

The Corporation of the Town of Ajax

## COMMUNITY AFFAIRS AND PLANNING COMMITTEE



Monday, June 6, 2015 at 7:00 p.m.  
Council Chambers, Town Hall  
65 Harwood Avenue South

### PRESENTATIONS

*Alternative formats available upon request by contacting:*  
[accessibility@ajax.ca](mailto:accessibility@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 manoeuvre back to the agenda page use the **Ctrl + Home** keys simultaneously

#### 4. Public Meeting

- 4.1 [Your Home Developments \(Old Harwood\) Inc.](#)  
[Official Plan Amendment Application OPA15-A3](#)  
[Zoning By-law Amendment Application Z6/15](#)  
[Draft Plan of Subdivision Application S-A-2015-02](#)  
[Draft Plan of Condominium Application C-A-2015-01](#)  
[Site Plan Application SP10/15](#)  
[\(76 and 82 Harwood Avenue North & 90 – 126 Old Harwood Avenue\)](#)  
~ Geoff Romanowski, Development Approvals Coordinator
- 4.2 [Site Plan Application SP6/12](#)  
[Bell Mobility Telecommunication Tower](#)  
[91 Range Road](#)  
~ Sean McCullough, Development Planner
- 4.3 [Ajax Downtown Road Network Improvements, Class Environmental Assessment,](#)  
[Draft Preferred Design](#)  
~ Carol Coleman, Manager of Engineering, Capital Projects



# **YOUR HOME DEVELOPMENTS (OLD HARWOOD) INC.**

**OFFICIAL PLAN AMENDMENT APPLICATION OPA15-A3**

**ZONING BY-LAW AMENDMENT Z6/15**

**DRAFT PLAN OF SUBDIVISION S-A-2015-02**

**DRAFT PLAN OF CONDOMINIUM C-A-2015-01**

**SITE PLAN SP10/15**

# SUBJECT LANDS



# BACKGROUND

- In March 2015, Your Home submitted an official plan amendment and zoning by-law amendment, a draft plan of subdivision and draft plan of condominium, and site plan applications;
- The applications proposed the development of 66, 3-storey multiple attached dwellings within a common element condominium;
- The lands assembled to accommodate the development are municipally known as 76 and 82 Harwood Avenue North and 90 – 126 Old Harwood Avenue.



# DEVELOPMENT PROPOSAL





# ELEVATIONS

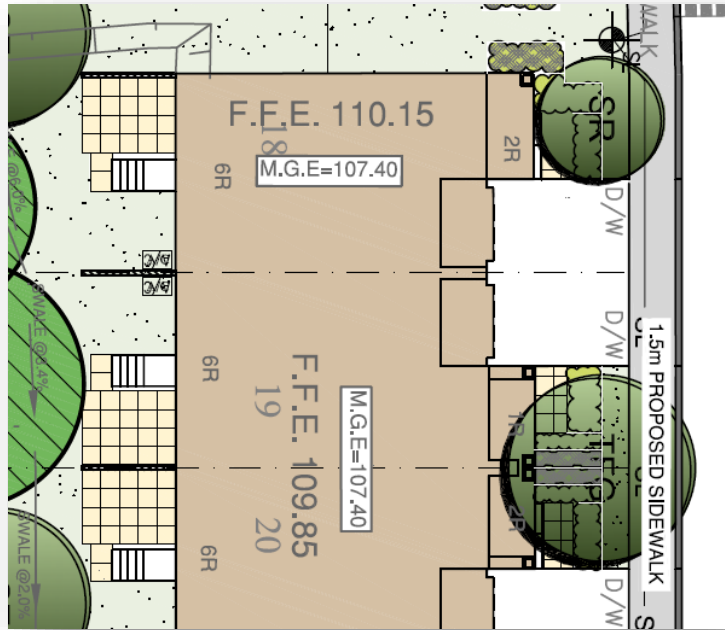


## VEHICLE/PEDESTRIAN ACCESS & PARKING





# LANDSCAPE DESIGN AND PRIVATE PARK SPACE



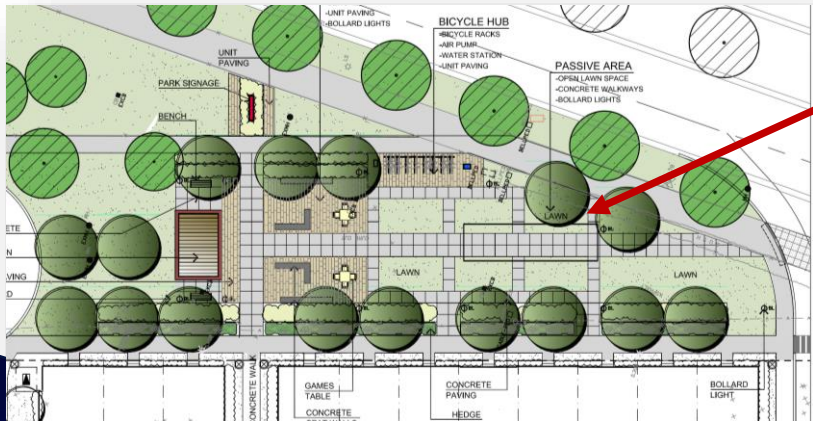
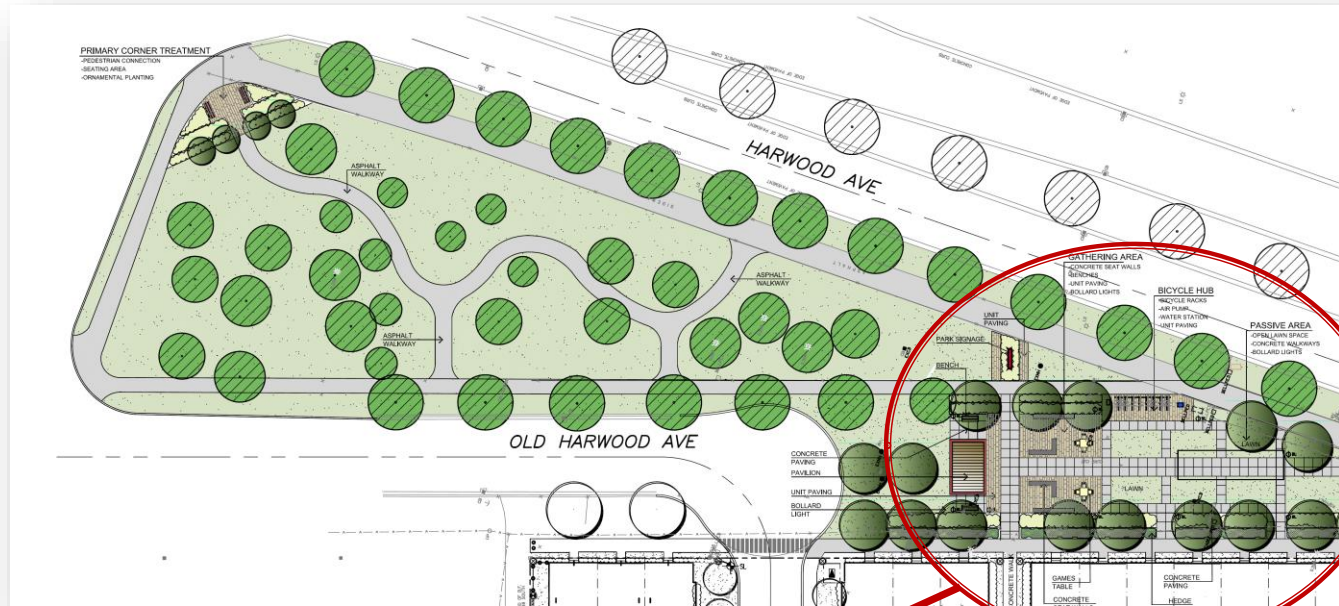
# RECLAMATION OF OLD HARWOOD AVENUE

- Through the development of the lands a portion of Old Harwood Avenue (997 m<sup>2</sup> of land) will be reclaimed.
- This is because the development requires the relocation of the existing cul-de-sac northerly to provide proper vehicular access and installation of services to the development.
- This reclaimed portion of Old Harwood Avenue will be integrated into the Old Harwood Avenue Parkette space.





# OLD HARWOOD PARKETTE



# REPORTS & STUDIES

- Planning Rationale Report
- Functional Servicing and Stormwater Management Report
- Noise Control Study
- Stage 1 and 2 Archaeological Assessment
- Traffic Impact and Parking Study
- Massing and Sun/Shadow Study
- All conditions of these reports have been included in the conditions of draft approval and will be outlined within the registered site plan agreement and condominium documents.

# PLANNING POLICIES

## **Provincial Policy Statement (2014)**

- consistent with the policies of the PPS.

## **Growth Plan for the Greater Golden Horseshoe**

- conforms to the provisions of the Growth Plan.

## **Durham Regional Official Plan**

- designated 'Living Area' and 'Regional Centre' and is consistent with the applicable policies of the Durham Regional Official Plan.

## **Town of Ajax Official Plan**

- designated 'Uptown Regional Centre – Commercial Mixed Use II' and 'Low Density Residential' within the Town of Ajax Official Plan and is consistent with the policies of the Town of Ajax Official Plan.

# PUBLIC CONSULTATION

- traffic impact at the intersections of Chapman/Old Harwood and Chapman/Harwood;
- overlook and shadows from the development into the rear yards of units fronting onto Ducatel Crescent and Chapman Drive;
- heights of units along the west and north property lines; and
- stormwater management and drainage along the west property limit.

Staff are of the opinion that submitted reports and studies have addressed the raised concerns:

- the Traffic Impact and Parking Study indicates that these intersections will operate below capacity and at an acceptable level of service following the development;
- the Massing and Sun/Shadow Study indicates that there will be long shadows in the morning and evening in the winter but overall shadows will not impact the adjacent existing residential area;
- the Massing and Sun/Shadow Study also indicates that the proposed dwelling units will provide an appropriate angular plane from the west and north property limits and the provided rear and interior side yard setbacks would exceed what is typically required as a minimum; and
- The Functional Servicing Report indicates that all overland site drainage will be controlled within the proposed development block, especially along the west property limit, by way of a system of swales and catch basins so that water drains to the south and east into the private roadway system and eventually out to Harwood Avenue North.





# YOUR HOME DEVELOPMENTS (OLD HARWOOD) INC.







# **BELL MOBILITY TELECOMMUNICATION TOWER**

**91 RANGE ROAD**

**SITE PLAN APPLICATION – SP6/12**

**JUNE 6, 2016**

**SEAN MCCULLOUGH, DEVELOPMENT PLANNER**

# Background

Date	Event
April 4, 2012	Site Plan Application SP6/12 submitted (91 Range Road).
May 21, 2013	Site Plan Application SP7/13 submitted to explore possibility of Town owned site.
November, 2015	SP7/13 determined to be not a viable location (Town owned site).
January, 2016	Request from Bell to obtain Council position on original application SP6/12 .

# Protocol

## Industry Canada

- ▶ Under the legislative authority of the *Radiocommunications Act*, the approval of a site and design of telecommunication towers is under the exclusive jurisdiction of Industry Canada.

## Town of Ajax

- ▶ *Policies for Establishing Telecommunication Towers and Antenna Facilities*
  - ▶ Official Plan Policies
- 

# Process

## Land-use Authority

### ▶ **Concurrence**

- Proponent may proceed to next step.

### ▶ **Non-concurrence**

- Make written submission to Industry Canada.

## Industry Canada

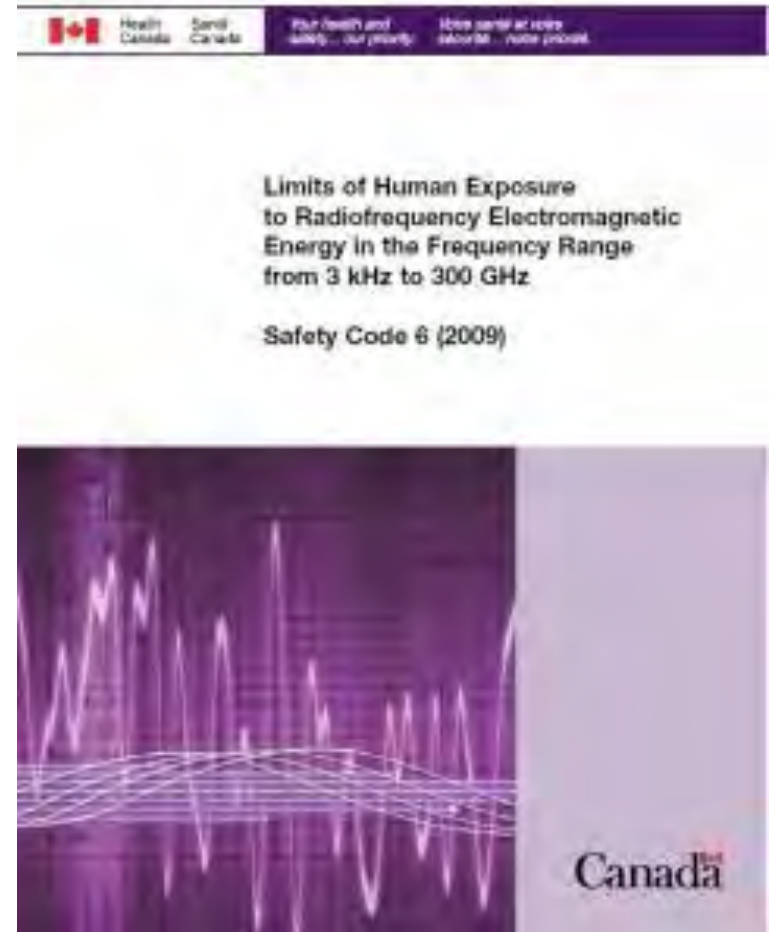
- ▶ Alternative dispute resolution through further mediation;
- ▶ Issue a decision based on the issues in question.

## Appeal Process

- ▶ No appeal process for the general public, the applicant or the Town of Ajax following a decision from Industry Canada.

# Industry Canada's Requirements

- ▶ Under Industry Canada's requirements all towers must comply with Health Canada's Safety Code 6.
- ▶ Notification to Broadcasting Stations.
- ▶ Transport Canada/ Nav Canada Aeronautical Safety.



