

The Corporation of the Town of Ajax

COMMUNITY AFFAIRS AND PLANNING COMMITTEE

Monday, June 2, 2014 at 7:00 p.m.

Council Chambers, Town Hall

65 Harwood Avenue South



PRESENTATIONS

Alternative formats available upon request by contacting:

sarah.moore@ajax.ca or 905-619-2529 ext. 3347

Anything in **blue** denotes an attachment/link. By clicking the links on the agenda page, you can jump directly to that section of the agenda. To manoeuver back to the agenda page use the **Ctrl + Home** keys simultaneously.

5 Presentations

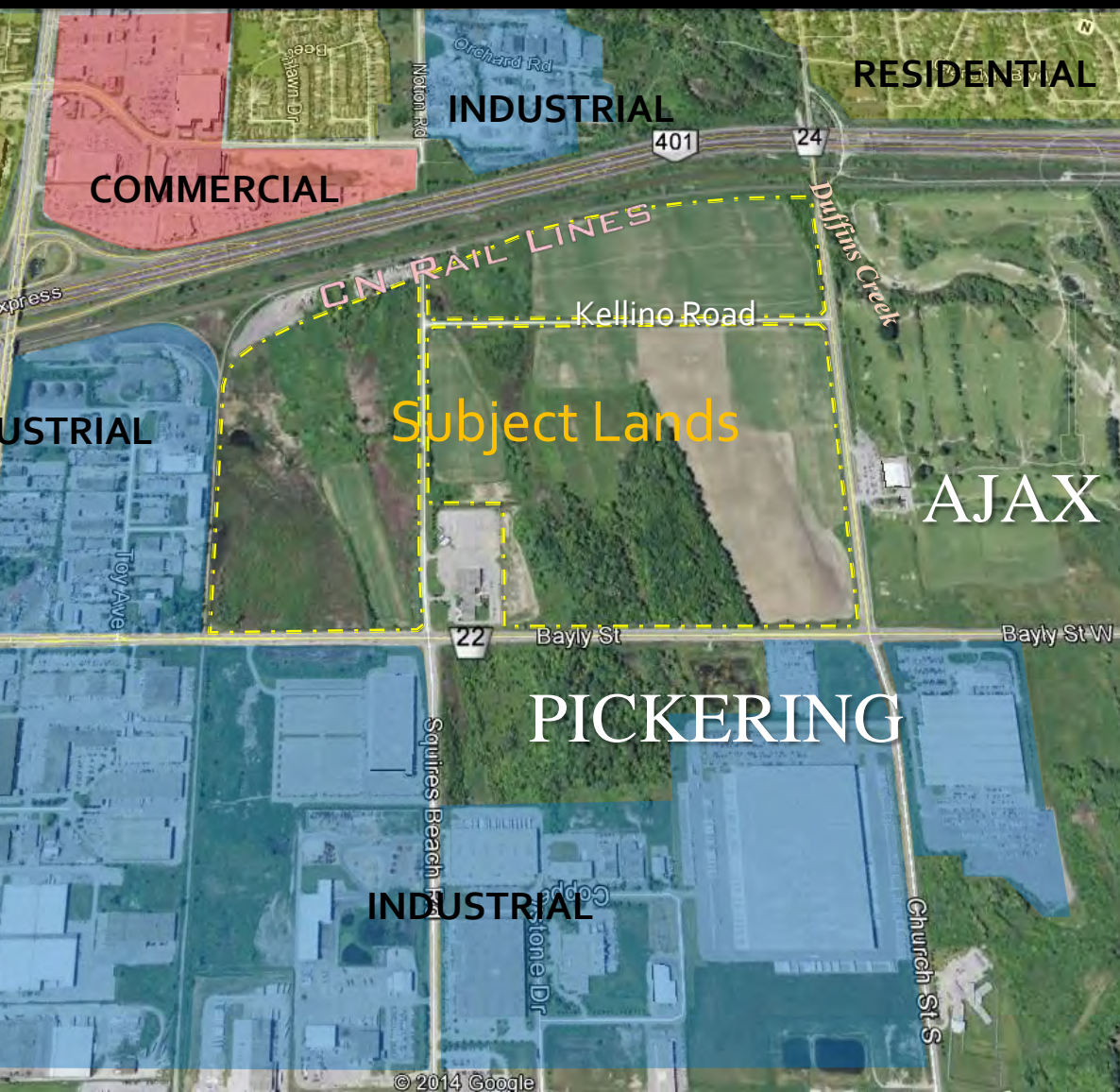
- 5.1 [City of Pickering Zoning By-law Amendment Application A 3/14
1802 & 1902 Bayly Street and 2028 Kellino Road](#)

Town of Ajax Comments:

City of Pickering
Zoning By-law Amendment Application
A 3/14

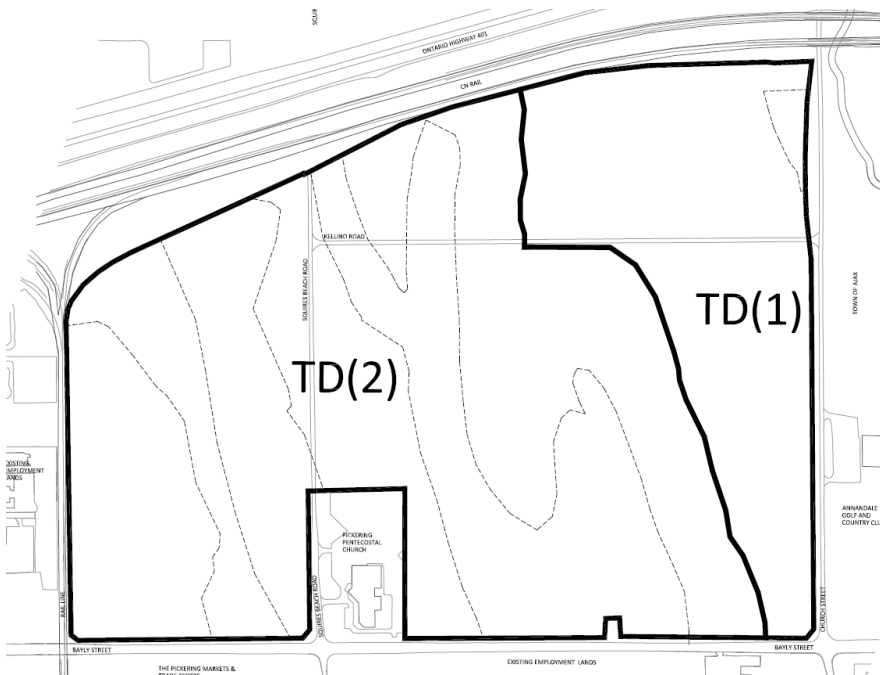
Community Affairs and Planning Committee
June 2, 2014

