

The Corporation of the Town of Ajax

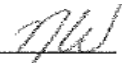
COMMUNITY AFFAIRS AND PLANNING COMMITTEE

Monday, May 7, 2012 at 7:00 p.m.

Council Chambers, Town Hall


65 Harwood Avenue South



Confirmed by: 

AGENDA

C. Jordan, Chair

Online Agenda: 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. **OR** use the “*Bookmark*” icon to the left of your screen to navigate from one report to the next 

1. **Call To Order**

2. **Disclosure of Pecuniary Interest**

3. **Adoption of Minutes**

3.1 **April 2, 2012**..... 1

4. **Public Meeting**

None

5. **Presentations**

5.1 **Ajax Job Creation Awareness Campaign**, P. Allore, Director of Planning & Development Services / L. Hausz, Manager of Business Development & Marketing..... verbal

5.2 **GO Transit Node Employment Lands Update**, P. Allore, Director of Planning & Development Services / L. Hausz, Manager of Business development and Marketing / N. Surti, Development Approvals Coordinator 4

5.3 **Implementation of Bicycle Lanes along Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road**, P. Allore, Director of Planning & Development Services / R. Gill, Senior Transportation Planner 17

6. **Reports**

None

7. **Adjournment**

**Minutes of the
Community Affairs & Planning Committee Meeting
Held in the Council Chambers, Ajax Town Hall,
at 7:00 p.m. on April 2, 2012**

Present:	Chair - Regional Councillor	-	S. Collier
	Regional Councillor	-	C. Jordan
	Councillors	-	M. Crawford
		-	R. Ashby – arrived at 7:10
		-	J. Dies
		-	P. Brown
	Mayor	-	S. Parish

1. Call to Order

Chair Collier called the meeting to order at 7:00 p.m.

2. Disclosure of Pecuniary Interest

There were no disclosures of pecuniary interest.

3. Adoption of Minutes

Moved by: P. Brown
Seconded by: M. Crawford

That the Minutes of the Community Affairs and Planning Committee Meeting held on December 5, 2011 be adopted.

CARRIED

Councillor Ashby joined the meeting at 7:10 pm.

4. Public Meetings

4.1 Kennel By-law,

Derek Hannan, Manager, By-law Services provided an overview of a report in the meeting agenda with respect to a proposed new Kennel By-law. Kennels and Pet Shops were previously regulated by a single by-law; however, staff are recommending separate Pet Shop and Kennel by-laws. Mr. Hannan reviewed the significant changes within the new Kennel By-law, including the 'definitions' section, revised setback requirements, the requirement that kennel owners maintain a register of animals kept and bred at the kennel, general requirements pertaining to kennel practices and animal care, and a reduction in the licensing fee for kennels. Efforts to solicit feedback from the industry and the public on the proposed by-law included an Open House and advertisements for the public meeting in the local newspaper and on the town website.

Chair Collier declared the meeting to be a public meeting and invited comments.

Ms. Ella Morgan, owner of a legal non-conforming kennel located at 363 Finley Avenue, highlighted some concerns with the proposed by-law, indicating that it would not be possible for her kennel to conform with certain provisions. Specifically, Ms. Morgan expressed concern with the provision requiring that animals staying in kennels wear a tag that identifies that the animal is being housed at a specific kennel, to aid in returning the dog/cat to the kennel should it escape. Ms. Morgan explained that dogs staying at her kennel do not wear collars because they present a choking hazard, and proposed that a more appropriate measure to address the possibility of animal escape would be to require higher fencing. Ms. Morgan's second concern was relating to the requirement that kennel owners maintain an on-site register of animals that are kept, housed, bred, born or boarded in the kennel. She believes this is an impractical requirement, due to the difficulty in maintaining administrative records in a kennel environment.

There being no further comments, Chair Collier closed the public meeting.

Mr. Hannan noted that extensive research and comparison with other municipalities was undertaken as part of the Kennel By-law review, indicating that Ajax's neighbouring municipalities also require animals staying in kennels to wear tags indicating where they are being housed. Mr. Hannan advised that he was unaware of any incidents suggesting that collars might present a choking hazard to animals.

Moved by: J. Dies
Seconded by: S. Collier

That the proposed Kennel By-law be approved.

CARRIED

4.2 Pet Shop By-law

Derek Hannan, Manager, By-law Services, provided an overview with respect to a proposed new Pet Shop By-law. Mr. Hannan reviewed notable changes in the proposed by-law, including a number of revisions and additions to the "definitions" section, revisions allowing the sale of locally prohibited animals to non-Ajax residents, and revised requirements pertaining to general pet shop practices and animal care standards. Mr. Hannan informed the Committee that a number of changes to the draft proposed by-law were made based on feedback received through thorough consultation with the industry, specifically: the requirement for keeping a register of animals would only apply to animals greater than \$150 in value; the pet shop license fee would be reduced to \$75; and the liability insurance requirement would be reduced from the originally proposed \$5 million to \$2 million, as a \$5 million requirement would cause financial hardship to those in the industry. It was noted that considerable efforts were made to solicit input on the proposed by-law from the industry and the general public, including two open houses which were advertised through the website, the local newspaper, and mail-outs, as well as follow-up consultations with interested parties. Many of the proposed changes have been incorporated into the final draft.

Chair Collier declared the meeting to be a public meeting and invited comments.

There being none, Chair Collier closed the public meeting.

Moved by: C. Jordan
Seconded by: P. Brown

That the proposed Pet Shop By-law be approved.

CARRIED

5. Presentations

None

6. Reports

None.

6. Adjournment

Moved by: C. Jordan
Seconded by: J. Dies

That this meeting be adjourned (7:30 p.m.)