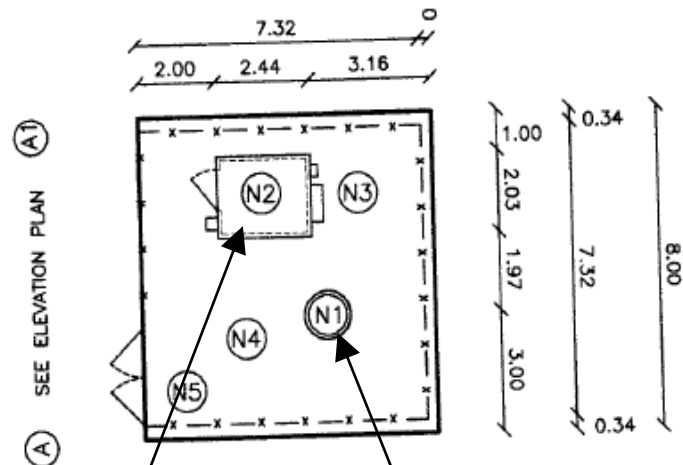
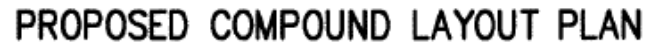


# Subject Lands



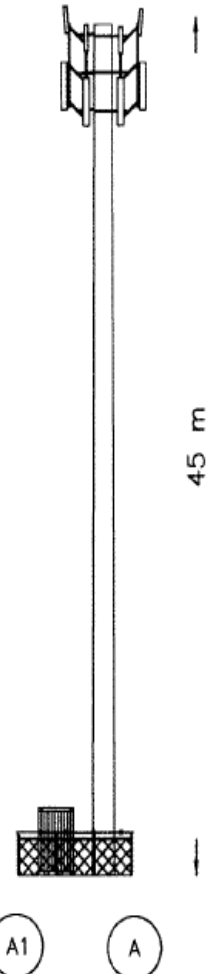
Proposed Tower  
Location

**ELEVATION PLAN**  
NOT TO SCALE



## Proposed Equipment Shelter

## Proposed Tower Location



# Town of Ajax Official Plan

- ▶ Designated Rural Areas.
- ▶ Permits utilities in all land use designations except the Environmental Protection designation.
- ▶ Towers and antenna's should be located in a manner that reduces the visual impacts, including:
  - co-locating new facilities on existing towers, structures, or buildings;
  - locating antenna systems on hydro transmission towers;
  - locating towers within or adjacent to hydro transmission towers;
  - using alternative tower structures or masking the tower so that it blends with surrounding development; and
  - locating towers in areas zoned General Employment (GE) and Heavy Employment (HE).



# Town of Ajax Official Plan con't

- ▶ Section 2.1.10.2 i) of the Official Plan is intended to protect the Lake Ontario Waterfront as natural, clean, green, attractive, diverse, open and connected. Facilities and activities on the Lake Ontario Waterfront will reflect the Waterfront Management Plan, and in conformity with the principles and goals of this Official Plan, including but not limited to:
  - iv) Attractive – the waterfront shall make a positive contribution to the image of the Town of Ajax and the quality of life for its residents through excellence in the design and management of facilities and landscapes;
  - vi) Open – the waterfront shall include wide, open space presenting significant views and vistas of Lake Ontario, waterfront parklands and natural areas;



# Photo Simulation



View looking south from Range  
Road toward Lake Ontario



# Photo Simulation



Example of tower as viewed from  
Ajax Waterfront Park looking north.

# Public Consultation

## **SP6/12**

- ▶ A Public Open House was held on July 17, 2012.
- ▶ Attended by 15 area residents.

## **SP7/13**

- ▶ Two Public Open House meetings held, one on September 17, 2013 and one on May 13, 2015.
- ▶ 6 residents attended on September 17, 2013 and 25 residents attended on May 13, 2015.
- ▶ Public Petition in opposition was submitted to Town of Ajax staff containing approximately 350 signatures.
- ▶ Public Survey administered by Lakeside Community Residents surveyed 148 households in the Lakeside Community. 146 households preferred a location further from the Community and opposed the 91 Range Road location. 1 survey in favour of 91 Range Road and 1 with no opinion.

# Public Consultation

## Primary Concerns Raised by Residents

- |    |  |
|----|--|
| 1. | Proposed tower not in keeping with the Ajax Waterfront Management Plan and would cause visual degradation.   |
| 2. | Not in keeping with the Greenbelt Plan.  |
| 3. | Tower will have long term health impacts on residents.   |
| 4. | The tower would not be visually pleasing and alternative tower designs have not been considered.   |
| 5. | That the tower is located within the least preferred option outlined in the Town of Ajax Policy for Establishing Telecommunication Towers and Antenna's. |
| 6. | That the tower will reduce home values.  |

# RECOMMENDATION

- ▶ Approval of a site and design of telecommunication towers are under exclusive jurisdiction of Industry Canada.
- ▶ That Site Plan Application SP6/12, submitted by Bell Mobility, proposing to erect a 45 metre high monopole telecommunication tower and associated equipment compound, not be supported, and that staff be authorized to issue a letter of non-concurrence to the applicant.



# **Welcome**

**to**

## **Public Information Centre (PIC) No. 2**

**for the**

## **Ajax Downtown Road Network**

## **Improvements**

**Schedule C Municipal Class EA Study**

**June 6, 2016**

**7:00 pm**

**Please sign in to receive updates on the study.**

**Please provide us with your comments by  
completing a Comment Sheet and placing it in  
the box or forwarding it to the Project Team by  
June 20, 2016.**



## Purpose of PIC No. 2

**Provide a  
Summary  
of PIC No.1**

**Review  
Recent  
Activities**

**Present  
Alternative  
Design  
Concepts**

**Evaluate  
and  
Identify  
Preliminary  
Preferred  
Design  
Concept**

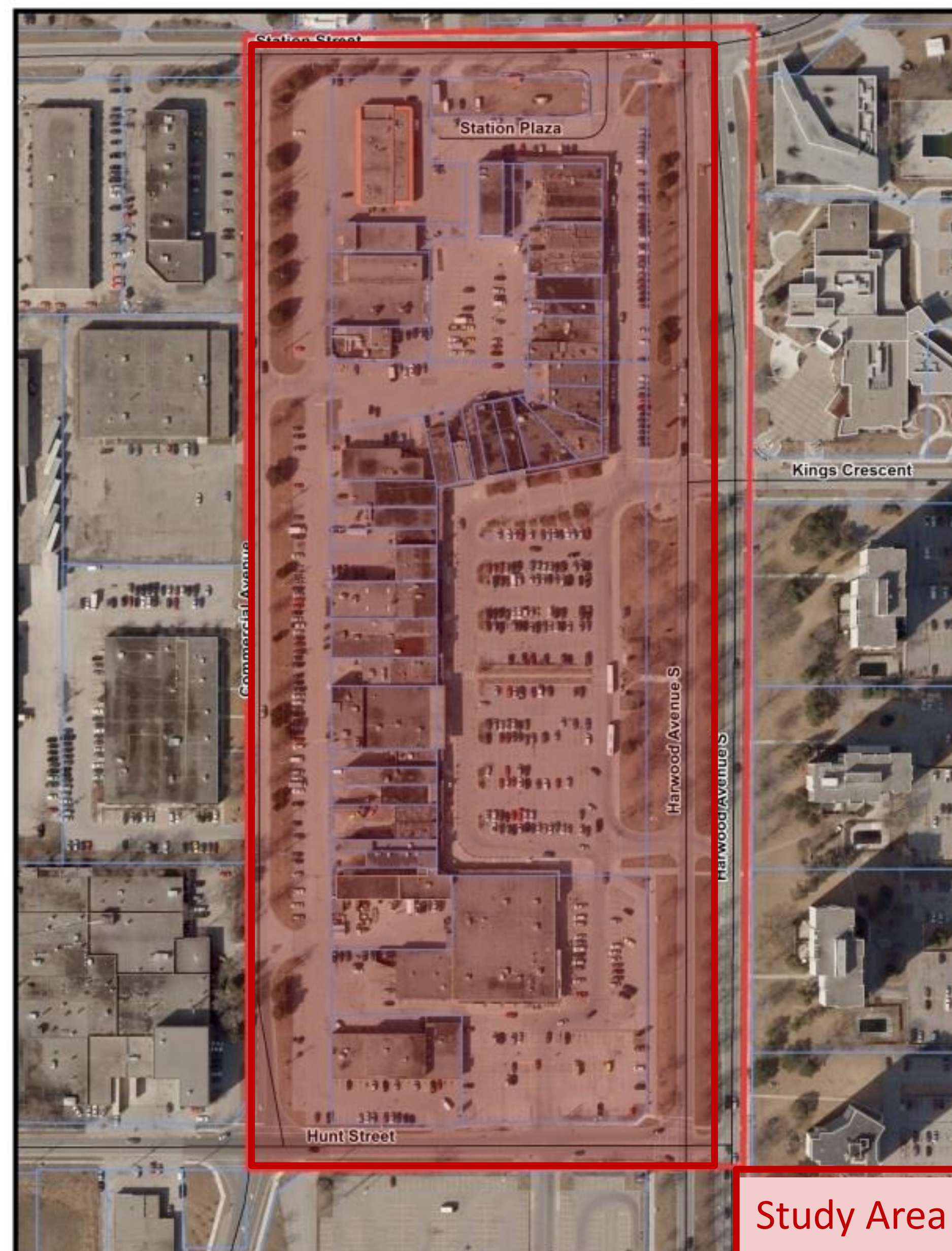
**Gather  
Your Input  
and  
Comments  
on the  
Preferred  
Design**

**Next Steps  
and Project  
Schedule**



## Study Background

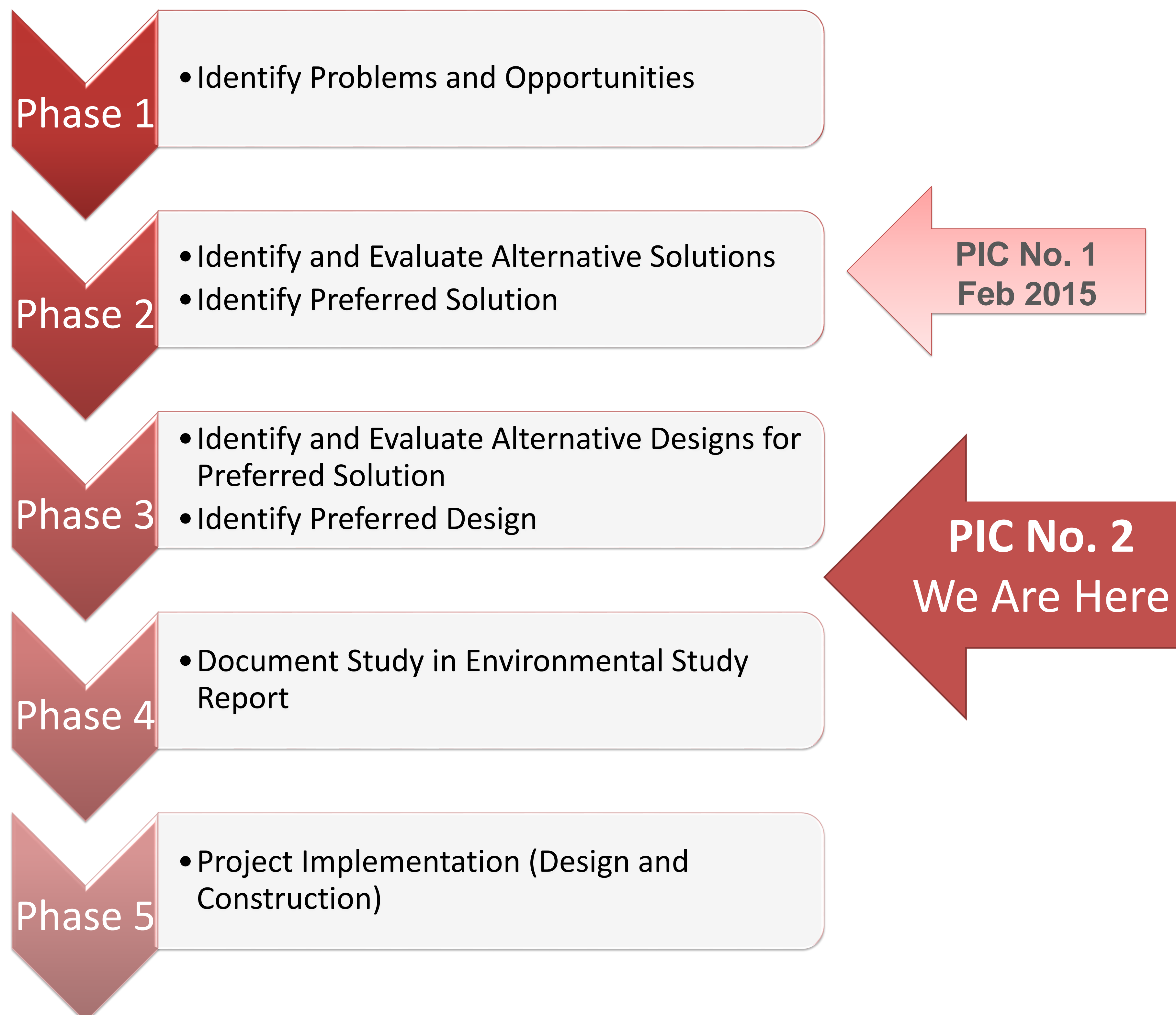
- Study initiated to review and recommend road network improvements in the Ajax Downtown area, while improving traffic flow and providing connections for pedestrians and cyclists
- The Town has a vision of the Downtown that includes intensification and redevelopment of the Ajax Plaza and surrounding lands into an Urban Centre
- The Transportation Master Plan Update identified the need for two east-west local roads to facilitate the future intensification of the Downtown area.





## Municipal Class EA Process

This study is being undertaken as a Schedule 'C' project in accordance with the Municipal Class EA process (October 2000, as amended in 2011).





# Background Studies

## Town of Ajax Official Plan (OP)

Identifies the Study Area as located within the 'Downtown Regional Centre' and identified as a Commercial Mixed Use area.