Surrounding Land Use Context



- 3 parcels of land
- Total area 90.5 hectares (223.7 acres)
- Bounded by Church Street, Bayly Street, CN Rail/Highway 401, Rail spur line
- Industrial/employment development to the south, west;
- Industrial/commercial development to the north
- Golf club to the east
- Includes a Provincially Significant Wetland and other natural features

Proposed Zoning By-law Amendment



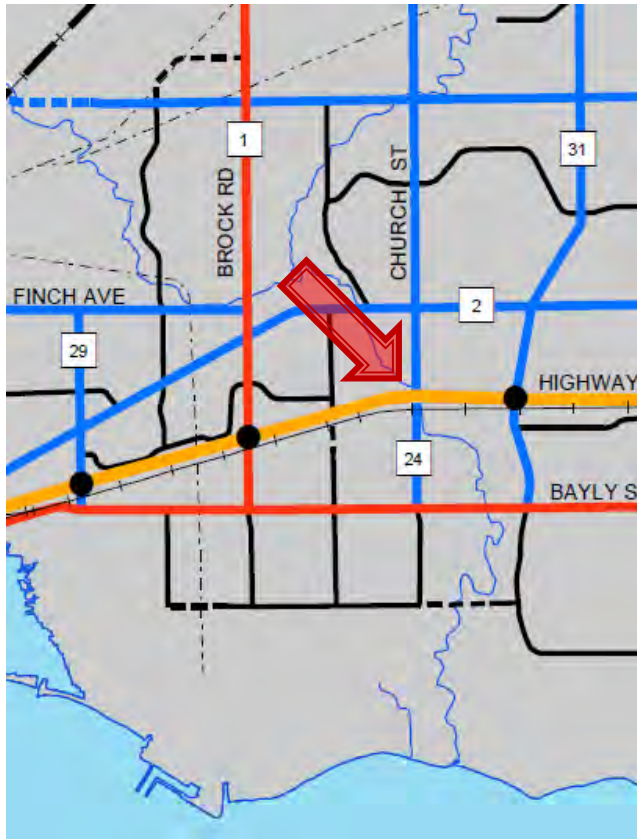
- Tourist Destination (TD) Zone
- Tourist Destination Use: *"a premises which significantly supports tourism related activity, tourism related economic development and fosters an increase in job creation within Pickering and Durham Region and that are recognized by the Province of Ontario or Region of Durham or City of Pickering as tourist destinations. These uses will be complementary to existing uses, independently sustainable and unique and/or are ancillary to or in support of tourist destination uses"*.
- Request for staged approval
- TD(1) area beyond of 120 metre limit of Provincially Significant Wetland
- TD(2) requested to be approved following completion of studies
- 3.0 FSI proposed across the developable portion of the lands

Submitted Conceptual Master Plan



- Proposed uses:
 - Casino, hotels, convention centre, performing arts centre, amphitheatre,
 - Cinemas, restaurants, tavern/bar/pub, banquet facilities
 - waterpark, arena, recreation centre, fitness centre
 - offices
 - automobile rental establishment, automobile service station, commercial parking lot
 - place of amusement, personal service establishment
 - Various other uses
- Approximately 257,700 m² (2.7 million ft²)

Durham Regional Official Plan



OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM

SCHEDULE 'C' - MAP 'C2'
ROAD NETWORK
PICKERING, AJAX, WHITBY,
OSHAWA, COURTICE

LEGEND

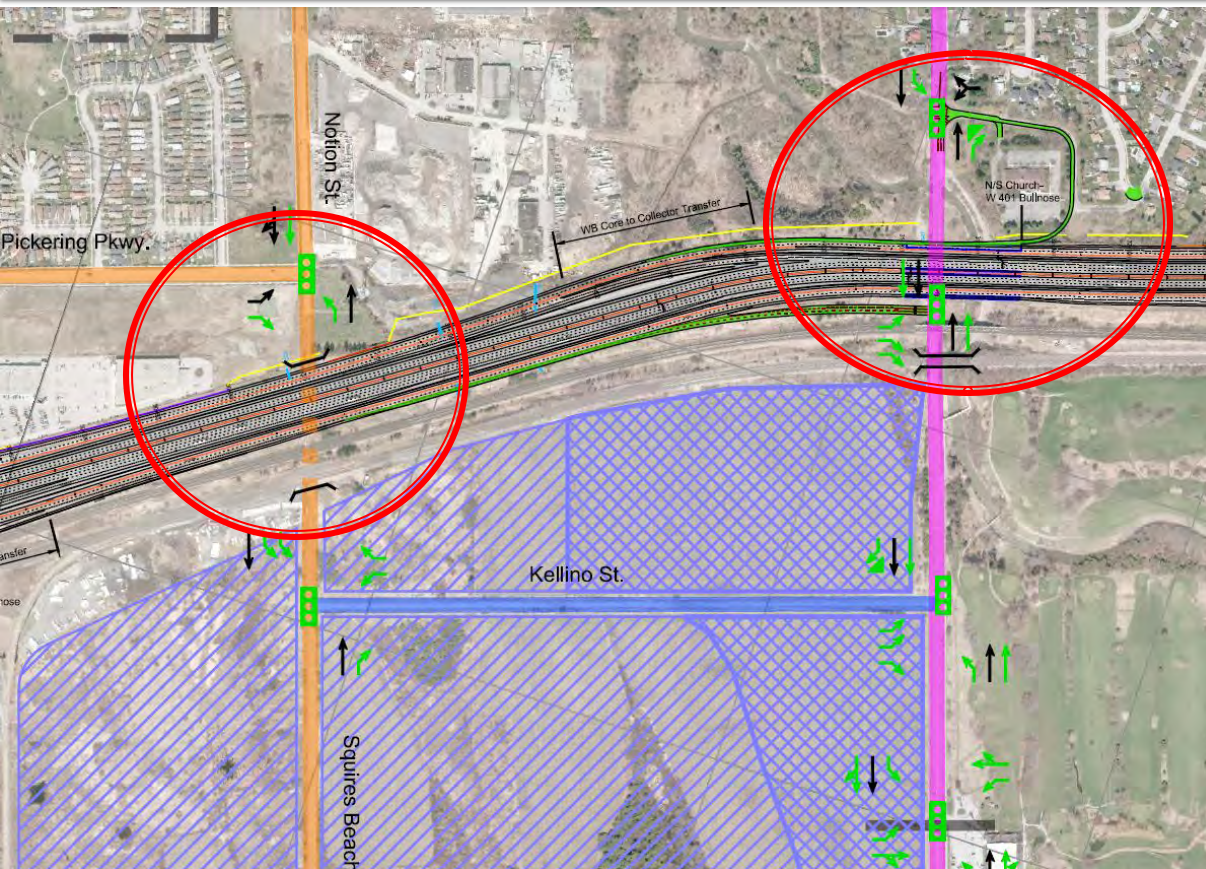
EXISTING		FUTURE
	FREEWAY	
	TYPE A ARTERIAL	
	TYPE B ARTERIAL	
	TYPE C ARTERIAL	
	INTERCHANGES	