CARRIED

Nicole Wellsbury, Deputy Clerk



REPORT TO: Community Affairs and Planning Committee

SUBMITTED BY: Paul Allore, MCIP, RPP
Director of Planning and Development Services

PREPARED BY: Lisa Hausz, MBA
Manager of Business Development and Marketing

Nilesh Surti, MCIP, RPP
Development Approvals Coordinator

SUBJECT: **GO Transit Node Employment Lands Update**

WARD: 3

DATE OF MEETING: May 7, 2012

REFERENCE: Economic Development and Tourism Strategy

RECOMMENDATION:

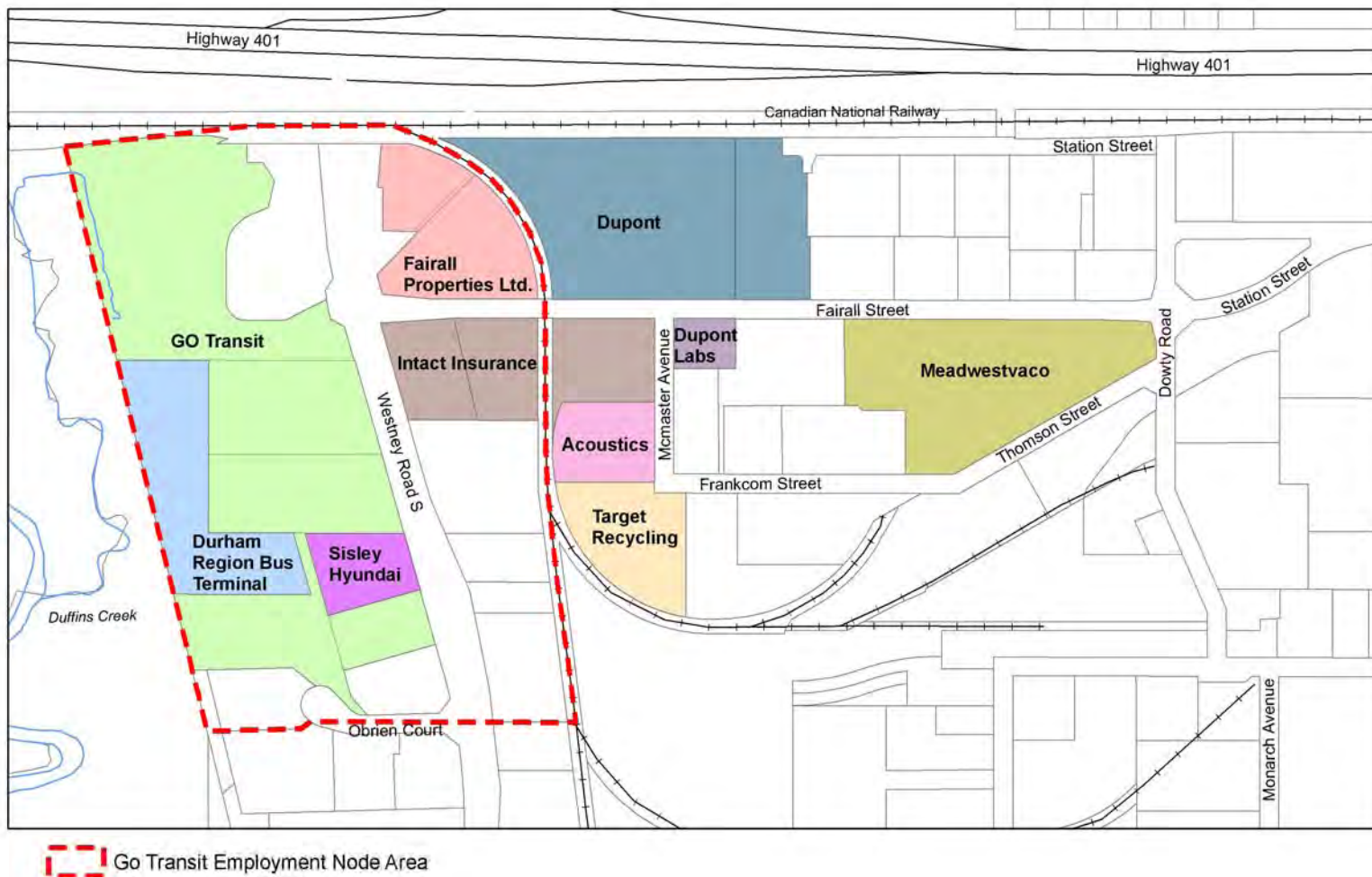
That the report to Community Affairs and Planning Committee entitled "GO Transit Node Employment Lands Update", dated May 7, 2012 be received for information.

BACKGROUND:

The purpose of this report is to provide Council with an update regarding the various development activities currently underway within the GO Transit Node Employment Area and the immediate properties within the Central Employment Area.

In 2009, through the Official Plan Review, the Town completed an Employment Land Strategy. This strategy outlined several 'employment areas' with recommendations for employment density. This strategy helped inform the Economic Development & Tourism Strategy, approved in 2010, regarding the promotion and development of the employment areas. The strategies identified the GO Transit Node Employment Area as a key location for redevelopment and density.

The GO Transit Node Employment Area is generally located immediately south of Highway 401, east of the Duffins Creek, north of O'Brian Court and west of the CN Railway spur line (see Figure 1). Adjacent to the GO Transit Node is the Central Employment area, the Town's oldest industrial area.



Go Transit Node Employment Lands
Update

Date: May 7, 2012

Figure 1
GO Transit Node Employment Area

Town of Ajax Planning
and Development
Services



Within the GO Transit Node Employment area as well as within the immediate Central Employment Area vicinity, there is a wide range of existing industrial uses including offices, manufacturing, and warehousing. This area currently holds the highest concentration of the Town's major employers, including, but not limited to, Intact Insurance, Target Recycling, DuPont Canada, Acoustex, Meadwestvaco, SureFit and Community Development Council of Durham (CDCD). Combined, this area currently employs over 2000 people and the currently anticipated investment in the area is expected to add an additional 300 jobs.

Both the Employment Land and Economic Development & Tourism strategies identified strengths of the area including its proximity to transit, the Highway 401 interchange and access to the Downtown area. Challenges were initially noted as the area's age, building capacity (clearance heights, etc.), and infrastructure.

However, over the past few years, local building owners, the Town and the Region have taken several steps to improve the area. Ajax Estates redeveloped the existing Intact building and have renovated the old DuPont Laboratory building in preparation for new tenants. The Town has moved forward with the alignment of Fairall and Station Streets to allow for ease of vehicular movement through the area, while the Region has contributed with improvements along Westney Road.

