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[accessibility@ajax.ca](mailto:accessibility@ajax.ca) or 905-619-2529 ext. 3347

**1. Call to Order**

**2. Disclosure of Conflict of Interest**

**3. Approval of Minutes**

**3.1 September 8, 2016** .....Page 3

**4. Presentation/Discussion Items**

**4.1 Expansion of Greenbelt to Include the Headwaters for the Carruthers (20 minutes)** .....7  
Regional Councillor Colleen Jordan, Wards 3 & 4

**4.2 #GetAjaxMoving Campaign (20 minutes)**  
Elysia Leung, Transportation Demand Management Coordinator - Planning & Development

**4.3 Stormwater Management Sustainability Strategy (20 minutes)**..... circulated separately  
Stephen Ruddy, Stormwater Engineer - Planning & Development

**4.4 Adopt-a-Park/Road/Trail Committee Presentations Update [D. Hogg] (5 minutes)**

**4.5 Regional Community Climate Adaptation Plan [L. Lapointe] (15 minutes)**

**5. Correspondence**

**6. Update from Council**

**7. Standing Items**

**7.1 Work Plan** ..... Page 24

**7.2 Durham Environmental Advisory Committee Update [K. Sellers]**

**8. New Business**

## 9. Adjournment

**Next Meeting Date:** *Thursday, November 3, 2016 at 6:00 p.m., River Plate Room, Town Hall*



**DRAFT MINUTES**  
**Environmental Advisory Committee**

September 8, 2016  
River Plate Room, Town Hall  
Meeting No. 5

**Alternative formats available upon request by contacting:**  
[sarah.moore@ajax.ca](mailto:sarah.moore@ajax.ca) or 905-619-2529 ext. 3347

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Committee Members: Councillor Joanne Dies  
Valerie Silveira  
Kayla Ginter  
Scott Slack - Chair  
Lesia Lapointe  
Jeff Hammond  
Kim Sellers  
David Hogg  
Melissa Beynon  
Neil Burnett

Staff: Jade Schofield, Environmental Sustainability Coordinator  
Sarah Moore, Committee Coordinator

Guests: Brian Kelly, Manager of Sustainability – Region of Durham

Regrets: Kim Sellers, Prathibha Mathews

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**1. Call to Order**

Chair Slack called the Meeting to order at 6:00 p.m.

**2. Disclosure of Conflict of Interest**

None

**3. Approval of Minutes**

Moved By: L. Lapointe  
Seconded By: V. Silveira

That the May 10, 2016 Meeting Minutes of the Environmental Advisory Committee be approved as amended.

CARRIED

**4. Presentation/Discussion**

**4.1 Community Climate Adaptation Plan**

Brian Kelly, Manager of Sustainability for the Region of Durham, presented a detailed summary of the proposed Durham Community Climate Adaptation Plan. He discussed the

effects and differences between adaptation and mitigation actions and noted that global thermostat is locked in until 2050, with an anticipated warmer, wetter and wilder climate. The Adaptation Plan is about addressing climate deficit. B. Kelly outlined the process for the drafting of the Adaptation Plan, noting the involvement of expert task forces and best practice review. The Adaptation Plan includes a vision and goals to that 'in the face of a changing climate, Durham Region remains a livable, resilient and prosperous community through at least mid-century.

A detailed overview of projected risks and programs and initiatives in several sector priority areas was presented:

- Social Services & Infrastructure
- Building Sector
- Electrical Sector
- Flooding Sector
- Human Health Sector
- Roads Sector
- Natural Environment Sector

B. Kelly noted that \$1 spent today on climate adaptation saves a projected \$9-38 in future damage causes. The implementation of the Durham Community Climate Adaptation Plan will be the responsibility of each agency and municipality to make informed decision within available financial resources and obligations. Once approved by Regional Council, the Adaptation Plan will be referred back to local municipalities and agencies and renewed every five years.

Members posed questions relative to where Durham's Adaptation Plan sits in comparison to others and the level of collaboration and coordination involved. Once approved. B. Kelly noted that the Adaptation Plan will put Durham Region in a leadership position for climate adaptation. Questions were raised relative to public awareness and communication of the plan. Information was noted to be available online on the [Region of Durham website](#). B. Kelly noted an October 11, 2016 deadline to submit comments on the Adaptation Plan.

L. Lapointe inquired whether the Committee was interested in forming a working group to review the Plan in more detail and provide comments for J. Schofield's consideration. Chair Slack agreed to coordinate via email.

*Councillor Dies exited the Meeting. (7:15pm)*

## **4.2 Fall Events Overview**

J. Schofield provided details of numerous fall Environmental Events for the Committee's information, communication and participation:

- September 14 – Ajax In Boom Award Ceremony
- September 17 – Shoreline Clean-up
- September 21 – WWF Clean-up
  - WWF Clean-up
  - National Tree Day
- October 2 – Highway for Heroes Community Tree Planting

- October 11 – ReLeaf Planting Program initiative for Businesses

#### **4.3 Committee Fall Clean-up**

Vice-Chair Hogg thank all those Members who took part in the July clean-up event. He reminded the Committee of the next scheduled clean-up on Saturday October 15, from 10-11am. Participants were asked to meet outside of the Ajax Public Library. He solicited the Committee's interest in having other Committees encourage their Members to adopt a park or road. Vice Chair-Hogg agreed to deliver a brief presentation to each of the other Advisory Committees in September to encourage participation. J. Schofield agreed to assist with creating slides for the presentation.

### **5. Correspondence**

#### **5.1 Advisory Committee Round-up Event**

With consent of all Members present, the item of correspondence included in the September 8, 2016 Environmental Advisory Committee Agenda Package was received for information.

### **6. Update from Council**

None.

### **7. Standing Items**

#### **7.1 Work Plan: Committee Goals & Annual Report**

S. Moore led conversation regarding prioritizing items and issues of interest on the work plan so the Committee could set goals and report achievements and actions to Council in an annual report/presentation.

#### **7.2 Durham Environmental Advisory Committee Update**

None.

### **8. New Business**

N. Burnett provided a brief update on the work of the Lakeview Boulevard Improvements Environmental Assessment Community Working Group. He noted that several proposed options had been shared and that he will keep the Committee informed on the progress and public consultation opportunities.

J. Schofield informed the Committee that a resident had contacted the Town with interest in establishing the Friends of the Duffin's Creek Watershed group. She encouraged anyone interested in participating to contact her so she could connect with the organizer.

N. Burnet noted that he will be attending an ‘Exploring Collaboration & Partnership Building Focusing on Western Lake Ontario and its Critical Land Connections’ workshop event co-hosted by the Toronto and Region and Credit Valley Conservation Authorities, and would report back to the Committee.