### Goals:

Ensure that the Downtown Regional Centre further evolves as a compact, urban, intensive, mixed use, pedestrian-oriented, transit-supportive centre, and grows as a focus of commercial, residential, civic government, entertainment, *community facilities, and cultural activities*;

Mixed uses for this area refers either to mixed use *developments (e.g., buildings that include commercial/retail uses at grade, with residential and/or office uses above, or developments consisting of a mix of uses in different buildings on the same property)*, or to broader areas (e.g., zones or designations) containing a mix of uses.

### Road Network:

Official Plan identifies two new east-west roads within the Ajax Plaza lands to facilitate the above goals.

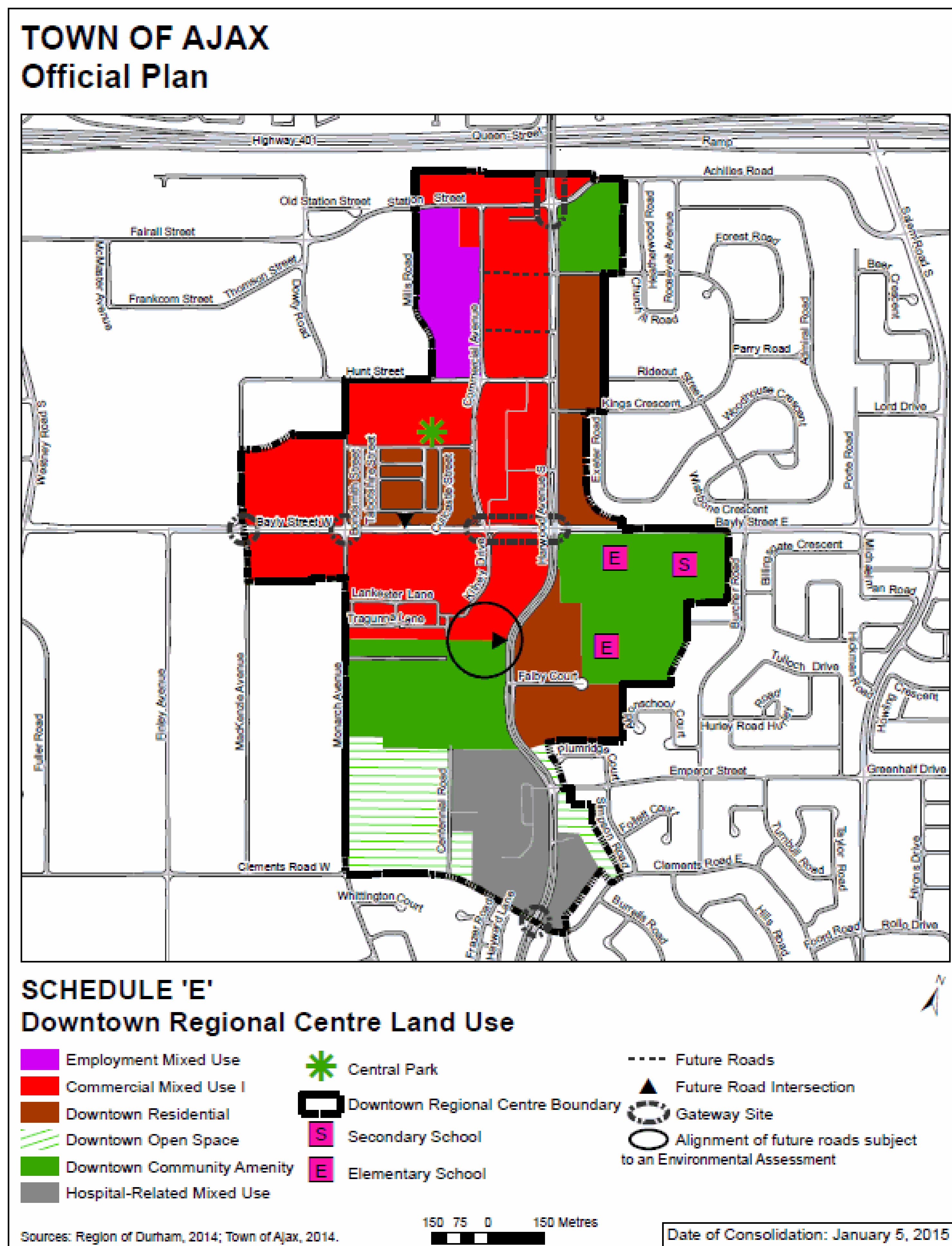
## Ajax Transportation Master Plan Update 2013 (TMP)

- Transportation improvements for Downtown Ajax including two new roads crossing in east-west direction in long term
- New links identified to 'improve vehicular connectivity in the Downtown District'
- Downtown strategy recommends transportation improvements to transit, active transportation, roads and parking



# Official Plan

## Downtown Regional Centre





## Related Studies



### RECOMMENDED TRANSPORTATION IMPROVEMENTS FOR THE DOWNTOWN

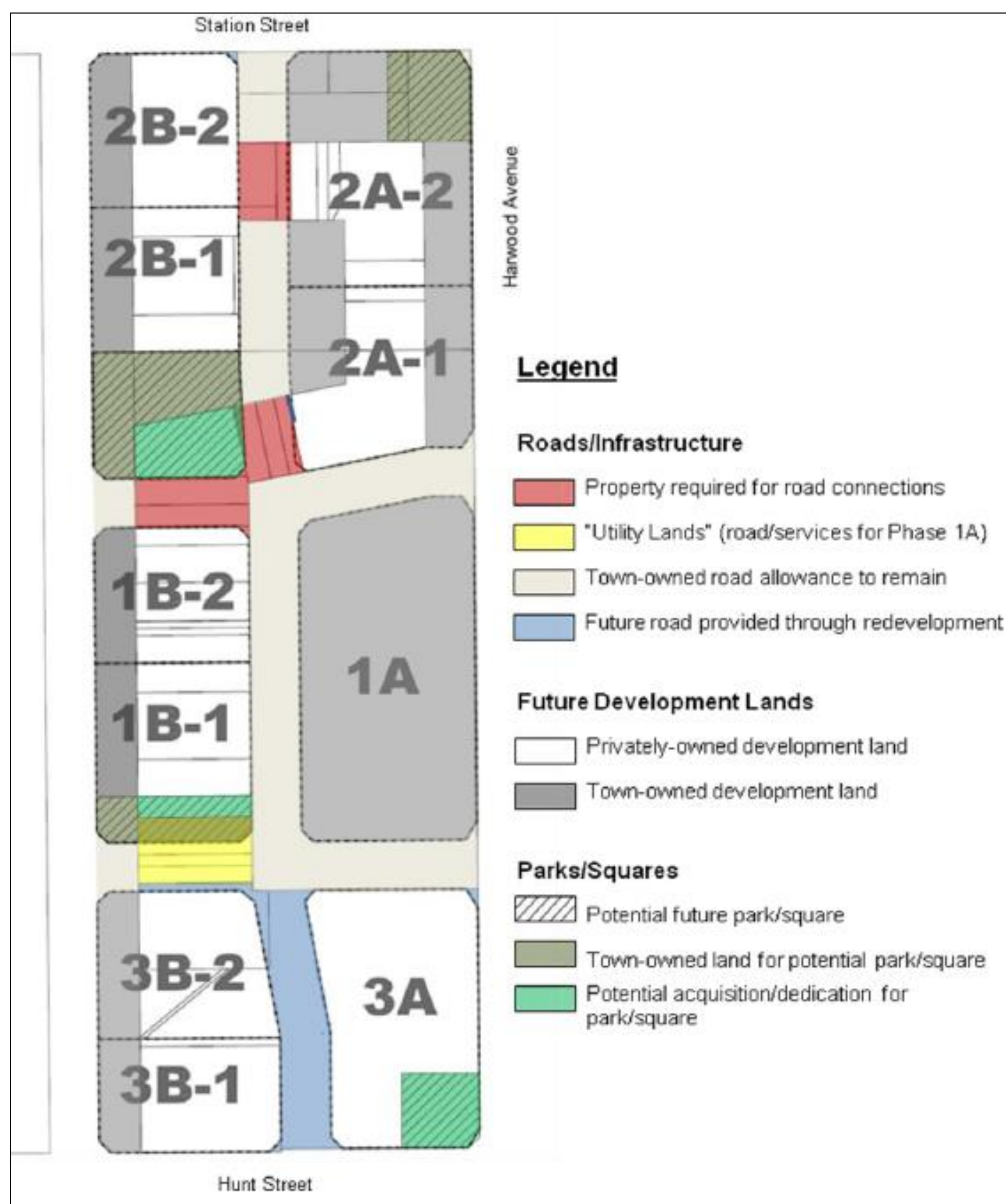
(Source: Town of Ajax, Transportation Master Plan, February 2013)

2013 Transportation Master Plan identifies two new east-west roads in the study area:

- An extension of King's Crescent from Harwood Ave to Commercial Ave; and
- An extension of a new road from the existing plaza access north of Hunt St to Commercial Ave



## Related Studies (Continued)



### ROAD ALIGNMENT CONCEPT

(Source: Town of Ajax, Strategic Planning and Economic Development Initiatives, December 2014)

2014 Strategic and Economic Development Initiatives identify property required for new road connections in study area:

- A new east-west road extending from King's Crescent at Harwood Ave to Commercial Ave;
- A new east-west road extending from Harwood Ave at the plaza entrance north of Hunt St to Commercial Ave; and
- A new north-south road between Station St and Hunt St midway between Harwood Ave and Commercial Ave



# Traffic

## Existing Traffic

- Heaviest traffic volumes occur in the afternoon peak period
- Main network gateways include:
  - Station Street from Commercial Avenue to Harwood Avenue
  - Hunt Street from Commercial Avenue to Harwood Avenue
  - Bayly Street from Commercial Avenue to Harwood Avenue
  - Harwood Avenue – Station Street to Bayly Street
- All existing traffic operations are at Level of Service “C” or better, except for Bayly Street and Harwood Avenue which is at a Level of Service “E”
- Some through and turning movements experience higher delays

## Future Traffic

- Background traffic growing at a rate of 2.3% per year
- Additional traffic growth from:
  - Central Park Ajax Phase I (352 AM trips, 694 PM trips)
  - Medallion Phase I and II (451 AM Trips, 567 PM trips)
- Without any improvements operations at 3 additional intersections fall below Level of Service of “C”
- A number of movements will experience higher delays
- With minor operational improvements, all intersections will operate at Level of Service of “C” or better



# Problems and Opportunities

### The following problems exist in the Study Area:

- Poor network connectivity and continuity;
- Heavy eastbound left-turn volumes onto Harwood Avenue from Bayly Street, Hunt Street and Station Street;
- Closely spaced intersections/driveways interrupting traffic flow and with vehicles having to cross queues; and
- Poor local street continuity between Harwood Avenue and Commercial Avenue.

### Opportunities include:

- To focus more traffic towards Commercial Avenue and other roads to the west, to reduce traffic and maintain an acceptable level of service on Harwood Avenue
- To integrate multi-modal transport, including pedestrian, cycling, transit and other modes to create a more vibrant, pedestrian friendly and economically prosperous downtown



# Summary of PIC No. 1

Alternative Planning Solutions to address current and future transportation needs included:

Alternatives	Preliminary Evaluation
<b>Alternative 1: Do Nothing</b> Would involve no changes or improvements to the existing transportation network.	Carry Forward for comparison
<b>Alternative 2: Traffic Demand Management &amp; Transit</b> Encourage alternative modes of transportation, including active transportation or transit	Carry Forward to encourage active transportation
<b>Alternative 3: Transportation System Management/Operational Improvements</b> Methods to increase capacity of the existing road network, such as traffic signal timings and phasing, adding /changing or restricting movements at intersections.	Carry Forward to address short-term problems
<b>Alternative 4: Widen Existing Roads</b> Provide additional lanes on adjacent roads such as Harwood Ave., Hunt St., Commercial Ave. and/or Station St.	Do Not Carry Forward Does not address network connectivity, redevelopment or OP objectives
<b>Alternative 5: Construct New Roads</b> Construct new east-west or north-south corridors within the study area	Carry Forward to address network connectivity and address long-term needs



# Evaluation of Criteria



### Transportation Planning

- Roadway safety
- Accommodation of pedestrians and cyclists
- Traffic operations
- Corridor efficiency and Level of Service
- Roadway and System connectivity



### Cultural Heritage

- Cultural and built heritage impacts
- Archaeological impacts



### Engineering and Cost

- Property impacts and requirements
- Utility relocation
- Accommodation of future municipal services
- Drainage and Stormwater management
- Construction and Operating costs



### Natural Environment

- Maintain urban/street trees
- Impacts on Natural Heritage Policies



### Socio-Economic Environment

- Compliance with Town's Official Plan
- Business impacts
- Residential impacts
- Air quality and Noise impacts
- Recreational facilities and Aesthetics impacts



# Downtown Road Networks

New road networks for the study area were identified based on a number of opportunities and constraints including:

- Road Characteristics**

Street	From-To	Classification	Intersection Spacing	
			Minimum	Existing
Station	Harwood – Commercial	Type C Arterial	300m	190m
Harwood	Station - Hunt	Type C Arterial	300m	190m
Hunt	Harwood – Commercial	Collector	150m	190m
Commercial	Station - Hunt	Collector	150m	140m
Kings Crescent	Harwood - Exeter	Local	As Needed	90m

- Approved Development**
  - Central Park Ajax mixed-use development includes public road loop connecting King’s Crescent to existing plaza access north of Hunt St
- Active Transportation and Streetscaping**
  - Harwood Ave to have wide median, cycle tracks and sidewalks
  - Bicycle lanes on Station and Hunt Streets



# Evaluation of Alternative Road Networks

Criteria	Base Case	Base Case with East-West Local Road Connection to the North	Base Case with East-West Local Road Connection to the South	Base Case with East-West Local Road Connection to North and South	Base Case with North-South Local Road Connection to the North	Base Case with North-South Local Road Connection to the South	Base Case with North-South Local Road Connection to the North and South	Base Case with East-West and North-South Local Road Connections
								
Natural Environment	—	—	—	—	—	—	✓	✓
Socio-Economic Environment	✗	✗	✗	✓	✗	✗	✗	✓
Cultural Heritage	✓	—	—	—	—	—	—	—
Transportation Planning	✗	—	✗	—	—	—	—	✓
Engineering & Cost	✗	✗	—	✓	—	—	—	✗