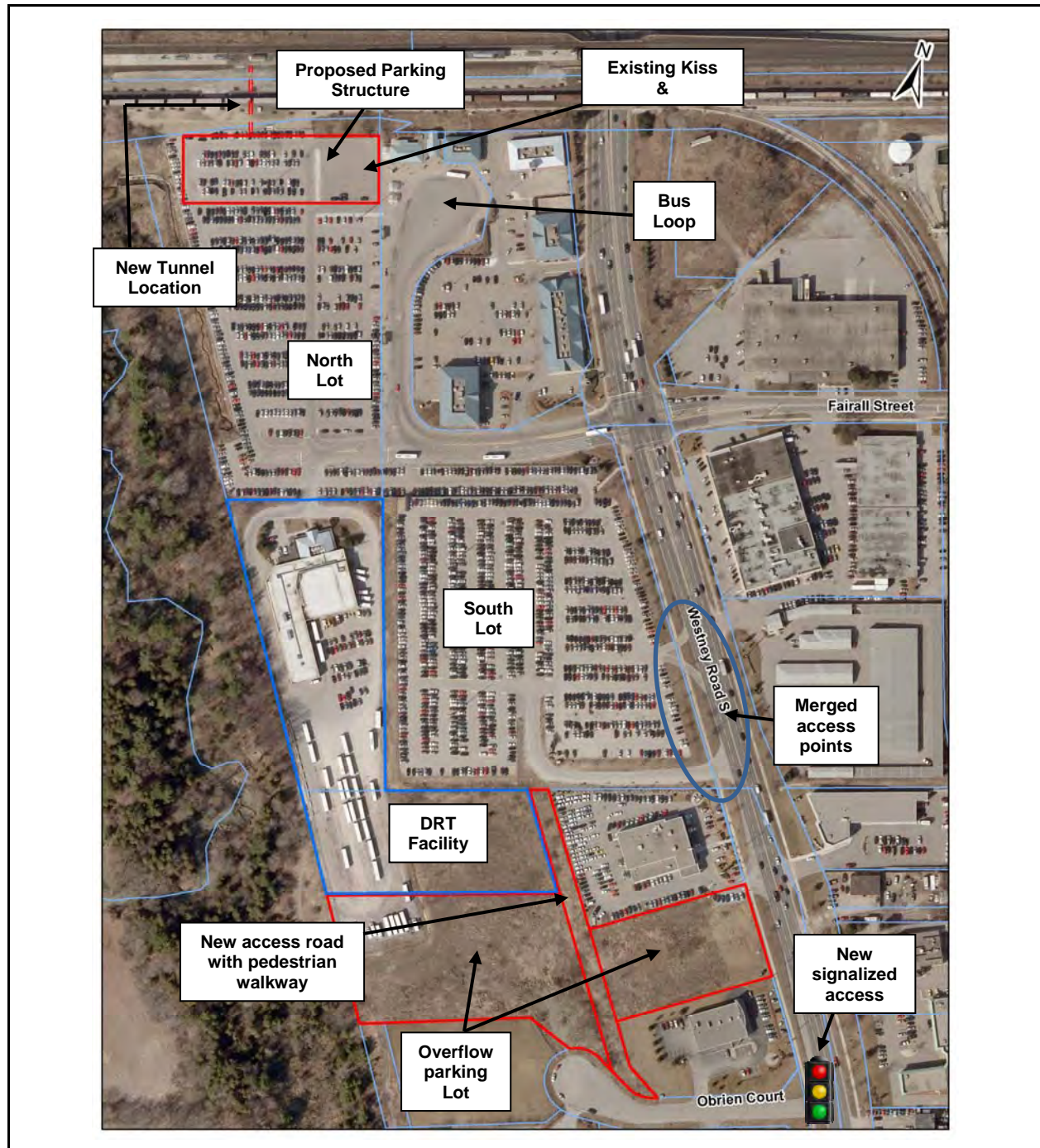
DISCUSSION:

As a result of improvements in the area, the Town has received several development proposals and inquiries from existing businesses within the area to expand their operations. Below are some of the priority projects either currently under construction or in the planning review process.

GO Transit Parking Structure

Mextrolix is presently constructing a new parking structure on the north side of the north parking lot to assist in alleviating existing parking limitations at the Ajax GO Station. The parking structure will be built adjacent to the station within the northwest corner of the site (see Figures 2a & 2b). Features include:

- 6 levels with a total parking capacity of 1,372 parking spaces.
- Net gain of approximately 1,000 parking spaces at the station.
- Access to a new west tunnel, which was built in 2010.
- Roof for complete weather protection.
- Incorporate the existing Passenger Pickup and Dropoff (PPUDO) at the north-east corner of the north parking lot. The PPUDO area will be located at the east side of the ground floor of the parking structure, with the second level slab of the parking structure as a roof.
- An additional bicycle parking structure that will accommodate up to 60 bicycles.



Go Transit Node Employment Lands Update

Date: May 7, 2012

Figure 2a
Go Transit Parking Structure
Site Area

Town of Ajax
Planning and
Development
Services





Go Transit Node Employment Lands Update

Date: May 7, 2012

Figure 2b
Go Transit Parking Structure
Renderings

Town of Ajax
Planning and
Development
Services



In order to facilitate the new parking structure and related improvements to the site, a new parking lot was constructed on the north side of O'Brien Court consisting of 320 parking spaces. A new overflow parking lot is currently being constructed on the west side of Westney Road immediately south of the Sisley Hyundai dealership. Access to the two new parking lots is provided from O'Brien Court and a new traffic signal has also been installed at the intersection of Westney Road South and O'Brien Court to assist in managing the additional vehicular traffic. Other related improvements include consolidating access along Westney Road South.

Approximately 3,000 parking spaces will be available at the Ajax GO Station once the parking structure and related works are completed. Construction of the foundation is currently underway. It is anticipated that the new parking structure will be in operation by late 2013.