L. Lapointe expressed concern that despite the new Waterfront strategy and by-law improvements, charcoal is still being dumped, this time in Paradise Park. J. Schofield encouraged her to report such occurrences to Town Staff for monitoring and action.

## **9. Adjournment**

Moved By: J. Hammond  
Seconded By: N. Burnett

That the September 8, 2016 Meeting of the Environmental Advisory Committee be adjourned.  
(7:55 p.m.)

CARRIED

## **TOWN OF AJAX REPORT**



**REPORT TO:** Community Affairs and Planning Committee

**SUBMITTED BY:** Gary Muller, MCIP, RPP  
Acting Director, Planning and Development Services

**PREPARED BY:** Gary Muller, MCIP, RPP  
Acting Director, Planning and Development Services

**SUBJECT:** **Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan**

**WARDS:** All

**DATE OF MEETING:** October 3, 2016

**REFERENCE:** May 21, 2015 General Government Committee;  
Community Action Plan: Strategic Development and Economic Prosperity; Environmental Leadership

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### **RECOMMENDATIONS:**

1. That the report to Community Affairs and Planning Committee entitled "Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan", dated October 3, 2016 be endorsed and submitted as the Town's comments on the proposed plans;
2. That the Province be advised that the Town of Ajax fully supports the resolution of the Toronto and Region Conservation Authority of September 23, 2016 recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds;
3. That the Province be advised that the Town of Ajax supports the principle of increased levels of intensification within the Proposed Growth Plan, subject to the provision of the required funding from senior levels of government for infrastructure investment to support increases in intensification;
4. That the Province reconsider its approach to designating Prime Employment Areas which would compel low employment-generating warehousing and logistics uses along provincial highways;
5. That the Province provide additional flexibility to the 500 metre walking distance stipulation for intensification around Major Transit Stations so as to respond to local conditions including extensive surface parking within the vicinity of these stations;
6. That the Province be advised that the Town of Ajax supports additional policies in the Proposed Growth Plan related to active transportation, stormwater management,

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**watershed planning, and policies which enhance the viability of agricultural uses within the Greenbelt;**

- 7. That the Province be requested to strengthen its policies to require that additional growth take into account the assimilative capacity of receiving water bodies due to increases in effluent from various sources including storm drainage and sewage treatment plants;**
  - 8. That through the Province's examination of the Land Needs Assessment process, that it safeguard against over-designation of future urban land by requiring municipalities to demonstrate that development has occurred in compliance with the Growth Plan within existing Settlement Areas before expansions are approved;**
  - 9. That the Province be requested to expedite the production and release of guidance materials to enable the completion of local municipal Growth Plan conformity exercises;**
  - 10. That the Province consider funding incentives for municipalities that achieve compliance with Growth Plan objectives; and,**
  - 11. That this report be sent to the Minister of Municipal Affairs, the Minister of Natural Resources and Forestry, the Minister of the Environment and Climate Change, Durham Region, the City of Pickering, the Town of Whitby, the Toronto and Region Conservation Authority, the Central Lake Ontario Conservation Authority, Conservation Ontario and other interested parties.**
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## **INTRODUCTION:**

This report provides comments on the Proposed 2016 Growth Plan for the Greater Golden Horseshoe (GGH) and Proposed 2016 Greenbelt Plan to meet the Province's October 31, 2016 commenting deadline.

## **CONTEXT:**

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") and the Greenbelt Plan are two of four Provincial Plans developed to among other matters: reduce urban sprawl; make better use of existing infrastructure; conserve farmland; encourage the development of more complete communities for people at all stages in their lives; provide for development that reduces the reliance on single occupant vehicles; and support transit use as a viable travel option.

The problems associated with the traditional approach to growth have been well documented. The loss of farmland, traffic gridlock, deteriorating air and water quality and loss of greenspace would threaten to undermine the qualities that make the GGH attractive in the first place. It was recognized that the traditional pattern of low density growth would need to change, and that broad coordinated effort was required to achieve more sustainable growth.

In response, the Province took decisive action and put in place new provincial legislation and subsequently adopted the above-noted plans. The Greenbelt Plan was first approved by the Minister of Municipal Affairs and Housing and came into effect on December 16, 2004. The Growth Plan was first approved by the Ministry of Public Infrastructure Renewal and came into effect on June 16, 2006.

Since that time, all of the upper-tier and single tier municipalities and a number of lower-tier municipalities in the GGH have official plans that conform with these provincial plans, including



the Town of Ajax. GGH municipalities and the Province have had the benefit of working with the provincial plans, and their experience informed the Province's review.

In general, many policies and principles in the proposed Growth Plan and Greenbelt Plan, align with the Town of Ajax Official Plan. Through the latest official plan review, policies were incorporated that address climate change, provide for increases in intensification, provide enhanced urban design and built form policies to guide the evaluation of development and (specifically) intensification proposals. The Town's Official Plan policies encourage low impact development, reaffirm a permanent urban boundary, encourage multi-modal transportation and transportation demand management and numerous other policies.

## **BACKGROUND:**

Staff have monitored and participated in various stages of the Provincial Co-ordinated Plans Review process. These activities are summarized below.

On February 27, 2015 the review process commenced. The initial consultation ended May 28, 2015. On May 21, 2015 staff presented a report to General Government Committee which provided high level comments that included an acknowledgement of the need to harmonize the plans. A desire was also expressed to simplify the Growth Plan and provide greater precision on how densities are to be calculated. Information was also provided in the report regarding how Ajax has taken steps to achieve conformity with the Growth Plan and the Greenbelt Plan, and the importance of including the Carruthers headwaters of northeast Pickering in the Greenbelt. Council endorsed staff's comments on the 2006 Growth Plan and 2005 Greenbelt Plan<sup>1</sup> based experience interpreting/implementing the Plans, particularly from the latest comprehensive review of the Ajax Official Plan and a recommendation to the Province to grow the Greenbelt to encompass the Carruthers Headwaters.