✗  
Not Preferred

—  
Somewhat Preferred

✓  
Preferred



## Preferred Network

### Local Roads

- Two new east-west roads extending from the local road loop approved for Central Park Ajax Development, from Harwood Avenue to Commercial Avenue
- Depending on future development requirements, north-south road may just accommodate pedestrians, cyclists and service vehicles at specified times

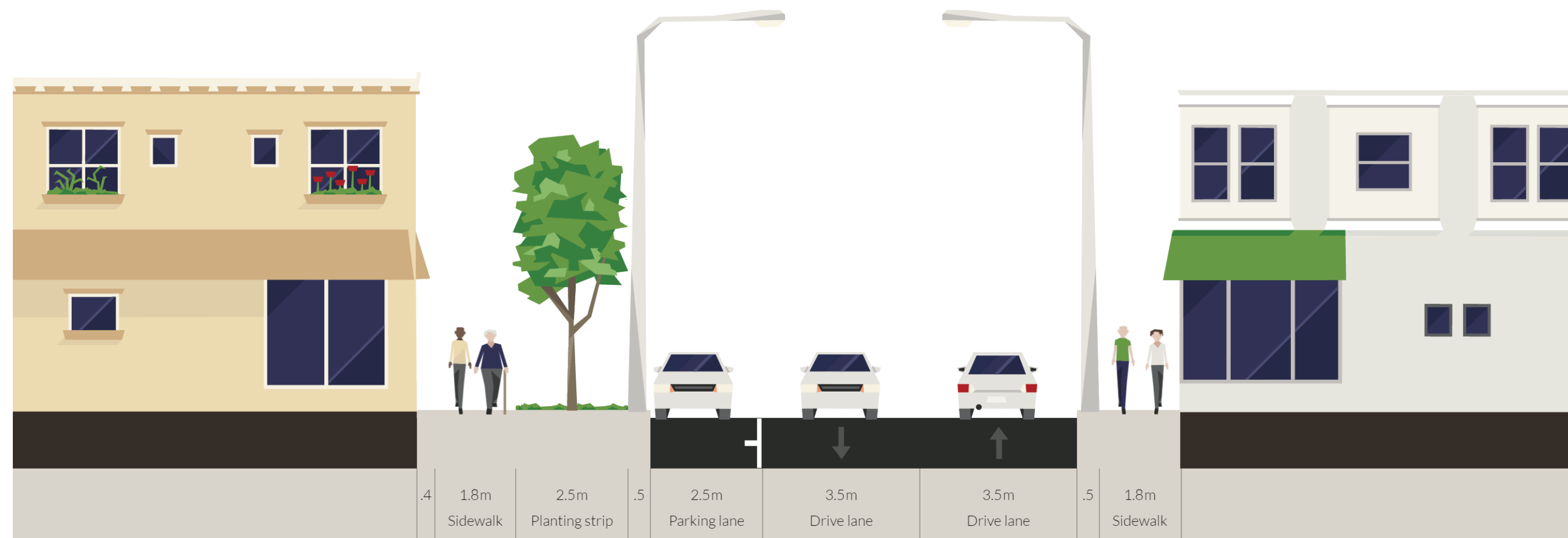
## Alternative Road Cross Sections

- For preferred road network, alternative cross sections and rights- of-way for each road were identified based on:
  - Road functional classification
  - Active transportation requirements
  - On-street parking opportunities
  - Potential for streetscaping and green zones
  - Effects of intersection spacing and turning lane requirements
- Cross section alternatives were evaluated using generalized transportation, planning and cost factors

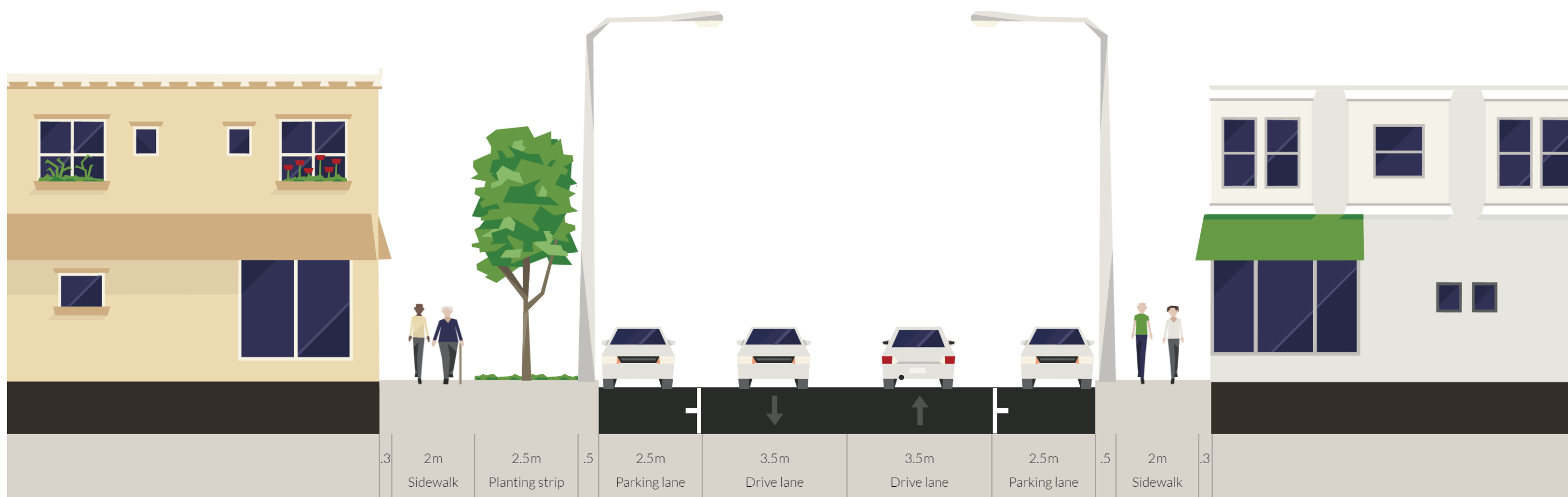


# Alternative Local Road Cross Sections

## LOCAL ROAD (17m Right-of-Way)



## LOCAL ROAD (20m Right-of-Way)



## LOCAL ROAD (23m Right-of-Way)





# Local Roads

## Evaluation of Cross Sections

Criteria	Local 17m ROW	Local 20m ROW	Local 23m ROW	20m ROW Flexible
Natural Environment	✓	✓	✓	✓
Socio-Economic Environment	—	✓	—	—
Cultural Heritage	✓	✓	✓	✓
Transportation & Technical	—	—	—	✓
Engineering & Cost	✓	—	—	✗
		Preferred for East-West Streets		Preferred for North-South Streets

