

The Corporation of the Town of Ajax

COMMUNITY AFFAIRS AND PLANNING COMMITTEE

Monday, October 3, 2016 at 7:00 p.m.

Council Chambers, Town Hall

65 Harwood Avenue South



Confirmed by: 

AGENDA

Alternative formats available upon request by contacting:

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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

S. Collier, Chair

1. Call To Order

2. Disclosure of Pecuniary Interest

3. Adoption of Minutes

3.1 **September 6, 2016** 2

4. Public Meeting

4.1 **John Boddy Homes (Eagle Glen)**

Zoning By-law Amendment Application Z2/15

Draft Plan of Subdivision Application S-A-2014-02

Williamson Drive West, between Bellinger Drive and Searell Avenue, G. Muller,

Acting Director of Planning & Development Services / A. Dunn, Development Planner.....5

5. Presentations / Reports

5.1 **Comments on the Province's Proposed Amendments to the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan**, G. Muller, Acting Director of

Planning & Development Services 35

6. Adjournment

**Minutes of the
Community Affairs & Planning Committee Meeting
Held in the Council Chambers, Ajax Town Hall,
At 7:00 p.m. on September 6, 2016**

***Alternative formats available upon request by contacting:
accessibility@ajax.ca or 905-619-2529 ext. 3347***

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

1. Call to Order

Chair Jordan 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: S. Parish

That the Minutes of the Community Affairs and Planning Committee Meeting held on June 6, 2016, be adopted.

CARRIED

4. Public Meetings

**4.1 Supplementary Report:
Your Home Developments (Old Harwood) Inc.
Site Plan Application SP10/15
(76 and 82 Harwood Avenue North & 90 – 126 Old Harwood Avenue)**

Geoff Romanowski, Supervisor, Planning Development Approvals, provided a thorough review of the content and recommendations included within the staff report. Mr. Romanowski reviewed the subject lands and background of the proposed development for 66 condominium townhouse units, noting that the required Official Plan and Zoning amendments were approved at the Community Affairs and Planning Committee meeting of June 6th, 2016, and the necessary by-laws were adopted by Council on June 20th, 2016. Committee had deferred consideration of the site plan application and requested additional information about details of the application, including air conditioning units,

public art, unit massing along the west property limit, visitor parking, site drainage along the west property limit, and green initiatives.

Regarding air conditioning units, Mr. Romanowski noted that the applicant has agreed to install central air conditioning systems in all units of the development. The systems will be installed on rooftops or at-grade in rear yards, and will not be installed on unit balconies. The Old Harwood Parkette will contain a public art element in the form of unique signage to identify the Parkette, with the applicant contributing \$40,000 towards the project. The proposed public art design has been reviewed by the Town's Recreation and Culture staff and will be subject to a final technical clearance by Recreation and Culture as well as Operations and Environmental Services. Massing of units along the west property limit will maintain a rear yard setback of 8 metres, exceeding the minimum requirement of 7.5 metres. Additionally, units will fall below the required 45 degree angular plane from the property limit as specified in the Town's Official Plan policies for intensification projects, limiting visual impact on adjacent lands. Stormwater drainage will be maintained through on-site stormwater controls prior to discharge into the Town's storm sewer infrastructure. Along the west property limit, a system of swales and catch basins will be installed in order to drain water to the south and east. To ensure that site drainage does not negatively affect existing properties along Ducatel Crescent, a series of hand dug swales will be installed to direct overland flow towards the development's drainage system. Mature trees along the west property limit will be preserved wherever possible, subject to grading plans for the site. Lastly, several green initiatives are proposed within the development, including but not limited to use of materials with high Solar Reflective Index values, installation of high efficiency low-flow water fixtures, and use of sustainable and renewable construction materials.

Committee members asked questions regarding the protection of swales along the west property limit, design of the proposed public art feature, and availability of accessible parking. Mr. Romanowski commented that the swales will be identified on the final approved site plan that will be registered on title, ensuring their protection in the event that a future property owner altered or removed them. The public art feature was designed to serve as signage for the future Old Harwood Parkette in order to identify the location as a public space. With respect to parking, accessible parking spaces provided within the site plan meet existing requirements within the Town's Zoning By-law. Staff reviewed parking availability and determined that no further space was available for additional visitor parking on-site, however on-street parking would be available along nearby public road allowances, subject to three-hour parking limits within the Town.

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

Tim Evans, 17 Ducatel Crescent, asked for further clarification regarding the protection of mature trees as well as plans for the installation of fencing along the west property limit. Mr. Romanowski noted that the majority of mature trees will be preserved along the west property limit, with the exception of some trees that will need to be removed for grading purposes. A new fence will be installed along the west property limit, subject to consultation with adjacent property owners. Mr. Romanowski encouraged all adjacent property owners to have discussions with the applicant to determine the desired outcome for new fencing abutting each property.

Rob Tyler Morin, 97 Keeble Crescent, inquired as to the status of two adjacent properties immediately north of the development. Mr. Romanowski noted that the internal road network is designed to accommodate future acquisition and development of the two adjacent properties, but at this time the properties are still privately owned and occupied.

Sandra Andrusiak, 9 Ducatel Crescent, inquired as to the consequences if a mature tree to be protected is damaged or killed during the construction of the development. Ms. Andrusiak also asked for further clarification regarding the elevation and sight lines of properties along the west property limit. Mr. Romanowski commented that the minimum 45 degree angular plane requirement for intensification projects in the Town's Official Plan helps ensure that there is no direct line of sight between adjacent properties, which is achieved in the proposed development. A tree preservation and protection plan will be implemented that will identify all trees to be preserved on the site. Securities will be collected for their protection up to 24 months following completion of the development. In the event that a protected tree is damaged or killed, the securities may be used for their replacement.

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

Scott Waterhouse, CanDevCon Limited, spoke on behalf of the applicant and noted that he had no further comments as Mr. Romanowski had addressed all of the outstanding matters. Committee members expressed the desire to see a unique public art feature different from the proposed signage, and asked the applicant and staff to consider other designs.

Moved by: S. Parish
Seconded by: R. Ashby

That Site Plan SP10/15, submitted by Your Home Developments (Old Harwood) Inc., be endorsed and that staff be authorized to grant final site plan approval subject to all drawings including detailed engineering, landscaping, and related details being finalized to the satisfaction of the Town of Ajax.

CARRIED

5. Presentations / Reports

None.

6. Adjournment

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

That the September 6, 2016 meeting of the Community Affairs and Planning Committee be adjourned. (7:36 p.m.)

CARRIED

Chair

D-Clerk

TOWN OF AJAX REPORT



REPORT TO: Community Affairs and Planning Committee

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

PREPARED BY: Amanda Dunn, MES, MCIP, RPP
Development Planner

SUBJECT: **John Boddy Homes (Eagle Glen)**
Zoning By-law Amendment Application Z2/15
Draft Plan of Subdivision Application S-A-2014-02
Williamson Drive West, between Bellinger Drive and Searell Avenue

WARD: 1

DATE OF MEETING: October 3, 2016

REFERENCE: Draft Plan of Subdivision 18T-95004
Draft Plan of Subdivision S-A-2002-01

RECOMMENDATIONS:

1. That Zoning By-law Amendment Z2/15, submitted by John Boddy Homes (Eagle Glen), be approved and that staff be authorized to prepare and forward an implementing Zoning By-law to Council for its consideration at a future meeting, as provided within Attachment 1 to this report;
2. That Draft Plan of Subdivision S-A-2014-02, submitted by John Boddy Homes (Eagle Glen), be endorsed and that staff be authorized to grant draft approval of the draft plan, subject to the draft conditions as provided within Attachment 2 to this report;

1.0 BACKGROUND:

John Boddy Homes is the owner of a 92.39 ha (5.9 acre) parcel of land on the south side of Williamson Drive West, between Bellinger Drive and Searell Avenue. The subject lands were originally reserved as a separate elementary school block (Blocks 132 and 134 of Plan 40M-2345 and Block 92 of Plan 40M-2266). The Durham Catholic District School Board advised that the lands are not required for a school and declined its option to purchase the site (see Section 5.3 of this report).