Durham Transit Bus Terminal Expansion

In November 2010 the Town issued Site Plan Approval to permit an expansion to the existing Durham Region Transit bus terminal (see Figures 3a & 3b). The proposal included a 188 m² (2,024 ft²) expansion of the office area located at the north end of the building, as well as a 3,037 m² (32,691 ft²) addition to the south end of the existing building for an internal bus storage area and a bus repair facility. Also proposed was the establishment of a new surface parking area for employees consisting of 84 parking spaces and a new bus parking area consisting of 52 spaces. The proposed additions and related on-site works are currently underway and are expected to be completed by Summer of 2012.

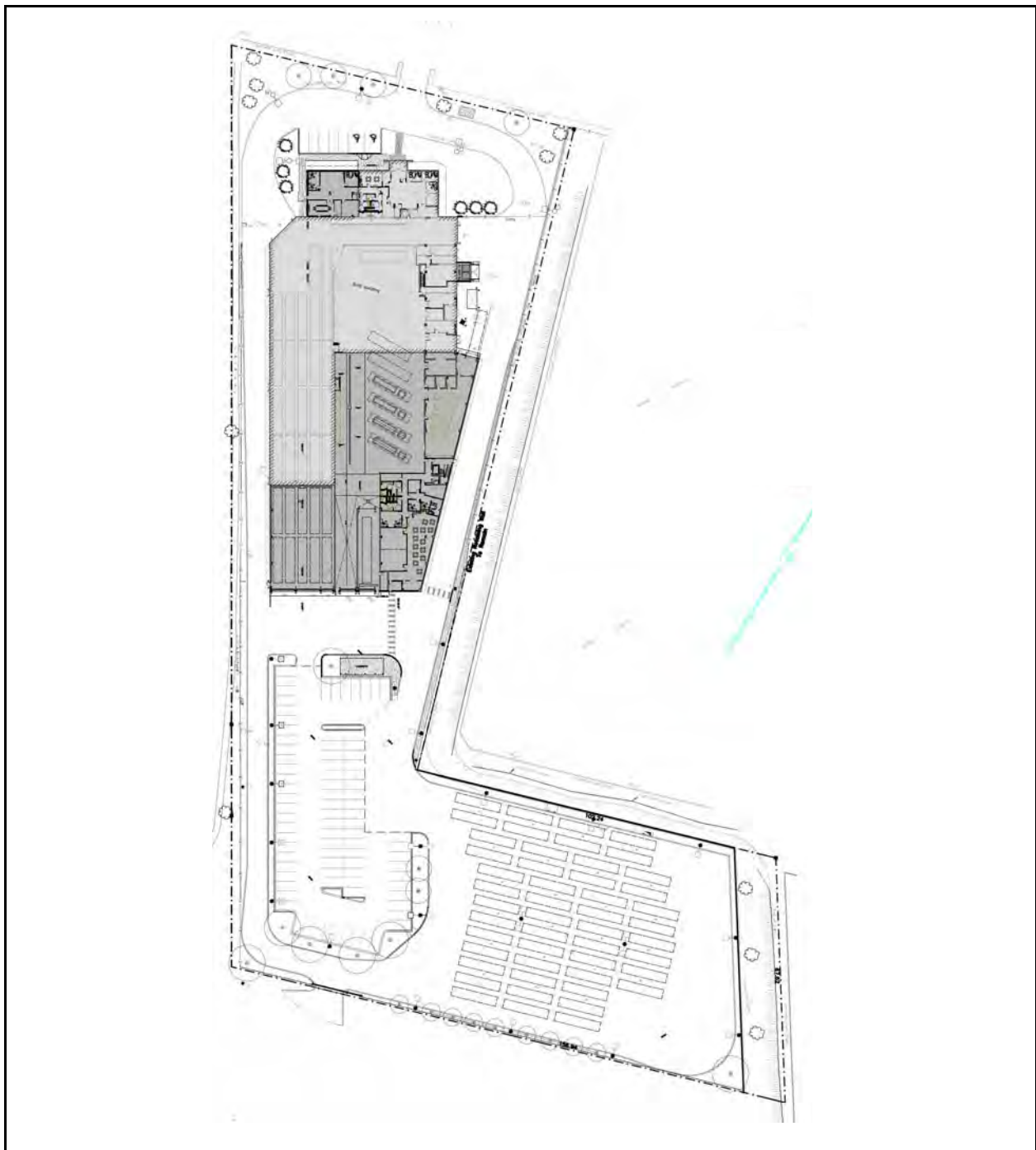
Intact Insurance Expansion – a **PriorityPath™** Project

Ajax Estates Holding Limited ("Ajax Estates"), who owns the majority of the industrial lands south of Fairall Street west of Westney Road South, recently signed a long-term lease agreement with Intact Insurance ("Intact") to allow them to expand their existing operation into both 59 Westney Road South and 453 Fairall Street. This expansion enables the retention of 200 jobs as well as 200 additional jobs to Ajax.

A Site Plan Amendment application has been submitted by Ajax Estates, on behalf of Intact, proposing a 540 m² (5,812.7 ft²) atrium addition to connect the existing buildings at 453 Fairall Street and 59 Westney Road South, as well as façade enhancements and landscape improvements (see Figures 4A & 4b). Intact will be occupying a total gross floor area of approximate 8,311 m² (89,462 ft²) once all renovations have been completed.

Ajax Estates is also proposing to demolish the existing industrial building located at the southwest corner of Fairall Street and McMaster Avenue, municipally known as 405 – 407 Fairall Street, in order to accommodate a parking area for Intact employees consisting of 280 parking spaces.

To facilitate the proposed expansion plans by Intact, minor variances were required. On March 28, 2012 the Committee of Adjustment approved a minor variance application to permit a parking lot at 405 – 07 Fairall Street; permit a parking area within 150 metres from the principle building, as well as reduce certain zoning standards including the minimum landscape buffer width along Fairall Street, the minimum depth of a parking space, the minimum number of required loading spaces and the minimum width of a two-way driveway aisle.



