

TOWN OF AJAX REPORT



REPORT TO: Community Affairs and Planning Committee

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

PREPARED BY: Gary Muller, MCIP, RPP
Manager of Planning

SUBJECT: **Site Plan Application SP 18/11
Medallion Developments (Bayly Square) Limited
Southwest Corner of Bayly Street and Harwood Avenue**

WARD: 3

DATE OF MEETING: June 18, 2012

REFERENCE: May 24, 2012 General Government Committee
October 20, 2011 General Government Committee
July 7, 2011 Council
2011 – 2014 Community Action Plan:
Strategic Development and Economic Prosperity

RECOMMENDATIONS:

1. That Council endorse Site Plan Application SP18/11 submitted by Medallion Developments (Bayly Square) Limited, to permit two residential mixed use apartment buildings consisting of 562 residential units, 2840 m² of office space, 1280 m² of retail space and 520 m² of interior public space at the south west corner of Bayly Street and Harwood Avenue, subject to all detailed engineering, landscaping and elevation drawings being finalized to the satisfaction of the Town of Ajax;
2. That the Mayor and Clerk be authorized to execute a site plan agreement between the Town and Medallion Developments (Bayly Square) Limited, incorporating provisions that all securities be posted with the Town of Ajax including securities for grading and drainage works, landscaping, mud tracking, boulevard restoration, entrances, paving, curbing, and all other related matters;
3. That staff be authorized to bring forward a By-law to lift the Holding (H) provision on the Phase 1 lands at a future meeting of Council.

DISCUSSION:

Medallion Developments (Bayly Square) Limited has filed an application for site plan approval in order to facilitate the first phase of a comprehensive three phase development for lands at the southwest corner of Bayly Street and Harwood Avenue. The entire property is approximately 9

acres in land area with frontage along Harwood Avenue, Bayly Street and Kitney Drive. The site is vacant and slopes from the northeast to southwest.

The first phase encompasses a land area of approximately 1.61 hectares (4 acres), of which approximately 0.87 hectares (2.1 acres) would be occupied by private development, and the remaining 0.74 hectares (1.8 acres) would be set aside for a new publicly owned civic square. (See Figure 1)

Surrounding Land Uses

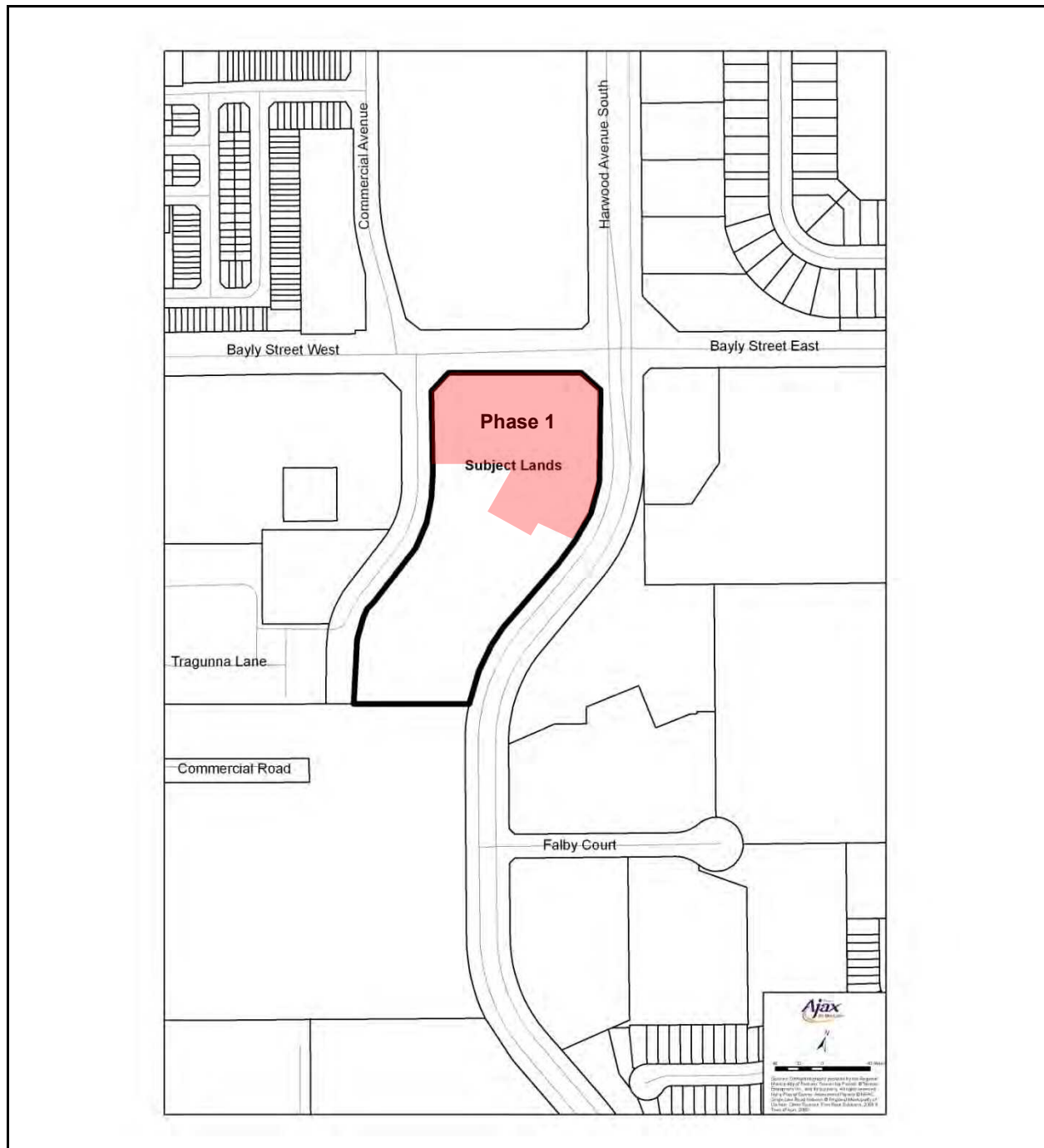
The land uses surrounding the subject lands are as follows:

North: Bayly Street, a four lane Type 'A' arterial road under the jurisdiction of the Region of Durham is to the north. North of Bayly Street is Harwood Plaza which contains approximately 21,200 m² (228,000 sq. ft.) of gross leasable floor area including Shoppers Drug Mart, a Food Basics supermarket, Scotiabank, Royal Bank and other ground floor retail and service commercial establishments. Approximately 4,300 m² (46,500 sq. ft) of non-residential uses including office space exists on the second floor.

East: Harwood Avenue, a four lane Type 'C' arterial road is to the east. Although Harwood Avenue is currently under the jurisdiction of the Region of Durham, the jurisdiction is anticipated to be transferred to the Town before the end of 2012. Across Harwood Avenue is St. Bernadette's Church and St. Bernadette Catholic School. The school was completed in 2010 and has a floor area of 5,925 m² (57,000 sq. ft.) and provides for classes from kindergarten to grade 8. The potential exists for future expansion to the school next to Harwood Avenue. To the south and east of the site are five high density apartment buildings ranging in height from 16 to 19 storeys. A total of approximately 1,040 apartment units exist within these buildings, all of which are accessed from Falby Court via Harwood Avenue.

South: To the south of the site is the Ajax Community Centre which is a municipal recreation complex that encompasses four ice pads, an indoor 25 metre swimming pool, banquet facility, meeting rooms, youth rooms, fitness centre, 3 senior and 6 mini soccer pitches, an accessible playground, tennis courts, cricket pitch and parking areas. Further south is Ajax-Pickering Hospital, which is a recently expanded 174 bed facility which includes emergency and acute care, pediatric, surgical and other medical services.

West: Kitney Drive, a two lane local road is to the west. Across Kitney Drive is the Baywood Shopping Centre, an open air retail commercial plaza with approximately 13,000 m² (140,000 ft²) of gross floor area on a 4.8 ha (11.9 ac.) site. This site includes a five storey medical office complex as well as a No Frills supermarket and other retail and service commercial uses. Also to the west of the site is Ashley Manor (a six storey, 77 unit seniors' apartment building) and Monarch Mews (a two storey, 142 unit non-profit townhouse development) both operated by Ajax Municipal Housing Corporation.



Site Plan Application SP 18/11
 Medallion Developments (Bayly Square) Limited
 Southwest Corner of Bayly Street and Harwood Avenue

Date: June 18, 2012

Figure 1
Subject Lands and Phase 1 Area

Town of Ajax
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Proposed Development

Since the March 29, 2012 public open house, the a number of revisions have been made to the proposed development including the following:

- i. The proposed height of Building 'A' has been reduced from 27 storeys to 25 storeys;
- ii. Building 'B' has been increased in height from 23 storeys to 25 storeys;
- iii. The proposed building setback for Building 'A' has been increased by 1 metre to account for hydro pole locations;
- iv. A bus lay-by has been provided along Harwood Avenue in response to comments from Durham Region Transit;
- v. Six (6) surface parking spaces have been removed from the site along the Kitney Drive frontage in response to grading and in conformity to zoning;
- vi. A temporary access driveway has been provided to Kitney Drive for service and emergency vehicles. Temporary service and emergency access from Harwood Avenue has been revised to right-in turning movements only;
- vii. The proposed landscape area behind the indoor civic space has been revised to include space for public bicycle parking;
- viii. The proposed interior civic space has been revised to incorporate a multi-purpose stage, and weather protection canopy;
- ix. The bus lay-by on Kitney Drive has been removed. A standard bus stop has been provided further south.