1.1 PROPOSAL

On February 6, 2015, John Boddy Homes submitted Zoning By-law Amendment Application Z2/15 and Draft Plan of Subdivision S-A-2014-02 to permit 54 single detached dwelling lots. 17 of the lots will have frontages ranging from 9.5 metres (31.1 feet) to 12.8 metres (41.9 feet), and 38 lots will have frontages ranging from 12.8 metres (41.9 feet) to 17.3 metres (56.7 feet), which includes 6 corner lots.

1.2 Property Location and Surrounding Land Use Context

The subject lands encompass an area of 2.39 hectares (5.90 acres) with approximately 125.36 metres (411 feet) of frontage onto Williamson Drive West. The subject lands are currently vacant and are surrounded by the following land uses:

North: Immediately to the north is Williamson Drive West. North of Williamson Drive West, is a vacant block reserved for a future public elementary school and a future neighborhood park.

East: To the east are single detached dwellings.

South: To the south is Meadows Park. Further south is Vimy Ridge Public Elementary School.

West: To the west are single detached dwellings and Bellinger Drive.

2.0 DISCUSSION:

The proposed plan of subdivision provides for 54 lots for single detached dwellings.

The following section addresses; site design, built form, landscaping, streetscape and parkland connectivity.

a) *Development Plan*

The proposed plan is summarized in Table 1 below and shown in Figure 2 – Proposed Development.

Table 1: Land Use Summary

Proposed Land Use	Draft Plan Area	
	Hectares	Acres
Low Density Residential	1.68	4.1
Roads (Combination of a 15m and 17 metre right-of-way)	0.69	1.70
Total Land Area	2.39	5.90

b) *Built Form / Dwelling Elevations*

The proposed lot layouts provide for two-storey single detached brick units. The lots will be oriented to be east-west facing, along an internal crescent (Road “A”) running north-south. The lot layouts are compatible with the surrounding community. Lots with frontages less than 12 metres (16 lots in total) will have single car garages, and the remaining lots (38 lots) with frontages ranging from 12 metres to 17.32 metres will have two car garages.

c) *Vehicular and Pedestrian Access*

Vehicular access is proposed via two new intersections along Williamson Drive West (Road “A”). “Road A” will be a crescent roadway with two full movement vehicular access points onto Williamson Drive West. The two intersections will be stop-controlled at Williamson Drive West.

A 1.5 metre concrete sidewalk is proposed which will run parallel to “Road A” and will establish a north-south connection to an existing 2.0 metre concrete sidewalk along Williamson Drive West and to an existing asphalt trail within Meadows Park.

The proposed development complies with the residential parking requirement of two spaces per unit. Further, the proposed development would produce approximately 22 on-street parking spaces. These spaces would be provided between paired driveways.

d) Landscape Design/Streetscape

The proposed development will include street trees which will be planted adjacent to paired driveways on lots as well as along Road “A” and Williamson Drive West.

A 2.0m high noise attenuation fence will be required along the northern exterior lot lines for Lots 1, 29, 30 and 54, which will flank the rear yards adjacent to Williamson Drive West, in accordance with the recommendations of the submitted noise study.

3.0 POLICY AND REGULATORY CONTEXT:

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides an overall direction on matters of provincial interest that must be reflected in municipal planning decisions. The PPS was issued under Section 3 of the *Planning Act* and provides provincial direction in terms of land use planning and development in Ontario. The current PPS document came into effect on April 30, 2014. The PPS states that healthy, livable, and safe communities are to be sustained, including among other matters, promoting efficient development and land use patterns, by accommodating an appropriate range and mix of residential, employment, recreational, and open space uses to meet long-term needs. Appropriate densities should be promoted for new housing which efficiently uses land, resources, infrastructure, and public services. The PPS promotes all forms of housing required to meet social, health, and well-being requirements of current and future residents.

The proposed development is consistent with the policies of the PPS.

2.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was approved under the authority of the Places to Grow Act, 2005 by the Lieutenant Governor in Council of the Province of Ontario, and came into full force and effect on June 16, 2006. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including; direction of where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation.

Under the Growth Plan, new development will be planned, designated, zoned and designed in a manner that contributes to creating complete communities, creates street configurations, densities, and an urban form that support walking, cycling, and the early integration and sustained viability of transit services, provides a diverse mix of land uses to support vibrant neighbourhoods and creates high quality public open spaces with site and urban design standards that support opportunities for transit.

**Applications:**

Z2/15 & S-A-2014-02

Applicant:

John Boddy Homes

Date: October 3, 2016

Figure 1
Subject Lands

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The majority of the subject lands are outside of the Built Boundary and is a designated Greenfield Area under the Growth Plan. The proposal is provided at 84 persons per hectare, which contributes to the Town's achievement of its Greenfield density target.

The proposal conforms to the provisions of the Growth Plan.

2.3 Durham Regional Official Plan

The subject lands are designated 'Living Areas' within the Durham Regional Official Plan. Living Areas shall be used predominately for housing purposes while allowing for the creation of new residential units on vacant or undeveloped lands through infilling. The proposed residential infill development is on vacant lands within an established residential area and is consistent with the existing lot size and unit types within the surrounding area. The proposed development is in keeping with the character of the area and is consistent with the Living Area Designation policies with the Durham Regional Official Plan.

2.4 Town of Ajax Official Plan

The properties are currently designated 'Low Density Residential' within the Town of Ajax Official Plan.

Single detached dwellings, semi-detached dwellings, and duplex dwellings and linked dwellings to a maximum height of 3 storeys and should be within a density range up to a maximum density of 30 units per net hectare. The proposed development achieves a density of 22.59 units per hectare. The proposal is compatible with the surrounding development.

The built environment policies of the Town of Ajax Official Plan require development to be planned to:

- promote street-oriented development, with active building facades fronting onto streets;
- promote built form where a significant portion of the street frontage is defined by the building;
- provide a design layout and form that is compatible with adjacent existing and approved land uses;
- promote pedestrian and cyclist permeability and interconnectivity to abutting paths, trails, streets and development;
- locate buildings such that pedestrian spaces are well defined and connected;
- maximize transparent windows facing the public realm;
- position primary entrances to be visible and accessible from the street; and
- defines the transition from public to semi-public to private space through landscaping.

The proposed development provides for a high level of building design, interest and streetscape within an existing neighbourhood. The layout of the development applies principles of safe community design by orienting residential dwellings towards public spaces, including Meadows Park to the south. Pedestrian connectivity from the surrounding public streets will provide access into and through the development. The proposed development provides pedestrian connections to Meadows Park.

The school policies of the Town of Ajax Official Plan state that in the event that a planned school site is not required, it may be developed for uses consistent with the underlying land use designation without an amendment to the Official Plan.

The proposed development maintains appropriate massing, scale and height which is consistent with the surrounding neighbourhood. The applications conform to the policies of the Town of Ajax Official Plan.

2.5 Town of Ajax Zoning By-law

The subject lands are currently dual zoned Institutional – A (I-A) Zone and Residential Two- A (R2-A) Zone within Town of Ajax Zoning By-law 95-2003, as amended, and is subject to Exception 46 and 79. In order to permit the proposed development, a zoning by-law amendment is required to amend the zoning to Residential – One E (R1-E) and Residential – One D (R1-D).

The proposed implementing zoning by-law will establish development standards for all lots within the subdivision with respect to coverage, depth, exterior side yard setbacks and parking standards within private garages. The proposed zoning by-law amendment is provided in Attachment 1 to this report.

3.0 OTHER REPORTS AND STUDIES

a) Planning Rationale Report

A Planning Rationale Report, prepared by Bousfields Inc., dated February 2015, was submitted in support of the applications. The report describes the policy and regulatory framework, including the Provincial Policy Statement 2014, the Growth Plan for the Greater Golden Houseshoe, and the Region of Durham Official Plan, and describes the proposed amendment to the Town of Ajax Zoning By-law.

b) Functional Servicing Report

GHD filed a Functional Servicing Report dated October 2014 in support of the applications.

This report indicates that minor flows from the site will be captured and conveyed to the existing storm sewer systems on both Williamson Drive West and Searell Avenue. The major system flow will follow the internal road network outletting to Williamson Drive West, and to an existing stormwater management pond located east of Searell Avenue, west of Ravenscroft Road between Driscoll Drive to the north and Selby Drive to the south. Lot grading will consist of front, split and walkout/backsplit drained lots.

As for quantity and quality control, no control measures are required for the development area as the existing stormwater management pond has ample additional permanent pool volume to treat the development lands under the enhanced level of protection requirements.