On December 5, 2015, an extensive report entitled "Planning for Health, Prosperity and Growth in the Greater Golden Horseshoe: 2015 – 2041<sup>2</sup>" was released, which was prepared by a Provincially-appointed Advisory Committee chaired by David Crombie. Among numerous other matters, the Advisory Committee indicated the following "*it is likely that much of the land that has been designated to accommodate forecasted growth by 2031 will not actually be developed by that date, providing flexibility to accommodate some or all of the expected land needs to meet 2041 forecasts within designated greenfield areas*". The Committee's recommendations included the following:

- Address barriers to intensification and the development of affordable housing by encouraging up-to-date zoning, the development permit system, community improvement plans, and reduced residential parking requirements where transit and active transportation options exist (12);
- Increase density targets in designated greenfield areas... (14);
- Ensure provincial and federal investments support timely transit and stimulate new transit supportive development ...(16);
- Work with municipalities and other stakeholders to develop a uniform and transparent method for undertaking land needs assessments... (18);

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<sup>1</sup> Link to May 21, 2015 Town of Ajax Staff Report:  
<http://www.ajax.ca/en/Calendar/Meetings/Default.aspx?StartDate=05/21/2015&EndDate=05/31/2015&Calendar=36e5d3a9-b92c-4c40-a5ef-ed1ed097e673&Limit=25>

<sup>2</sup> <http://www.mah.gov.on.ca/Page11003.aspx>

- Establish stronger criteria to control settlement area expansions...(20);
- Recommendations for the content and conduct of watershed plans (41);
- Establishing a provincially-led process to grow the Greenbelt (71).

On May 10, 2016 the Province released the Proposed 2016 Growth Plan<sup>3</sup>, the Proposed 2016 Greenbelt Plan<sup>4</sup> and a Discussion Paper<sup>5</sup>. The consultation period was subsequently extended from September 30, 2016 to October 31, 2016. On June 23, 2016, staff attended the Province's Public Open House in Oshawa which was staffed by Provincial representatives from several Ministries (Municipal Affairs, Natural Resources and Forestry, Environment and Climate Change, and Agriculture, Food and Rural Affairs). On June 29, 2016 staff participated in a technical briefing by Provincial staff at which Discussion Paper highlights were presented.

On July 11, 2016 staff attended a Durham BILD meeting focused on Proposed Growth Plan population and employment forecasts, urban densities and targets and infrastructure. On August 11, 2016 staff met with Durham Region and area municipal planners to discuss the Proposed Plans. Staff subsequently met with Regional staff on August 18, 2016 to provide additional comments and pose further questions.

Numerous comments have already been issued by municipalities, agencies, conservation authorities and other stakeholders.

## **DISCUSSION:**

### **Summary of the Proposed 2016 Growth Plan**

A number of changes to the Growth Plan have been proposed. The proposed Growth Plan would introduce new and revised policy direction regarding growth management, built form, intensification<sup>6</sup>, transit, transportation, green infrastructure, stormwater management, urban agriculture and climate change mitigation and adaption, as well as integrate existing or modified policies from the 2014 Provincial Policy Statement (2014 PPS).

The Proposed Growth Plan states that there is a large supply of land already designated for future urban development but, regardless, it is important to optimize the use of the existing land supply as well as the existing building and housing stock. Use of the existing land supply is to be optimized through an "intensification-first" approach that concentrates on better use of existing infrastructure and public service facilities, not on expanding urban areas. In the Proposed Growth Plan, the Built Boundary is not proposed to change, as confirmed by Provincial staff. The Built Boundary is used to direct and measure the achievement of mandated intensification targets.

Among numerous other matters, the Proposed Growth Plan would:

- Increase the minimum intensification target within the built-up area from 40 percent to 60 percent;

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<sup>3</sup> [https://www.placestogrow.ca/index.php?option=com\\_content&task=view&id=420&Itemid=12](https://www.placestogrow.ca/index.php?option=com_content&task=view&id=420&Itemid=12)

<sup>4</sup> <https://www.ebr.gov.on.ca/ERS-WEB-External/searchNoticeRefine.do?actionType=performRefine>

<sup>5</sup> <http://www.mah.gov.on.ca/Page14809.aspx>

<sup>6</sup> Development of a property, site or area at higher density than currently exists through: redevelopment (including re-use of brownfield sites); development of vacant and/or underutilized lots within previously developed areas; infill development; and expansion or conversion of existing buildings.

- Increase the minimum density for “designated greenfield areas” from 50 to 80 jobs per net hectare. A standardized list of features would be excluded when calculating the designated greenfield areas target, including employment areas;
- Require minimum density targets around “Major Transit Station Areas”, including for example 160 residents and jobs combined per hectare for areas that are served by light rail transit or bus rapid transit; or, 150 residents and jobs combined per hectare for lands that are served by express rail service on the GO Transit network. It would also prioritize planning and zoning for “priority transit corridors” (including the area in the vicinity of the Ajax GO Station);
- Require municipalities to identify and designate “prime employment areas” near major highways or corridors that would be protected for uses that require significant amounts of land and have low employment densities (including warehousing and logistics). A wider range of other uses would be permitted in other employment areas. With the exception of prime employment areas, the proposed Growth Plan would direct any permitted commercial uses to locations that support active transportation and are serviced by transit where that service is available;
- Require the province, in collaboration with the municipalities, to identify an agricultural system for the entire GGH that builds on the Greenbelt. Municipalities would be required to protect the agricultural system’s long-term viability;
- Direct municipalities to avoid settlement area expansions into natural heritage systems with important water features, where possible;
- Require watershed planning across the entire GGH;
- Require municipalities to undertake more comprehensive stormwater management planning for their settlement areas and for major developments and to examine their infrastructure for weaknesses associated with climate change;
- Encourage the use of green infrastructure and low impact development techniques;
- Direct planning authorities to take an integrated approach to land use and infrastructure planning;
- Direct how *complete communities*<sup>7</sup> are to be achieved, such as providing a diverse range and mix of housing, integrating and sustaining transit services where planned or available, compact built form, parks and other recreational facilities, convenient access to urban agriculture and local food options, and reducing greenhouse gas emissions to move toward achieving a net-zero community<sup>8</sup> (Policy 2.2.1.3);
- Provide a desired range and mix of housing types and densities, including affordable housing (Policy 2.2.6.2);
- Prioritize planning and zoning for Priority Transit Corridors (Policy 2.2.4.1).

<sup>7</sup> Mixed-use neighbourhoods or other areas in settlement areas (e.g., the Ajax Urban Area) supporting opportunities for people of all ages and abilities to conveniently access most necessities for daily living.

<sup>8</sup> Defined as communities that meet their energy demand through low-carbon or carbon-free forms of energy and offset, preferably locally, any releases of GHG emissions that cannot be eliminated; including higher density urban built form, and denser and mixed-use development patterns that ensure energy efficiency, reduce distances travelled and improve integration with transit, energy and water and wastewater systems.

- Require upper-tier municipalities responsible for distributing the forecasted growth (population and employment) to 2041 (including Durham Region) to conduct the next Municipal Comprehensive Review of its Official Plans in consultation with local municipalities within 5 years of the approved Plan coming into effect. The Province plans to release a standard methodology for assessing land needs in 2017.