The first phase is now proposed to accommodate two mixed use buildings at a height of 25 storeys and will accommodate a total of 562 rental residential apartment units. The proposed development statistics are summarized in Table 1:

Table 1 – Proposed Phase 1 Development Statistics

Land Use	Gross Floor Area		Units		
	(m²)	(ft²)	1 bedroom	2 bedroom	Total
Residential	46,740	503,122	388	174	562
Office	2,840	30,571			
Retail/Commercial	1,230	13,240			
Civic	610	6,566			
Total	51,420	553,498	388	174	562

Primary access to the site is proposed from Kitney Drive. A temporary access driveway would also be provided to Kitney Drive for the Phase 1 development for service vehicles.

A total of 9 surface parking spaces would be provided on the south side of the access driveway. The remainder of the vehicle parking would be provided in 4 levels underground that account for changes in grade and the needs of the development. The first level of underground parking would extend under Building 'A', the Civic Square and a portion of Building 'B', and would provide for resident visitor parking, office parking, retail/commercial parking and the public space. (see Figure 2)

The proposed parking supply for Phase 1 is summarized in Table 2:

Table 2 – Proposed Parking Supply

Parking Location	Non-Residential	Residential Visitor	Residential Occupant	Total
Surface and P1	123	113	0	230
P2	0	0	365	365
P3	0	0	105	105
P4	0	0	98	98
Total	123	113	562	798

Building 'A' also provides for 2,840 m² (30,571 sq. ft.) of office uses in two floors along the Bayly Street frontage, as well as 615 m² (6,566 sq. ft.) of ground floor retail/commercial space facing Bayly Street. The retail commercial uses would be sheltered by a pedestrian colonnade. A glazed canopy would be provided above the office entry.

An additional 610 m² of indoor public space has been proposed on the westerly side of the proposed civic square, which will accommodate public uses and functions related to the square, including a multipurpose stage and entertainment area that would face the square and rink, washrooms, multi-purpose and change areas, storage and mechanical rooms and a zamboni room for the proposed rink.

Building 'B' is proposed on the west side of Harwood Avenue, directly south of the proposed civic square. It is also proposed at a height of 25 storeys, and will accommodate a total of 244 units as well as 615 m² (6,566 sq. ft.) of retail/commercial floor space that will face the civic square and Harwood Avenue. A pedestrian colonnade would be provided next to the civic square.

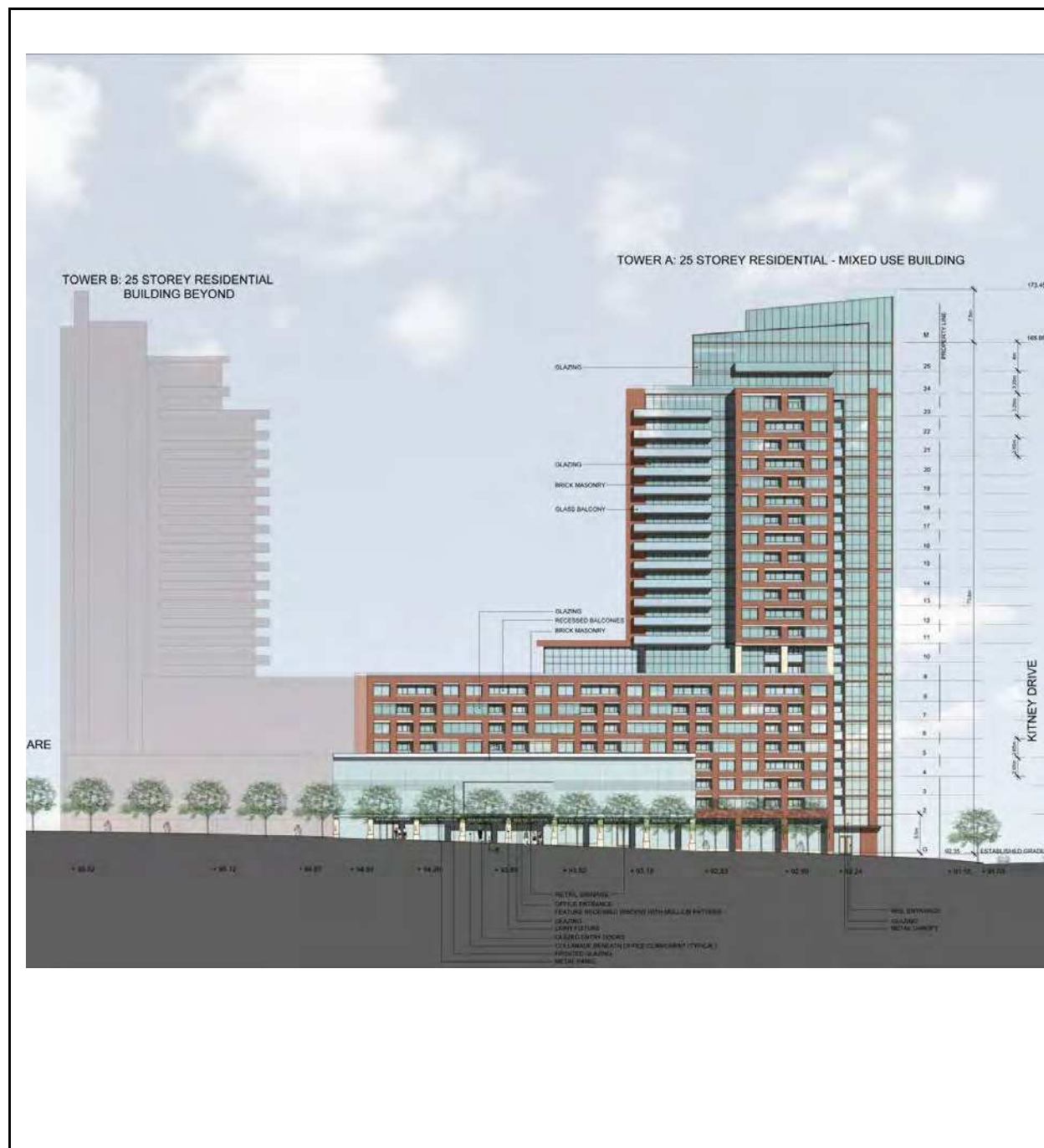
Residential apartments in both buildings are planned to consist of one and two bedroom units. Balconies would be provided for all units, many of which would be recessed into the buildings.

The buildings will also provide for private outdoor amenity areas in a courtyard behind the civic facility, and on a roof deck on the 8th floor podium of the two proposed buildings. An adjoining 400 m² (4,300 sq. ft.) indoor amenity space would be provided on the 8th floor of Building A that would access the outdoor amenity area. A smaller, 125 m² (1,350 sq. ft.) indoor amenity area would be provided on the 8th floor of Building B.

Bicycle parking would be accommodated in a bicycle locker room with space for 174 bike lockers and in a separate area that would accommodate 18 bicycle lockers, both on level P1. A total of 16 bike racks are proposed at 3 locations on the edges of the civic square. Space for an additional 85 bicycle racks has also been set aside behind the proposed civic building for use by the public wishing to cycle to activities in the square.

Materials proposed for the buildings include brick masonry, glass and spandrel glazing and metal panels. Articulation would be provided in the building facades through changes in materials, projecting and recessed balconies, colonnades, canopies and rooflines.

The development has also had regard to the principles of adaptability over time, sustainable development, harmony with nature and diversity and integration of structures and functions.



Site Plan Application SP 18/11
 Medallion Developments (Bayly
 Square) Limited
 Southwest Corner of Bayly Street and
 Harwood Avenue

Figure 3
 Proposed Elevations

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Date: June 18, 2012



Site Plan Application SP 18/11
 Medallion Developments (Bayly Square) Limited
 Southwest Corner of Bayly Street and Harwood Avenue

Figure 4
 Proposed Elevations

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 Planning and
 Development
 Services



Date: June 18, 2012

As part of the development of the lands a number of green development initiatives will be incorporated into the design and construction of the project including:

- i. Pedestrian lighting will be directed to sidewalks, entrances and waiting areas;
- ii. Large growing shade trees will be provided at 6-8 metre intervals along all frontages;
- iii. A minimum of 50% water efficient plant material will be provided for soft landscaped areas.
- iv. A minimum of 50% native vegetation species will be provided;
- v. Project Buildings will incorporate Environmentally Conscientious Roofing Systems (i.e white roofs, organic/green roofs, sustainable power elements) where feasible;
- vi. In-suite electrical metres will be included for all residential units;
- vii. Project Buildings will be designed and constructed to remove 80% of total suspended solids on an annual loading basis from all runoff leaving the property;
- viii. The amount of E. Coli entering the storm sewer system through surface runoff will be minimized
- ix. Risk of migratory bird collisions will be minimized through appropriate glass treatments.
- x. Exterior lighting to be shielded to prevent glare/light trespass.
- xi. A dedicated area provided within buildings for collection & storage of recycling & organic waste; and
- xii. The development will recycle at least 75% of non-hazardous construction debris.

These components will be included within the required site plan agreement for the development.

Policy and Regulatory Context

The following planning policies and regulations are applicable to the proposed development.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe was approved under the *Places to Grow Act, 2005* and came into effect on June 16, 2006. The Growth Plan expresses the province's interests and directions regarding growth management in the Greater Golden Horseshoe. Among other matters, the Growth Plan provides policies to be implemented by planning authorities for where and how to grow. The subject site is within the Built Boundary as defined by the Growth Plan. The Growth Plan indicates that:

- i. A significant portion of new growth is to be accommodated in built-up areas through intensification;
- ii. Reduce auto dependence through mixed-use, transit supportive, pedestrian friendly urban environments;
- iii. By 2015 and for each year thereafter, a minimum of 40% of all residential development within Durham Region will be within the built up area (i.e. through intensification).
- iv. All municipalities will develop an implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will, among other matters:
 - a. Identify intensification areas to support the achievement of the intensification target;
 - b. Facilitate and promote intensification;
 - c. Plan for a range and mix of housing, taking into account affordable housing needs;



Site Plan Application SP 18/11
Medallion Developments (Bayly
Square) Limited
Southwest Corner of Bayly Street and
Harwood Avenue

Date: June 18, 2012

Figure 5
Proposed Renderings

Town of Ajax
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- v. All intensification areas will be planned and designed to:
 - a. Cumulatively attract a significant portion of population and employment growth;
 - b. Provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
 - c. Provide high quality public open spaces with site design and urban design standards that create active and vibrant places;
 - d. Support transit, walking and cycling for everyday activities;
 - e. Generally achieve higher densities than the surrounding area;
 - f. Achieve an appropriate transition of built form to adjacent areas.