- "Employment Areas" designation
- Schedule C-2: Proposed Road Network
- Church Street: Type B Arterial Road
- No "Future Interchange" designated at Church Street
- Durham Region has not yet responded with comments

Urban Transportation Study Comments

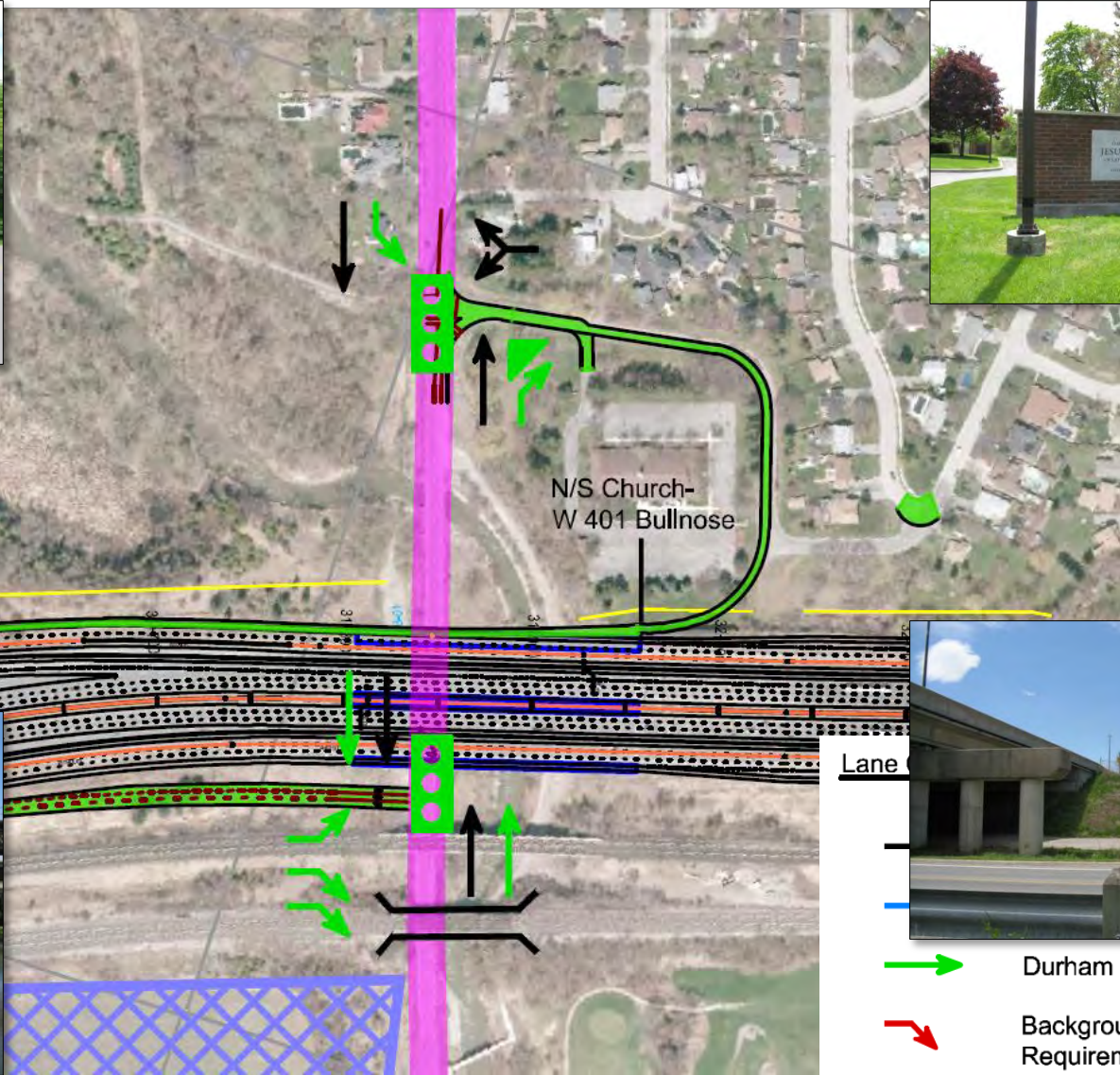
- Study indicates that the development will be constructed in a 5 year timeframe
- This is overly optimistic due to:
 - Scope of approvals required
 - Scale of development
 - Required transportation commitments (studies, design, approval, funding, construction)
- The UTS does not examine Phase 2
 - Proposed full build out should be quantified, since additional traffic would be generated
- Assumes a partial interchange at Church Street/Highway 401 would be in place for Phase 1
- Assumes a road connection between Notion Road and Squires Beach Road for Phase 1
- Assumes Church Street is a four lane road under Regional jurisdiction for Phase 1
- Study area needs to be broadened to capture the breadth of influence of traffic
- Weightings for traffic distribution should reflect greater traffic influence from the west:
 - Should be informed by a market study
- Spacing of proposed intersections does not meet Regional requirements
- Queuing concerns due to traffic loading at the proposed interchange