The Growth Plan currently forecasts the population of Durham Region to reach 1,190,000 by 2041, an increase of 220,000 over the forecasted population of 970,000 by 2031.<sup>9</sup> To date, the Region has not kept pace with the population forecasts within Section 7.3.3 of the Durham Regional Official Plan. This may in part be due to delays to development within Seaton.

### **Implications for Ajax**

Ajax completed its Growth Plan conformity exercise through the approval of Amendment No. 41 to the Town of Ajax Official Plan which was approved by the Ontario Municipal Board on November 19, 2014. Therefore, the transition issues that are being experienced by other municipalities that are currently undertaking their Growth Plan conformity exercises is not an Ajax issue.

Once the changes to the Growth Plan come into effect and are implemented through future conformity amendments to the Durham Regional Official Plan, the Town of Ajax Official Plan will need to be revised to, among other matters, accommodate higher dwelling unit and population allocations within the Ajax urban area.

### *Increased Intensification Targets*

The proposed change in the minimum intensification target from 40% to 60% within the Built-Up Area will force a re-examination of existing intensification areas in order to accommodate the additional population. The Town's current intensification target is 52%, which contributes to Durham's ability to achieve its overall 40% intensification target Region-wide. An increase to the Region's minimum intensification target up to 60% will translate to a higher intensification target for Ajax. Regional staff have indicated that Durham's Lake Ontario shoreline municipalities will be expected to make up for unachieved intensification on the part of the northern Durham municipalities. IN response, there appear to be opportunities for further intensification in Ajax, as noted below:

1. There are opportunities within the Ajax Downtown. The Durham Regional Official Plan currently indicates that Regional Centres shall support an overall, long-term density target of at least 75 units per gross hectare and a floor space index of 2.5 for the Lake Ontario Shoreline Urban Areas<sup>10</sup>. The Town of Ajax Official Plan currently forecasts that the Downtown Regional Centre has the potential to accommodate an additional 1,850 residential units by 2031. Supported by the Ajax Downtown Community Improvement Plan, recent developments including Vision at Pat Bayly Square (1,790 units upon completion), Central Park Ajax (anticipated 580 units proposed for Phase 1A only), expected redevelopment of the former Siemens/Skymark site, potential activity on the former Atlas Tag lands and various other properties could equate to approximately 3,000

<sup>9</sup> The Durham Regional Official Plan provides a population forecast of 960,000 for 2031. Section 7.3.3 provides a population forecast of 676,855 for Durham Region for the year 2016. The 2015 estimate of population is 661,190. These figures should be compared to the 2016 Census of population figures, which are expected to be released in February, 2017.

<sup>10</sup> For context, the first phase of Vision at Pat Bayly Square has been approved with floor space index of 3.18 and a residential density of 490 units per net hectare. The approved plans for Central Park Ajax would have a floor space index of 3.46 and residential density of approximately 418 units per net hectare.

new residential units in the Ajax Downtown by 2031. Further development potential may exist within the 2041 timeframe. Staff will continue to monitor the progress of Downtown developments closely.

2. The potential exists for an increase in the population and household targets for Uptown Ajax as well. Although intensification activity has not yet occurred in the Uptown since the approval of the Town of Ajax Official Plan (OPA 41) in November 2014, this is expected to change. The Official Plan indicates that the Uptown has the potential to accommodate 1,850 units within the 2031 timeframe. A study of the Uptown is within the Town's Long Range Capital Forecast, to be initiated in 2020. The study will revisit the Town's intensification assumptions, and develop a planning approach to guide intensive new residential and mixed use development along the Kingston Road corridor (served by bus rapid transit) generally between Westney Road and Carruthers Creek. This area will need to be reexamined with the view of accommodating additional density to levels that are more transit supportive.
3. The ability exists for an increase in the population and household targets for the lands in the vicinity of the Ajax GO Station. The Town of Ajax Official Plan forecasts that 350 units within this area by 2031. Much of the land in this area is presently owned by GO Transit and Durham Region Transit and is used for parking. The area is also constrained by Highway 401 and the Duffin Creek valley. A study of this area has been scheduled to commence in 2018 to determine potential intensification opportunities in light of existing constraints. The current allocation of 350 residential units in this area by 2031 falls below the proposed Growth Plan target of 150 residents and jobs combined per hectare.
4. The Town of Ajax Official Plan allocates 200 new residential units to the Midtown Corridor (Harwood Avenue, between Highway 401 and Kingston Road). The Durham Regional Official Plan designates the area as a 'Regional Corridor' which has a long term density target of 60 units per gross hectare and a floor space index of 2.5. The intensification policies in the Town's Official Plan contemplate mixed use development including medium density residential development with ground floor retail and commercial uses. A Town-led study is proposed to commence in 2018 which will articulate road needs, property requirements, future land use and an urban design approach based on a publicly accepted vision. This will inform the future development potential of the corridor.
5. Within the Village Centre designation, 150 new residential units are currently forecasted within this designation within the 2031 timeframe. To date, there are four development proposals within the Village Centre which in total would provide 130 units. Potential redevelopment of other underutilized sites will lead to greater than the forecasted 150 units by 2031.
6. The Town of Ajax Official Plan forecasts 500 units within designated Regional and Local Corridors by 2031. Based on current applications and approved developments, approximately 450 units can be expected along the Regional and Local corridors within the next 5 years. Additional opportunities exist that will enable the Town to surpass its Official Plan forecasts for the Corridors.
7. The Town's Official Plan identifies 100 units to be provided through neighbourhood infill by 2031. Based on recent development interest and activity, this number could be surpassed by 2020.

Based on the above, the intensification forecasts within the Town's Official Plan underestimate future development. There is room for upward adjustment to the unit and population forecasts. Municipal studies will revisit the assumptions for these intensification areas in light of the direction

within the proposed Growth Plan, so as to inform the next comprehensive Official Plan review to commence in 2020. The capacity of supporting servicing and transportation infrastructure to accommodate additional growth, and the compatibility of new development with existing stable neighbourhoods, will determine the feasibility of additional development within these areas.

Provincial support for investment in supporting infrastructure is crucial for municipalities achieving higher intensification targets. The province should put in place funding incentives for municipalities to implement projects tied to demonstrating municipal conformity with Growth Plan policies.

#### *No Change to the Built Boundary*

The Built Boundary reflects the outer extent of urban development as of 2006. The increase of intensification from 40% to 60% is required within the Built Boundary. As confirmed with provincial staff, no change to the Built Boundary is proposed for the Growth Plan. As noted earlier, Ajax is well-positioned to accommodate additional intensification, provided the supporting infrastructure is in place.