✗  
Not Preferred

—  
Somewhat Preferred

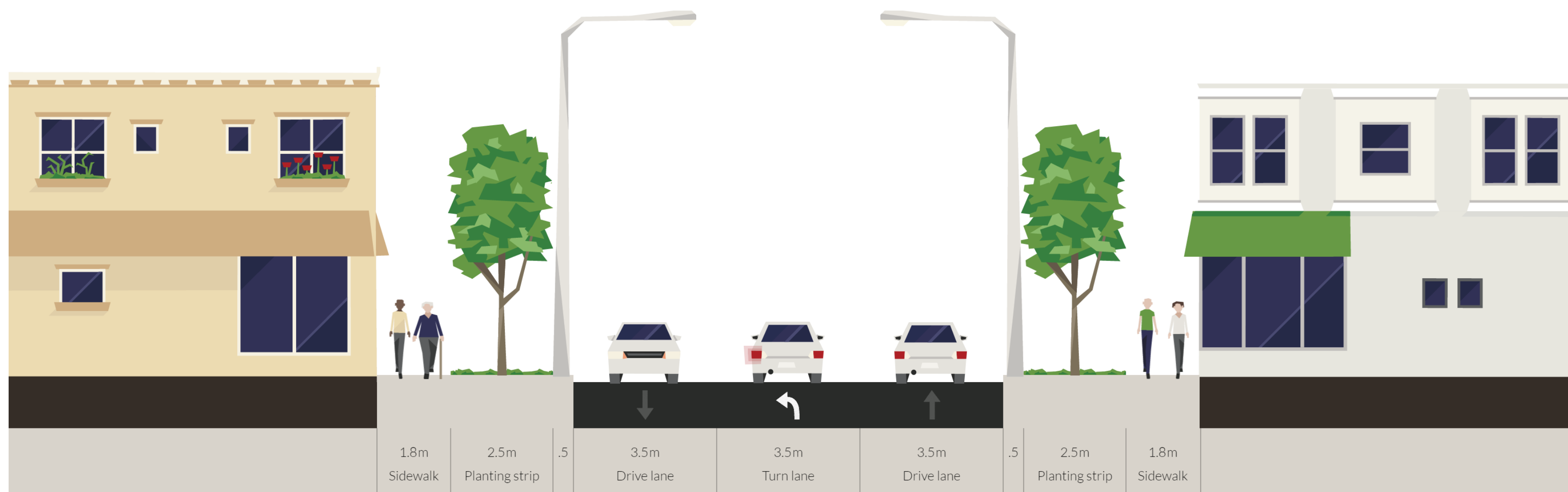
✓  
Preferred



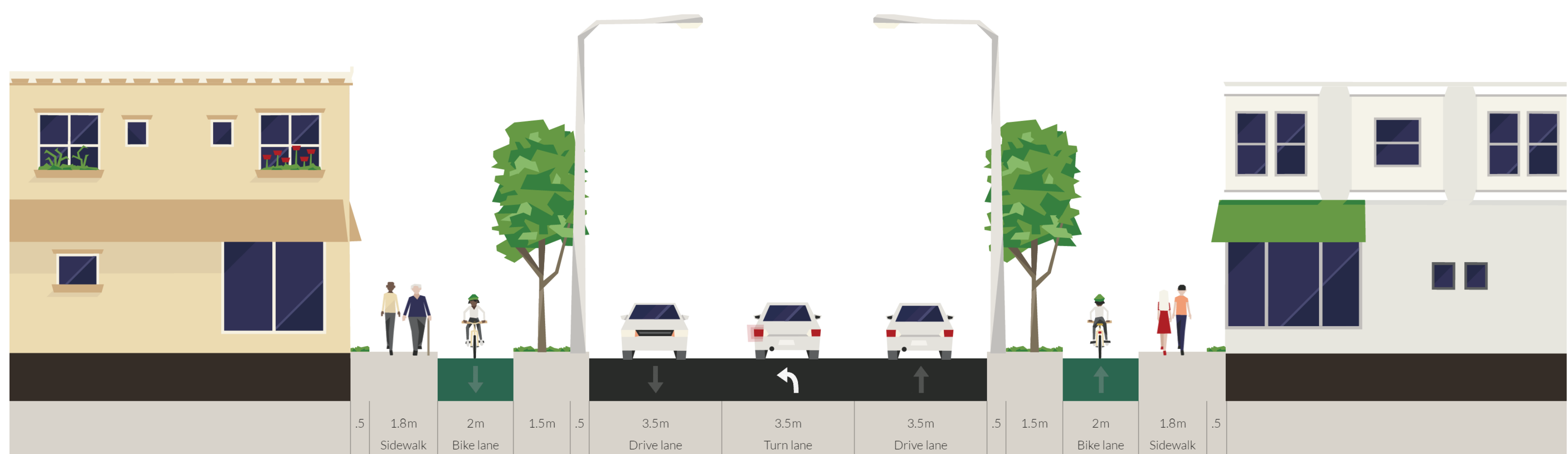
# Commercial Avenue

## Alternative Cross Sections

### COLLECTOR (20m Right-of-Way)



### COLLECTOR (23m Right-of-Way) With Cycle Track

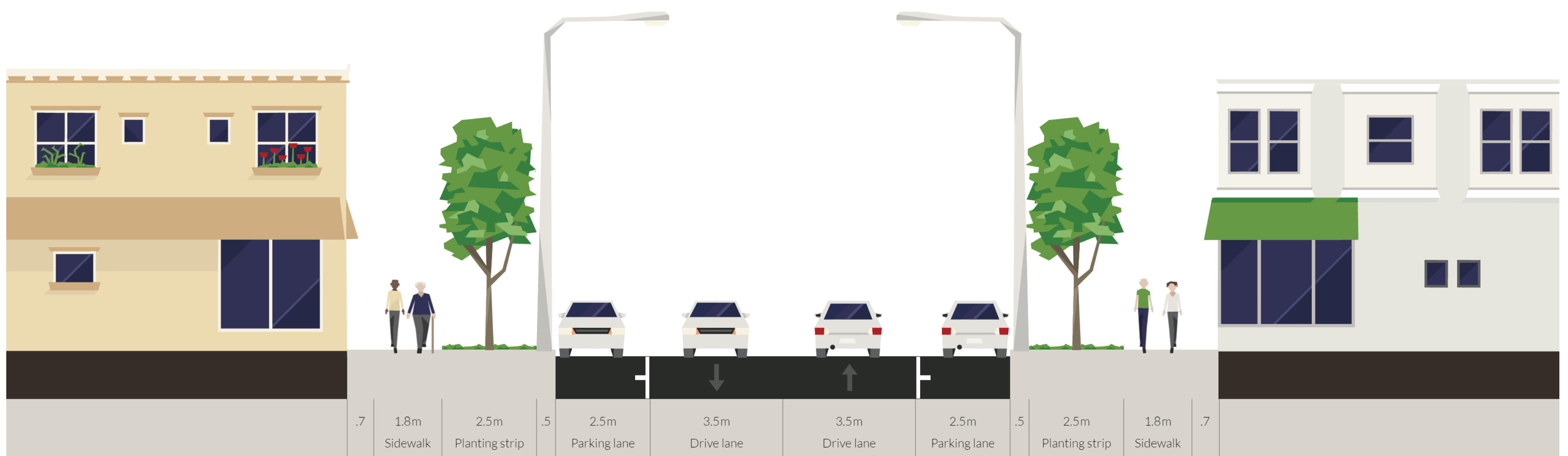




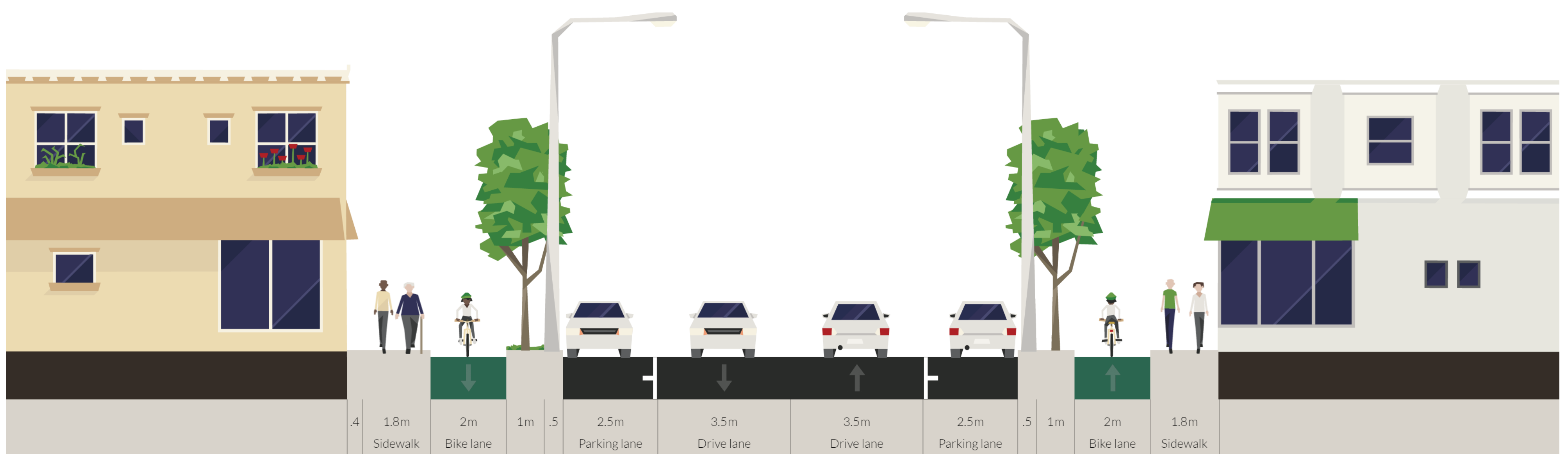
# Commercial Avenue

## Alternative Cross Sections

### COLLECTOR (23m Right-of-Way) With On-Street Parking



### COLLECTOR (23m Right-of-Way) With On-Street Parking and Cycle Tracks

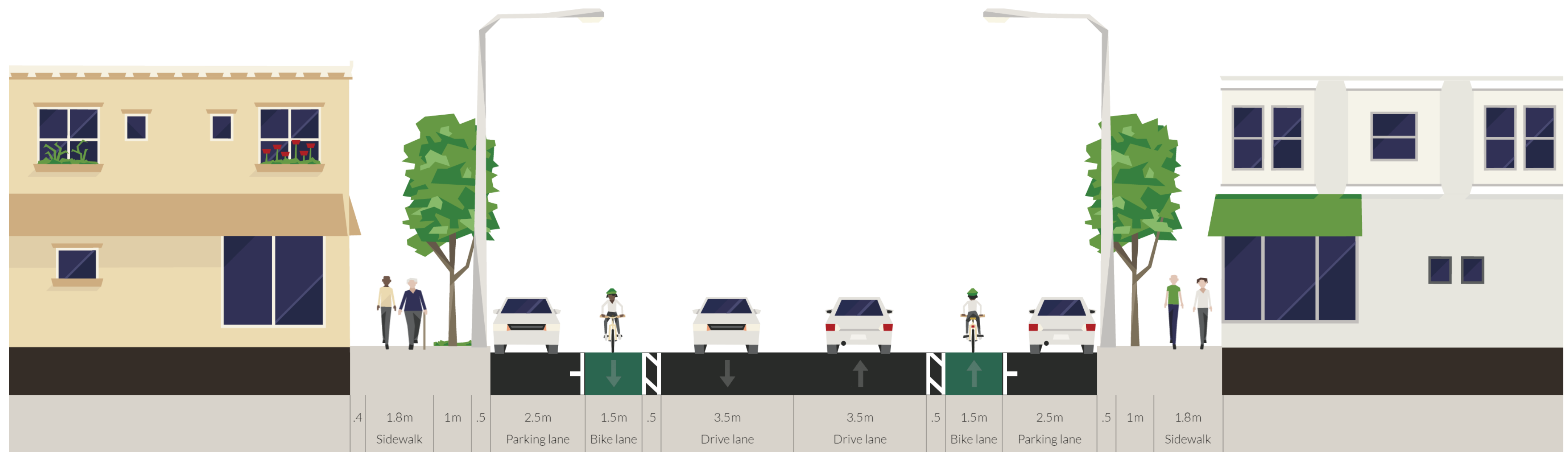




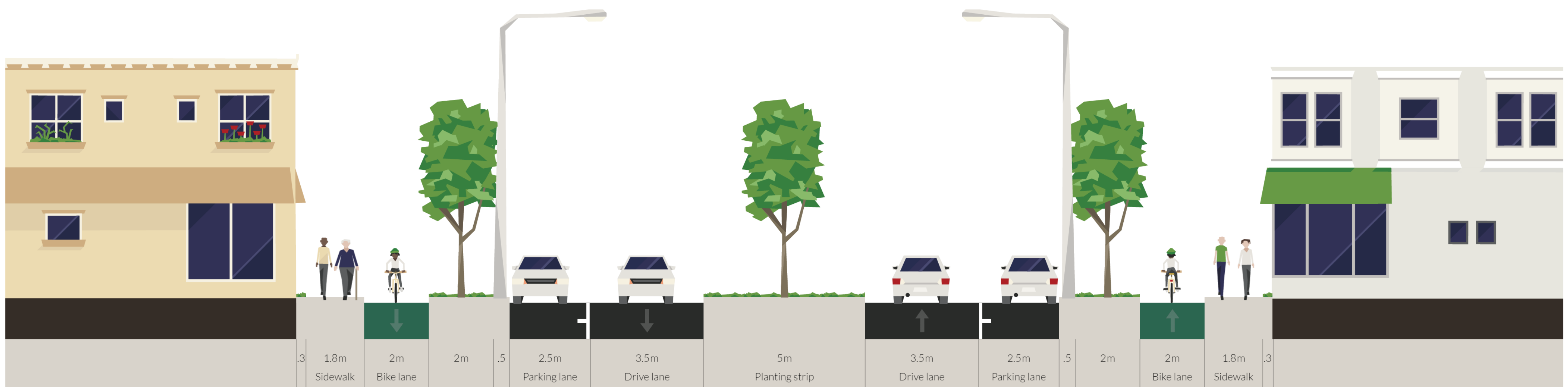
# Commercial Avenue

## Alternative Cross Sections

### COLLECTOR (23m Right-of-Way) With On-Street Parking and Bike Lanes



### COLLECTOR (30m Right-of-Way) With Wide Median





# Commercial Avenue

## Evaluation of Cross Sections

Criteria	Collector 20m ROW	Collector 23m ROW Cycle Track	Collector 23m ROW Parking	Collector 23m ROW Parking & Cycle Track	Collector 30m ROW
Natural Environment	✓	✓	✓	✓	✓
Socio-Economic Environment	—	—	✓	✓	✗
Cultural Heritage	✓	✓	✓	✓	✓
Transportation & Technical	—	✓	—	✓	✓
Engineering & Cost	✓	—	—	—	✗



Not Preferred



Somewhat Preferred

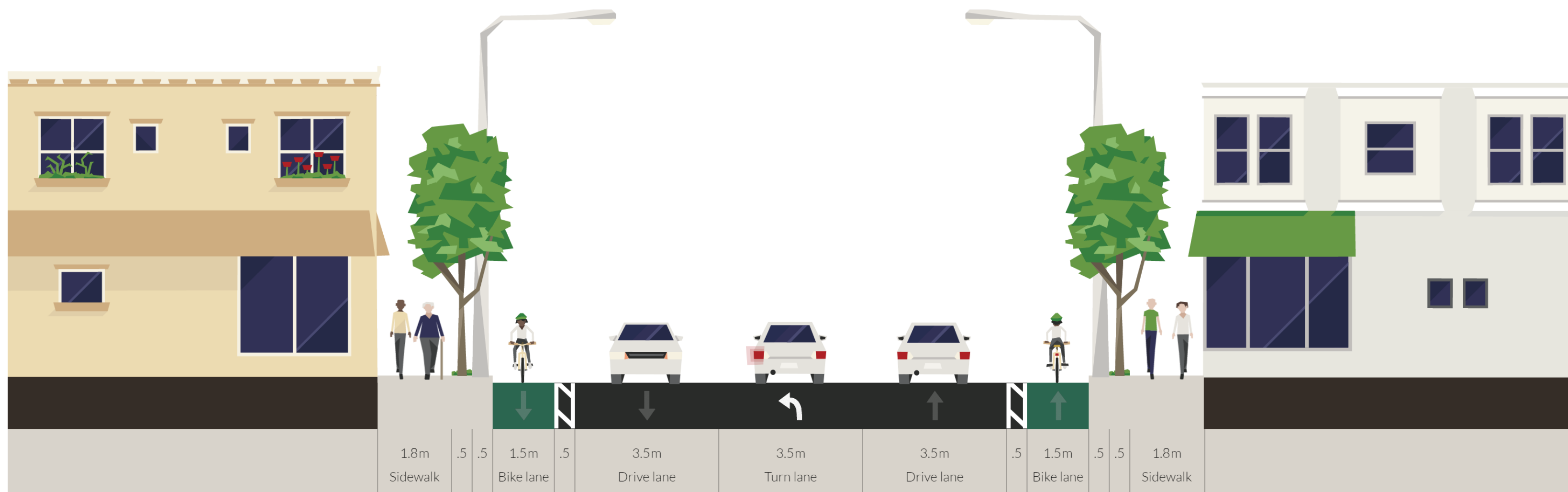


Preferred

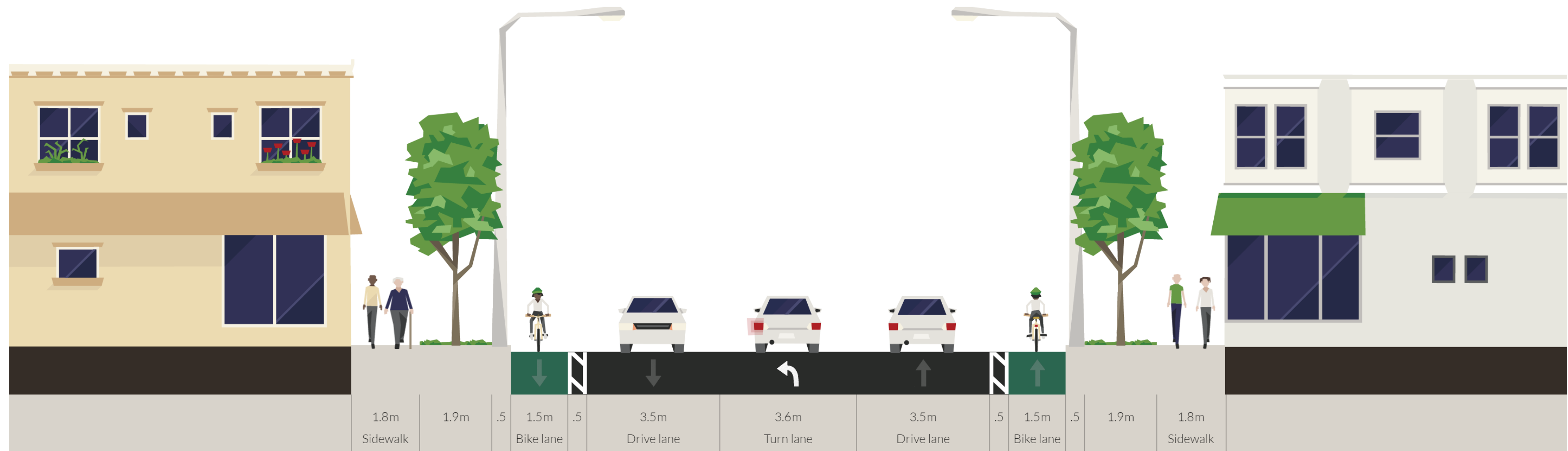


# Station Street - Alternative Cross Sections

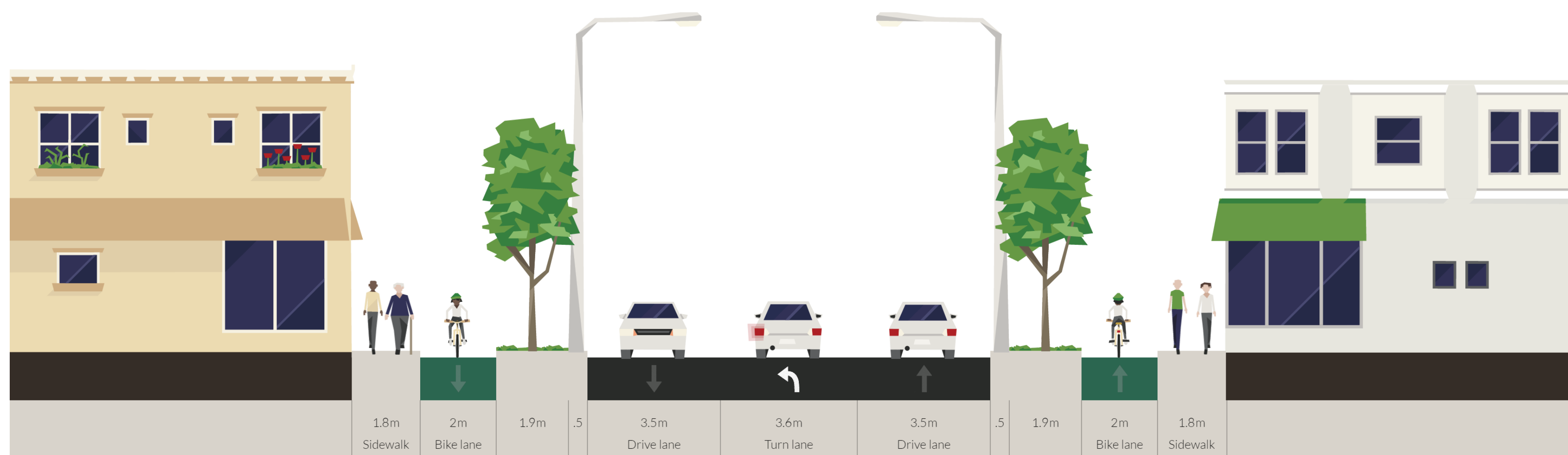
## TYPE 'C' ARTERIAL (20m Right-of-Way) On-Street Bike Lanes