Go Transit Node Employment Lands Update

Date: May 7, 2012

Figure 3a
Durham Region Bus Terminal Expansion
Site Plan

Town of Ajax
Planning and
Development
Services





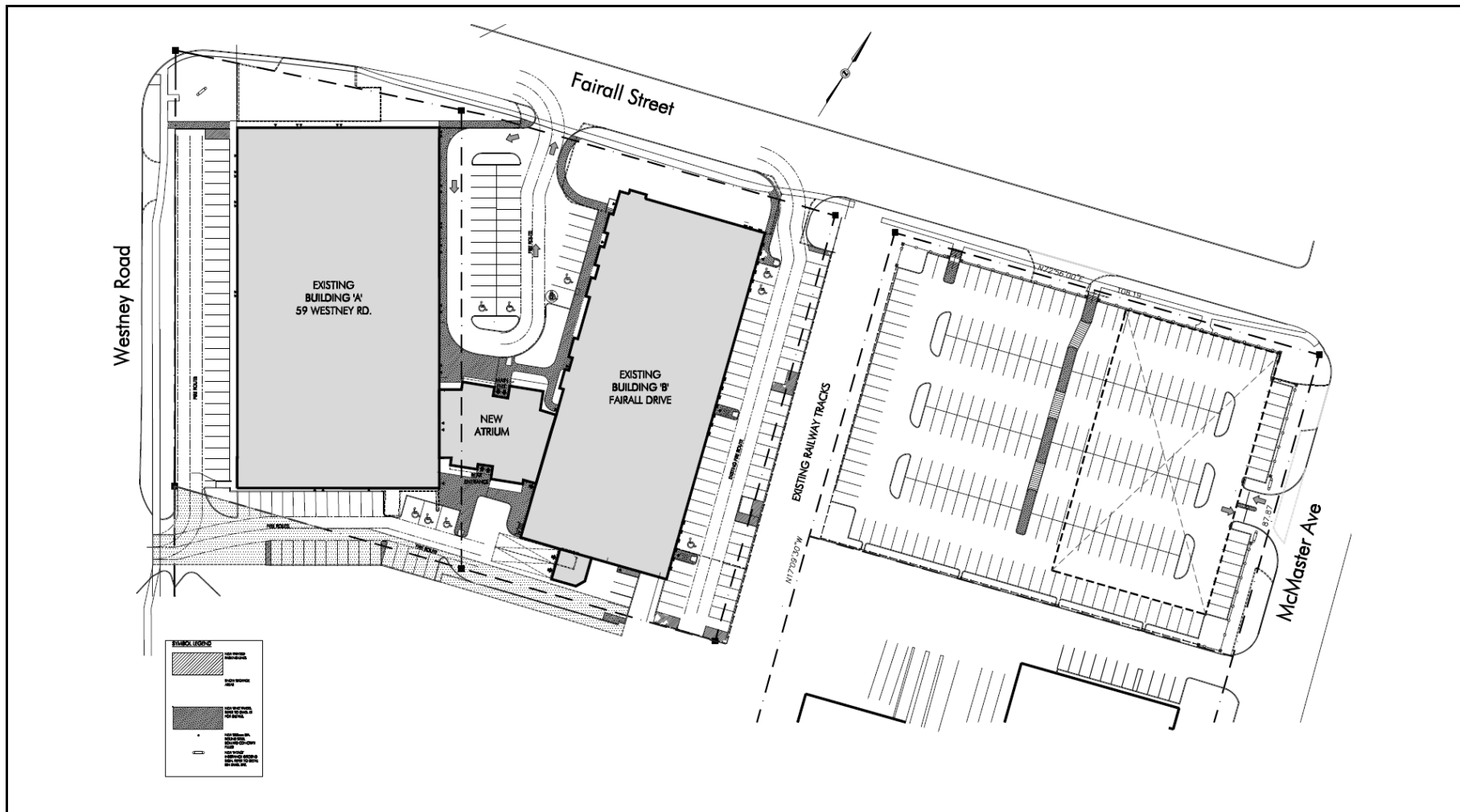
Go Transit Node Employment Lands
Update

Date: May 7, 2012

Figure 3b
Durham Region Bus Terminal Expansion
Site Plan

Town of Ajax Planning
and Development
Services





Go Transit Node Employment Lands
Update

Date: May 7, 2012

Figure 4a
Intact Insurance
Site Plan

Town of Ajax Planning
and Development
Services





Go Transit Node Employment Lands
Update

Date: May 7, 2012

Figure 4b
Intact Insurance
Rendering

Town of Ajax Planning
and Development
Services



Site Plan Approval is expected to be issued by May 2012. A building permit application for the atrium addition and internal renovations are currently under review. Intact will start occupying the new space by the Fall 2012.

Target Recycling relocation and expansion

Target Recycling Services Inc. ("Target Recycling"), who is a tenant at 453 Fairall Street, will be relocating to 106 McMaster Avenue in order to facilitate expansion requirements for Intact Insurance, as well as Target Recycling's own expansion needs to accommodate the existing 112 employees plus an additional 100 new employees.

Target Recycling manually disassembles electric and electronic equipment waste and recycles post industrial plastic by way of bailing, shedding, and grinding. Target Recycling has a Certificate of Approval from the Ministry of the Environment (MOE) for a waste disposal site to be used for the transfer and processing of solid municipal waste limited to electrical and electronic equipment waste and plastic waste. In order to facilitate the relocation of Target Recycling to 106 McMaster Avenue, a minor variance was required to permit a waste material recycling facility at 106 McMaster Avenue; whereas the Zoning By-law did not specifically permit this use on the subject lands.