Sanitary and water service is available to the site. Sanitary sewer discharge from the development will outfall to the existing sanitary sewer located within Williamson Drive West. Further, a new watermain is proposed to service the development and will connect to the existing 300mm diameter watermain on Williamson Drive West at two connection points creating a looped system.

The overall approach has been accepted by the TRCA, Region of Durham and Town of Ajax engineering staff. Appropriate draft plan conditions have been included that will be implemented within the subdivision agreement.

c) Environmental Noise Assessment

An Environmental Noise Assessment, prepared by YCA Engineering Limited, dated October 2014 was submitted in support of the applications. The assessment concludes that the sound levels generated by this development will require noise control measures to satisfy the municipality and Ministry of Environment (MOE) requirements.

The assessment recommends that a 2.0 metre high noise fence be installed along the flankage yards of Lots 1, 29, 30 and 54 to maintain appropriate outdoor living area sound levels. Based on the study, no mandatory central air conditioning units will be required for the site. However, Lots 1, 2, 28, 29, 30, 31, 53 and 54 must be constructed with a forced air heating system with ducting sized to accommodate a central air conditioning unit, in order to allow the homeowner the option of installing a central air conditioner should the owner wish to do so. Agreements of purchase and sale for these lots and units, including the development agreement for these lands, will incorporate all warning clauses notifying potential homeowners of the required acoustic noise fence.

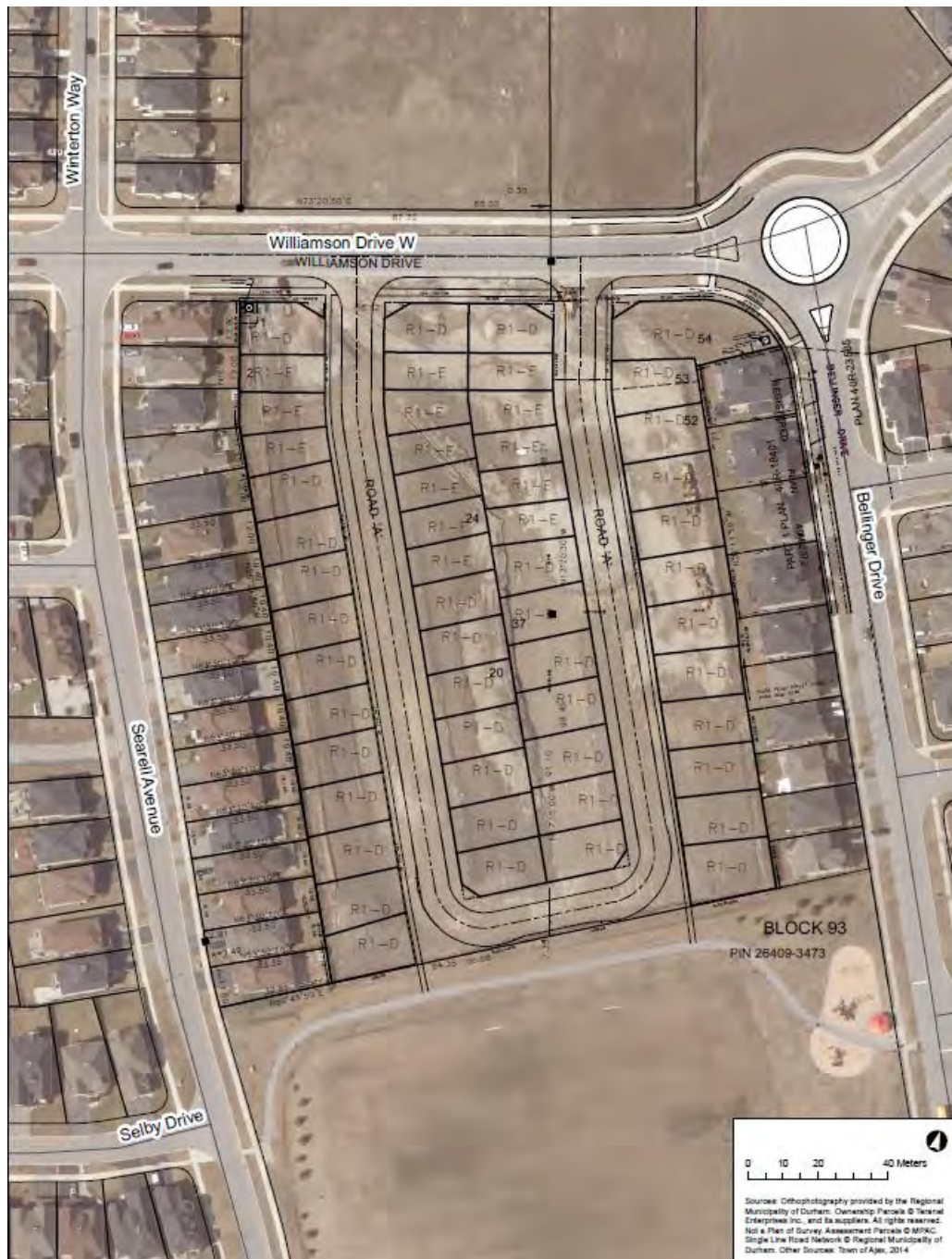
d) Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was submitted by V.A. Wood Associates Limited, dated January 2015 was submitted in support of the development proposal. Based on the review of visual inspection of the site, land use history of the property from available records, records from environmental databases and interviews, the Phase I ESA found that there are no areas of potential environmental concern within the property and that the environmental condition of the site is satisfactory for its proposed use as a residential subdivision.

e) Traffic Impact Brief

A Traffic Impact Brief prepared by GHD, dated October 30, 2014, was submitted in support of the applications.

The study indicates that the traffic volumes generated by the subject development is expected to have minimal impact at the intersections of Williamson Drive West/Bellinger Drive and Williamson Drive West / Searell Avenue within Road 'A' during the weekday peak hours. Overall, the study area intersections will continue to function and maintain acceptable level of service. The study found that the proposed development is expected to generate 48 trips (12 inbound and 36 outbound) trips during the weekday a.m. peak period and 60 trips (38 inbound and 22 outbound) during the weekday p.m. peak period. The traffic volumes generated will have no operational issues at the intersections. The proposed access points onto Williamson Drive West from Road "A" maintain appropriate spacing and sightline requirements.

**Applications:**

Z2/15 & S-A-2014-02

Applicant:

John Boddy Homes

Date: October 3, 2016

Figure 2**Proposed Development Plan**

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**Applications:**

Z2/15 & S-A-2014-02

Applicant:

John Boddy Homes

Date: October 3, 2016

Figure 3
Proposed Elevations

Town of Ajax
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5.0 AGENCY COMMENTS

The following is an overview of comments received through the circulation of the subject applications.

5.1 Region of Durham

With regard to sanitary sewer and municipal water supply, these services are available to the subject lands without any modification to the existing system. As for transportation and transit, the proposed development is not anticipated to have any impact on Durham Region Transit Service or the existing road network.

5.2 Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) indicated that they have no objection to the proposed development and TRCA staff are satisfied that water balance requirements can be effectively implemented on site.

5.3 Durham Catholic District School Board

The Durham Catholic District School Board released all interest in Blocks 132 and 134 of Plan 40M-2345 on May 24, 2013 and released interest of Block 92 on Plan 40M-2266 on February 7, 2013. Further, the Durham Catholic District School Board has stated that they have no objections to the proposed development. Students from this development will attend St. Catherine of Siena Catholic School located at 15 Bennett Avenue, in the Town of Ajax.

5.4 Other Agency Comments

The Town's Control Architect, Veridian Connections, Canada Post, Ajax Transportation Services, Ajax Fire & Emergency Services, Ajax Engineering Services, and Ajax Design Services had no concerns with the proposed development.

6.0 FINANCIAL IMPLICATIONS

There are no financial implications as a result of approving the recommendations of this report. Cash payment in-lieu of parkland dedication was collected through Phase 2 and Phase 4 of Draft Plan 40M-2345.

7.0 COMMUNICATION ISSUES

The following is an overview of the comments received and discussions through the circulation of the subject applications.

7.1 Public Open House Meeting

A public open house was held on March 31, 2016. Notice was sent to Town of Ajax residents and business owners within 120 metres (400 feet) of the subject lands and was advertised within the Community Page of the Ajax News Advertiser. The Public Open House meeting was attended by 9 members of the public. Comments for the most part from attendees were positive.