The subject lands are within a built up area, in the centre of Ajax's planned Downtown. The proposed development provides for a mixture of uses at transit supportive densities in buildings that have been designed to enhance the pedestrian environment. The proposed development constitutes residential intensification that will attract population and employment growth while providing for high quality neighbouring urban public open space. The proposed development would be supportive of transit, walking and cycling. It would be at the primary 'four corners' location within the downtown where high density development has been planned. In this case, the surrounding buildings would provide the transition to lower density, stable residential areas.

Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect March 1, 2005. The PPS indicates that sufficient land will be made available through intensification and redevelopment and, if necessary, designated growth areas to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years.

The PPS indicates that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources. New development taking place in designated growth areas (including the subject site) should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. The PPS also indicates that long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

The proposed development would provide for a range of unit sizes and employment opportunities. The combined factors of high density built form, underground parking and the proposed mix of uses provides for an efficient use of land. The proposed development would enhance the downtown through the introduction of new housing accommodations that will support existing businesses while introducing new employment opportunities.

Durham Regional Official Plan

The subject site is within the 'Regional Centre' designation of the Durham Regional Official Plan. Lands within the 'Regional Centre' designation are to be planned and developed as the main concentrations of urban activities within area municipalities, providing a fully integrated array of commercial, major retail, residential, recreational, cultural, government and major office uses. Lands within the 'Regional Centre' designation shall function as places of symbolic and physical interest for the residents, and shall provide identity to the area municipalities within which they are located. (see Figure 6)



Site Plan Application SP 18/11
 Medallion Developments (Bayly Square) Limited
 Southwest Corner of Bayly Street and Harwood Avenue

Date: June 18, 2012

Figure 6
 Excerpt: Schedule 'A' – Map 'A4'
 Regional Structure
 Durham Regional Official Plan

Town of Ajax
 Planning and Development
 Services



The proposed 2 storey office component along the Bayly Street frontage will be integrated into the bottom two floors of the residential apartment building. Retail and commercial uses are proposed on the ground floors of buildings facing Bayly Street, Harwood Avenue and around the perimeter of a new Civic Square, contributing to pedestrian activity in these spaces. Central to the development of the site is “Pat Bayly Square” named in honour of the Town’s first mayor and his contribution to communications intelligence for the allied war effort. This theme will be represented as part of the detailed design work currently underway for the square.

According to the Durham Regional Official Plan, lands within the ‘Regional Centre’ designation shall have a minimum average residential density of 170 units per net hectare, consisting of a minimum of 80% high density residential. In this case, densities have been proposed at 349 units per net hectare, with 100% of units as high density residential units for the phase 1 development.

The site also abuts two Transit Spines, along Bayly Street and Harwood Avenue (see Figure 7). Transit Spines shall provide for:

- a) complementary higher density and mixed uses;
- b) buildings oriented towards the street, to reduce walking distances to transit;
- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails; and other pedestrian and cycling facilities; and
- d) limited surface parking...

A number of initiatives have been included which support non-automotive modes of travel, including the provision of a bus lay-by along Kitney Drive in close proximity to the offices uses and the civic square. As noted earlier, bicycle parking will be incorporated into the development. Weather protected pedestrian access routes would be provided through the introduction of the colonnades along the street and abutting the square.

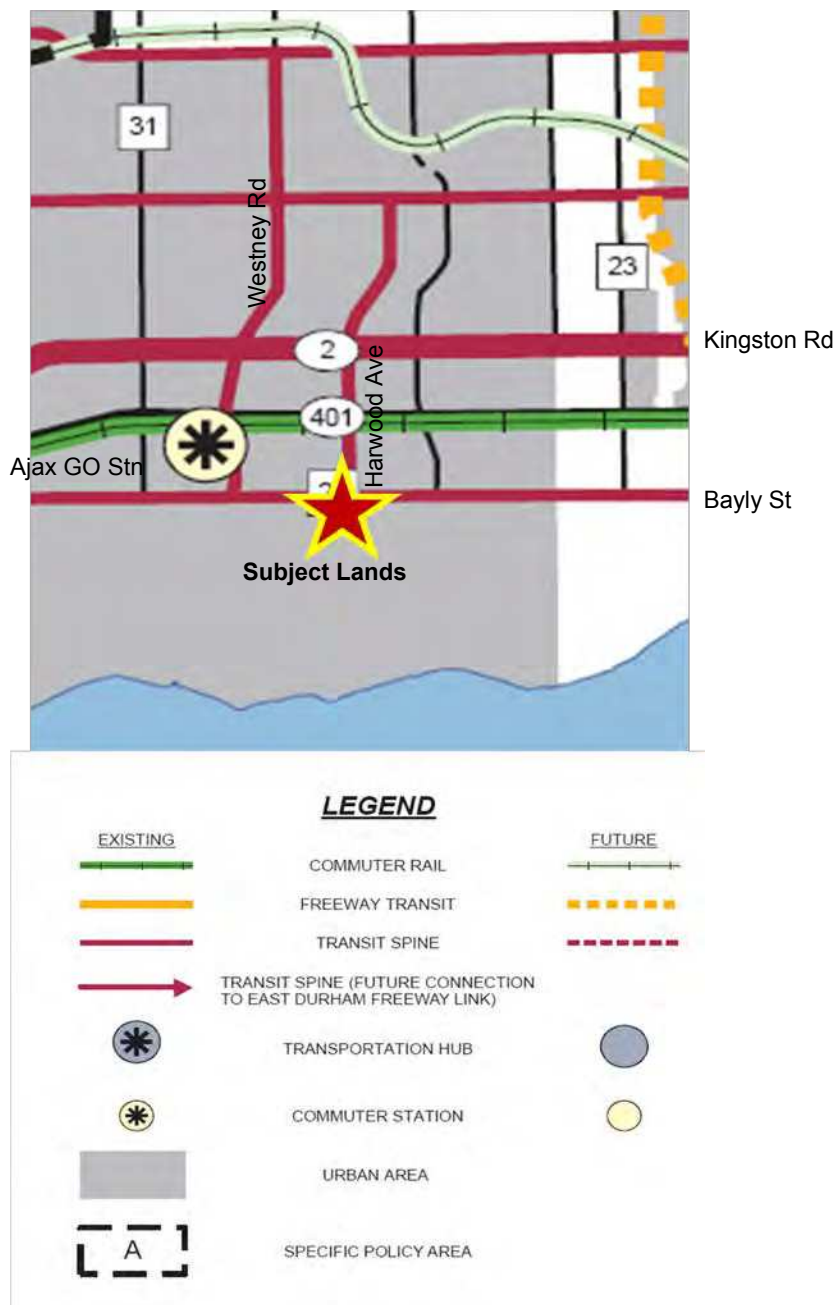
A total of 798 on-site parking spaces have been proposed for the first phase of the development. Of this total, approximately 789 parking spaces are proposed as underground parking, below the project buildings and under the proposed Civic Square.

The proposed development satisfies the policies of the Durham Regional Official Plan.

Town of Ajax Official Plan

The Town of Ajax Official Plan is based on the principle that the Downtown is fundamentally different than the suburban land use context. The Official Plan encourages a combination of uses within each building to encourage pedestrian activity along the street and to enhance public transit use.

The subject lands are designated ‘Commercial Mixed Use’ which encompasses the primary retail development areas within the Downtown Central Area. (see Figure 8) It is the intent of this Plan to establish a lively and active mixed use shopping district in these locations. Development in these areas include single use, live-work and mixed use developments characterized by high-quality design standards. Within this designation, development is planned to be mixed use with a combination of retail commercial, office and/or residential uses in the same building, and with non-residential uses located at grade including a broad variety of retail and service commercial activities.



Site Plan Application SP 18/11
 Medallion Developments (Bayly Square) Limited
 Southwest Corner of Bayly Street and Harwood Avenue

Date: June 18, 2012

Figure 7
 Excerpt: Schedule 'C' – Map 'C3'
 Transit Priority Network
 Durham Regional Official Plan

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 Planning and Development Services