## TYPE 'C' ARTERIAL (23m Right-of-Way) On-Street Bike Lanes



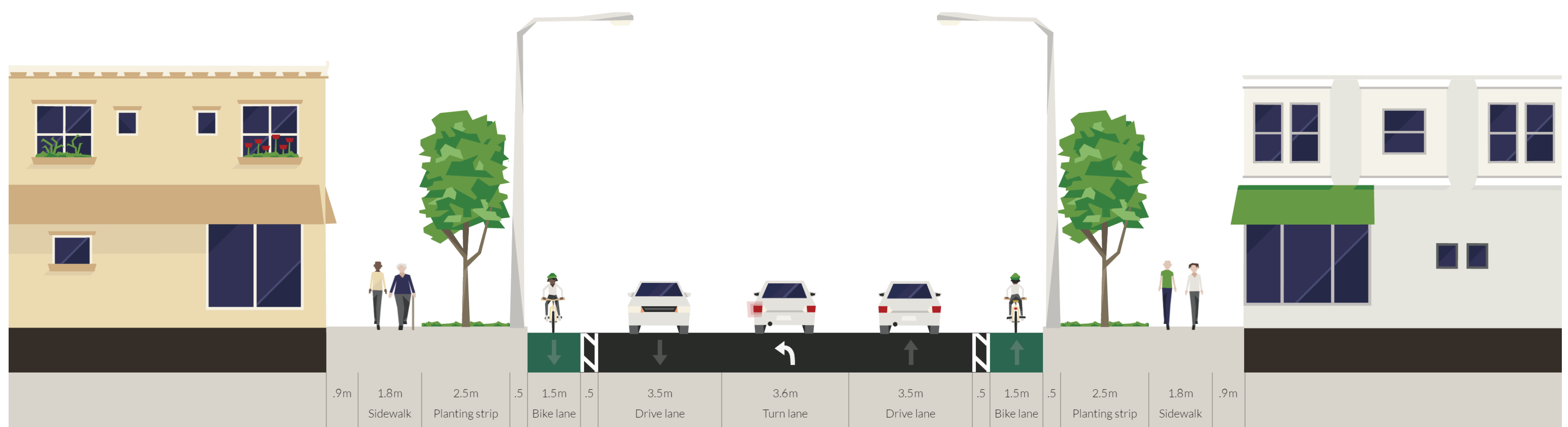
## TYPE 'C' ARTERIAL (23m Right-of-Way) Cycle Tracks



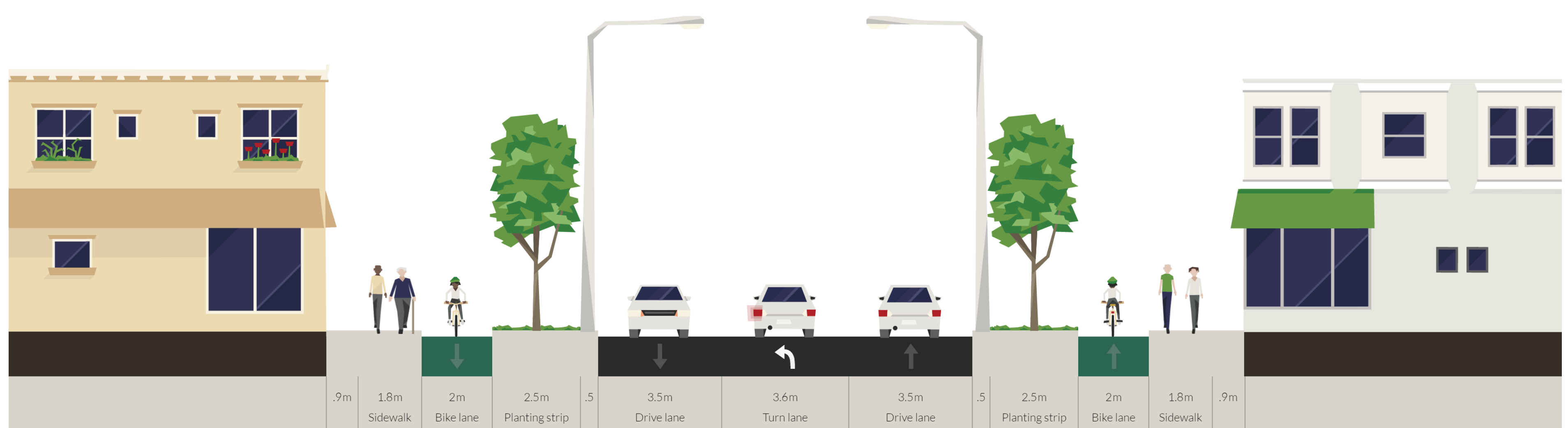


# Station Street - Alternative Cross Sections

## TYPE 'C' ARTERIAL (26m Right-of-Way) On-Street Bike Lanes



## TYPE 'C' ARTERIAL (26m Right-of-Way) Cycle Tracks





### Station Street

### Evaluation of Cross Sections

Criteria	Arterial 20m ROW On-Street Bike Lanes	Arterial 23m ROW On-Street Bike Lanes	Arterial 23m ROW Cycle Tracks	Arterial 26m ROW On-Street Bike Lanes	Arterial 26m ROW Cycle Tracks
Natural Environment	—	—	—	—	—
Socio-Economic Environment	✓	—	—	✗	✗
Cultural Heritage	✓	✓	✓	✓	✓
Transportation & Technical	—	✓	✓	✓	✓
Engineering & Cost	✗	—	—	✗	✗

✗  
Not Preferred

—  
Somewhat Preferred

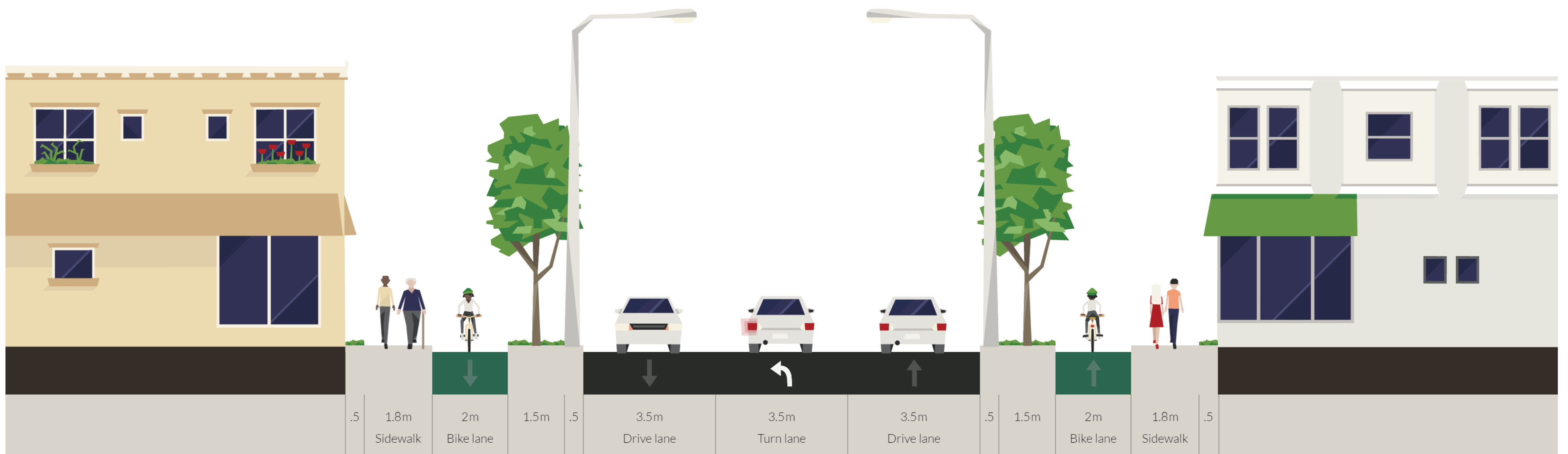
✓  
Preferred



# Hunt Street

## Preferred Cross Section

COLLECTOR (23m right-of-Way)\*



\* Based on Recommendations of the Hunt and Finley EA Study.

# Harwood Avenue

## Preferred Cross Section

TYPE 'C' ARTERIAL (45m Right-of-Way)\*



\* Based on Recommendations of the Lower Harwood Streetscape Study.



## Preferred Cross Sections

### Local Roads: 20 m Local

- 2 traffic lanes, parking on both sides, landscaped boulevards and sidewalks
- *Option for portions to be constructed as flexible streets*

### Commercial Avenue: 23 m Collector

- 2 traffic lanes, parking on both sides, landscaped boulevards, cycle tracks and sidewalks

### Hunt Street: 23 m Collector

- 2 traffic lanes, turn lane, landscaped boulevards, cycle tracks and sidewalks

### Station Street: 23 m Type 'C' Arterial

- 2 traffic lanes, shared left turning lane, cycle tracks, landscaped boulevards and sidewalks

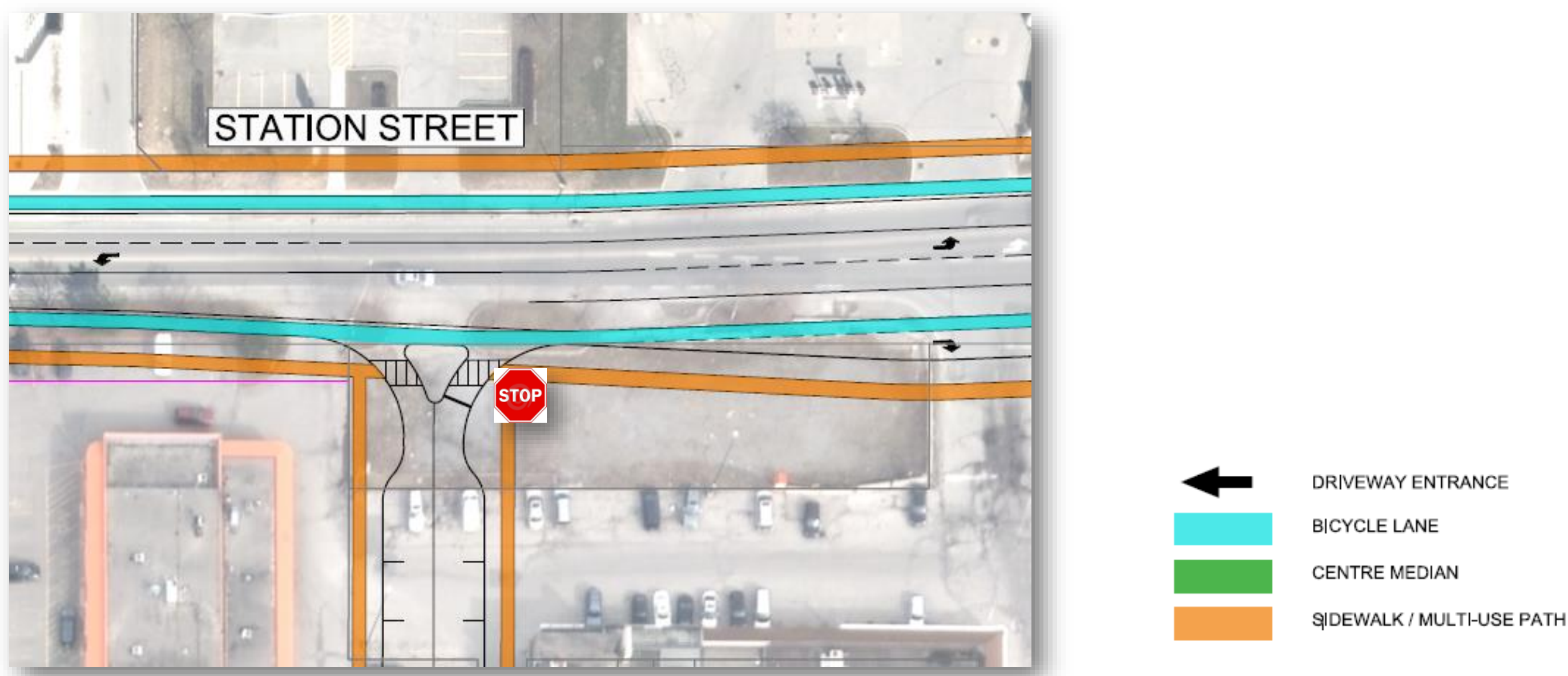
### Harwood Avenue: 45 m Type 'C' Arterial

- 4 traffic lanes, parking one-side, cycle tracks, landscaped boulevards and sidewalks



