proposed design will complement the character of existing areas while fostering a unique sense of place. The community will be designed to ensure accessibility to people of all ages, culture and abilities.

Walkable: The community has been designed to ensure walkability through an interconnected and accessible street and trail system and an enjoyable and comfortable pedestrian environment. These systems will give priority to pedestrian movement and transit use, provide pedestrian and cycling facilities.

Open Space: An integrated open space network that includes both active recreational facilities and meeting places, urban squares, parks, outdoor seating and informal gathering spaces as been designed into the draft plan so that public open space generally within 500 metres of all residents. (Policy 5.6.15).

6.0 CONCLUSION

The proposal, as facilitated through the requested Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision, is an appropriate redevelopment of the Subject Property for the St. Anne's School and a new residential neighbourhood that will ultimately create a connected and coordinated community with lands to the north in Newmarket. The development is sensitive to its contexts and proposes a physical plan that will create an attractive, livable and function place for new residents.

The development proposal coordinates with lands to the larger consolidation of lands in Newmarket and ensure a complete community consisting of a diverse range of residential houses and services is provided. At full build-out, the new neighbourhood will be home to approximately 3,300+ residential units in a range of low-, medium-, and high-density residential uses, parks and open space, institutional uses, stormwater management facilities, and service commercial uses.

The internal street network, pedestrian connections and street edge formed will promote walking and a pleasant streetscape appearance. The new homes will have a high standard of design and quality. Functionality of the site has been thoughtfully considered and integrated with the adjacent residential community and is sensitive to the identified lands for environmental protection.

The development supports the objectives of the City's Official Plan to achieve a high standard of urban design, architecture and place-making that contributes to a compact urban form, complete communities and create comfortable, interesting, and walkable public realm. The proposal supports the Town's overarching design directives by proposing a residential development that will reflect a high standard of design excellence; is visually distinctive and has an identifiable sense of place; is human-scaled, safe, secure and walkable; is compatible with existing homes, and; minimizes adverse impacts.

In conclusion, the proposed design has considered and achieves the intent of the urban design policies outlined in the Official Plan and design standards from Region of York. This design brief has provided details in support of the proposed subdivision of land and associated zoning.

The proposal represents good urban design in that it:

- 1/ Connects and coordinates with the existing local street and pedestrian system and adjacent future development.
- 2/ Defines a series of new streets that minimize impacts on natural heritage features and create a logical system of blocks and lots.
- 3/ Coordinates with the adaptive reuse of the Dunin Estate for the St. Anne's School.
- 4/ Includes a mix of housing sizes and architectural designs that are representative of today's time but compatible with the existing architectural character of Aurora and the Dunin Estate.
- 5/ Supports attractive streetscapes that are comfortable and enjoyable for pedestrians and cyclists by placing homes closer to the street and defining a strong street edge.
- 6/ Creates a large, central neighbourhood park and open space system that is connected to all future homes by sidewalks and direct, well-defined crossings.
- 7/ Provides for well landscaped boulevards to create separation between the cars and pedestrians and provide space for street trees.
- 8/ Is sensitive to natural heritage features by providing the required environmental buffers, uses back lotting to minimize changes in grading where possible, proposes trails in buffers where possible, and provides opportunities for views and vistas into the natural heritage areas along public streets.