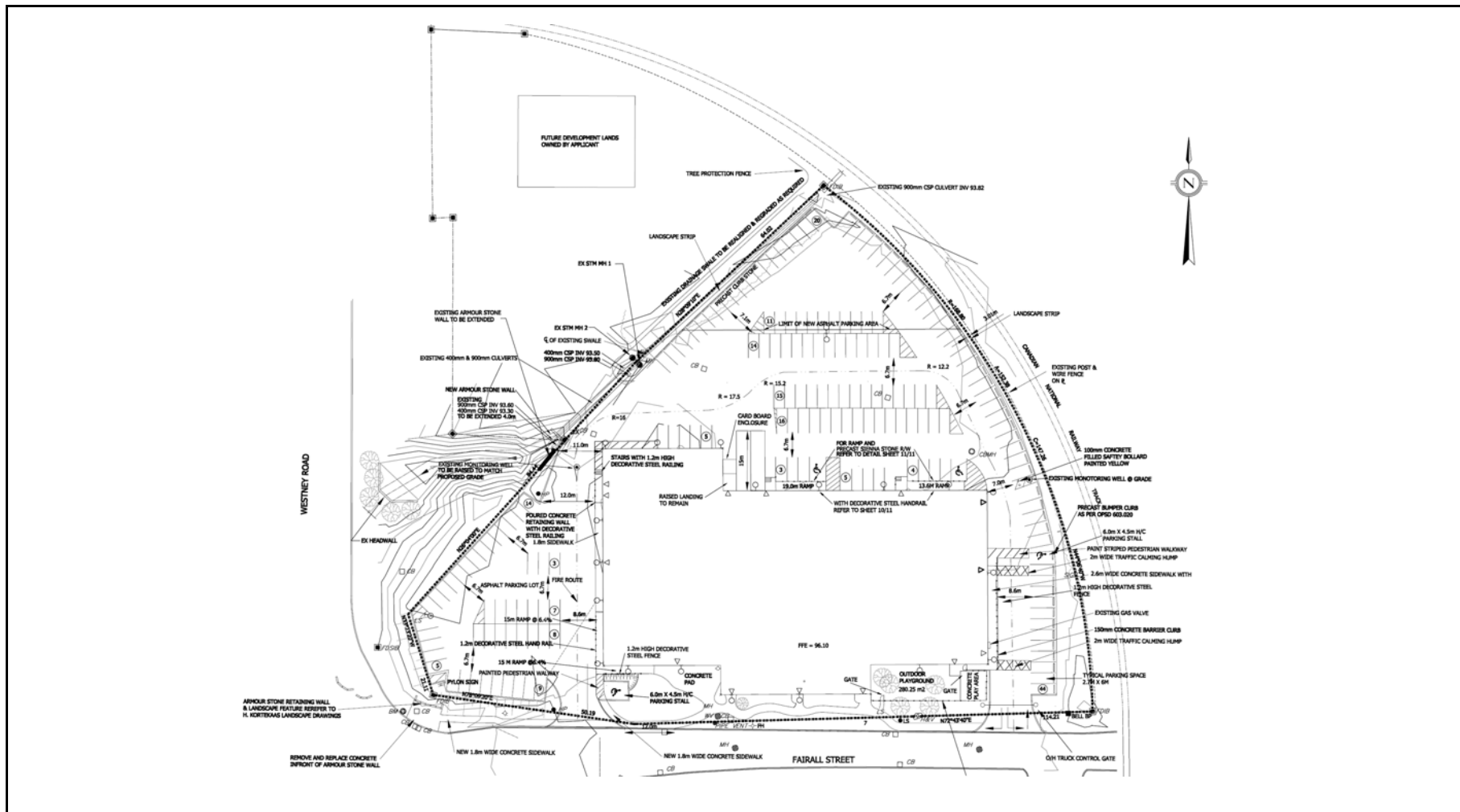
On January 25, 2012, the Committee of Adjustment approved a minor variance application to allow a waste material recycling facility at 106 McMaster Avenue. Target Recycling has recently received their Certificate of Approval from the Ministry of Environment to operate from 106 McMaster Avenue and will be relocating to their new facility in May 2012.

Fairall Property Ltd. ("SureFit") Redevelopment

In 2011, Fairall Properties Ltd. received Site Plan Approval to permit the redevelopment of the existing property located at the northeast corner of Westney Road South and Fairall Street (see Figures 5a & 5b). The proposal also included a new outdoor play area, façade enhancements and landscape improvements including a public art feature at the intersection of Westney Road and Fairall Street.

The existing building was previously occupied by Surefit Outlet. The building has been subdivided into multiple units to allow it to be occupy by various tenants. The following is a list of tenants that are currently occupy the building:

Tenant	Gross Floor Area
Helping Hands Daycare	650 m ² (7,000 ft ²)
Community Development Council Durham (CDCD) & Welcome Centre	1,226 m ² (13,200 ft ²)
Total Home Comfort	232 m ² (2,500 ft ²)
SureFit Outlet	1,115 m ² (12,000 ft ²)
Aya Kitchens	465 m ² (5,000 ft ²)
Vacant Space	836 m ² (9,000 ft ²)



Go Transit Node Employment Lands
Update

Date: May 7, 2012

Figure 5a
Fairall Properties Ltd.
Site Plan

Town of Ajax Planning
and Development
Services



FINANCIAL IMPLICATIONS:

There are no financial impact to the Town associated with receiving this staff report.

COMMUNICATION ISSUES:

Ongoing communication of the development and job creation will be coordinated through the Business Development and Corporate Communications offices.

CONCLUSION:

As a result of improvements in the GO Transit Node area and immediate Central Employment Area, the Town has received several development proposals and inquiries from existing businesses within the area to expand their operations. The purpose of this report is to provide Council with an update regarding the various development activities currently underway within the area, and it is recommended that Council receive this report for information.

Lisa Hausz, MBA
Manager of Business Development and Marketing

Nilesh Surti, MES(PI), MCIP, RPP
Development Approvals Coordinator

Paul Allore, MCIP, RPP
Director of Planning and Development Service



REPORT TO: Community Affairs and Planning Committee

SUBMITTED BY: Paul Allore, MCIP, RPP
Director of Planning and Development Services

PREPARED BY: Ranjit Gill, P. Eng.
Senior Transportation Planner

SUBJECT: **Implementation of Bicycle Lanes along Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road**

WARDS: 1 and 4

DATE OF MEETING: May 7, 2012

REFERENCES: Ajax Pedestrian and Bicycle Master Plan

RECOMMENDATIONS:

1. That the staff report entitled “Implementation of Bicycle Lanes along Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road” dated May 7, 2012, be received for information;
2. That bicycle lanes be implemented along Ravenscroft Road from Paulynn Park to Rossland Road;
3. That bicycle lanes NOT be implemented along Kings Crescent, Heatherwood Road and Burcher Road; and
4. That Council endorse the implementation of a shared-use lane bicycle facility (Sharrows) along Kings Crescent (from Harwood Avenue to Burcher Road), Heatherwood Road and Burcher Road (Kings Crescent to Clements Road).