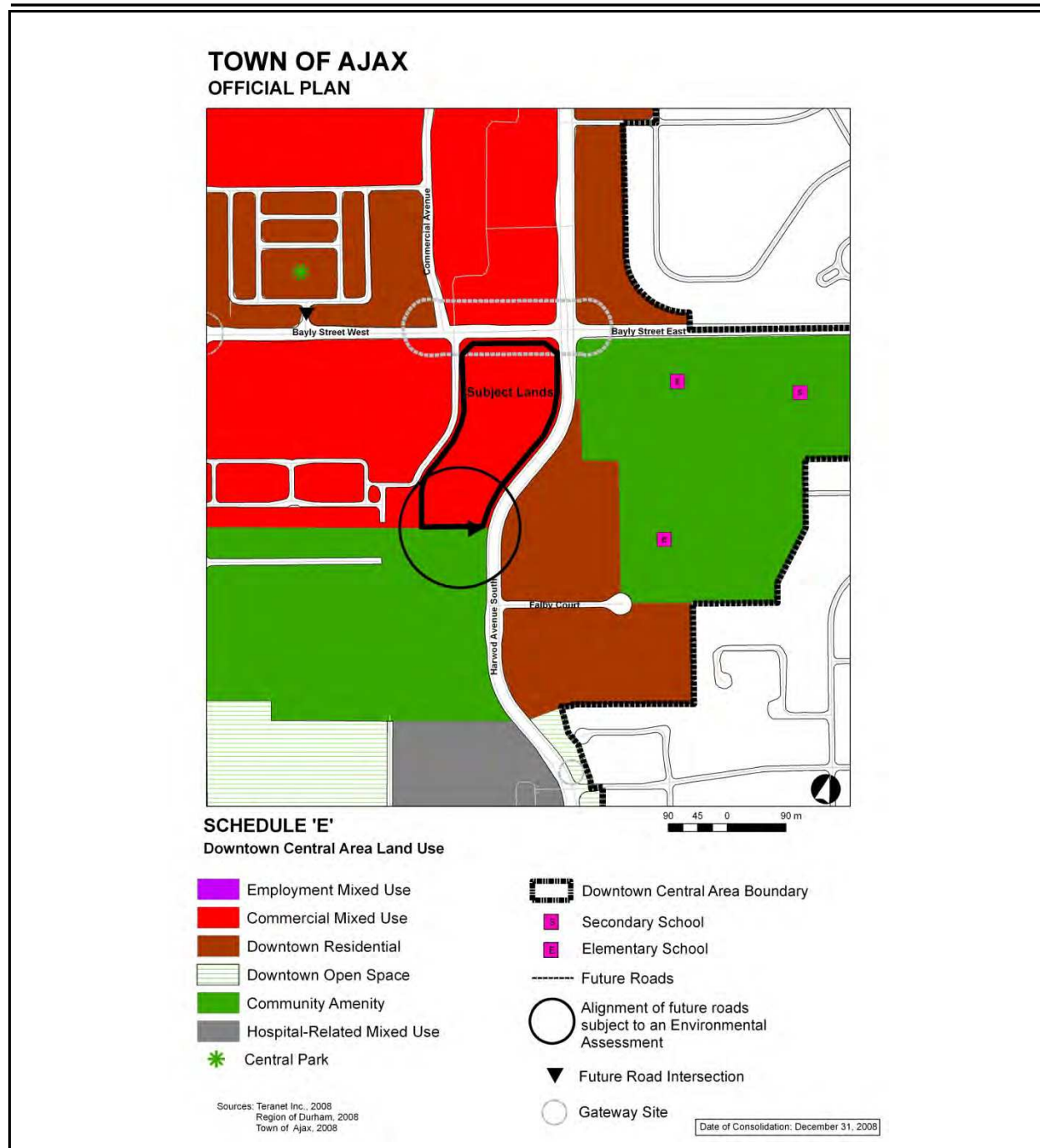
The frontage along Bayly Street is identified as a “Gateway Site” where buildings of sufficient height, massing and architectural detail highlight its planned symbolic and visual significance. Gateway Sites are intended to be developed with buildings having the highest level of architectural detailing, a distinct architectural appearance and an enhanced presence to frame the neighbouring intersections.

Detailed policies establish limits for surface parking, loading and service areas, minimum building coverage (40%), and minimum built frontage (50%) along the street. In order to ensure that developments are pedestrian oriented, buildings are required to present the front façade and primary pedestrian entranceways onto the public street.

Although there is a minimum height requirement of 2 storeys and 9 metres, a minimum density requirement of 1.25 times the area of the site (FSI) is also required. Public sidewalks are to be well furnished, protected, continuous and connected. Main public entrances are to be oriented to present a front-facing façade toward adjacent public roads to provide convenient, attractive and direct access to pedestrians and public transit. Auto oriented land uses including drive throughs are prohibited. The following planning objectives would be satisfied by the proposed development:

- i. An intensive, mixed-use, pedestrian-oriented district, with an economically viable retail and service base would be provided through a combination of uses within buildings (commercial at grade, with residential and office uses above). Densities for the first phase are proposed at 3.18 FSI;
- ii. A key Gateway Site would be developed with landmark buildings that present front façades and primary pedestrian entranceways to the public street, with a distinct high quality urban square;
- iii. Surface parking, loading and service areas would be limited. The development would also continue the prohibition of auto-oriented land uses in the Downtown;
- iv. The proposal is consistent with Ajax’s ecosystem-based approach including the use of ‘green’ technologies;
- v. A grid pattern of closely spaced streets would be provided to enhance pedestrian and vehicular connectivity. Pedestrian/bicycle travel and public transit can occur by way of a safe and connected network of sidewalks, walkways, urban squares and gathering spaces connected to public sidewalks;
- vi. The development would accommodate households of varied ages, incomes and demographic composition.

The proposed development satisfies the policies of the Town of Ajax Official Plan.



Site Plan Application SP 18/11
 Medallion Developments (Bayly Square) Limited
 Southwest Corner of Bayly Street and Harwood Avenue

Date: June 18, 2012

Figure 8

Schedule 'E'
Town of Ajax Official Plan

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 Services**



Town of Ajax Official Plan Review

In June of 2010, Council adopted four Official Plan Amendments as part of the Town of Ajax Official Plan Review. Amendment No. 38 to the Town of Ajax Official Plan (OPA 38) provides for strengthened environmental and built form policies. OPA 38 was approved by the Region of Durham and came into full force and effect on December 23, 2011. The proposed development is a positive response to these policies by providing for pedestrian oriented and transit supportive design; reducing the urban heat island effect through development; incorporating bird-friendly design measures; reducing the quantity of urban runoff; energy reduction matters and recycling measures.

Amendment No. 41 to the Town of Ajax Official Plan (OPA 41) is the Town's response to the residential intensification requirements within the Provincial Growth Plan and the applicable policies of Amendment No. 128 to the Durham Regional Official Plan (ROPA128). This amendment is currently before the Ontario Municipal Board. The Town's population forecast was increased from 120,000 to 137,670. The timeframe of the Plan was changed from 2021 to 2031. Within this amendment, approximately 5,000 units have been forecast within the built boundary, of which 1,850 units are forecast for the Downtown. The proposed development satisfies numerous planning objectives provided within OPA 41 and upon completion of all phases would accommodate over 1,700 residential units within the Downtown.

Downtown Community Improvement Plan

The Downtown Community Improvement Plan (CIP) was adopted by Council through By-law 44-2005 and was approved by the Ministry of Municipal Affairs and Housing on July 18, 2005. The CIP was approved under the authority of Section 28 of the *Planning Act*, which allows municipalities to designate areas within the municipality for community improvement. Section 28(7) of the *Planning Act* gives the municipality the authority to make grants or loans in conformity with the CIP to registered owners for eligible costs of development or redevelopment projects. These costs may include environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of land and buildings or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Fundamental principles guide investment and redevelopment decisions within the Downtown CIP area, including:

- Urban Structure – New development and redevelopment will be accommodated within a grid pattern of closely spaced streets and smaller development blocks to enhance pedestrian and vehicular connectivity throughout the Downtown and enable incremental development;
- Beautiful Streets – Ajax's Downtown will have beautiful streets, designed in a manner which reflects their dual role of accommodating traffic flow as well as functioning as urban streets in a pedestrian-oriented environment. Streets will provide structure and form to the Downtown, facilitate public transit, serve the requirements of adjacent development and provide access to, from and within the Downtown area, for vehicles, pedestrians and cyclists;
- A Place for Pedestrians – Travel by non-auto modes, including on foot, bicycle and public transit, will be strongly encouraged and promoted. To facilitate pedestrian activity, the Downtown will have a convenient, safe and connected network of sidewalks, walkways, urban squares and gathering spaces, rich with amenities, to link residential, commercial,

institutional and cultural buildings and the public sidewalk along streets;

- Parks and Open Space - Parks and open space will be developed to satisfy the passive and active recreational needs of Downtown residents and employees, to enhance the aesthetic appeal of Ajax's Downtown, to soften the transition between areas of lower intensity uses, and to connect to the parks and open space system in the surrounding community;
- Sustainable Development - Development shall occur in a manner consistent with Ajax's Official Plan's ecosystem-based approach to planning and development, with the achievement of sustainable development as a primary long-term objective for the Downtown Central Area. Reducing vehicular dependency by encouraging residents to both live and work in the vicinity, promoting transit-supportive development, and encouraging the appropriate and sensitive use of passive / active renewable energy sources and the use of 'green' technologies (e.g., 'green' roofs) in the design of new developments, are all elements of the sustainable development practices to be implemented in the Downtown Central Area;
- A Variety of Building Types – The Downtown area will accommodate a broad range of building types that meet market demand and allow the evolution of a built form that contributes to creating a distinct, pedestrian-oriented, transit-supportive, mixed use Downtown. Development of a broad range of housing types will likewise be provided for, to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities; and,
- Landmarks & Public Places – The extent of the Downtown area will be clearly identified with landmarks. Key corner sites will be developed with landmark buildings and/or high quality urban squares, signifying the importance of these properties.

The Downtown CIP was approved in order to eliminate the financial barriers that would impede revitalization efforts. The primary CIP incentives include the Rehabilitation Grant Program, the Planning and Development Fees Program and the Development Charge Exemption/Grant Program. The applicability of these programs was presented in the July 7, 2011 staff report to Council.

Town of Ajax Zoning By-law

Within the Town of Ajax Zoning By-law 95-2003, as amended, the northerly portion of the subject lands is zoned Downtown Central Area – Residential Mixed Use Zone 'DCA/MU(H)' with a site specific requirements that prohibit drive-through facilities, drive-through restaurants and taxi depots. A variety of uses are permitted including commercial uses, financial institutions, hotels, offices, personal services shops, places of entertainment, restaurants, retail stores with a gross leasable floor area of up to 4,654 m² (50,000 sq. ft.) and various residential uses including townhouses, multiple attached dwellings and apartments.