There were three primary concerns raised at the meeting, which included how the noise of the proposed development would affect surrounding residents, how drainage would be addressed and the general question as to why the Durham Catholic District School Board made the decision not to build a school on the subject lands.

Residents in attendance were advised that based on current student numbers and projected student yield in the area, the Durham Catholic District School Board has decided not to exercise its option to construct an elementary school on the subject lands. Students generated from the development would attend St. Catherine of Siena Catholic Elementary School located at 15 Bennett Avenue. Residents were directed to contact Lewis Morgulis, Manager of Planning and Admissions for the Durham Catholic District School Board for further information.

Staff also advised residents that Noise By-law 105-2013 regulates the noise caused from construction to restricting the construction between the hours of 8:00 p.m. one day to 7:00 a.m. the following day, Monday to Friday, and 7:00 p.m. on Friday to 9:00 a.m. on Saturday, and 5:00 p.m. pm Saturday to 7:00 a.m. on Monday.

Further, residents were advised that drainage would have to be maintained on site, and through further revisions of the submitted drawings the TRCA and Town of Ajax staff are now satisfied that the proposed development will be engineered to capture all drainage of the development via the mechanisms of infiltration trenches, and extra depth topsoil to be provided on all lots.

8.0 CONCLUSION

Staff have reviewed all submitted applications and are of the opinion that this development would provide an appropriate urban built form that is consistent with the PPS, Growth Plan, and Region of Durham and Town of Ajax Official Plan policies. Therefore, the submitted development applications should be approved by Council.

ATT-1 - Draft Zoning By-law Amendment (Z6/15)

ATT-2 – Draft Conditions of Draft Approval (S-A-2015-02)

Gary Muller, MCIP, RPP
Acting Director of Planning and Development Services

Amanda Dunn, MES, MCIP, RPP
Development Planner

THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER XX-2016

A By-law to amend By-law No. 95-2003, as amended.

WHEREAS, authority is granted under Section 34 of the *Planning Act*, R.S.O., 1990, c. P.13, for Council to pass this By-law;

AND WHEREAS, the Council of the Corporation of the Town of Ajax has approved an application to amend By-law No. 95-2003, as amended (Z2/15), with respect to the subject lands described as Blocks 134 and 134 of plan 40M-2345 and Block92 on plan 40M-226, identified on Schedule ‘A’ to this By-law;

AND WHEREAS, the Council of the Town of Ajax deems it appropriate to pass an implementing Zoning By-law to regulate the future development of the subject lands;

NOW THEREFORE, the Council of the Corporation of the Town of Ajax enacts as follows:

- 1. THAT the Zoning Schedule, specifically Maps 15 and 16, attached to and forming part of By-law No. 95-2003, as amended, is hereby further amended by rezoning the subject lands from “Institutional - A (I-A)” Zone, and “Residential Two - A (R2-A Zone)” to “Residential One – ‘E’ Zone (R1-E Zone)”, “Residential One – ‘D’ Zone (R1-D Zone)” for the lands shown on Schedule “B” attached hereto, and;
- 2. THAT the Exception Schedule, specifically Maps 15 and 16, attached to and forming part of By-law No. 95-2003, as amended, is hereby amended to delineate the boundaries of new Exception 188 for the lands shown on Schedule “C” attached hereto;
- 3. THAT the Exception Schedule, specifically Maps 15 and 16, attached to and forming part of By-law No.95-2003, as amended, is hereby amended to remove lands from Exception 46 and 79, as shown on Schedule “D” attached hereto; and
- 4. THAT Section 7.1.1, List of Exceptions, of By-law No. 95-2003, as amended, is hereby further amended by adding the following new exception as follows:

Exception	Zoning	Map	By-law	File Reference
188	R1-D, R1-E	15, 16	XX - 2016	18T-95004, S-A-2002-01, Z2/15, S-A-2014-02
<div><div>i) Location:</div><div>South of Williamson Drive West, west of Bellinger Drive and east of Searell Avenue.</div></div> <div><div>ii) Legal Description:</div><div>Part of Lot 12, Concession 3, Block 132 & 134 of Plan 40M-2345, and Block 92 of Plan 40M-2266</div></div> <div><div>iii) Interpretation:</div><div><div>a) That Exception 46 no longer be applicable to the subject lands.</div></div></div> <div><div>iv) Development Standards:</div><div><div><div>a)</div><div><div>i) Minimum <i>Lot Depth</i>:</div><div>23.5m</div></div><div>ii) Maximum Lot Coverage:</div><div>50%</div></div></div></div> <div><div>v) Other:</div><div><div>a) Daylighting triangle within any residential zone shall not be less than 3.0m.</div><div>b) Notwithstanding Section 6.2.4 Front Yard and Exterior Yard Requirements, for lots flanking the south side of Williamson Drive West zoned “Residential One – ‘D’ (R1-D)”, and “Residential One – ‘E’ (R1-E)”, the following shall apply:</div></div></div>				

Exception	Zoning	Map	By-law	File Reference
188	R1-D, R1-E	15, 16	XX - 2016	18T-95004, S-A-2002-01, Z2/15, S-A-2014-02

Standard		Minimum Setback from Exterior Side Lot Line
i)	Dwelling unit on street side with a sidewalk	1.7m
ii)	Attached garage on street with a sidewalk	1.7m
iii)	Platform on street side with a sidewalk	0.7m

c) The Maximum width of a double garage in “Residential One- ‘D’ (R1-D)” Zone shall not exceed 6.1m.

d) The Maximum width of a garage in the “Residential One – ‘E’ (R1-E)” Zone shall not exceed 5.0 m.

e) The Maximum width of driveway in the R1-D and R1-E Zone shall not exceed the outside wall line of the exterior wall of the garage.

f) Notwithstanding any other provision of this By-law, minimum width of a garage on a corner lot in the R1-D and R1-E zone with a lot frontage greater than 12.0 m shall not exceed 6.1 m.

g) Notwithstanding Section 5.3.1, “Required Parking Spaces within Private Garages”, all required parking spaces within a private garage shall have a minimum width of 2.7 metres and a minimum depth of 5.7 m free of any obstructions. Where more than one required parking space is provided within a private garage, all subsequent parking spaces provided shall have a minimum width of 2.5 metres.

h) The maximum building setback requirements within Section 6.2.4 of this By-law may be measured from the front face of a porch, provided the minimum area of the porch is 4.5 square meters.

Except as amended herein, all other provisions of this By-law, as amended, shall apply.