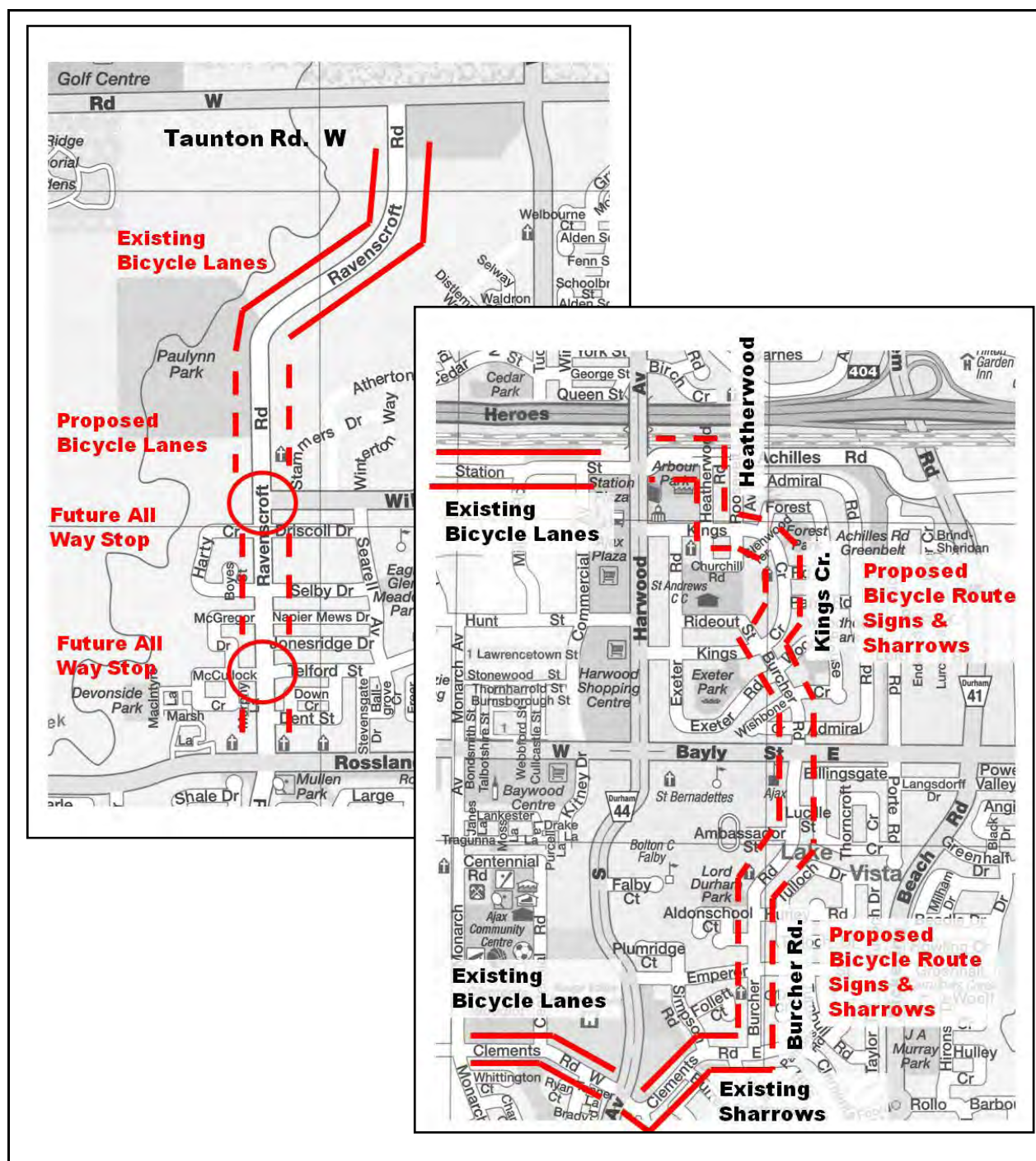
DISCUSSION:

The implementation of bicycle lanes on Town Roads is part of the five year implementation plan for the proposed bicycle network as recommended in the Council approved Pedestrian and Bicycle Master Plan. The plan is intended to provide Ajax residents with more travel options and in particular to promote Active Transportation as a viable travel alternative while reducing auto dependency, where possible.

The implementation of bicycle lanes for 2012 has been identified for the following four roads:

- 1) Ravenscroft Road from Paulynn Park to Rossland Road;
- 2) Kings Crescent from Harwood Avenue to Burcher Road;
- 3) Heatherwood Road; and
- 4) Burcher Road from Kings Crescent to Clements Road.

Figure 1 illustrates the study area.



Implementation of Bicycle Lanes along Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road

Date: May 7, 2012

Figure 1
Study Areas

Town of Ajax
Planning and
Development
Services



1) Ravenscroft Road from Paulynn Park to Rossland Road

Within the study area from Rossland Road to Paulynn Park, Ravenscroft Road is a Collector Road and has a two-lane urban cross-section with sidewalks along both sides. This section is approximately 1.0 kilometre in length and has:

- A posted speed limit of 50 km/h.
- Parking prohibited on both sides from Rossland Road to Jonesridge Drive and from 20 metres south of Driscoll Drive to 125 metres north of Williamson Drive.
- Parking is only permitted from Jonesridge Drive to 20 metres south of Driscoll Drive. Along this section, there are nine households that have frontage along Ravenscroft Road.
- Sufficient road width to accommodate bicycle lanes.

There are existing bicycle lanes along Ravenscroft Road from Taunton Road to Paulynn Park. Furthermore, the top lift of asphalt will be placed in 2012 within the Study Area. It is recommended that the existing bicycle lanes be extended from Paulynn Park to Rossland Road to coincide with the placement of the top lift of asphalt and to provide a continuous bicycle lane connection from Taunton Road to Rossland Road.