The southerly portion of the overall property is zoned Downtown Central Area – Residential Multiple Two Zone 'DCA/RM2(H)' which permits a range of high density residential uses and a smaller range of commercial uses including retail stores, offices and personal service shops provided they are located on the ground floor of a residential mixed-use building. Minimum and maximum building setbacks, minimum building heights, parking standards, lot coverage requirements, minimum building heights, a 1.25 FSI minimum density stipulation, detailed regulations for Gateway Sites, and other requirements are in place.

The entire parcel is subject to Holding (H) provisions which can be removed upon the applicant entering into a site plan agreement or development agreement with the Town. As noted earlier, a development agreement has previously been entered into with Medallion which would satisfy this requirement.

Committee of Adjustment

On April 25, 2012, Minor Variance application A10/12 was considered by the Town of Ajax Committee of Adjustment. The application sought relief from a number of technical requirements of the Town of Ajax Zoning By-law, as follows:

- i. To permit a minimum of 1.0 space per unit for exclusive use of the occupants in addition to 0.20 spaces per unit for the use of visitors, whereas Section 5.10.1 – Residential Parking Requirements required apartment dwelling to have a minimum: 1.25 spaces per unit for exclusive use of the occupants in addition to 0.25 spaces per unit for the exclusive use of visitors;
- ii. To permit 123 parking spaces for all permitted non-residential uses for the proposed development, whereas Section 5.10.2 – Parking Requirements for Non-Residential Uses requires offices to have minimum of 2.0 spaces per 100 m² of gross floor area, shopping centres to have a minimum of 3.75 spaces per 100 m² and public uses – Minimum: 1 space per 28 m² of gross floor area;
- iii. To permit a minimum of 1 loading space for a non-residential development with a gross floor area of over 2,300 m² up to and including 7,500 m² (Building A) whereas Section 5.13 – Loading Space Requirements requires 2 loading spaces for any non-residential development in a Downtown Central Area with a gross floor area of over 2,300 m² up to and including 7,500 m²;
- iv. To permit a “Restaurant” use in a Downtown Central Area – Residential Multiple 2 (DCA/RM2) zone (Building ‘B’) whereas Section 6.9.1 – Permitted Uses does not include a “Restaurant” use as a permitted use.
- v. To permit a minimum two-thirds (67%) of the length of both the front and exterior side walls of a building to be located within 0 – 7 metres of a lot line whereas Section 6.9.2 – Zone Standards Front Yard Build-Within Zone requires a minimum two-thirds (67%) of the length of both the front and exterior side walls of a building shall be located within 0 – 3 metres of a lot line;
- vi. To permit a minimum setback from the interior side lot line of zero metres whereas Section 6.9.2 – Zone Standards Minimum Setback from Interior Side Lot Line requires a minimum setback from the Interior Side Lot Line of 7.5 metres;
- vii. To permit the “Ground Floor” to be the floor fronting on to the civic square (Building ‘B’). Section 6.9.2 – Zone Standards Minimum Floor-to-Ceiling Height (Ground Floor only) whereas the Minimum Floor-to-Ceiling Height (Ground Floor only) to be 3.3 metres.

The meeting notice was circulated to 515 persons. No members of the public attended the meeting. The Committee of Adjustment approved the application subject to the following conditions.

- i. That the applicant obtains a site plan approval for the proposed development, or this decision shall become null and void; and

- ii. That within the site plan agreement, that Medallion be required to prepare a parking monitoring report for the Phase 1 development and should the report identify any problems that they be corrected and implemented through subsequent phases of the development.

The second condition will be included within the required site plan agreement for the development.

Related Agreements

The following agreements and components are also applicable to the proposed development.

Regional Revitalization Plan Agreement

The Regional Revitalization Program (RRP) was approved on September 30, 2008 (Report No. 2008-J-37). Its intent is to provide financial assistance through the area municipalities to revitalization projects approved by Regional Council. The RRP targets new Community Improvement Plan (CIP) projects as recommended by area municipalities focus on initiatives that advance the goals of the Regional Official Plan (ROP) as a basis for achieving positive economic and community objectives. The RRP encourages both residential and employment growth in the Region's key urban locations including Regional Centres and Corridors; and brownfield sites throughout the Region, which are given preference.

On December 14, 2011 Regional Council endorsed the recommendations of the Joint Finance & Administration, Planning and Economic Development and Works Committee Report No 2011-J-55 approving the application by the Town of Ajax on behalf of Medallion authorizing Regional financial assistance for the project in an amount not exceeding \$1,451,000. Funds would be paid by the Region at the later of the following two options:

- i) At the time of the Town's flow of funds to Medallion under the Ajax Downtown CIP; or
- ii) In the following stages:

Stage 1:	Full Building Permit issued by the Town for Building A of Phase 1	50% of the Funds
Stage 2:	Framing inspection (or equivalent) passed by the local building inspection authority of Building B of Phase 1	25% of the Funds
Stage 3:	Substantial Occupancy of Building B of Phase 1	25% of the Funds

The Region will commit to including the installation and oversizing of a proposed sanitary pumping station, forcemain and associated appurtenances to accommodate the full development of the lands as well as an additional 4,800 persons north of Bayly Street in the Region's forthcoming 2012 Development Charge Background Study and By-law. The Town will assume ownership and maintenance of the proposed relocated storm sewer within the Kitney Drive right of way.

Pat Bayly Square

On May 24, 2011 Council endorsed the site plan components of Pat Bayly Square, thus ensuring that the general layout and finishings would be consistent with the proposed development (see Figure 9). The fundamental components of the square are as follows:

- i. The Square will encompass an area of approximately 7,500 m² (1.8 acres) and will include a reflecting pool/winter skating rink roughly in the centre of the space that will be approximately 844 m² (9,085 sq. ft.) in area. The water feature will include a series of animated fountains arranged to provide a formal or civic presentation.
- ii. The Square will be above two levels of underground parking. Locations for pedestrian access from the parking area to the Square have been illustrated.
- iii. The Square is designed to address the topography of the site by including a semi-circular ramp starting from Bayly Street, leading down to the platform area, and then leading to the level of the square. Traveling south, the square approaches the grade level of Harwood Avenue. A ramp will lead from the Civic Square to Kitney Drive.
- iv. The majority of the Square will be hard surfaced. Pavement design will be reminiscent of the coding pattern on a key stream tape that may have been found in a Rockex machine, a Pat Bayly invention. This pattern would be included as a design theme for entrances, signage and other fixtures within the Square.
- v. It is designed to provide a variety of multi-functional spaces with the potential to accommodate vendors, entertainers and larger scale events. Low walls, an amphitheatre design will provide casual seating opportunities. The on-site furniture will have unified, consistent and contemporary styling. Suitable locations for public art have been identified. The potential for a media screen will be protected for within the building design above the interior civic space.
- vi. Landscaping will include two intersecting double rows of trees, aligned to reinforce sight lines to the Ajax Community Centre and to soften the edges of the Square. Plantings will be provided near the Bayly Harwood intersection to reinforce a sense of enclosure for the Square and to address the topography of the site.

Transportation Context

The following documents are relevant to the proposed development from the standpoint of transportation planning.

Transportation Master Plan

From a transportation perspective, the Town is guided by its Transportation Master Plan which identifies growth areas and the infrastructure needed to accommodate that growth. It also responds to challenges that are outside of the Town's control. It notes that Ajax is affected by overall growth in Durham Region. A large portion of traffic on the east-west arterials in Ajax is through traffic to or from other municipalities in the Region.

The Transportation Master Plan found that the most effective solution to deal with transportation is to address the issue on many fronts – not just cars, but, transit, cycling and other modes of travel. A Proactive Multi-modal Strategy focuses on public transit, road network improvements, Transportation Demand Management, cycling and walking. The Transportation Master Plan notes that both Harwood Avenue and Bayly Street through Downtown Ajax will be changing from an arterial road serving commuter through traffic to an urban street serving Downtown Ajax. The characteristics of these streets will be similar to other downtown streets which are pedestrian-oriented with lower vehicular speeds and closer intersection spacings. An update to the Transportation Master Plan is underway and will be completed by the end of 2012.



Site Plan Application SP 18/11
Medallion Developments (Bayly
Square) Limited
Southwest Corner of Bayly Street and
Harwood Avenue

Date: June 18, 2012

Figure 9
Pat Bayly Square Renderings

Town of Ajax
Planning and
Development
Services



Kitney Drive Environmental Assessment

In 2006, the Town completed an Environmental Assessment for the completion of Kitney Drive, which considered a number of alternative configurations for the extension to Kitney Drive and related connections. The EA was supported by traffic, noise and archaeology studies. The preferred 2006 undertaking comprised a three-phase extension incorporating two roundabouts and new connections between Kitney Drive, Centennial Road, Harwood Avenue South and the Ajax Community Centre.

In order to provide for this extension to Harwood Avenue, the west leg of Centennial was to be diverted north, through the existing parking lot where it would join Kitney at a new roundabout. The roundabout was placed there in order to deal with the geometry of the offset intersection, and to provide traffic calming for vehicles leading to the community centre.

Kitney Drive is a local road. In the Municipal Class EA schedules, the construction of local roads required as a condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road are considered to be Schedule “A” projects (i.e. no Class EA process required).

Due to the design of the proposed development which includes a local road connection between Kitney Drive and Harwood Avenue, the scope of the work anticipated under the EA can be significantly reduced. This includes the following:

- i. There is no current need for an east-west connection between Centennial Drive and Harwood Avenue, since a local road connection to Harwood Avenue is being provided by Medallion;
- ii. As a result of the new street proposed on the subject site, there is no need for the roundabout connecting Centennial Drive and Kitney Drive.

A revised connection has been proposed, which anticipates a traditional 3-way intersection, and a continuation of the existing speed bump traffic controls at the Ajax Community Centre. There is a need to relocate the existing soccer pitch approximately 15 metres to the east, however the existing pitch has been tile drained and graded to accommodate this relocation. There will be a need to relocate lighting, conduit and related equipment when the road is extended.