5. By-law No. 95-2003, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law.

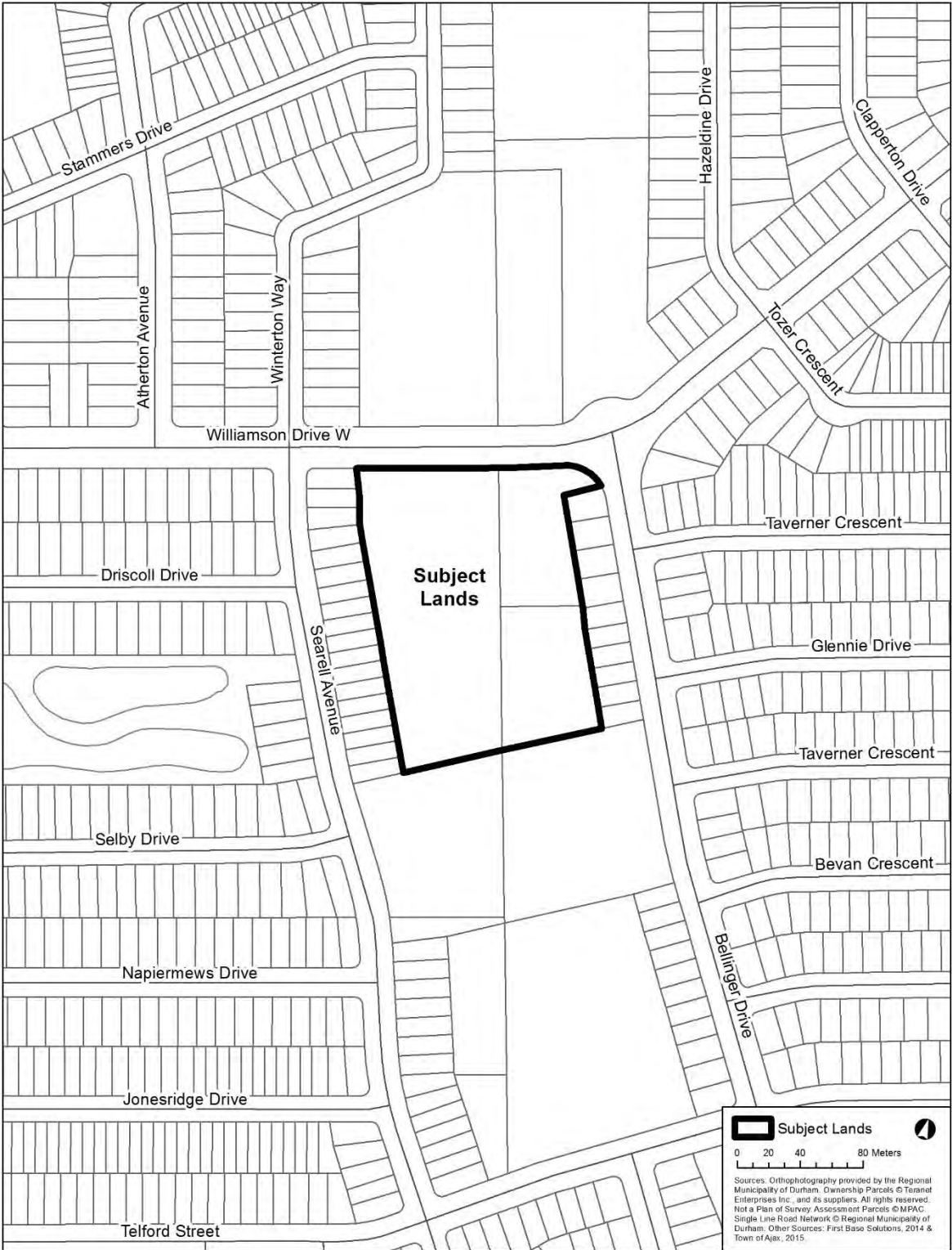
READ a first and second time this
TWENTY FOURTH day of October,
2013

READ a third time and passed this
TWENTY FOURTH day of October,
2013

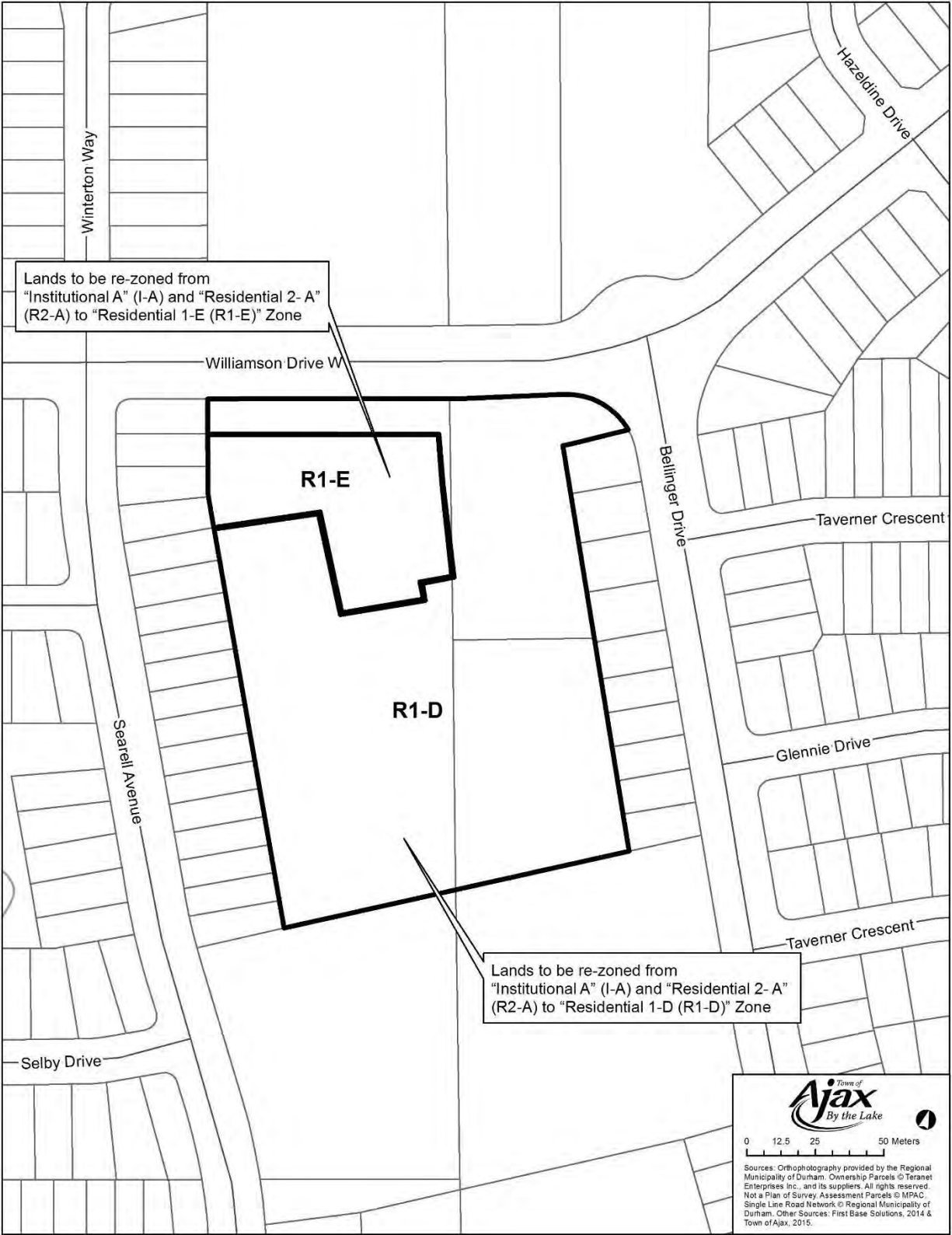
Mayor

D-Clerk

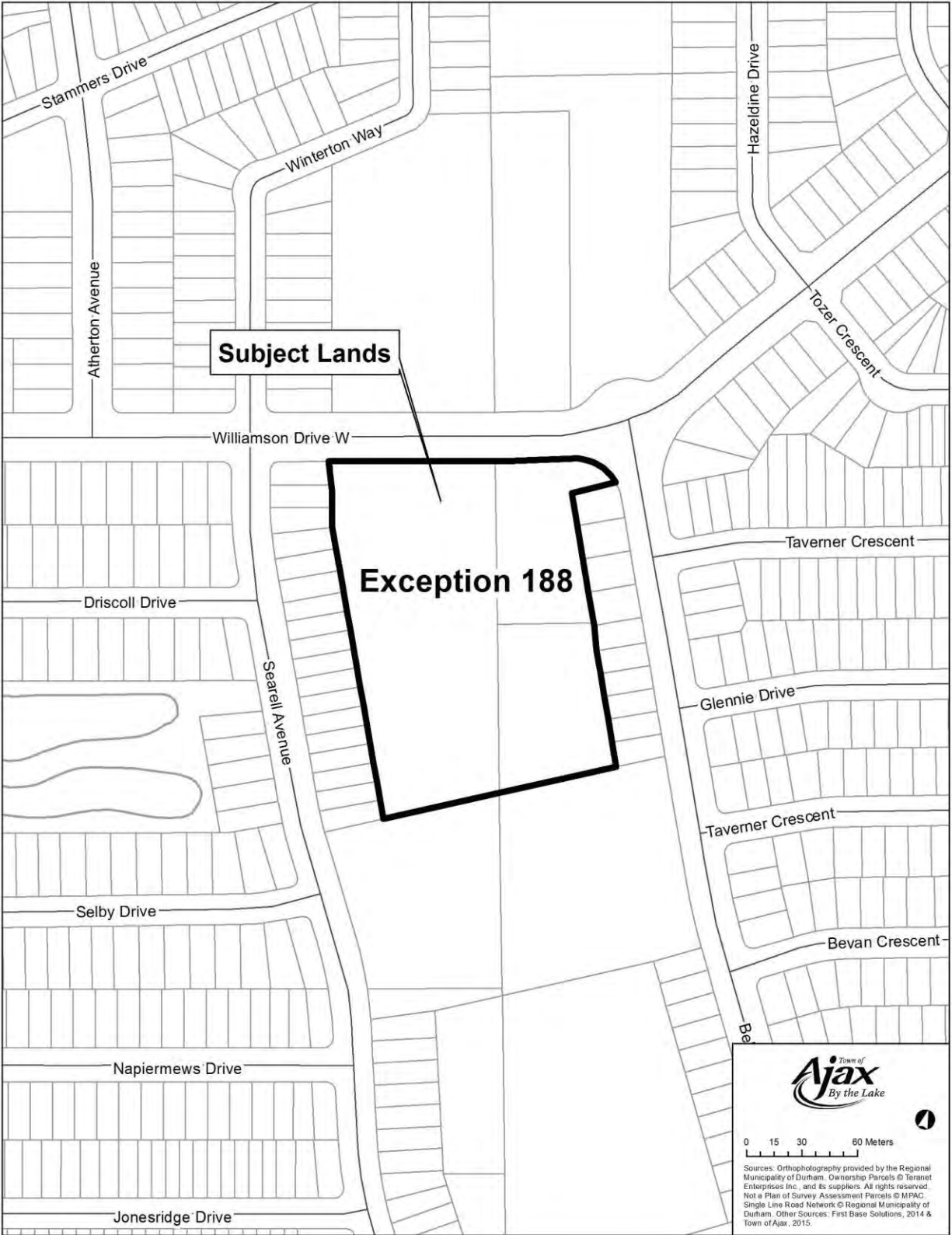
Schedule “A” to By-Law Number **XX-2016**