#### *Increased Densities for Designated Greenfield Areas*

The proposed Growth Plan increases the density for designated Greenfield Areas to 80 persons and jobs per hectare. Greenfield Areas refer to lands within Urban Areas outside of the Built Boundary that are designated for development (it does not include the Greenbelt). Since the approval of the Growth Plan in 2006, numerous parcels of land that had been identified as outside of the Built Boundary have been developed. This includes the following developments:

- Imagination (Salem/Taunton)
- Somerset (Salem/Taunton)
- Wyndam Manor (Salem/Taunton)
- Part of Castlefields (Audley/Rossland)
- Nottingham (Taunton/Harwood)
- Eagle Glen (Rossland/Westney)
- Mulberry Meadows (Audley/Rossland)
- The Grove (Kingston, east of Salem)
- Part of Duffins Village (Church/Rossland)

Only limited vacant Greenfield residential land supply remains in Ajax, predominantly in the north-west portion of the Town, generally bounded by the Ontario Hydro corridor, Duffins Creek, Taunton Road and the Ajax/Pickering boundary (A9). The majority of this area is designated "Low Density Residential" within the Town of Ajax Official Plan, with portions of Church Street designated Medium Density Residential.

The Low Density Residential designation currently permits residential development up to a maximum density of 30 units per net hectare. The extent of the existing Low Density Residential designation in the northern A9 area would not appear meet the increased density targets for Greenfield development under the proposed Growth Plan.

For context, the density of some of the Town's current development applications is provided for comparison below:

Development	Location	Density (persons and jobs per hectare)
-------------	----------	--

Magnum Opus	East side of Shoal Point Road, south of Bayly Street	84.7
Cougs Investments Duffins Village	East side of Church Street, south of Hydro corridor	57.2
Jizoco	North side of Rossland Road west of Church Street	54.9

It is expected that the density of development in the north A9 area may need to increase to meet the new density requirements within the proposed Growth Plan. An increase in density for lands along arterial roads, including (for example) the north side of Rossland Road west of Audley Road could also be anticipated.

### *Land Needs Assessments*

A Land Needs Assessment (LNA) is the methodology which municipalities utilize through their official plan reviews to determine how much land should be included within settlement areas and designated for residential and employment purposes.<sup>11</sup> It compares the past demand for various forms of housing and employment and projects that demand to the future. Adjustments can be made to account for intensification. The process then attempts to match the supply of future urban land to the past demand. However, this process has not been applied consistently and resulted in discrepancies with the amount of land proposed for urban purposes. The Proposed Growth Plan seeks to establishing consistency by standardizing the list of features that would be netted out when calculating the designated Greenfield Area target.

The Town of Ajax Official Plan stipulates a permanent Rural Area, buttressed by the Greenbelt Plan. However, the Town takes an interest in potential urban boundary expansions (such as the potential urbanization of the Carruthers Creek Headwaters in Pickering) where urban development would have potential downstream flooding effects. Extensive new greenfield settlement areas could detract from intensification by directing planning effort, infrastructure investment and development onto new greenfield areas, which could undermine Ajax's attainment of its growth objectives.

The principle of improving consistency and transparency to the LNA process is supported, yet the broader process for determining future Settlement Area land needs remains an issue for the following reasons:

- LNAs rely on past market trends to project future land needs. Numerous factors affect housing demand including among other factors unit affordability, interest rates, demographics, location, immigration, foreign investment, etc. Although LNAs may be forecast a unit mix that was attractive to the market in the past, it may not be reflective of changing market conditions.
- The LNA process is undertaken through municipally-initiated comprehensive reviews of official plans involving lengthy and complex study, and is subject to third-party appeals. The Province, through its approval of upper-tier and single-tier official plans, should be the final approval authority for Settlement Area expansions. Given the importance of Settlement Area expansions to the Province as expressed under the Growth Plan, this component of the LNA process should constitute a provincial interest.

<sup>11</sup> An extensive discussion on the importance of the Land Needs Assessment process is provided in the report entitled "*Plan to Achieve: A Review of the Land Needs Assessment Process and the Implementation of the Growth Plan*", July, 2016 prepared by Kevin Eby, RPP for the Friends of the Greenbelt Foundation.

Through amendments to the Growth Plan, the Province has committed to establishing a standard methodology for use by all municipalities for assessing land needs. Staff support the principle of providing additional clarity through standardized methodology to the LNA process and a more stringent approach to determining future settlement area expansions.

Clarity could also be attained through a policy approach that would require municipalities to demonstrate compliance through past performance before Settlement Area expansions are considered, or through a provincially-led process for determining Settlement Area expansions to ensure consistency across jurisdictions.

#### *Plan Implementation - Future Provincial Guidance*

In 2017, the Province will produce a Land Supply Methodology to promote consistent planning of development and infrastructure in the GGH. In 2018, the Province will also release the following guidance materials to help municipalities implement the approved Growth Plan:

- Population and Employment Forecasting methodology;
- Performance Indicators and how municipalities are to report progress to the Province;
- Natural Heritage System mapping for the Growth Plan area, led by the Ministry of Natural Resources and Forestry;
- Agricultural System mapping for the Growth Plan area and information on how to protect it, led by the Ministry of Agriculture, Food and Rural Affairs; and,
- Documents on: planning at the watershed level; conducting agricultural impact assessments; preparing stormwater management and low impact development; and developing greenhouse gas inventories, targets and emission reduction strategies.

Vigilant monitoring by the Province of how land supplies are taken up would help to measure the success of achieving the proposed Growth Plan's higher targets. This will help determine how the Province's LNA methodology is implemented moving forward.

#### *Land Use and Infrastructure Planning*

The introduction to the Proposed Growth Plan states:

*"Nothing in this Plan limits the planning for infrastructure and public service facilities beyond the horizon of this Plan. However, planning for infrastructure will not predetermine the form, pattern or extent of settlement area boundary expansions."*<sup>12</sup>

The Proposed Growth Plan encourages improved integration of land use planning with planning and investment in infrastructure<sup>13</sup> and public service facilities<sup>14</sup>. The lifespan of infrastructure (e.g., wastewater, water supply, stormwater, transit and transportation systems), as planned and designed extends beyond land use planning horizons. Growth forecasts that are undertaken for

<sup>12</sup> Extracted from section 1.2.3 How to Read this Plan (Horizon of this Plan).

<sup>13</sup> Defined as physical structures (facilities, corridors) that form the foundation for development, including: sewage and water systems; stormwater management systems; electricity generation facilities and transmission and distribution systems; communications/telecommunications; transit and transportation corridors and facilities; oil and gas pipelines and associated facilities.