With the redevelopment, the opportunity has been opened up to scope this work dramatically. The detailed design for the revised works is proposed to commence later this year. Staff will be hosting a public information session during the design preparation stage to provide additional detailed information regarding the extension and construction details.

Medallion has agreed to fund the extension of Kitney Drive to the southerly limit of their property. Although these works are not required until the completion of phase 2 of the development, it is appropriate that the necessary planning and design work be undertaken in advance, in anticipation of a potential 2016 phase 2 start up date, and to inform the public accordingly.

A Walkable and Bikeable Ajax: The Ajax Pedestrian and Bicycle Master Plan

In March, 2010 Council endorsed the Ajax Pedestrian and Bicycle Master Plan and in so doing, supported recommendations toward the establishment of an active transportation network. The key elements of the Plan focus on areas where pedestrian trips are occurring and provide recommendations to implement pedestrian enhancements in those areas (such as landscaping,

sidewalks, crossings and seating). The Plan recommends providing a high level of pedestrian and bicycle design effort in Pickering Village and in the Ajax Downtown. The Plan also recommends including measures to institute bicycle parking and end-of-trip facilities and pedestrian amenities (i.e. bike parking, seating, change rooms, etc.) at existing public and private developments.

The Plan acknowledges that Harwood Avenue is an important street, and the only corridor in Ajax with relatively high densities. It has been identified for more detailed study to refine a vision and plan specific improvements. It envisions a re-design emphasizing a more urban environment with easy pedestrian and bike access to adjacent buildings, public space with ample seating and landscaping, high-order bike facilities, mixed land uses, and higher densities.

In support of this initiative, the Town has initiated the Lower Harwood Avenue Study and Streetscape Design in order to inform future capital improvements along the street from Highway 401 south to Lake Driveway. A public open house has been scheduled for July 4, 2012 at 7:00 pm in the Rotary Room of the Ajax Public Library.

Supporting Documents

The following studies have been filed in support of the proposed development.

Traffic Impact Study

A Traffic Impact Study was prepared by IBI Group in support of the proposed development.

IBI indicates that changes to signal timing are needed to improve levels of service at local intersections in future horizon years. IBI also notes that signal timing adjustments will result in significant improvement at the Bayly/Harwood and Bayly/Kitney intersections in the p.m. peak period. IBI concludes the following:

- i. Signal timing changes will be required at all intersections to accommodate projected increases in background traffic through to 2027.
- ii. The intersection at Bayly Street and Kitney Drive would need an advance green phase for the westbound left turn traffic to accommodate site traffic by the 2015 horizon year.
- iii. IBI states that regardless of the development of the subject site, the background growth will necessitate improvements in the road network, especially for the Bayly and Westney and Bayly and Salem intersections. IBI indicates that changes to Bayly Street to accommodate one additional through lane in each direction in the subject area will be needed in the 2027 timeframe, and is included in the Region of Durham's capital works plans.
- iv. The Hunt Street extension through to Westney Road will assist in alleviating pressure on Bayly Street and will serve a more localized function that will serve existing development and additional growth within the Downtown area.
- v. Capacity and queuing analysis for future conditions indicates that the proposed access points to Kitney Drive and Harwood Avenue (via the proposed new street) will function in an acceptable manner in all horizon years.
- vi. The desired configuration of the proposed bicycle facility on Harwood Avenue will be determined by the Town of Ajax in 2012, but analysis of the required cross sectional elements indicates that the likely configuration can be accommodated on the west side of Harwood Avenue.
- vii. The site driveways perform very well with no operational concerns.
- viii. The location of the site in Downtown Ajax, two kilometres from the Ajax GO Station with GO Transit commuter rail and bus network and nearby connections to the Durham

- Region Transit network increases the development's potential to reduce single occupant vehicle use. There is great potential to increase the non-automobile mode split.
- ix. The Town and Medallion should work with car sharing companies to determine the potential to provide space in the proposed parking structure for car-share vehicles for the full build-out case.
 - x. Two preferential parking spaces should be designated for carpool participants for the full project.
 - xi. The report notes that the Town currently has no requirements for bicycle parking, however the project will supply over 200 bicycle parking spaces for Phase 1 of the residential portion of the development. An additional 9 spaces will be provided for the non-residential uses. It was also recommended that bike rings and/or racks of an acceptable design be located along the Harwood, Bayly, Kitney and the new street frontages.
 - xii. Since the proposed parking standards represent a departure from traditional parking standards in the Town of Ajax, it is recommended that the Phase 1 be built with some additional parking by prebuilding some Phase 2 parking. Prior to building Phase 2, a review of parking occupancy shall be carried out for Phase 1. The review will be used to confirm the appropriateness of the parking. If the review finds that real observed parking occupancy is significantly different from the above proposed standards, an adjustment shall be made prior to construction of Phase 2.

Table 3 outlines other proposed and planned transportation network improvements through and affecting Downtown Ajax:

Table 3 – Summary of Transportation Network Improvements

Network Improvement	Description	Timeframe
Fairall/Station Improvements	Intersection Realignment and Signalization	2012
Highway 401 widening	12 lanes east of Westney Road through Ajax to the Durham West Link – 10 lanes beyond.	EA scheduled for completion by end 2012
Kingston Road widening	7 lanes from Westney Road to Audley Road (BRT)	2013
Kitney Drive Extension	to Centennial Drive	2013-2014
Highway 407 Extension and Durham West North-South Link	Interchanges at Westney Road, Salem Road, Lake Ridge Road, Highway 7, Taunton Road, Rossland Road, Kingston Road, and Highway 401.	Phase 1 – 2015 (to Harmony Road in Oshawa)
Bayly Street East widening	Shoal Point Road to Seaboard Gate	2015
Hunt Street Extension	Mackenzie Avenue to Westney Road	To be determined through the Town's Long Range Capital Forecast.

Shadow Study

A Shadow Study was undertaken by Page + Steele/IBI Architects in support of the proposed development. For most times of day during all seasons, shadows will be cast to the northwest, north and northeast onto existing commercial and non-residential properties. The layout of the site plan will enable the proposed civic square to be in sunlight or partial shadow during most times of the day.

The time of day where shadow effects may be most pronounced would be during the latter parts of the afternoon and evening in the spring and summer months when shadows will be cast to the east and north east. During the periods approaching 7:00 pm on June 21, shadows can be expected to be cast to the south of St. Bernadette Church and St. Bernadette Catholic Elementary School, north of Bolton C. Falby Public School. The Study illustrates that at 7:00 pm in September, shadows would be cast over part of St. Bernadette Church.

The design of the buildings provide for the majority of the building massing within the first nine floors, with point towers projecting from these podiums. Therefore, the point tower portions of the buildings would cast shadows over neighbouring properties for shorter period of time when compared to slab style buildings (e.g. such as those on Falby Court).

Wind Study

Gradient Microclimate Engineering Inc. (GmE) was retained by Medallion to undertake a pedestrian level wind assessment. The report notes that the predominant winds occur from the west, spanning from southwest clockwise to northwest, and to a lesser extent from the east for all seasons. Generally, the summer months display calmer winds than throughout the rest of the year. The physical features that most influence local wind microclimate includes building massing, geometry and orientation.

Industry accepted standards for wind speeds and pedestrian activity are as follows:

- i. Wind conditions are considered to be comfortable for *sitting* when gust wind speeds less than or equal to 14 kilometres per hour (km/h) occur at least 70% of the time;
- ii. Wind conditions are considered to be comfortable for *standing and strolling* when gust wind speeds less than or equal to 22 km/h, occur at least 80% of the time;
- iii. Wind conditions are considered to be comfortable for *walking* when gust wind speeds less than or equal to 30 km/h occur at least 80% of the time.

Based on these criteria, the Wind Study indicates the following:

- i. The sidewalk along Bayly Street W. is aligned with common westerly and easterly wind directions. Flow against the north elevation of Tower A will generally occur at glancing angles, resulting in minimal downwash at grade. Conditions at the retail and office entrances from Bayly Street W. will be similar and somewhat calmer than those along the adjacent sidewalk, due to added wind protection afforded by the colonnade above the doorways.
- ii. The large outdoor amenity area on the east side of the building above the eight-storey podium will be protected by the building from westerly winds. East winds against the tower will result in minimal downwash at the podium level due to the narrow profile of the tower and the numerous floor plate step backs along the east elevation.
- iii. Westerly winds approaching the public plaza will be shielded by the surrounding buildings. Upon completion of the second phase, additional wind protection will also be afforded to the west of the plaza by future Tower C. As the plaza lies approximately three metres below grade to the east of the site, the area will also be protected from lower-level easterly winds. Upper-level east winds against Towers A and B are not expected to create downwash, due to the narrow tower profiles. Wind conditions over most areas of the public plaza are anticipated to be comfortable for sitting during the spring, summer and autumn seasons, and for standing during the winter. The retail

entrances along the north elevation of Tower will experience wind conditions similar and somewhat calmer to that in the plaza, due to the collonade overhang above the doorways.

- iv. The addition of the proposed development into the current urban landscape is expected to cause minimal changes to pedestrian comfort over neighbouring properties as compared to existing conditions.
- v. Wind comfort at grade is expected to be suitable for anticipated uses without mitigation over the entire study site, except in limited areas. More specifically, all sidewalks are expected to experience conditions suitable for walking or better year-round, and all building entrances, as well as the public plaza, are anticipated to be comfortable for standing or better year-round.
- vi. Wind conditions over the landscaped deck and on the ninth floor outdoor amenity area of Tower A are expected to be suitable for sitting during the critical use period of spring, summer, and autumn. The ninth floor terrace on Tower B is also expected to be subject to elevated winds on a seasonal basis, with conditions comfortable for standing during the spring, summer, and autumn months. Localized wind mitigation measures are recommended if spaces within this amenity area are intended for prolonged sitting or lounging. Construction of Tower C will likely improve wind conditions over the roof top terrace of Tower B thereby likely eliminating the need for mitigation.