Proposed Transportation Network



- Proposed Church Street interchange
 - Reinstates an interchange that was closed in 1987 when the Westney/401 interchange was opened
 - 4 new traffic signals along Church Street
 - Closure of a section of Mill Street
- Proposed underpass connecting Notion Road to Squires Beach Road
 - 2 new traffic signals

Proposed 401 Interchange at Church Street

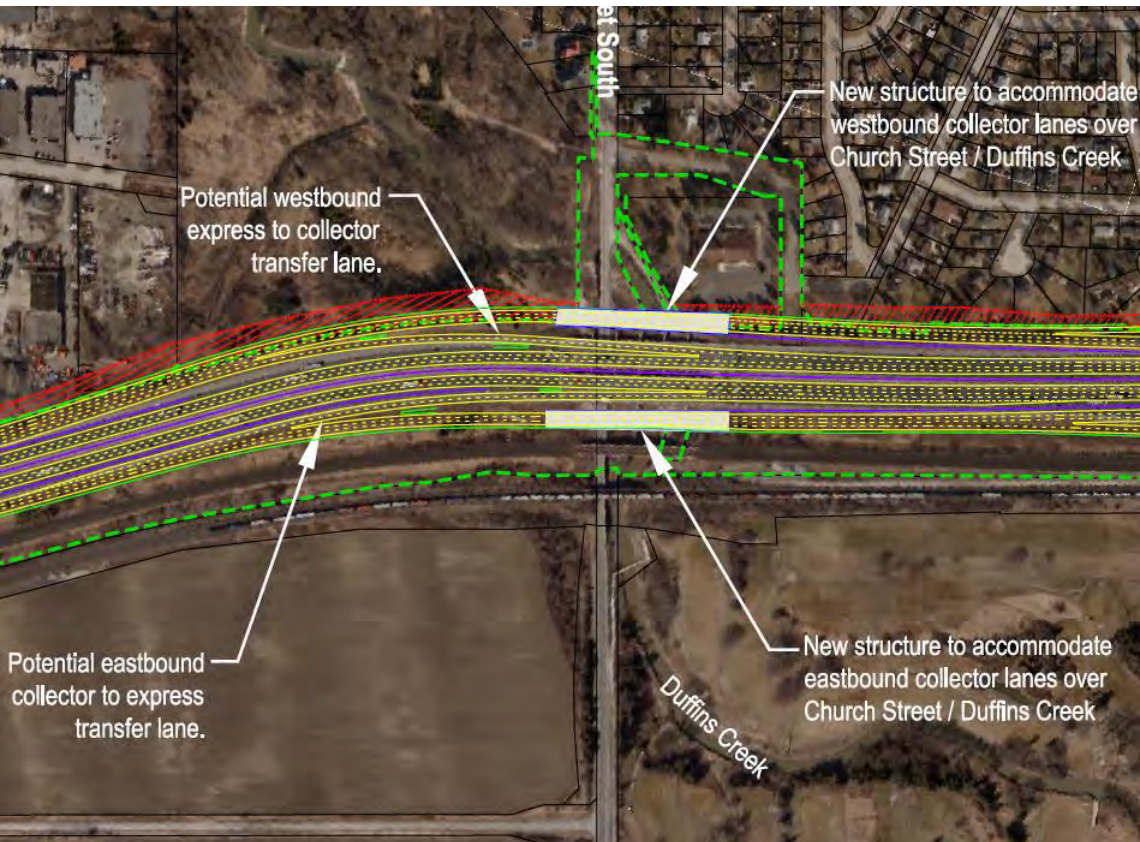


- Lane
-  Durham Live Requirement
 -  Background Development Requirement

Proposed Church Street/401 Interchange

- The interchange would not conform to the Durham Regional Official Plan, the City of Pickering Official Plan or the Town of Ajax Official Plan. An interchange at Church Street and Highway 401 cannot be assumed.
- The proposed interchange would cause a major shift in traffic patterns and the potential for disruption to the local residential community, including the following:
 - the closure of Mill Street (a local road) at Church Street. Access to the south from Church Street into the community east of Church Street would be forced to travel north to Lincoln Street;
 - Shifts in commuter traffic loads on Church Street, which is currently a two-lane arterial road and a local active transportation route;
 - An expectation of truck traffic travelling from the industrial lands to the south and elsewhere to access the new interchange and travelling up a grade separation at slow speeds before reaching highway traffic;
 - Potential property impacts and private property acquisitions to accommodate identified additional turning lanes;
 - Increased noise and other related impacts.
- The portion of Church Street north of Highway 401 to Kingston Road was transferred to the Town of Ajax. Town Roads are not intended to handle traffic from Highway 401.
- MMM: the location of the proposed interchange is too close to the two adjacent interchanges and will result in diminished capacity, and also in safety and operational conflicts on this busy section of the highway.

Highway 401 Environmental Assessment



Class Environmental Assessment and Preliminary Design Study

- Process initiated in 2012 to confirm the rehabilitation needs of the corridor.
- The study will confirm the long term capacity and operational needs so that rehabilitation investments are made with knowledge of the long-term vision for the corridor.
- Potential express/collector transfer lanes identified at Church Street
- Communication on a future Public Information Centre could occur in the fall of 2014.
- No design for a future interchange.