<sup>14</sup> Defined as lands, buildings and structures providing programs and services offered or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services (excluding infrastructure).



water and wastewater master plans may build in development assumptions that are beyond the horizon of the Growth Plan, and could fuel speculation of development of lands outside of urban areas or in the Greenbelt, particularly if infrastructure is proposed or constructed in such areas. The existence and capacity of infrastructure directly influences the form, pattern and extent of settlement areas. Development pressure occurs where infrastructure is planned or provided.

For the Ajax Downtown, the sizing of future infrastructure commitments will need to be examined to ensure that higher future levels of development can be accommodated. This includes the capacity of the proposed Harwood sanitary pumping station currently planned to accommodate 4,800 additional persons within its service area, and addressing other downstream sanitary sewer constraints.

### *Transit Corridors and Station Areas*

The Proposed Growth Plan requires minimum density targets around Major Transit Station areas, including the Ajax GO Station. Proposed Policy 2.2.4 states that Major Transit Stations are to be planned and designed to be transit-supportive<sup>15</sup>, with a minimum gross density target of 150 residents and jobs combined per hectare. However, much of the area surrounding the Ajax GO Station is owned by Metrolinx and occupied by extensive surface parking areas, which limits intensification opportunities. Staff would support additional provincial investment in structured parking to free up land in the vicinity of the GO station for development. Flexibility should also be given to the 500 metre walking distance stipulation in the proposed Growth Plan for intensification around Major Transit Stations to account for and address local conditions.

### *Employment Lands*

Policy 2.2.5 suggests economic development and competitiveness in the GGH is promoted by:

- making more efficient use of existing Employment Areas and vacant and underutilized Employment Lands and increasing employment densities, as appropriate;
- planning to better connect areas with high employment densities to transit; and,
- integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

The Proposed Growth Plan would create two categories of Employment Lands, defined as:

- i) *Prime Employment Areas* – areas of employment within urban areas that are designated in an official plan and protected over the long-term for uses that are land extensive or have low employment densities and require these locations, including manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities; and,
- ii) *Employment Areas* – areas designated in an official plan for clusters of businesses and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retain and ancillary facilities.

Policy 2.2.5 sets out the following proposed requirements for the two categories:

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<sup>15</sup> Defined as relating to development that makes transit viable and improves the quality of the experience of using transit; often refers to compact, mixed-use development having a high employment and residential densities.

- Suitable lands within urban areas adjacent to, or in the vicinity of, major goods movement facilities and corridors, including major highway interchanges, should be identified as Prime Employment Areas.
- Prime Employment Areas be protected for appropriate employment uses over the long-term by:
  - a) prohibiting residential and other sensitive land uses<sup>16</sup>, institutional uses, and retail, commercial and office uses not ancillary to the primary employment use; and,
  - b) planning for freight-supportive land uses<sup>17</sup>.
- Employment Areas, exclusive of Prime Employment Areas, in urban areas be designed and planned to:
  - a) Direct any permitted commercial uses to locations that support active transportation and are serviced by transit where that service is available;
  - b) Prohibit residential land uses and limit other sensitive land uses to preserve the long-term integrity of the Employment Area for uses that require these locations; and,
  - c) Integrate Employment Areas with adjacent non-employment areas and develop vibrant, mixed-use areas and innovation hubs, where appropriate.

The conversion of land in Prime Employment Areas to non-employment uses would be prohibited. Consideration of conversion of land in Prime Employment Areas to Employment Areas, or land in Employment Areas to non-employment uses, would be restricted to a Municipal Comprehensive Review, subject to criteria.

In Ajax, there are few if any large vacant parcels of employment land appropriate for low employment-generating uses, such as warehousing or logistics. It is a Town objective to maximize the employment generating capacity of its employment lands, particularly in locations that are well served by transportation infrastructure. The proposed Growth Plan's requirement to require additional low density warehousing and logistics in strategic locations along provincial highways would detract from that objective.

The Town intends to undertake a future study of the lands in the vicinity of Ajax Downs including the north side of Highway 401, west of Audley Road. This area is designated as a Special Study Area, signaling the Town's intent to explore the feasibility of an entertainment and recreation node as a destination for recreation, tourism, entertainment, commercial and employment activity. The study will provide specific long term recommendations for the area including the Slots at Ajax Downs and will address potential implications on the Town's existing and planned employment and commercial structure.

Due to revisions to the *Planning Act* that came into effect on July 1, 2016 under the *Smart Growth for our Communities Act*, 2015, the Town is no longer required during a Municipal Comprehensive

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<sup>16</sup> Defined as buildings, amenities or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges from nearby major facilities. For example, residences, day care centres and educational and health facilities.

<sup>17</sup> In regard to land use patterns, freight-supportive means *transportation systems* and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and *transportation systems*. Approaches may be recommended by the Province or based on municipal approaches that achieve the same objectives. In terms of moving goods, this is to assist implementation of the Province's 2016 Freight-Supportive Guidelines.

Review for the Town of Ajax Official Plan to open and revise the Employment Land policies and designations.

### *Active Transportation*

The proposed Growth Plan includes a new definition and policies for Active Transportation. As one component of infrastructure to support growth, the proposed Growth Plan highlights using a “complete streets” approach to roadway design. It indicates that *“in the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users, including pedestrians, cyclists and transit-users and operators, and drivers of cars and trucks are considered and appropriately accommodated.”*

It also revises policies to indicate that “Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to:

- a) Reduce trip distance and time;
- b) Increase the *modal share* of alternatives to the automobile, which may include setting *modal share* targets;
- c) Prioritize *active transportation*, transit and goods movement over single-occupant automobiles; and
- d) Target significant *trip generators*.”

Staff support the revised policies which strengthen the status of various non-automobile modes of travel as a way to mitigate the pressure on the transportation system while helping to facilitate healthy and active lifestyles, reducing greenhouse gas emissions. Staff support the policies that would prioritize such investments where higher residential and employment densities are planned or in place. The requirement to consider these components in roadway design will help to reduce the likelihood that costly retrofits will necessary in the future. The Town of Ajax Official Plan and the Town of Ajax Transportation Master Plan Update (2013) contain policies and approaches which encourage TDM measures. TDM measures are also being examined through the Town’s Comprehensive Zoning By-law Update which is currently underway.

### *Stormwater Management*

The 2006 Growth Plan contained a policy encouraging municipalities to implement and support innovative stormwater management actions as part of redevelopment and intensification.