Geotechnical Report

On October 31, 2011 SPL Consultants Limited filed a Preliminary Geotechnical Investigation for the property in order to determine the subsurface conditions at 10 boreholes and to make preliminary engineering recommendations. The report found that below an initial layer of topsoil, that fill material exists on site. Layers of loose sandy silt, gravelly sand and a layer of hard silty clay till exists above shale bedrock. Bedrock was encountered at depths ranging from 10.7 metres to 15.7 metres below existing ground levels. The till may contain boulders which, if in place, would need to be removed.

Based on its findings, the consultant recommended that the proposed development with the levels of basement can be supported by drilled caissons founded in the shale bedrock, or short drilled piers founded in the hard silty clay till. The excavation may be supported by temporary shoring. Dewatering will be required prior to shoring installation below the water table.

Phase 1 Environmental Site Assessment

On September 15, 2011 SPL Beatty filed a Phase One Environmental Site Assessment for the Subject Site. The report did not identify any environmental or contamination concerns with the property.

Stormwater Management Report

In February, 2012 R.J. Burnside and Associates filed a stormwater management report for the proposed development.

The primary means of stormwater quantity control for the proposed development is in an interior underground storage vault at the P2 parking level at the east end of the development, combined with an outlet pipe for conveyance to the municipal system. The vault has been adequately sized to provide storage for the 100 year design storm event and will have an approximate area of 190 m².

The primary means of stormwater quality control will be through the installation of an oil grit separator (stormceptor), downstream of the stormwater vault outlet. The report indicates that the proposed stormceptor will achieve a minimum 80% total suspended solids removal, or 'enhanced level' controls. Rainwater re-use will be applied on the site, whereby stormwater pumped from the vault will be used for on-site irrigation.

Noise Study

On March 16, 2012, Valcoustics Canada Ltd. (VCL) filed an environmental noise analysis report in support of the proposed development, due to the proximity of the proposed development from Bayly Street and Harwood Avenue and the potential for other stationary noise sources.

Mandatory air conditioning is required for all suites. Both buildings will be designed with brick veneer exterior wall and window wall construction. Based on this, Building A requires minor upgrades to the window construction for suites with northward facing windows and corner suites with windows on the north and east/west facades. Upgraded window construction is not anticipated for Building B. The window analysis is based on the assumptions used for the relative wall/window areas, as such the final requirements should be reviewed once more detailed plans are available. With the incorporation of the recommendations above, the indoor noise guidelines due to transportation sources will be met at all dwellings. Future occupants will be made aware of the potential noise situation through warning clauses as per MOE guidelines.

Waste Management Report

In February 2012, Kaizen Foodservice Planning and Design Inc. filed a Waste Management Report for the proposed development.

For the proposed residential apartments, waste and recycled items will be discharged into dedicated chutes (in dedicated rooms) on each floor designed to accommodate the two waste streams. The ground floor units will have access from a common corridor to the waste/ recycling room. Residents will be responsible for taking waste and recycling to the dedicated area. All wet and recycled waste will be transported by property management staff to the dedicated garbage/recycling area located in each tower. On collection days each bin will be moved into position for collection by a waste collection truck. All compactors and bins would be located at grade level. Medallion would be responsible for developing a recycling program for residents.

For the proposed non-residential uses, retail waste stored in garbage containers would be moved periodically along a service corridor to a dedicated garbage and recycling room located at the loading dock area. Waste collected within the office and civic areas will be transported to the garbage and recycling room by applicable staff for pick-up. At regularly scheduled intervals throughout the week, but not on the same days as the residential apartments collection, the waste contractor will collect the compacted garbage contained within the waste compactor container. The container would be removed from site for waste removal.

Recycling containers and/or totes will be stored within the waste management area. Separate containers / totes will be provided for paper, plastic, glass and bottles, and cans. Typically the totes provided have a capacity of approximately 95 gallons. Recycling bins will be picked up at regularly scheduled intervals. An exchange cart system is anticipated whereby the recycling hauler picks up full bins/totes and leaves on site an equal number of empty bins/totes.

Bird Friendly Design

In March, 2012 Page + Steele/IBI Architects provided a submission regarding bird migratory requirements in order to provide a friendly environment for migratory birds. A number of

strategies are aimed at enhancing the bird's recognition of the buildings, through visual cues to alert them to the presence of glass and reflective building exteriors. These strategies are as follows:

- i. Massing and Visual Markers - The buildings' massing has been broken down by a number of different material types including masonry brick, metal panels, spandrel panels and projecting canopies. The majority of lower level balconies are set up as a series of recesses with alternating masonry patterns. Colonnades will mute the reflectivity of the glass at ground level.
- ii. Glass Selection – Low-E glass with little reflectivity will be selected. Much of the glazing would be below balcony overhangs and canopies which is an appropriate strategy for muting glazing reflections.
- iii. Office Fit-ups – Office tenants on the 2nd and 3rd floor of Building A will provide window covers in the form of roll down or vertical blinds which will act as internal screens for birds to perceive windows as solid objects.
- iv. Canopies and Sunshades - Sunshades mute the reflections in glass windows thereby reducing the likelihood of birds flying into them. This is also achieved by the colonnades that will be at the bases of both buildings.
- v. Ground floor ventilation – The ground floor ventilation grates will have a porosity of less than 2cm x 2cm.

Construction Considerations

In order to reduce the potential for sediment runoff affecting adjoining properties and streets, siltation control fencing will be installed along the site perimeter. Additional measures will include the construction of an entrance 'mud mat' on the access to be used during construction. Material stockpiles will be situated in appropriate locations. Siltation control devices will also be used on existing catchbasins that may be affected by construction.

Noise

The Town of Ajax Noise By-law 60-98 regulates noise activity, including construction noise. The By-law indicates construction noise shall be deemed to be unusual or likely to disturb the inhabitants if created on statutory holidays or between the following hours:

- 8:00pm and 7:00am, Monday to Friday;
- 5:00pm on Friday to 9:00am on Saturday;
- 5:00pm on Saturday to 7:00am on Monday.

Construction will not be permitted during these periods.

Agency Comments

The following comments were received from the various commenting agencies.

Durham Transit

Durham Region Transit (DRT) advises that it will institute service improvements in July of 2012 along Bayly Street, from Audley Road to the University of Toronto Scarborough Campus. DRT

will operate on a 20 minute frequency in peak periods and will service both the Ajax and Pickering GO Stations. In the future, this route will be extended to the Whitby GO Station. Local service on Harwood Avenue will remain.

DRT has requested a stop on Bayly Street, west of Harwood Avenue and a stop on Harwood Avenue, south of Bayly Street. A lay-by has been provided on Harwood Avenue, south of Bayly Street in order to accommodate a transit service. Bus shelters have been conceptually designed and are architecturally appropriate for the site and compatible with the adjacent development. Durham Transit has indicated that they are satisfied with the proposed transit layout and design.

Durham Region Works

Regional Works has noted that in the Functional Sanitary Servicing Report prepared by Sernas Associates, the existing sanitary sewer currently terminates at the Rouge Valley Health Centre property. This sewer shall be extended to the south limit of the property. This is a requirement for Phase 1 of the development to proceed due to capacity constraints in the existing system. The development of the phase 2 and 3 lands will require the establishment of a sanitary sewer pumping station.

The Region has committed to the installation of include the installation and oversizing of a proposed sanitary pumping station, forcemain, and associated appurtenances to accommodate the full development of the lands, as well as future intensification of 4,800 additional persons north of Bayly Street in the Ajax Downtown in the forthcoming 2012 Development Charges Background Study and By-Law.

Regional Works notes that Bayly Street has been designated as a future proposed 6 lane arterial. They have requested that a typical 6 lane cross section be protected along Bayly Street in order to account for potential long term widening. Proposed pole locations along Bayly Street allow for these potential future works. The portion of the streetscape along Bayly Street will provide an appropriate transition between the traveled portion of the existing street and the proposed development.

Discussions between the Region and the Town of Ajax are underway regarding the transfer of Harwood Avenue to the Town and. Works along Harwood Avenue, including streetscape, bus lay-by and parking is not required until the latter stages of phase 1, following the transfer of the road to the Town.

Veridian Connections

Veridian Connections has reviewed the application and has advised that electrical service is available on the road allowance directly adjacent to the subject site. The applicant must supply and install an applicant-owned (non-Veridian) 44 kV substation. Further, Veridian has advised that the existing distribution facilities (i.e. hydro poles) along Bayly Street will need to be relocated at the applicant's costs to accommodate the proposed development. Individual metering for each unit is required.

Due to the combined factors of costs, the space requirements for an underground vault and other design constraints, it will not be feasible to bury the hydro lines along the Bayly Street frontage. The electrical lines will be located such that they will allow for Veridian's minimum 3.0 metre clearance while allowing space for building maintenance. A proposed section of Bayly Street denoting the proposed pole locations is provided within Figure 10.



Durham District School Board

The DDSB indicates that the proposal is located within the school boundaries of Bolton C. Falby Public School and Ajax High School. The DDSB has indicated that the DDSB will have capacity to accommodate any pupils generated by all phases of this development. The DDSB notes that until such time as pupil generation is occurring from this development and an accommodation analysis is completed, alternate Ajax schools may also be designated. The anticipated pupil generation from the first phase of development would be as follows:

Table 4: Public School Pupil Generation Rates

	Total Units Proposed	DDSB Pupil Yield Rate (pupils per unit)		Total	
		Elementary	Secondary	Elementary	Secondary
1 bedroom	388	0.1	0.1	39	39
2 bedroom	174	0.2	0.2	75	75
Total	562			114	114

Since the unit sizes for the subsequent phases are yet to be determined, the potential pupil generation rates provided by the DDSB are provided, in the following ranges:

Phase 2: 71 to 143 elementary school pupils
35 to 71 secondary school pupils

Phase 3: 46 to 93 elementary school pupils
23 to 46 secondary school pupils

The actual pupil generation rates will be determined through the review of future site plan applications for these subsequent phases.