Proposed Notion Road/Squires Beach Underpass



Lane Configuration



Existing



Region/City Planned



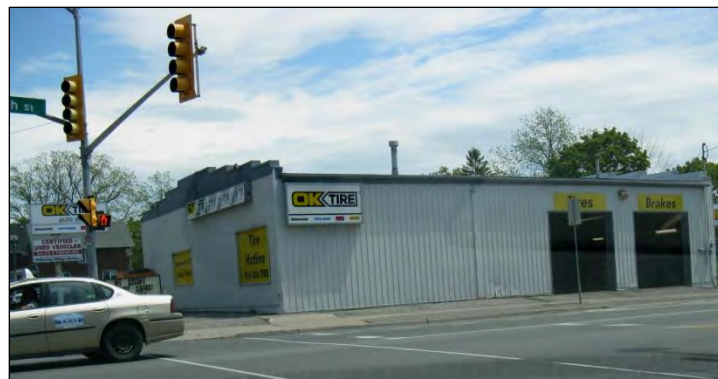
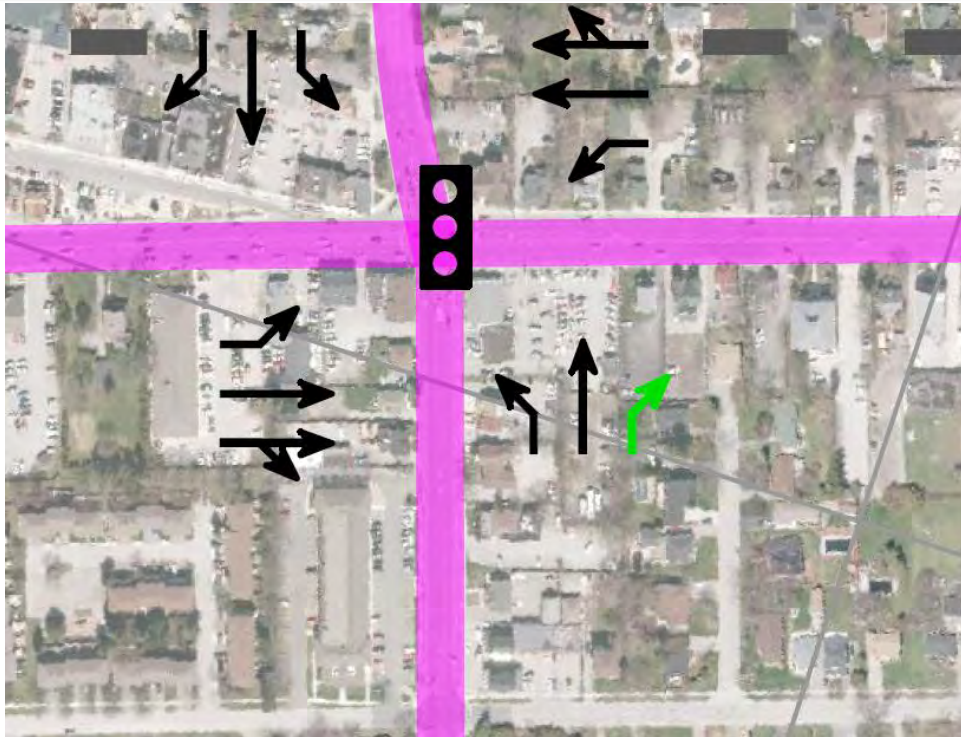
Durham Live Requirement







Background Development Requirement



Church Street: right turn lane at Kingston Road



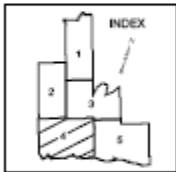
Lane Configuration

-  Existing
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Durham Regional Official Plan: Natural Heritage