In Durham Region, responsibility for stormwater infrastructure and management primarily rests with local municipalities. The Region does not construct or fund stormwater management facilities or maintenance in Regional road and transit planning and environmental assessments. The Proposed Growth Plan contains new Stormwater Management policy that would impact development and intensification in Ajax. Policy 3.2.7 requires each municipality to develop a Stormwater Master Plan, or equivalent, for example, for the Ajax Urban Area, that:

- a) is informed by watershed planning;
- b) examines cumulative environmental impacts of stormwater from existing and planned development, including how extreme weather events exacerbate impacts;
- c) incorporates appropriate low impact development and green infrastructure
- d) identifies the need for stormwater retrofits, where appropriate;
- e) identifies the full life cycle costs of stormwater infrastructure, including maintenance costs, and develops options to pay for these costs over the long-term; and,
- f) includes an implementation and maintenance plan.

Further, Policy 3.2.7 would establish requirements for large-scale development proposals (i.e., secondary plans, plans of subdivision and vacant land plans of condominium, and resort development) to be supported by a Stormwater Management Plan or equivalent, that:

- a) is informed by a subwatershed plan or equivalent;
- b) uses an integrated approach (low impact development; green infrastructure);
- c) establishes planning, design and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and
- d) aligns with the applicable municipal Stormwater Master Plan.

Staff support the principle of comprehensive stormwater management planning described in the proposed Growth Plan polices that would plan and fund improvements to the quality and quantity of stormwater runoff.

### *Watershed Planning*

Under Section 3 (Infrastructure to Support Growth), the Proposed Growth Plan states:

*“A clean and sustainable supply of water is essential to the long-term health and prosperity of the region. There is a need to co-ordinate investment in water, wastewater and stormwater infrastructure to service future growth in ways that are fiscally sustainable and linked to the determination of how these systems are paid for and administered. Water infrastructure planning will be informed by watershed planning to ensure that water quality and quantity is maintained.”*

The Proposed Plan promotes watershed planning, specifically to inform Municipal Comprehensive Reviews and proposed urban area expansions, as well as water and wastewater infrastructure master plans and stormwater management master plans. Watershed plans are intended to address flood risk vulnerability and provide the basis for identifying and protecting “water resource systems<sup>18</sup>”. These policies are supported.

### *Water Quality*

In the Proposed Growth Plan, the Province refers to the *Great Lakes* legislation and the Great Lakes Strategy, incorporates the 2014 Provincial Policy Statement (2014 PPS) water policies, elevates the role of watershed planning and places Duffins Creek and its coastal marsh and the lower portion of Carruthers Creek and its coastal marsh in an Urban River Valley designation.

However, in the concurrent Review of the 2001 Oak Ridges Moraine Conservation Plan (Part IV), the Province has proposed introducing policy requiring measurement and consideration of impacts on the *assimilative capacity* of receiving waters for applicants for infrastructure development and demonstration that adequate assimilative capacity is available in receiving waters and will not be exceeded by major development.

Contaminants exist in treated sewage effluent and stormwater discharge. For example, phosphorus, pharmaceuticals, personal care products exist within wastewater effluent, while other contaminants can form part of stormwater runoff. The forecasted doubling of the GGH's population and employment to 2041 could worsen negative impacts on water quality. Investment

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<sup>18</sup> Defined as a system consisting of ground water features and areas and surface water features including shoreline areas, and hydrologic functions, which provide the water resources necessary to sustain healthy aquatic and terrestrial ecosystems and human water consumption. Such a system will include key hydrologic features and key hydrological areas.

in water and wastewater infrastructure is needed to curtail accumulating adverse impacts on the quality and quantity of the water that is fundamental to sustaining GGH communities.

An opportunity exists to amend the Proposed Growth Plan by requiring upper- and single-tier municipalities to prepare Receiving Water Assimilative Capacity (RWAC) studies that mitigate contaminants from these sources to the Great Lakes and ensure that growth is tied to investments in this infrastructure.

### Comments on the Proposed Greenbelt Plan

The proposed Greenbelt Plan was released on May 10, 2016 for review and comment. The proposed changes to the Greenbelt Plan reveal that no lands are proposed to be removed from the Greenbelt. Both the Duffins Creek and the Carruthers Creek in Ajax are identified as Urban River Valleys and also include the associated Coastal Wetland Areas adjacent to Lake Ontario.

#### *Carruthers Creek Headwaters*

It appears from "Schedule 1: Greenbelt Plan Area" that Carruthers Creek may be the only Urban River Valley that does not have its headwaters protected by the Greenbelt. The Carruthers Creek headwaters is presently primarily characterized by prime agricultural lands (CLI Class 1).

Municipalities will be required to identify and protect "key hydrologic areas" ("significant groundwater recharge areas", "highly vulnerable aquifers", and "significant surface water contribution areas") and undertake "watershed planning" as a basis for identifying and protecting these areas. It is noted that the update to the Carruthers Creek Watershed Plan should recognize the "headwaters" as a key hydrologic area worthy of protection. The proposed Greenbelt Plan speaks to external connections by highlighting that river valleys that run through existing or approved urban areas and connect the Greenbelt to inland lakes and the Great Lakes, including areas designated as Urban River Valley, are a key component of the long-term health of the Natural System. Thus, the full length of Carruthers Creek should be protected by the Greenbelt, as it is a key component of the Natural Heritage System.

The Proposed Greenbelt Plan continues to state:

*"The Greenbelt Plan identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions occurring on this landscape."*

The Plan's Introduction has been revised to read as follows:

*"Within the vast majority of south-central Ontario and substantial portions of the GGH beyond the Greenbelt Area, there are extensive agricultural areas, natural and hydrologic features and functions, and other significant resources. **The lack of inclusion within the Greenbelt Area does not imply any lesser importance or recognition of the full array of natural environmental and resource attributes found in these areas.** Rather, all lands outside of the Greenbelt Area will continue to be governed by current, and potentially future, planning frameworks and regimes which manage land use in Ontario. **There may be specific areas identified in the future, including areas of ecological and hydrological significance, where it is considered appropriate to expand the Greenbelt to provide additional long-term protection.**" (emphasis added)*

The Province has left consideration of site-specific amendments to the Greenbelt Plan Boundary and mapping to a future process sometime after enactment of the Proposed Growth Plan and Proposed Greenbelt Plan. Consequently, staff have recommend in previous reports that Council

strongly urge the Province to add the lands associated with the Carruthers Creek headwaters to the 2016 Greenbelt Plan now, and not leave that decision to a future process.