Schedule “B” to By-Law Number **XX-2016**



Schedule “C” to By-Law Number **XX-2016**



Schedule “D” to By-Law Number **XX-2016**



Explanatory Note to By-Law Number **XX-2016**

This by-law amends the development standards under Zoning By-law No. 95-2003, as amended, on lands located along the south side of Williamson Drive West between Bellinger Drive and Searell Avenue. The by-law amendment rezones the lands from Institutional – A (I-A) Zone and Residential Two- A (R2-A) Zone to Residential – One E (R1-E), Residential – One D (R1-D), and Open Space (OS) within Town of Ajax Zoning By-law 95-2003, and is subject to Exception 188.

This amendment will facilitate the development of 54 single detached dwellings.

Proposed Conditions of Draft Approval

To: Bruce Jennings
John Boddy Developments Ltd.
409 Kingston Road West
AJAX, ON L1S 6L7

From: Gary Muller, MCIP, RPP
Manager of Planning

Re: Draft Plan of Subdivision S-A-2014-02
John Boddy Developments Ltd.
Blocks 132 & 134 Plan 40M-2345, Block 92 Plan 40M-2266, Town of Ajax

CONDITIONS OF DRAFT APPROVAL

All of the following conditions of draft approval shall be satisfied prior to the final registration of Plan of Subdivision S-A-2014-02 as indicated:

The Regional Municipality of Durham

1. The Owner shall prepare the final plan on the basis of the draft approved plan of subdivision, prepared by John Boddy Development Ltd. Homes., identified as drawing number 2013-07-05_1 dated June 5, 2014, which illustrates 54 residential single dwelling lots, one open space block, and a roadway.
2. The Owner shall name the roadway to the satisfaction of the Regional Municipality of Durham and the Town of Ajax.
3. The Owner shall submit plans showing any proposed phasing to the Region for review and approval, if this subdivision is to be developed by more than on registration.
4. The Owner shall grant to the Region, any easements required to provide Regional Services for this development and these easements shall be in locations and of such widths as determined by the Region.
5. The Owner shall provide for the extension of such sanitary sewer and water supply facilities which are external to, as well as within, the limits of this plan that are required to service this plan. In addition, the Owner shall provide for the extension of sanitary sewer and water supply facilities within the limits of this plan, which are required to service other developments external to this subdivision. Such sanitary sewer and water supply facilities are to be designed and constructed according to the standards and requirements of the Regional Municipality of Durham. All arrangements, financial and otherwise for said extensions are to be made to the satisfaction of the Regional Municipality of Durham, and are to be completed prior to final approval of this plan.
6. Prior to entering into a subdivision agreement, the Regional Municipality of Durham shall be satisfied that adequate water pollution control plant and water supply plant capacities are available to the proposed subdivision.

7. The Owner shall satisfy all requirements, financial and otherwise, of the Regional Municipality of Durham. This shall include, among other matters, the execution of a subdivision agreement between the Owner and the Region concerning the provision and installation of sanitary sewers, water supply, roads and other services.
8. The Owner shall carry out an Archaeological assessment of the subject property and mitigation and/or salvage excavation of any significant heritage resources to the satisfaction of the Ministry of Tourism and Culture. No grading or other soil disturbance shall take place on the subject property prior to a letter of clearance from the Ministry of Tourism, Culture and Sport.
9. The Owner shall agree in the Ajax Subdivision Agreement to implement the recommendation of the report, entitled "Environmental Noise Assessment, Boddy Development, Phase 7, Blocks 132 and 134 in 40M-2345 and Blocks 92 in 40M-2266, Town of Ajax" prepared by YCA Engineering, dated October 2014, which specifies noise attenuation measures for the development. The measures shall be included in the subdivision Agreement and must also contain a full and complete reference to the noise report (i.e. author, title, date, and any revisions/addenda) and shall include any required warning clauses identified in the study.
10. Prior to final approval, the Owner is required to submit a Region of Durham Reliance Letter and a Certificate of Insurance for the Phase One Environmental Site Assessment completed on the property.

Town of Ajax

11. The Owner shall satisfy all requirements, financial and otherwise, to the Town of Ajax. This shall include, among other matters, the execution of a subdivision agreement between the Owner and the Town of Ajax, concerning the provisions and installation of municipal roads and services drainage and other local services and matters including the following:

Reports/Studies

- i. The Owner shall provide the following technical reports prior to final approval, to the satisfaction of the Town of Ajax, the Regional Municipality of Durham, and the Toronto and Region Conservation Authority:
 1. Traffic Impact Study
 2. Functional Servicing Report
 3. Geotechnical Report
 4. Noise Report
 5. Phase 1 and 2 Environmental Site Assessment
 6. Revised SWM Report
- ii. The Owner shall provide a Geotechnical Report and a revised SWM Report prepared by a qualified engineer, prior to draft plan approval, to the satisfaction of the Town of Ajax and the Regional Municipality of Durham.

- iii. The Owner agrees to be responsible for any required amendments or future revisions to submitted reports and studies to the satisfaction of the Town of Ajax, the Regional Municipality of Durham and the Toronto and Region Conservation Authority. If a report or study requires any amendments or further revisions the Owner agrees to provide these amendments or revisions prior to the execution of the subdivision agreement with the Town of Ajax.
- iv. The Owner agrees to implement all the recommendations in all required reports/studies to the satisfaction of the Town of Ajax, the Regional Municipality of Durham and the Toronto and Region Conservation Authority.
- v. Prior to final approval, the Draft Plan of Subdivision shall be red-lined revised, if necessary, to accommodate the requirements of all the approved reports/studies.

Traffic Management Plan

- vi. The Owner agrees to provide a Traffic Management Plan (TMIP) prior to draft approval and a Traffic Management Implementation Plan (TMIP) prior to the execution of a subdivision agreement, to the satisfaction of the Town of Ajax.

Stormwater Management

- vii. The Owner agrees to design and construct groundwater infiltration systems to the satisfaction of the Town and the TRCA if required.
- viii. The Owner agrees to pay a stormwater maintenance fee, as per Town's Fee By-law, as amended, payable prior to registration.
- ix. The Owner agrees to provide a bathometric survey of the existing Phase 2 pond on Driscoll Drive after all the lots have been sodded and graded within the plan of subdivision. The Owner shall also be responsible for the removal of the sediment from the pond, to the satisfaction of the Town of Ajax, and as built survey certifying the work has been completed will be required.

Storm Servicing

- x. The applicant shall apply all stormwater management and storm sewer servicing techniques to be confirmed in the storm water management report for phase 2.
- xi. The Owner shall grant such easement(s) and/or block(s) as may be required for utilities, inspection, drainage, servicing purposes and emergency access to the appropriate authorities. These easements shall be in locations and of such widths as deemed by the appropriate authorities or agencies.
- xii. The Owner shall construct all necessary municipal services to the satisfaction of the Town prior to registration of the draft plan.
- xiii. The applicant shall provide the Planning and Development Services Department with the Regional and 100 year flood elevations and demonstrate that existing and proposed private properties are adequately protected prior to draft plan approval.