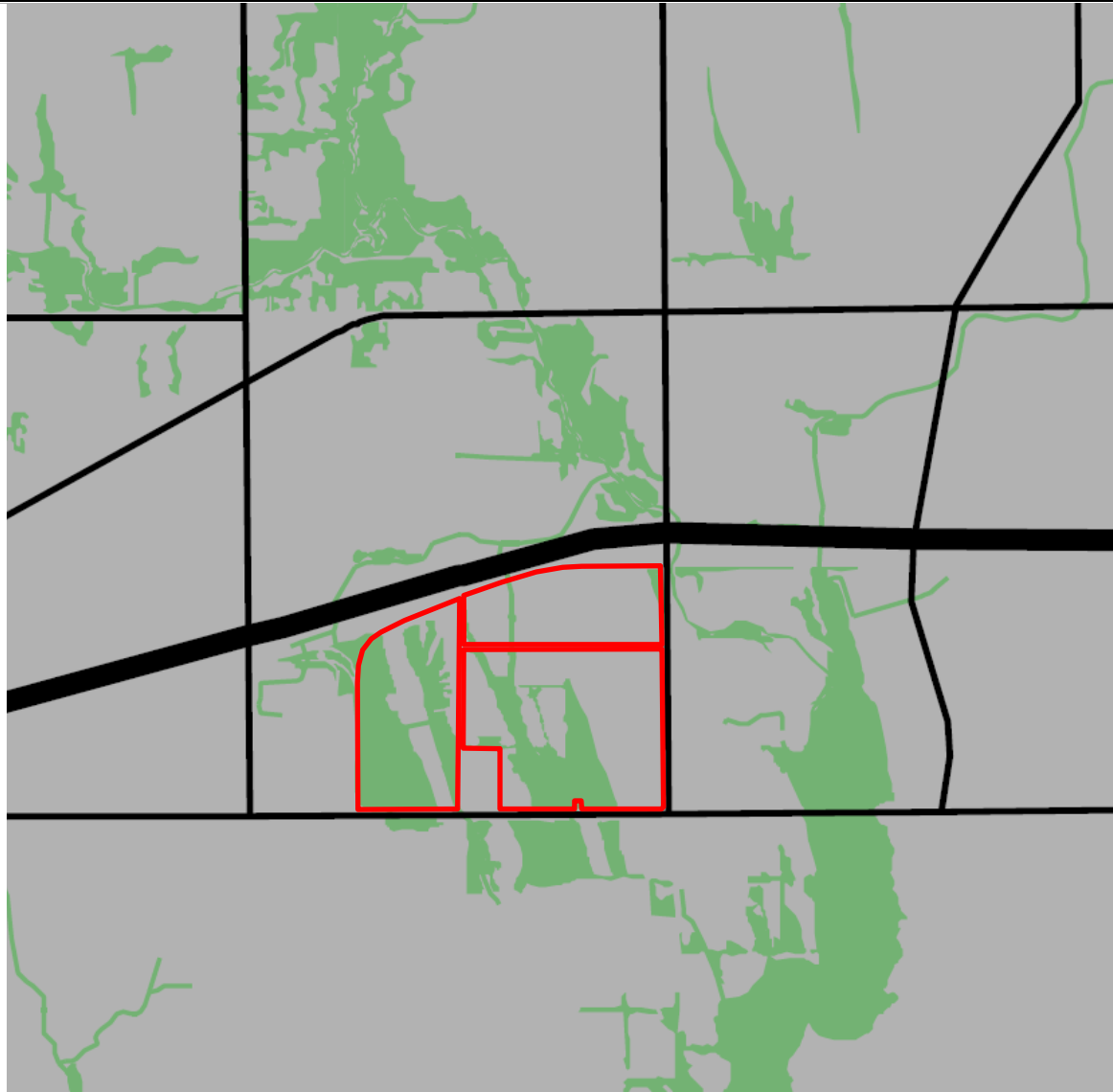
OFFICIAL PLAN OF THE
REGIONAL MUNICIPALITY
OF DURHAM



SCHEDULE 'B' - MAP 'B1d' GREENBELT NATURAL HERITAGE SYSTEM & KEY NATURAL HERITAGE AND HYDROLOGIC FEATURES

LEGEND

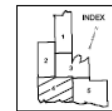
-  KEY NATURAL HERITAGE AND HYDROLOGIC FEATURES
-  GREENBELT NATURAL HERITAGE SYSTEM
-  OAK RIDGES MORaine CONSERVATION PLAN AREA
-  SPECIFIC POLICY AREA
-  APPEALED TO O.M.B.
-  URBAN AREA



Durham Regional Official Plan: Natural Heritage



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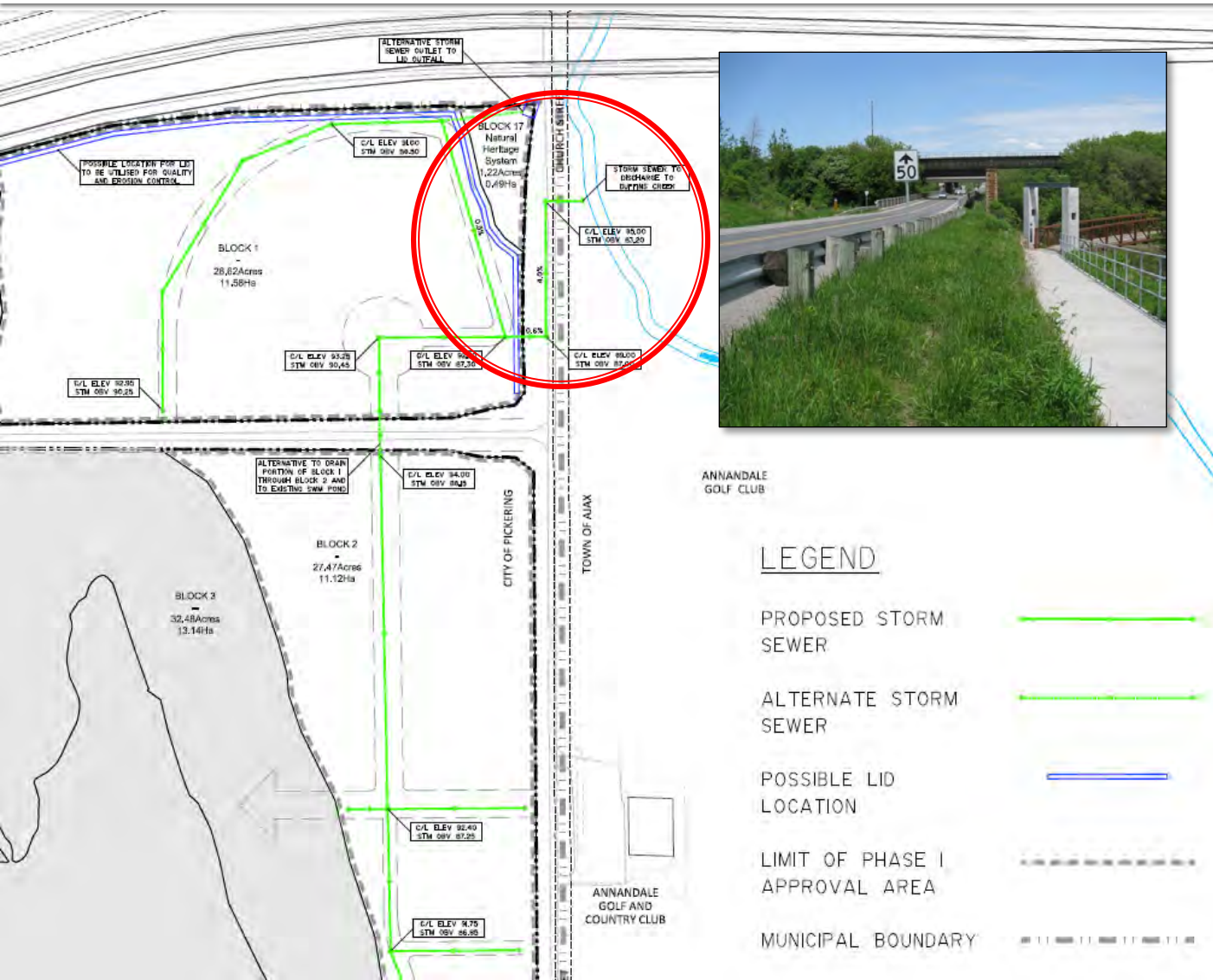


SCHEDULE 'B' - MAP 'B1d'
**GREENBELT NATURAL
HERITAGE SYSTEM &
KEY NATURAL HERITAGE
AND HYDROLOGIC
FEATURES**

LEGEND

- KEY NATURAL HERITAGE AND HYDROLOGIC FEATURES
- GREENBELT NATURAL HERITAGE SYSTEM
- OAK RIDGES MORaine CONSERVATION PLAN AREA
- SPECIFIC POLICY AREA
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- URBAN AREA