At its meeting of September 23, 2016, the TRCA passed a resolution (A139/16) recommending that the policies for Growing the Greenbelt be amended such that headwater areas of the rivers and creeks within TRCA watersheds be designated as Greenbelt lands, especially those areas that are almost fully surrounded by other Greenbelt lands, such as those in the headwaters of the Carruthers Creek and the Rouge and Humber River watersheds. Staff fully support the TRCA resolution, which is consistent with staff's past recommendations for Growing the Greenbelt.

Further expansions to the Greenbelt should be viewed systematically, objectively and strategically to ensure that headwaters, groundwater recharge areas, vulnerable aquifers, and other important environmental features are preserved to provide permanent protection. The importance of protecting prime agricultural lands for a continued and growing agricultural industry should also be an important consideration.

#### *Urban River Valleys*

The applicable policies for the Urban River Valley designation only apply to publicly owned lands. Although the private lands within Urban River Valleys would be regulated by the respective conservation authority, they should also be included in the designation.

#### *Agricultural System*

The term "Agricultural System" has been redefined to include an Agricultural Support Network such as infrastructure, services and assets that support the viability of the agri-food sector, which would help the continued support the viability of agricultural uses in the Greenbelt.

Additional uses to be permitted on farms include on-farm diversified uses (e.g. agri-tourism) to provide more economically viable farming operations. Proposed policies encourage municipalities to implement strategies to sustain and enhance the Agricultural Support Network (e.g. opportunities to support local food/near-urban agriculture). These changes are positive.

#### **Implications of Ontario Municipal Board Reform**

There is an obvious connection between the proposed changes to these provincial Plans and potential future reforms to the Ontario Municipal Board. The implementation of these policies, on appeal, would fall under the purview of the Board. Municipalities and the Province should be free of the threat of the potential of appeals to official plans that have demonstrated compliance of provincial policies through lengthy and complex municipal comprehensive reviews.

#### **FINANCIAL IMPLICATIONS:**

None.

#### **COMMUNICATION ISSUES:**

None.

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## **CONCLUSIONS:**

There is general alignment between the proposed changes to the Greenbelt Plan and the Growth Plan, and the policies of the Town of Ajax Official Plan. The current Greenbelt Plan has served the Town well by reinforcing Ajax's fixed Urban Area Boundary and preserving the rural area. Prior to enactment of the 2005 Greenbelt Plan, significant funds were spent defending the Urban Area Boundary and protecting the rural area from proposals to develop urban land uses.

Inside the Ajax Urban Area, development is transitioning from greenfield development to more complex, intensive urban land uses. The Proposed Growth Plan supports more intensive growth within the Ajax Urban Area. This can be accommodated provided there is sufficient investment in the required supporting infrastructure to resolve servicing deficits before they become hindrances.

Staff support changes to the Greenbelt Plan that would bring the Carruthers Creek Headwaters into the Greenbelt, as recently recommended by the Toronto and Region Conservation Authority.

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Gary Muller, MCIP, RPP  
Acting Director, Planning & Development Services

## ENVIRONMENTAL ADVISORY COMMITTEE 2014-2018 WORK PLAN

PROJECT ITEM		OBJECTIVES & SUMMARY	LEAD	TIMELINE	STATUS / NOTES
1	Ajax Waterfront Management & Shoreline Improvement	<ul style="list-style-type: none"> <li>Trail improvements</li> <li>Carruthers Marsh rehabilitation</li> <li>Pickering Beach Bioswales</li> <li>Algae growth</li> <li>Water quality testing</li> <li>Interpretive signage</li> </ul>	Catherine Bridgeman, Kevin Tryon, Tim Field	Annual: Spring	
2	Environmental Education & Events	<ul style="list-style-type: none"> <li>Canada Water Week</li> <li>Earth Hour</li> <li>Green Living Days</li> <li>Pollinator workshops</li> <li>Ajax in Bloom</li> <li>Great Canadian Shoreline Cleanup</li> <li>Community cleanups</li> <li>Bring Back the Salmon event</li> </ul>	Jade Schofield, Vanessa Lorrain, TRCA	Annual: Spring	
3	Stormwater Management	<ul style="list-style-type: none"> <li>Stormwater pond rehabilitation projects</li> <li>Low impact development projects (rain gardens, bioswales)</li> </ul>	Kevin Tryon. Catherine Bridgeman	Annual	
4	Planning & Development Update	<ul style="list-style-type: none"> <li>Proposed development update</li> <li>Active transportation update</li> <li>Engineering update</li> </ul>	Planning & Development	Twice Annually	
5	Waste Management	<ul style="list-style-type: none"> <li><i>Regional Update- residential waste? (tbd)</i></li> <li>Annual facility waste audits</li> <li>Green event policy comments</li> <li>Public space litter control education campaign,</li> </ul>	Jade Schofield	Fall 2015	



## ENVIRONMENTAL ADVISORY COMMITTEE

### 2014-2018 WORK PLAN

<b>6</b>	Urban Forest Update	<ul style="list-style-type: none"> <li>EAB &amp; Ice Storm Damage update</li> <li>LEAF program</li> <li>Educational program update</li> <li>Urban Forest Management Plan consultation</li> </ul>	Tim Field, Craig Blencowe, Jade Schofield	Annual: Spring	
<b>7</b>	Capital Projects- Operations Update	<ul style="list-style-type: none"> <li></li> </ul>	Catherine Bridgeman	Annual/ as needed update	
<b>8</b>	Integrated Community Sustainability Plan	<ul style="list-style-type: none"> <li>2015 Action Items</li> <li>2016 workplan consultation</li> </ul>	Jade Schofield	Annual: Fall	
<b>9</b>	Energy Conservation Demand Management Plan Update	<ul style="list-style-type: none"> <li>Review and comments on plan</li> <li>Green fleet initiative</li> <li>LED conversion strategy</li> </ul>	Jade Schofield, Ray Ford, Chris Addley, Rick Chalmers	Spring 2015 & update annually	
<b>10</b>	Climate Change	<ul style="list-style-type: none"> <li>Update from Region of Durham's Climate Adaptation Strategy</li> </ul>	Brian Kelly, Region of Durham	Spring/ Fall 2015.	
<b>11</b>	Adopt-a-Park/Trail	<ul style="list-style-type: none"> <li>Adoption of the Arbour Park Trail</li> <li>Training for all Members</li> <li>3 Clean-ups/year</li> </ul>	D. Hogg + EAC	Initiated 2016	1 <sup>st</sup> clean up - April 16, 2016
<b>12</b>	Award Nominations	<ul style="list-style-type: none"> <li>Committee consideration for submission of nominees for the Town of Ajax Environmental Achievement Award and Durham Environmental Achievement Awards</li> </ul>	All	Review Annually beginning in November	