Roads/Sidewalks/Services

- xiv. The Owner agrees to employ a Professional Engineer to design all roads, sidewalks, stormwater management facilities and services to the satisfaction of the Town of Ajax;
- xv. The Owner agrees to be fully responsible for the full cost of construction of all roads, sidewalks, walkways, stormwater management facilities and services internal to the subdivision in each respective phase of development to the satisfaction of the Town of Ajax;
- xvi. The Owner shall provide the Town of Ajax, detailed engineering drawings in accordance with the Town of Ajax Engineering Design Criteria and Standard Drawings, to the satisfaction of the Town of Ajax, prior to the preparation of a development agreement. In the event that a development agreement is not executed within two (2) calendar years from the date of approval of grading plans for all lots, blocks, right-of-ways, landscape blocks, and detailed engineering drawings, the Owner shall be required to resubmit the aforementioned plans and drawings to the Town of Ajax for review and approval prior to the execution of a development agreement;
- xvii. The Owner agrees to provide a construction management plan, which addresses among other matters, site access, construction traffic, parking for construction trades, material delivery and storage, staging, mud, dust and noise controls, to the satisfaction of the Town of Ajax, prior to the issuance of the first building permit;
- xviii. The Owner shall submit a detailed plan, noting all services/hydrant locations to the Town for approval;
- xix. The Owner agrees to provide fire hydrants in conformity with the requirements of the Ontario Building Code and Region of Durham;
- xx. The Owner agrees to provide a water supply for firefighting purposes that is accessible and operational at all times;
- xxi. The Owner agrees to maintain, in all phases of development at all times, one means of ingress/egress;
- xxii. The Owner agrees to maintain access routes for fire department vehicles to new buildings, construction trailers and material storage areas at all times during construction;
- xxiii. Prior to final approval, the Owner shall be responsible for preparing a composite utility plan that allows for the safe installation of all utilities, including separation between utilities;
- xxiv. The Owner agrees to ensure that all streets are constructed in accordance with the composite utility plans previously submitted and approved by all utilities;
- xxv. The Owner covenants and agrees in the subdivision agreement to prepare restoration Landscape Plans for Environmental Protection block (Block 2), prepared by a qualified Landscape Architect in good standing with the O.A.L.A., which identifies planting of native self-sustaining vegetation within the Environmental Protection block (Block 2). The Landscape Plans shall be submitted by the Owner and approved by the Town of Ajax and the Toronto and Region Conservation Authority.

- xxvi. The Owner agrees, at its sole cost, to implement the Restoration Landscape Plan outlined in Section 10 xx;
- xxvii. The Owner agrees, at the sole cost, to provide one (1) bench, Trans Canada Trail Signage and Mapping, asphalt paving, and associated landscaping, on and adjacent to the Water Meter Building to the Town of Ajax to the satisfaction of the Town of Ajax;
- xxviii. The Owner agrees to incorporate into all of the purchase and sale agreements and the requisite condominium documents that the water meter building, which includes, trailhead signage, associated landscaping and asphalt paving will be the sole responsibility of the condominium corporation, will have a public easement over these elements, will be defined within the approved condominium plan and common elements within the development and documented within the condominium declaration, and at no time can this element/facility or components thereof, be damaged or removed;

Required Payments

- xxix. The Owner shall pay a Stormwater Maintenance Fee, as per the Town of Ajax's "General Fees and Charges By-law", as amended, payable prior to the registration of the subdivision;
- xxx. The Owner shall, prior to registration of the Plan, pay the Final Approval Subdivision Clearance Fee, as per the Town of Ajax's "Planning Act Fees and Charges By-law", as amended;
- xxxi. The Owner shall, prior to registration of the Plan, pay the required cash-in-lieu of parkland dedication determined through the report outlined in Section 11 vii);

Site Grading

- xxxii. The FSR provided showed a grading plan that generally conforms to our Town Standards and Design Criteria.

Right – of - Way

- xxxiii. The Owner shall identify and provide 0.3 metre reserves along the north side property line of Lots 1, 29, 30 and 54 where the property line is abutting Williamson Drive.
- xxxiv. The Owner shall dedicate the road allowances indicated on the Plan as public highways to the Town of Ajax and shall name all streets in accordance with the Town of Ajax street naming policy.

Landscape

- xxxv. The Owner shall prepare prior to final approval a Fencing Plan to the satisfaction of the Town of Ajax. The Owner shall install corner lot privacy fences and gates, and acoustic fences and gates as per the acoustic/noise report. The Owner may also requires to install masonry columns, decorative metal fence, and chain link fence at their cost.

- xxxvi. The Owner shall prepare, prior to final approval, a park impact layout, grading and servicing plan to the satisfaction of the Town of Ajax. The Owner shall install concrete sidewalk connections from the subdivision to the existing park's asphalt trail. The Owner may also be required to resolve the existing parks drainage and grading issues by modifying the existing swale and/or providing additional culverts or servicing at their cost.
- xxxvii. The Owner shall prepare, prior to final approval, a street tree planting plan and/or a landscape plan to the satisfaction of the Town of Ajax. The Owner shall plant street trees along road A and Williamson Drive. The Owner may also require to plant street trees/and or shrubs along the window street next to the existing park, and/or at the existing park at the Owners cost. The Owner may also be required to upgrade the planting at the open space block (block 54) at their cost.
- xxxviii. The Owner shall prepare, prior to final approval, a tree inventory and preservation plan to the satisfaction of the Town of Ajax. The Owner may have to inventory existing street trees and park trees that may be impacted during the development of the subdivision. The Owner may have to replant and/or compensate trees back onto the subject site at their cost.
- xxxix. The Owner agrees to retain a licensed landscape architect to provide detailed landscape drawings (including street tree planting plans) in accordance with the Town of Ajax Engineering Design Criteria and standard drawings to the satisfaction of the Town of Ajax, prior to the execution of the subdivision agreement. The plans shall address the boulevard edges and landscape buffers which shall be implemented to the satisfaction of the Town of Ajax. The Owner also agrees to cover the entire cost associated with the design and planting of the above noted landscaping.
- xl. The Owner shall provide all corner and exterior lot fencing. The location of all corner and exterior lot fencing shall be shown on a separate sheet within the required landscaping submission and shall be in accordance with the Town of Ajax Fence By-law (No. 125-2006), as amended, and Zoning By-law (95-2003), as amended. All corner lot fencing designs shall be approved by the Town of Ajax landscape Architect and Control Architect.

Others

- xlili. The Owner shall submit a detailed plan, noting all services/hydrant locations to the Town for approval;
- xliv. The Owner agrees to provide fire hydrants in conformity with the requirements of the Ontario Building Code and Region of Durham;
- xliv. The Owner agrees to provide a water supply for firefighting purposes that is accessible and operational at all times;
- xlvi. The Owner agrees to maintain, in all phases of development at all times, one means of ingress/egress;
- xlvi. The Owner agrees to maintain access routes for fire department vehicles to new buildings, construction trailers and material storage areas at all times during construction;

- xli. The Owner agrees to retain the services of a Professional Engineer to design all roads, sidewalks, stormwater management facilities and services to the satisfaction of the Town of Ajax.
- xlii. The Owner shall submit plans, for review and approval, showing any proposed phasing of development to the Town for review and approval, if this Plan is to be developed by more than one phase;
- xliii. The Owner shall agree in the Town of Ajax subdivision agreement to implement the recommendations of the report entitled "Environmental Noise Assessment, BODDY DEVELOPMENT, PHASE 7, BLOCKS 132 and 134 IN 40M-2345 AND BLOCK 92 IN 40M-2266, TOWN OF AJAX" prepared by YCA Engineering Limited., dated October, 2014, which specifies noise attenuation measures for the development. The measures shall be included in the Subdivision Agreement and must also contain a full and complete reference to the noise report and shall include any required warning clauses identified in the study.
- xliv. The Owner shall provide the following wording in all purchase and sale agreements and within the condominium documents, including the condominium declaration;

"All air conditioning units shall be located in the rear yards. No air conditioning units shall be permitted in the exterior side yard adjacent to Williamson Drive West."
- xlvi. The Owner shall submit a Waste Management Plan, for review and approval, outlining the areas for the collection and storage of waste, frequency, and appropriate waste diversions measures;
- xlvi. Prior to the initiation of any works on site the Owner shall satisfy the Town with respect to a construction management plan. The location of the temporary road for construction access will be provided and maintained by the Owner. All parking required for construction and trades shall be provided wholly on-site and not on public streets for the duration of construction;
- xlvi. The Owner shall obtain any necessary permits from the Toronto and Region Conservation Authority prior to the registration of the Plan;
- xlvi. The Owner agrees to provide to the Town of Ajax, detailed engineering drawings in accordance with the Town of Ajax Engineering Design Criteria and Standard Drawings, to the satisfaction of the Town of Ajax, prior to the preparation of the subdivision agreement. In the event that the subdivision agreement is not executed within two (2) calendar years from the date of approval of the engineering plans for all lots, blocks and right-of-ways, the Owner shall be required to resubmit the aforementioned plans and drawing to the Town of Ajax for review and approval prior to the execution of the subdivision agreement.
- xlix. The Owner agrees to provide an appropriate construction access to the satisfaction of the Town of Ajax.