2) Kings Crescent from Harwood Avenue to Burcher Road

Within the study area from Harwood Avenue to Burcher Road, Kings Crescent is an 8.5 metre Local Road with a two-lane urban cross-section and sidewalks along both sides. This section is approximately 800 metres in length and has a posted speed limit of 40 km/h from Roosevelt Avenue to Burcher Road. Parking is prohibited along the north/east side for the full limit of Kings Crescent within the Study Area.

Due to the 8.5 m road width, it was found that bicycle lanes cannot be safely accommodated along Kings Crescent. Alternately, staff are recommending that “Bicycle Route” signs with associated “Sharrow” pavement markings be implemented.

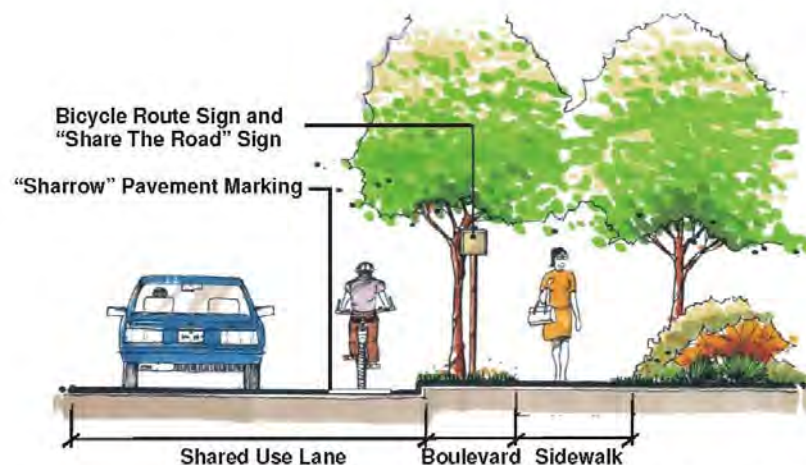
“Sharrows” are symbols that are placed on the pavement surface in the intended area of bicycle travel and raise awareness to both cyclists and motorists of the correct cyclist positioning in the lane and help to deter unsafe passing manoeuvres by motorists and increase driver awareness of cyclists on the road.

Figure 2 illustrates the proposed “sharrow” bicycle facility.

3) Heatherwood Road

Within the study area from Kings Crescent to Achilles Road, Heatherwood Road is approximately 250 metres in length. It is a Local Road with an 8.5 metre two-lane urban cross-section and has sidewalks along both sides. Parking is permitted along the full length of Heatherwood Road.

Due to the 8.5 m road width, it was found that bicycle lanes cannot be safely accommodated along Heatherwood Road. Alternately, staff are recommending that “Bicycle Route” signs with associated “Sharrow” pavement markings be implemented.



Adopted from the York Region Pedestrian and Cycling Master Plan

Marked Shared-Use Lane is a facility located on a wider than normal travel lane and is intended for motor vehicles and bicycles to share a travel lane. This facility is denoted with bicycle route signing and “Sharrows” pavement markings. “Sharrows” are symbols that are placed on the pavement surface in the area of bicycle travel and raise awareness to both cyclists and motorists to share the road.

- No impact to on-street parking
- “Sharrows” symbols on pavement
- Bicycle route and “Shared The Road” signs installed along road



Implementation of Bicycle Lanes along Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road

Date: May 7, 2012

Figure 2
“Sharrows” Bicycle Facility

Town of Ajax
Planning and
Development
Services



4) Burcher Road from Kings Crescent to Clements Road

Within the study area from Kings Crescent to Clements Road, Burcher Road is approximately 1.25 kilometres in length and is a Local Road from Kings Crescent to Bayly Street and a Collector Road from Bayly Street to Clements Road. Burcher Road has an 8.5 metre wide two-lane urban cross-section with sidewalks along both sides. Parking is prohibited along the west side from Ambassador Street to 202 metres south thereof.

Due to the 8.5 m road width, it was found that bicycle lanes cannot be safely accommodated along Burcher Road. Alternately, staff are recommending that “Bicycle Route” signs with associated “Sharrow” pavement markings be implemented.

Outcome of Public Open House

On April 3, 2012, staff held a public Open House at Town Hall to advise affected residents regarding staff's recommendation for the implementation of bicycle facilities along their streets, the potential loss of on-street parking that may result and to understand residents' concerns with respect to traffic, transit, cycling and pedestrian activity in the area. In total, the Open House was attended by approximately 4 residents. Based on the feedback that was received, some of the residents were in favour of providing bicycle facilities while others felt that a “Bicycle Route” signs with “Sharrow” pavement markings might be too dangerous for cyclists using Burcher Road. Traffic related issues along Burcher Road were discussed, predominantly related to vehicle drop-off and pick-up for students attending Ajax High School, and the constant use of the on-street parking by residents along Burcher Road. These issues have been carefully reviewed and staff remain of the view that Burcher Road would provide an important cycling connection as part of the larger network.

Following the public meeting, no residents have provided staff with any additions comments, or any other concerns.

FINANCIAL IMPLICATIONS:

The approved 2012 Capital Budget for the proposed implementation of bicycle lanes is \$80,000 which includes design and implementation. No additional financial implications are expected to be associated with the proposed recommendations presented in this report.

COMMUNICATION ISSUES:

A notice will be provided to all affected residents of Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road advising of the implementation and proposed timelines.

CONCLUSION:

The implementation of bicycle lanes for 2012 has been identified for Ravenscroft Road, Kings Crescent, Heatherwood Road and Burcher Road. Staff are recommending that bicycle lanes be provided along Ravenscroft Road and due to limited road widths, "Bicycle Route" with associated "Sharrow" pavement markings be implemented along Kings Crescent, Heatherwood Road and Burcher Road.

Ranjit Gill, P.Eng.
Senior Transportation Planner

Gary Muller, MCIP, RPP
Manager of Planning

Paul Allore, MCIP, RPP
Director of Planning and Development Services