Proposed Storm Drainage



Planning Rationale Report: Comments

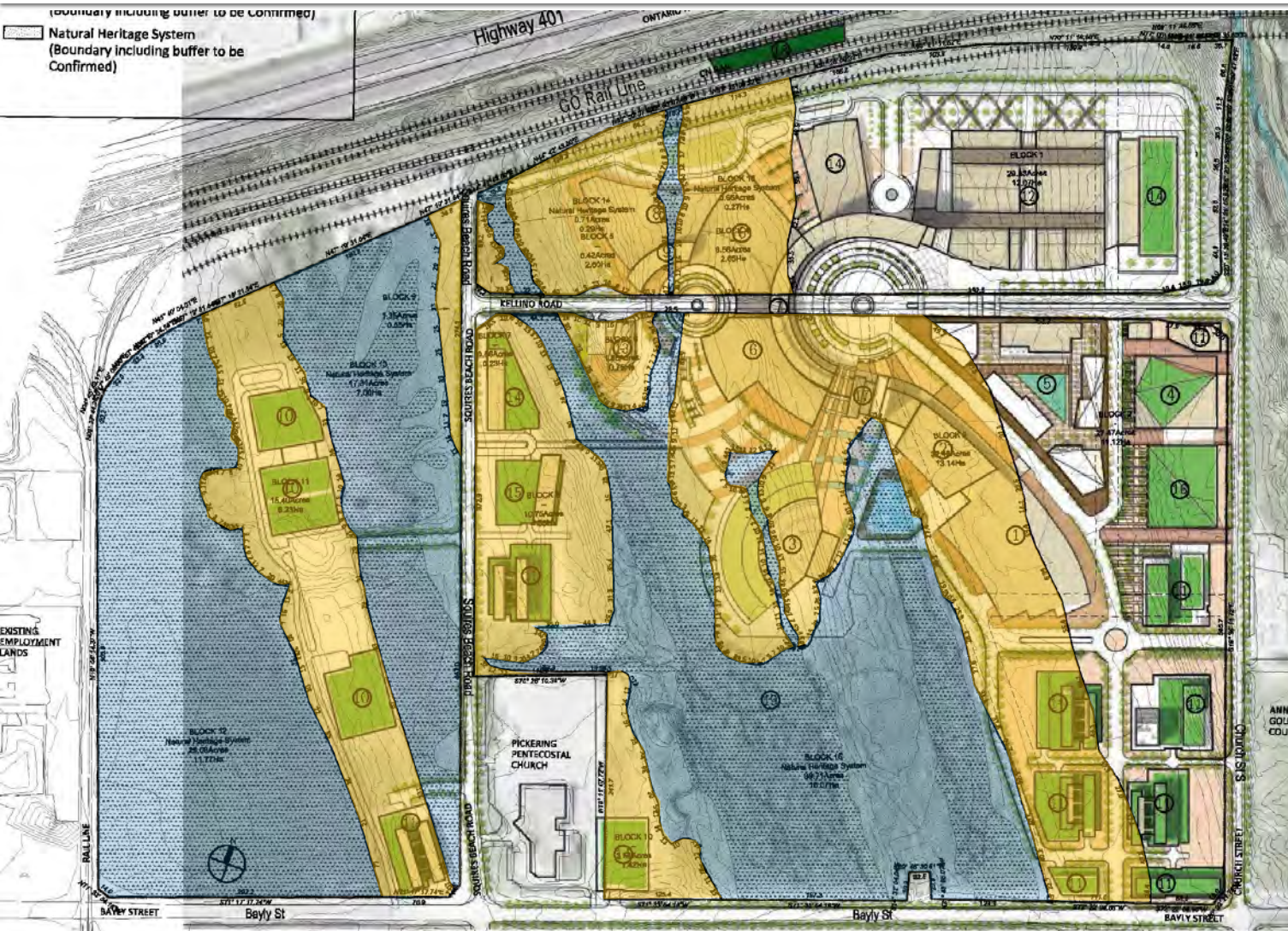
Conceptual Nature of the Proposal

- The Conceptual Master Plan“ was not prepared as a site plan or a plan of subdivision and does not represent the precise locations of the proposed uses. It is for illustration purposes only. More detailed plans and designs would be prepared at future stages of the planning process, subsequent to this Zoning By-law Amendment”.
- “The proposed site-specific Zoning By-law Amendment provided in Section 5.1 includes a list of permitted uses, as well as a general standards table. Because there are no specific plans and applications for specific uses on the subject site, we recommend that future development applications for the site be required to apply for site specific exceptions with respect to standards that will require more detailed information and review. These standards include: maximum lot coverage, minimum and maximum building height and gross floor areas and parking.”
- The proposed development is unclear. Providing detailed comments with respect to building height, distribution of uses, distribution of densities and related impacts requires more information.