- I. Further to any street lighting works required within the subdivision, the applicant shall provide adequate street lighting for safe ingress and egress into the subdivision as per section (1) of the Town's design criteria. Note LED Lighting is required.
- li. The Owner agrees that all traffic control devices and street lighting be in place prior to first occupancy. The decision to provide for traffic calming shall be at the sole discretion of the Town of Ajax.
- lii. Prior to the initiation of any works on site, the Owner shall satisfy the Town with a Sediment & Erosion Control Plan and a Construction Management Plan for review and approval by the Planning and Development Services.
- liii. The applicant will be responsible for all pavement markings and street signs to be installed at the developers expense.
- liv. The Owner agrees to retain a qualified professional engineer to verify to the satisfaction of the Town of Ajax and the Regional Municipality of Durham that the soil of the site is in compliance with MOE's "Guidelines for Use at Contaminated Sites in Ontario". A record of site condition acknowledged, and if necessary, audited by MOE may be required to be submitted to the satisfaction of the Town of Ajax prior to registration.
- lv. The Owner shall be responsible for the construction of all roads, sidewalks and services internal to the subdivision in all phases of development to the satisfaction of the Town of Ajax. Note the proposed sidewalk within the proposed subdivision shall be extended to properly match to the existing sidewalk within the Town Park, at the sole cost to the developer.
- lvi. All parking required for construction and trades shall be provided wholly on-site and not on public streets for the duration of construction.
- lvii. The Owner agrees that the siting of individual units on the engineering submission shall reflect a "paired driveway" orientation in order to maximize potential for on-street parking to the satisfaction of the Town.
- lviii. The Owner shall provide a municipal street address for each dwelling unit. The street number must be affixed to the wall of the dwelling unit that is associated with the front lot line as defined by the Town of Ajax Zoning By-law 95-2003.
- lix. Prior to offering any models for sale to the public for the subject development, the Owner agrees to comply with the Towns Architectural Control requirements by pre-submitting plans to the Town approved Control Architect for approval.
- lx. The Owner shall investigate if the existing Hydro vault and easement on Lot 1 can be relocated to the north side of Williamson Drive or provide supportive information that it cannot be relocated. If the Hydro cannot be relocated than appropriate fencing will be required around the perimeter of the hydro easement.

Toronto and Region Conservation Authority

12. That prior to the issuance of any municipal approval for servicing, the Owner submit detailed engineering design for the stormwater management servicing that is consistent with the functional servicing and LID scheme outlined in the Response Letter including Figures 2 and 3 and Calculations, prepared by GHD, dated August 9, 2016, to TRCA and Town of Ajax Satisfaction.

Durham District School Board

13. The Owner agrees to post the standard Durham District School Board approved "Notice to Parents" in all sales representation centres.

Canada Post

14. The Owner/Developer agrees to include on all offers of purchase and sale, a statement that advises the prospective purchaser that mail delivery will be from a designated Community Mailbox;
15. The Owner/Developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale;
16. The Owner/Developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on the appropriate servicing plans;
17. The Owner/Developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:
 - i. An appropriately sized sidewalk section (concrete pad) as per municipal standards and to Canada Post specifications to place the Community Mailboxes on;
 - ii. Any required walkway across the boulevard, as per municipal standards; and
 - iii. Any required curb depressions for wheelchair access to Canada Post specifications;
18. The Owner/Developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to the new homes as soon as they are occupied.

Communications Service Provider

19. The Owner is hereby advised that prior to commencing any work within the Plan, the Owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Owner is hereby advised that the Owner may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Owner shall be required to demonstrate to the municipality that

sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services);

20. Prior to registration of the Plan of Subdivision, the Developer/Owner will, at its sole cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the subdivision (collectively, the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the Developer/Owner will cause these documents to be registered on title;
21. Prior to registration of the Plan of Subdivision, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the subdivision, as well as the timing and phasing of installation.

Enbridge Gas Distribution Inc.

22. The applicant agrees that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowance or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
23. The Owner agrees that in the event that easements are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.
24. The applicant will grade all road allowances to as final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Veridian Connections

25. The Owner shall make satisfactory arrangements with Veridian Connections for the provision of permanent and/or temporary electrical services to this Plan;
26. Prior to registration of the Plan of Subdivision, the Developer/Owner will, at its sole cost, grant all necessary easements required to service the development in favour of Veridian Connections.
27. The Owner shall provide, at its sole cost, all transformers, meters, high voltage concrete encased ducted looped underground cable system, and any other required infrastructure required to service the development to the satisfaction of Veridian Connections. The Owner shall enter into any required agreements with Veridian Connections required to service the development.

NOTES TO DRAFT APPROVAL

1. As the Owner of the proposed subdivision, it is your responsibility to satisfy all conditions of draft approval in an expeditious manner. The conditions of draft approval will be reviewed periodically and may be amended at any time prior to final approval. The *Planning Act, R.S.O.*

1990 c. P.13 provides that draft approval may be withdrawn at any time prior to final approval.

2. Prior to final approval of this Plan for registration, the Director of Planning and Development Services for the Town of Ajax shall be advised in writing by:
 - The Regional Municipality of Durham, how Conditions 1 to 10 have been satisfied;
 - Town of Ajax, how Condition 11 (inclusive) has been satisfied;
 - Toronto and Region Conservation Authority, how Condition 12 have been satisfied;
 - Durham District School Board, how Condition 13 has been satisfied;
 - Canada Post Corporation, how Conditions 14 to 18 (inclusive) have been satisfied;
and
 - Communication Service Provider (i.e. Bell Canada Inc., Rogers Cable Communications Inc. etc.), how Conditions 19 to 21 have been satisfied;
 - Enbridge Gas Distribution, how Conditions 22 to 24 have been satisfied;
 - Veridian Connections, how Conditions 25 - 27 has been satisfied.
3. All Plans of Subdivision must be registered in the Land Titles System within the Regional Municipality of Durham.
4. This Draft Approval shall lapse six (6) years from the date that Draft Approval has been granted if the above-noted conditions have not been fulfilled, or if it has not been extended by the Town.

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

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,

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.**
-

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 Plan¹ 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 – 2041²" 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);

¹ 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>

² <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 Plan³, the Proposed 2016 Greenbelt Plan⁴ and a Discussion Paper⁵. 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, intensification⁶, 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;

³ https://www.placestogrow.ca/index.php?option=com_content&task=view&id=420&Itemid=12

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

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

⁶ 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*⁷ 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 community⁸ (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).

⁷ 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.

⁸ 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 2031.⁹ 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 Areas¹⁰. 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

⁹ 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.

¹⁰ 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)
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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.¹¹ 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.

¹¹ 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."*¹²

The Proposed Growth Plan encourages improved integration of land use planning with planning and investment in infrastructure¹³ and public service facilities¹⁴. 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

¹² Extracted from section 1.2.3 How to Read this Plan (Horizon of this Plan).

¹³ 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.

¹⁴ 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-supportive¹⁵, 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:

¹⁵ 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 uses¹⁶, institutional uses, and retail, commercial and office uses not ancillary to the primary employment use; and,
 - b) planning for freight-supportive land uses¹⁷.
- 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

¹⁶ 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.

¹⁷ 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 systems¹⁸”. 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

¹⁸ 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.

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.

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