# Evaluation of Intersection Control

## Station Street and North-South Street

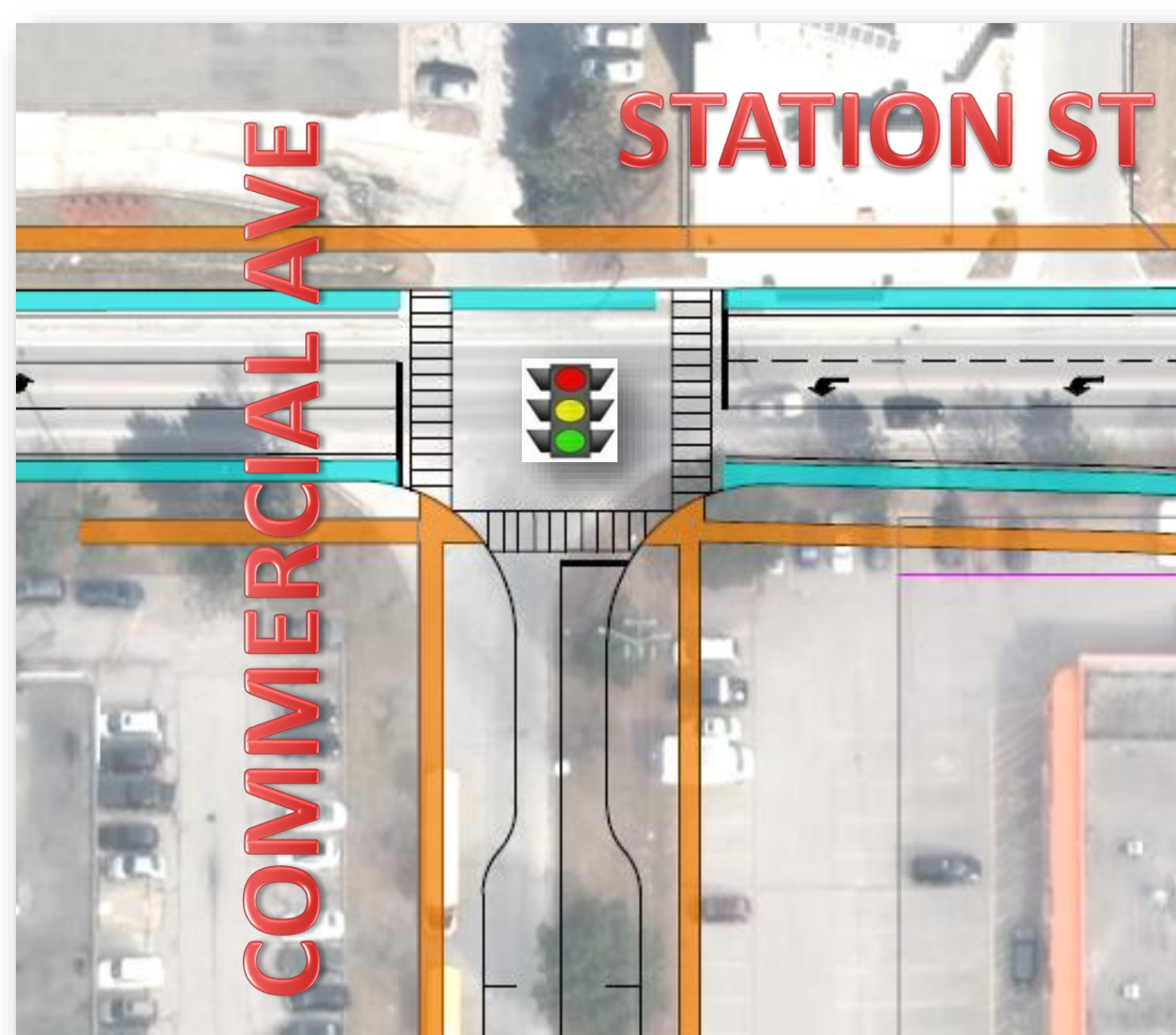


Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals	Roundabout
Transportation Planning	—	✗	✗	✗
Social-Economic Environment	—	—	—	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗



# Evaluation of Intersection Control

## Commercial Ave and Station Street



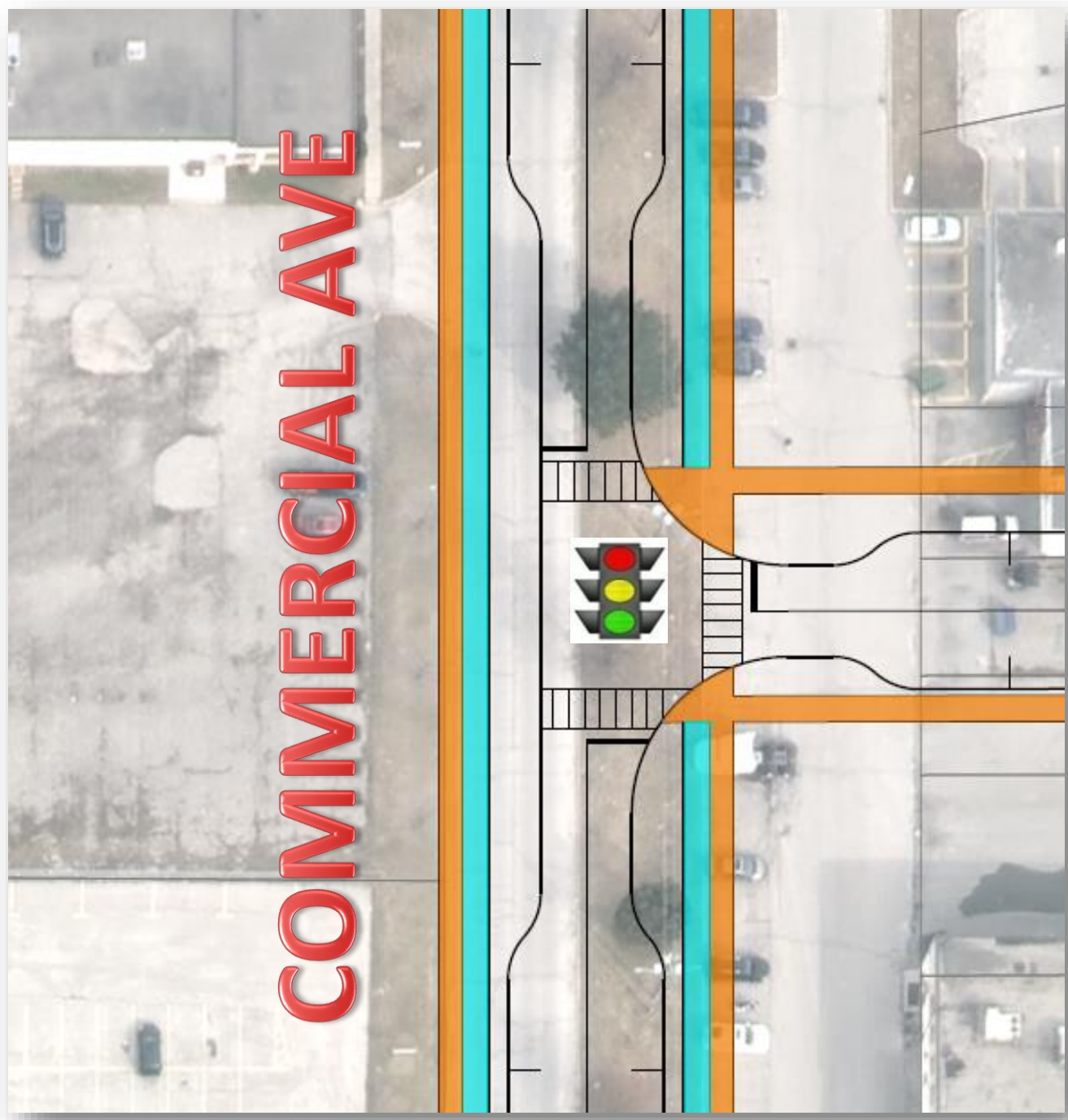
Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals*	Roundabout
Transportation Planning	✗	—	✓	—
Social-Economic Environment	—	—	✓	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗

\* Install traffic signals when warranted.



# Evaluation of Intersection Control

## Commercial Ave and North East-West Street



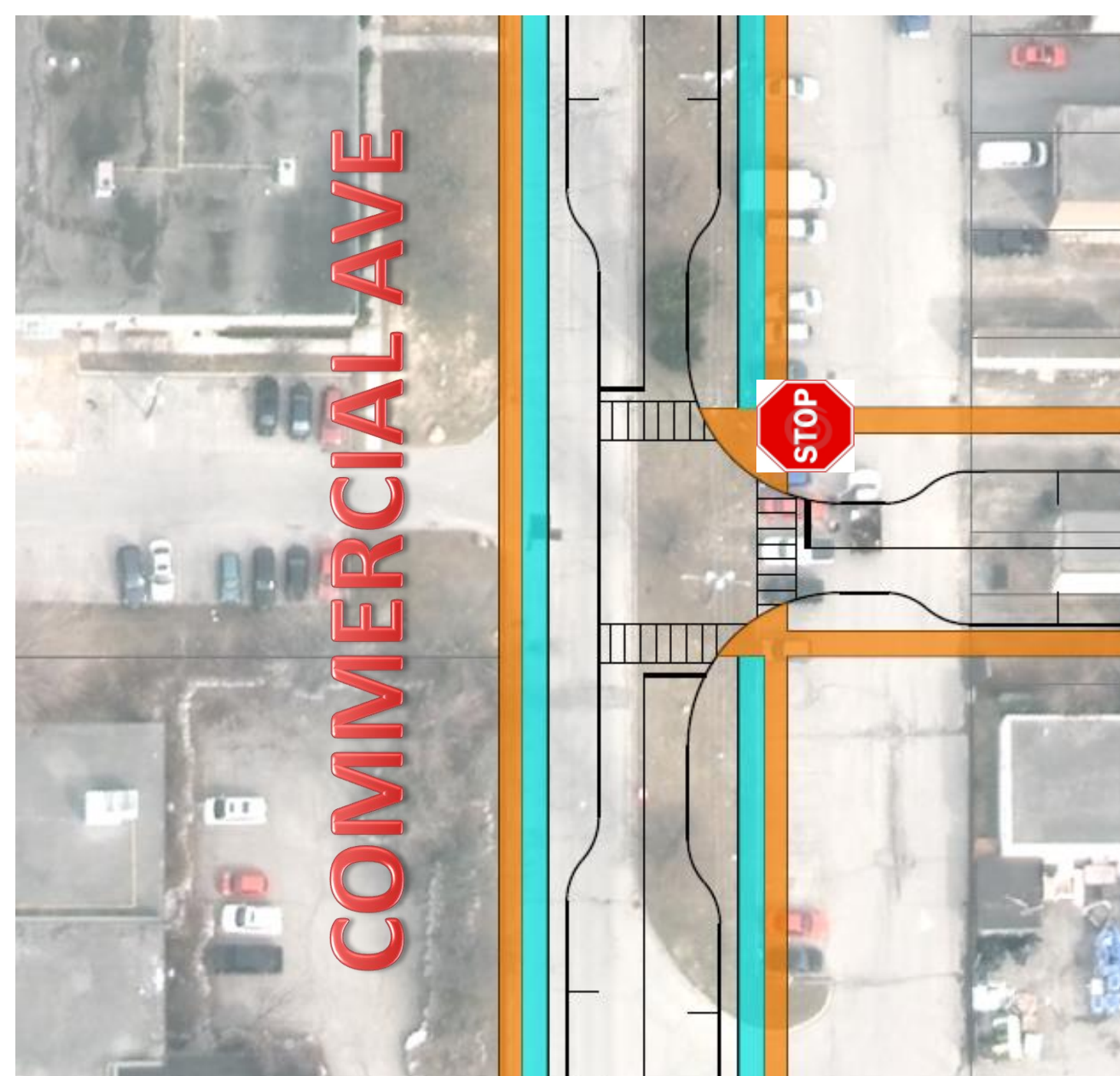
Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals*	Roundabout
Transportation Planning	✗	—	✓	—
Social-Economic Environment	—	—	✓	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗

\* Install traffic signals when warranted.



# Evaluation of Intersection Control

## Commercial Ave and South East-West Street

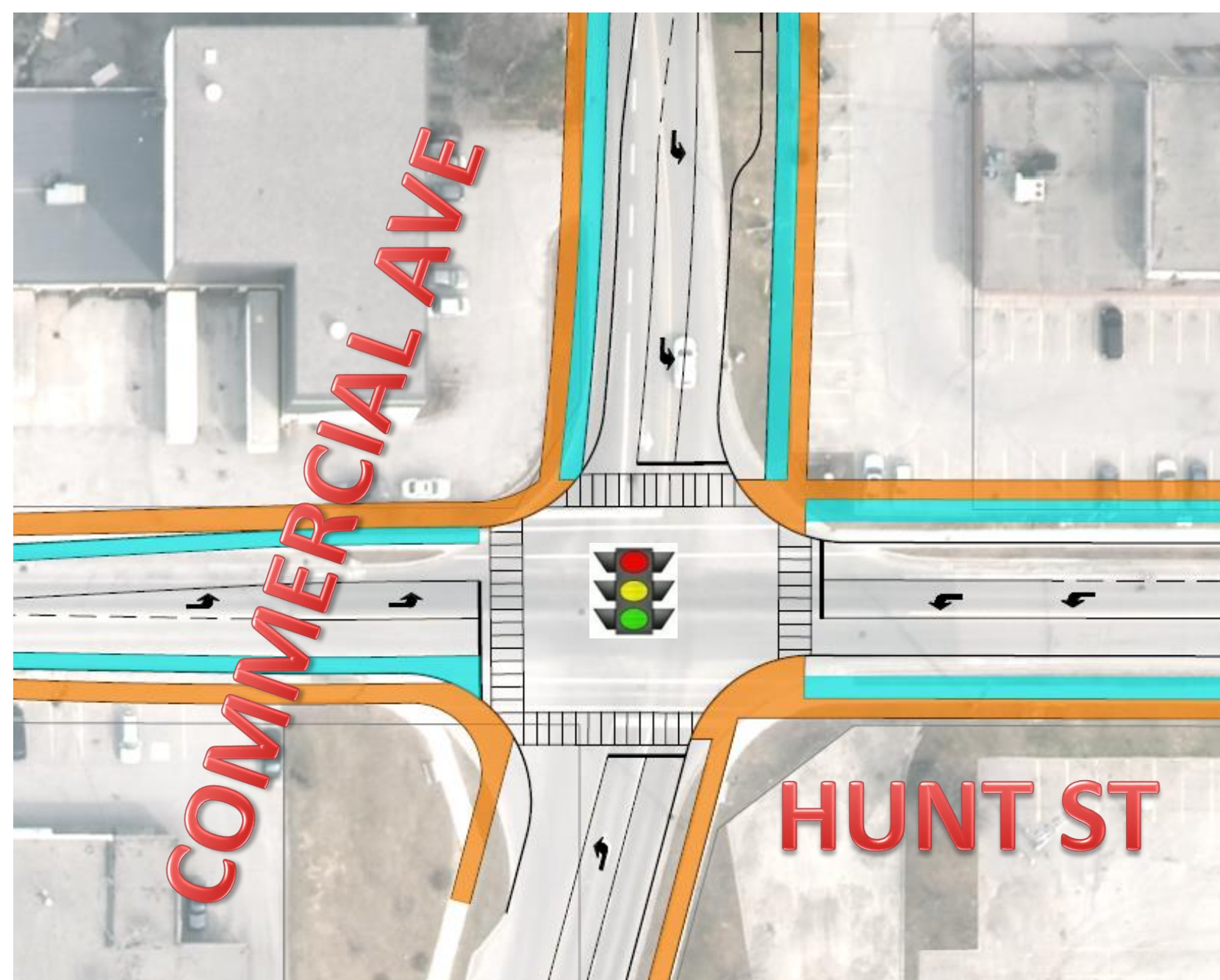


Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals	Roundabout
Transportation Planning	✓	✗	✗	✗
Social-Economic Environment	—	—	✓	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗



# Evaluation of Intersection Control

## Commercial Ave and Hunt Street



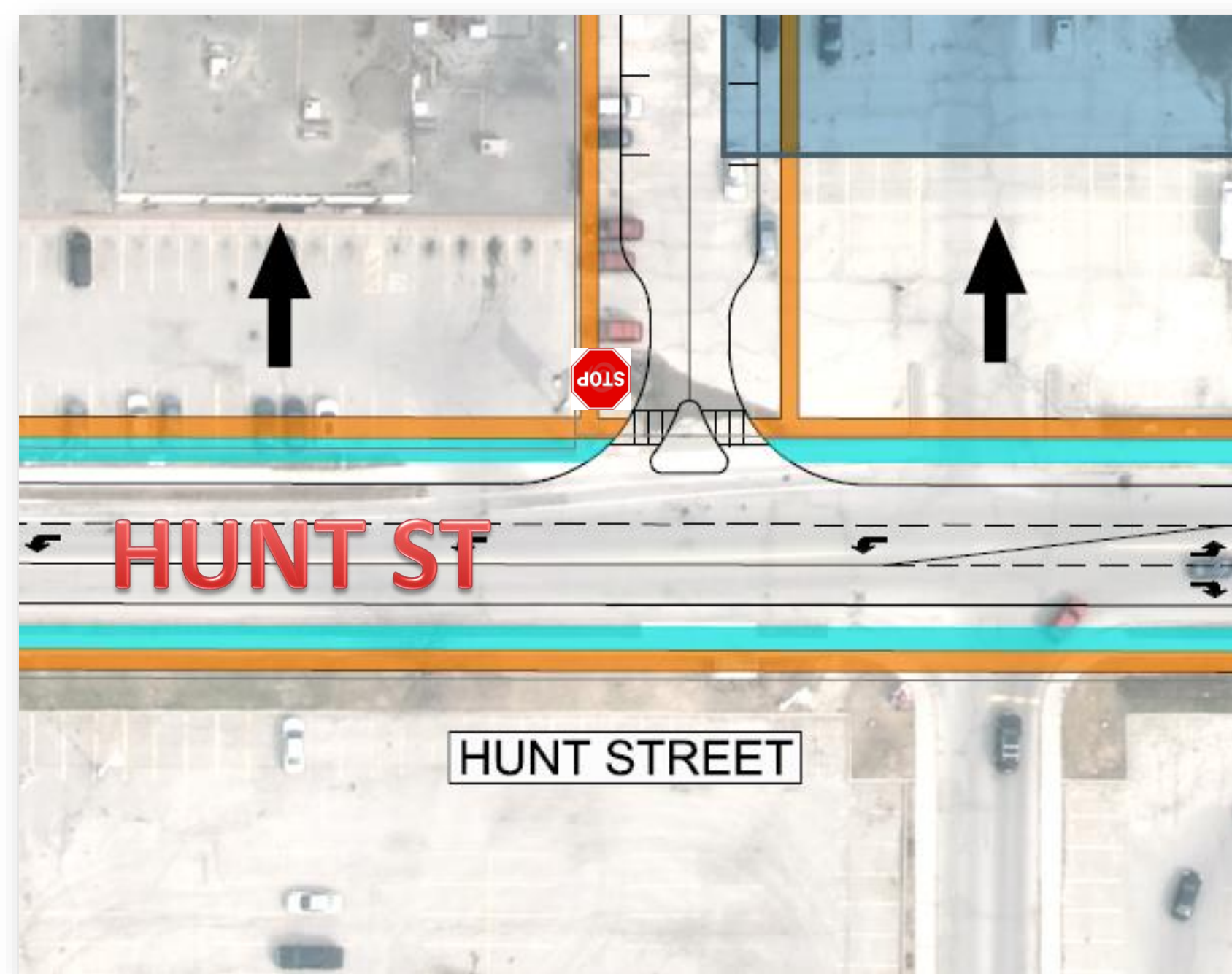
Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals*	Roundabout
Transportation Planning	✗	—	✓	—
Social-Economic Environment	—	—	✓	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗

\* Install traffic signals when warranted.



# Evaluation of Intersection Control

## Hunt Street and North-South Street

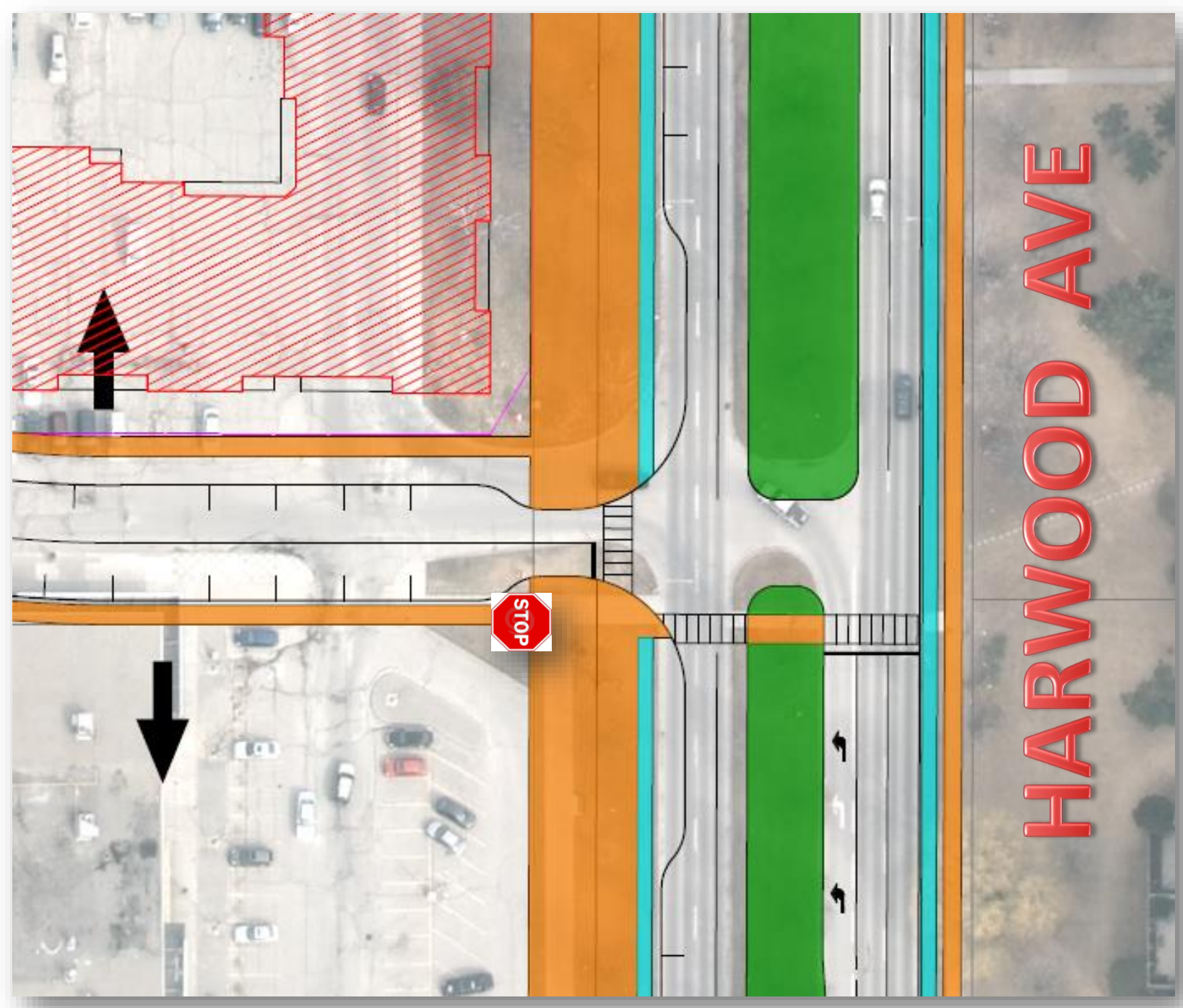


Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals	Roundabout
Transportation Planning	—	✗	✗	✗
Social-Economic Environment	—	—	—	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗



# Evaluation of Intersection Control

## Harwood Ave and South East-West Street

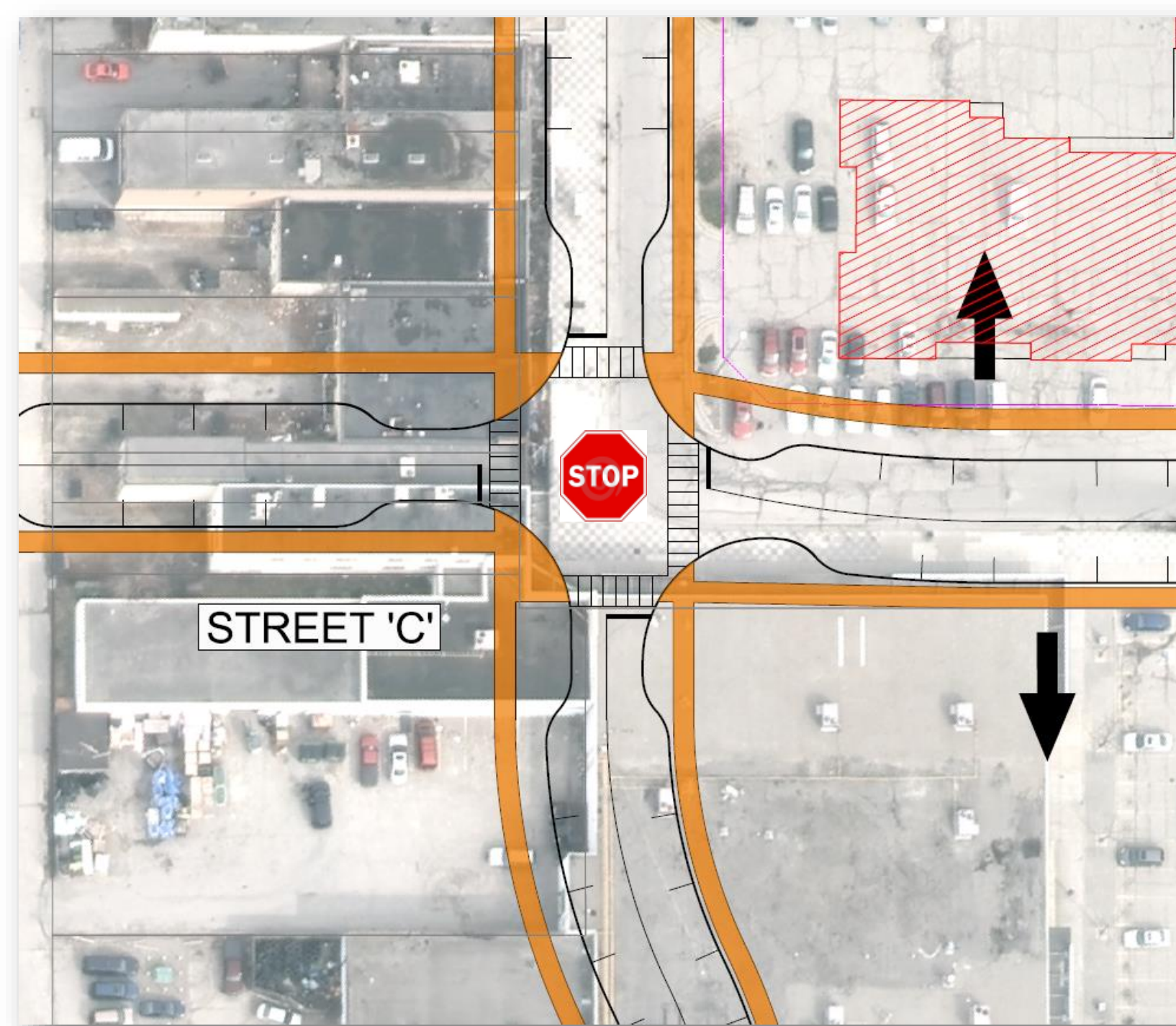


Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals	Roundabout
Transportation Planning	—	✗	✗	✗
Social-Economic Environment	—	—	—	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗



# Evaluation of Intersection Control

## Internal Road Intersections



- ← DRIVEWAY ENTRANCE
- BICYCLE LANE
- CENTRE MEDIAN
- SIDEWALK / MULTI-USE PATH

Criteria	Stop Controlled	All Way Stop Controlled	Traffic Signals	Roundabout
Transportation Planning	✗	✓	✗	✗
Social-Economic Environment	—	—	✓	✓
Cultural Heritage	✓	✓	✓	✓
Natural Environment	✓	✓	✓	✓
Engineering & Cost	✓	✓	✗	✗



# Implementation Plan

## Short Term (1 to 5 years)

- Local Road Loop to be built as part of Central Park Ajax.
- Obtain and Protect property for future road corridors.
- Construct local roads as downtown redevelopment occurs.
- Reconstruct Commercial Avenue.

## Medium Term (5 to 10 years)

- Install Traffic Signals when warrants met at:
  - Commercial Ave. at Station St.
  - Commercial Ave. at Hunt St.
- Additional turning lanes at intersections.
- Reconstruct Station Street.

## Long Term (10+ years)

- Install Traffic Signals when warranted at:
  - Commercial Ave. at NW Plaza Entrance
- Additional turning lanes at most intersections.



## Next Steps

- Review comments received from PIC No. 2
- Respond to and incorporate comments into Preferred Design Concept
- Prepare Environmental Study Report (ESR) for public review
- Issue Notice of Study Completion announcing 30-day review period for ESR



# Thank You for Attending!

- We value your input and encourage you to stay connected
- Visit the Project website at  
[www.ajax.ca/en/doingbusinessinajax/ajax-downtown-road-network-ea.asp](http://www.ajax.ca/en/doingbusinessinajax/ajax-downtown-road-network-ea.asp)
- Contact the Environmental Planner with any additional comments or questions at any time:  
  
Melissa Alexander, Environmental Planner  
Email: [Melissa.Alexander@hatch.ca](mailto:Melissa.Alexander@hatch.ca)
- Please remember to drop off your completed Comment Form in the Comment Box before you leave or send it to us before **June 20, 2016**.