Submitted Conceptual Master Plan

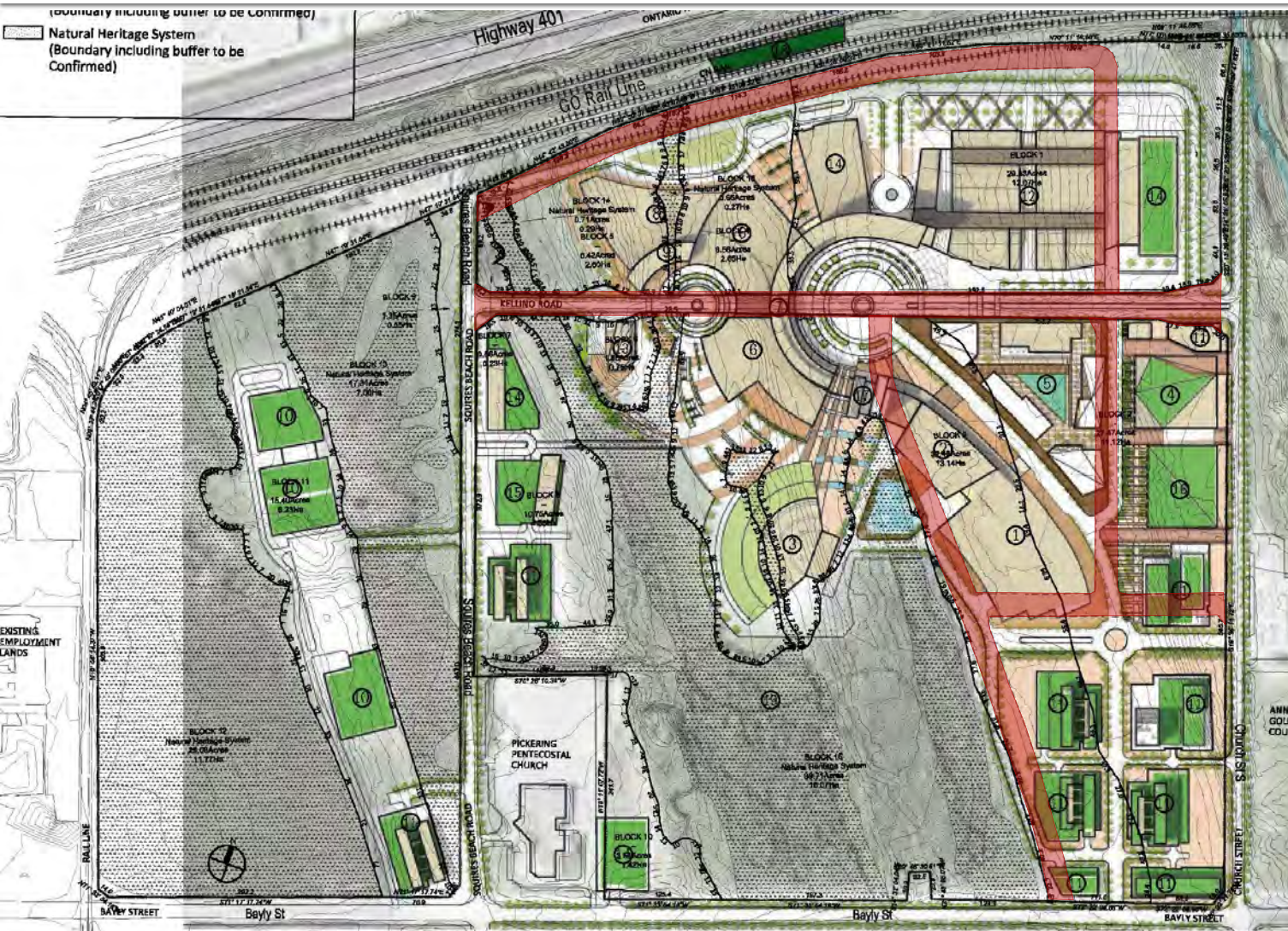


Overlay: Conceptual Master Plan & Block Plan



The conceptual block plan and the master plan are inconsistent with each other.

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The conceptual block plan and the master plan are inconsistent with each other.

Staff Comments

- A New Road Connections (Proposed) on Map 14 for the Brock Industrial Neighbourhood Area of the City of Pickering Official Plan is not included. Staff question whether the absence of this road causes a conformity issue with the City of Pickering Official Plan.
- The proposed definition of a “Tourist Destination Use” is too vague and could encompass uses that may not otherwise be permissible in the Durham Regional Official Plan or the City of Pickering Official Plan (i.e. Major Retail or other uses). Staff question whether the proposed definition in the draft zoning by-law could include other uses not already listed or proposed.
- The proposed zoning by-law amendment would provide for 3.0 FSI across the entire site. It is not clear how this overall density would be distributed on individual development sites, and whether certain sites would have higher densities. The ability to evaluate individual site densities, building heights, massing, access and local traffic distribution should be provided through a comprehensive planning process, including a draft plan of subdivision.

Staff Comments

- The Environmental Site Assessment should be updated, include all of the subject lands, should account for two waste disposal sites for properties on Toy Avenue and the potential for contamination from abutting railway activity.
- The Natural Heritage Study should include an investigation of the potential post-development impacts on the adjacent natural heritage system, including the potential impacts of noise, lighting, drainage and buildings and activities on ecological conditions, wildlife activity and habitat.
- Clarification is needed on how the proposed broad mix of proposed entertainment uses conforms to the provisions of the City of Pickering Official Plan.
- Additional studies expected: social impact assessment and a marketing report.

Staff Comments

- The zoning by-law amendment application needs to be accompanied by a draft plan of subdivision application and supported with information that includes the following:
 - Intersection locations with adjacent arterial roads and whether they comply with Regional standards for intersection spacing and design, in addition to the location of access driveways from these roads.
 - The adequacy of the proposed storm drainage system including proposed storm outflow facilities, locations and any associated impacts.
 - The adequacy of municipal services for the subject lands and lands within the sanitary catchment area in keeping with their zoned and designated planning permissions.
(Section 8.4.2.10 of the Durham Regional Official Plan includes policies that allow for an office park with ancillary recreational and community uses, and a limited amount of retail and personal service uses, at the northeast corner of Church Street and Bayly Street with a gross floor area not exceeding a total of 950,000 sq. ft. of floor space.)

Use of a Holding (H) provision

- Staff are of the view that establishing the principle of the proposed development subject to a Holding (H) symbol remains premature for the following reasons:
 - The proposed development is reliant upon a partial interchange at Church Street/Highway 401 which requires an amendment to the Durham Regional Official Plan, local official plans and provincial approvals. This interchange would directly affect local transportation infrastructure, commuter travel patterns and properties within Ajax's jurisdiction.
 - The pattern of public roads, access driveways, intersection spacing and associated network connectivity needs to be understood as determined through the draft plan of subdivision process.
 - The actual distribution of uses, densities, massing of buildings, infrastructure improvements and the associated impacts needs to be examined as part of a comprehensive planning process.
 - The adequacy and appropriateness of infrastructure and the associated effects on lands within Ajax's jurisdiction needs to be confirmed.

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