Durham Catholic District School Board

According to the Durham Catholic District School Board (DCDSB), elementary students generated within the proposed development will be accommodated at St. Bernadette Catholic Elementary School from grades JK-8. The anticipated yield is approximately 33 students. The capacity of St. Bernadette Catholic Elementary School is 598 pupil places and the current enrolment is 702 students. Additional students will require the location of 1-2 portables on site to manage peak enrolment growth.

Secondary students generated within the proposed development will be accommodated at Archbishop Denis O'Connor Catholic Secondary School from grades 9-12. The anticipated yield is 33 students. The capacity at Archbishop Denis O'Connor Catholic Secondary School is 903 and the current enrolment is 868 students. Additional students will be accommodated within the school's available classroom space.

The proposed pupil generation rates are summarized in Table 5.

Table 5: Catholic School Pupil Generation Rates

	Total Units Proposed	DCDSB Pupil Yield Rate (pupils per unit)		Total	
		Elementary	Secondary	Elementary	Secondary
1 bedroom	388	0.05	0.05	19	19
2 bedroom	174	0.08	0.08	14	14
Total	562			33	33

At its meeting of February 27, 2012, the DCDSB indicated that it has no objection to the proposed development subject to the following conditions:

- 1) That Medallion Developments (Bayly Square) Limited provide the completed shade study to the Durham Catholic District School Board to determine the impact of shade that will be created from the proposed development that will affect St. Bernadette Catholic Elementary School.
- 2) That Medallion Developments (Bayly Square) Limited provide the completed traffic study to the Durham Catholic District School Board which addresses the impact of traffic generated by the development on Harwood Avenue South, Bayly Street and all other streets adjacent to the development and St. Bernadette Catholic Elementary School.
- 3) That Medallion Developments (Bayly Square) Limited be made aware that all parking related to both residential and commercial use generated by this development be accommodated on site and that under no circumstance will this parking be permitted on the St. Bernadette Catholic Elementary School site."

The Traffic Study has been provided to the DCDSB for their information. In terms of shadowing, the Shadow study has confirmed that shadows cast onto St. Bernadette Catholic Elementary School will be in the latter parts of the afternoon and the evening, during the spring and summer months. During these times of day, regular classes would not be in session. With respect to parking, all required parking will be accommodated on-site.

Heritage Advisory Committee

The Committee was interested to see the results of the Sun/Shadow Study and whether there would be an impact from the proposed buildings on St. Bernadette's Church. Specifically, there was a desire to understand if the proposed buildings would affect the illumination of the stained glass windows.

On February 29, 2012 two shadow studies were circulated to the Committee. Members encouraged that the studies be shared with the church in consideration of impact to the institution's stained glass windows and expressed interest in an additional study projecting shadow at 7:00 p.m. (during evening mass) in June. The study notes that although some shadow will be cast on St. Bernadette Church at 7:00 pm in September, it will not be affected at 7:00 pm in June. This report including the study has been forwarded to St. Bernadette Church.

Environmental Advisory Committee

On March 1, 2012 the application was presented to the Environmental Advisory Committee for review and comment. The Committee was advised of a number of green initiatives proposed within the development including on-site parking; shade trees and roof treatments to mitigate the urban heat island effect; in suite electrical metres for each residential unit; storm water retention; bird friendly design considerations and proposed recycling systems.

Members requested that staff consider the impact of windmills on roofs to the local bat population and the noise impact of uses in the civic square. The design of Pat Bayly Square has been revised and the stage design is able to mitigate the effects of noise through the placement of a canopy and proposed speakers. An audio visual consultant will provide recommendations on appropriate placement of these components through the detailed design of the square. Windmills are not proposed in this development.

Accessibility Advisory Committee

On February 15, 2012, the proposed development was presented to the Accessibility Advisory Committee. Members inquired whether the residential units would be accessible units and whether the proposed unit paver surface treatment of the open areas would result in uneven surfaces. It was noted that the unit pavers would be laid on top of the underground parking garage, and therefore frost heaving is not expected to be a concern.

The Ontario Building Code mandates that development provide 10% of the units which are barrier free. This is limited to the path of travel to access bedrooms and bathrooms as well as the size of the bathroom required. It also allows for sufficient space beside doors for accessibility to open doors.

Recreation and Culture Advisory Committee

On March 7, 2012 the application was presented to Recreation and Culture Advisory Committee for input. Discussion centred on the proposed civic square, including concerns with traffic flow on the ramp to the civic square; locations for public art; parking; the reflecting pool; public skating and development ownership.

The proposed square design has been revised and the stage has been moved in order to improve on-site circulation. Public art and the reflecting pool/skating rink will be central features to the square. The vast majority of on-site parking would be provided underground. The development will be owned by Medallion, however the civic square will be owned by the Town.

FINANCIAL IMPLICATIONS:

This report deals solely with the planning approvals for the proposed site plan application and therefore there are no financial implications associated with the approval of the recommendations. Related costs dealing with the development and construction of Pat Bayly Square, incentives under the Community Improvement Plan and the Development Agreement and Agreement of Purchase and Sale have been reported on separately.

COMMUNICATION ISSUES:

A public open house was held on March 29, 2012 that was attended by approximately 90 people. Various questions and comments were provided. A summary of the comments, and staff's response to each are provided within Attachment 1 to this report. Notice of this meeting has been sent to approximately 916 residents of the surrounding area. Notice was also placed in the Ajax Newsadvertiser and on the Town of Ajax website.

NEXT STEPS:

The completion of design details will be completed over the summer of 2012. The relocation of the existing storm sewer that bisects the site will be initiated over the summer as well. It is expected that building permits will be issued for the proposed development in the fall of 2012.

CONCLUSION:

The proposed development will establish a landmark comprehensively planned mixed-use urban presence at the primary Gateway to the Downtown. The proposed development conforms to the policies of the applicable Provincial, Regional and local planning policies and requirements. The proposal will be a stimulus to investment and a primary catalyst to future development in the Downtown. Staff recommend that the application be approved.

Gary Muller, MCIP, RPP
Manager of Planning

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

Attachments:

1. Responses to Public Comments provided at the March 29 Open House
2. Written comments received from the public

Attachment 1

Medallion Development Proposal Response to Concerns Raised at March 29, 2012 Public Open House

Overview

The proposed development at the southwest corner of Bayly Street and Harwood Avenue adheres to the objectives of the Provincial Growth Plan and complies with the Town Official Plan policies for the downtown district and meets the intent of the Zoning By-law. The downtown is envisioned as an urban, pedestrian-oriented, mixed-use and vibrant district that will be a hub for social and cultural activity and economic development. This development proposal will facilitate this vision and be a catalyst for the revitalization of the downtown district.

Height

In response to public feedback the developer has revised its proposal by reducing the height of Building A to 25 storeys. The 25 storey height complies with the Town of Ajax's Zoning By-law height permissions for these lands.

Housing Form

One of the goals of the Town's Official Plan is to promote urban intensification and broaden the range and mix of housing types. The development proposal contemplates both rental and condominium housing that will assist in achieving this goal. All Phase I residential units are proposed as rental units and all Phase III residential units are currently contemplated as condominium units. Based on market research, rental units are in high demand within the Region and the Town. The tenure of Phase II residential units will be based on market demand at the time of its construction.

It was noted and recognized by the developer that there is a desire to have units developed for and marketed to seniors in the community. The developer has committed to exploring the opportunity to market units specifically to seniors in future phases.

Traffic

The Town is guided by its Transportation Master Plan which identifies growth areas and the infrastructure needed to accommodate that growth. The Transportation Master Plan reviewed a number of scenarios and found that the most effective solution to deal with transportation is to address the issue on many fronts; not just automobiles, but transit, cycling and other modes of travel. This "Proactive Multi-modal Strategy" focuses on public transit, road network improvements, Transportation Demand Management, cycling and walking. The Transportation Master Plan notes that both Harwood Avenue and Bayly Street through Downtown Ajax will be changing from an arterial road serving commuter through traffic to an urban street serving Downtown Ajax. The characteristics of these streets will be similar to other downtown streets – pedestrian-oriented, reduced vehicular speeds, and closer intersection spacing.

Traffic congestion along Bayly Street is primarily attributed to Regional commuter traffic. Commuters are using Bayly Street as an alternative route to the 401 and other east-west routes to travel through the Region. There are a number of scheduled road improvements designed to relieve this commuter traffic which are scheduled to be installed over the next few years that include:

Fairall/Station Improvements	Intersection Realignment and Signalization	2012
Highway 401 widening	12 lanes east of Westney Road through Ajax to the Durham West Link – 10 lanes beyond.	EA scheduled for completion by end 2012
Kingston Road Bus Rapid Transit (BRT)	Intersection improvements and lane widening at Salem Road, Harwood Avenue and Westney Road	2013 - 2014
Kitney Drive Extension	to Centennial Drive	2013-2014
Highway 407 Extension and Durham West North-South Link	Interchanges at Highway 7, Taunton Road, Kingston Road, Highway 401, and Lake Ridge Road	Phase 1 – 2015 (to Harmony Road in Oshawa)
Bayly Street East widening	Shoal Point Road to Seaboard Gate	2015
Hunt Street Extension	Mackenzie Avenue to Westney Road	Beyond 2018
Site		
Signal timing changes (Bayly/Kitney/Harwood)	Optimize the flow of through traffic through existing intersections;	2014
Kitney/Bayly advanced green signal	Northbound Kitney Drive to west bound Bayly Street.	2014

Based on the findings of the Traffic Impact Study submitted by IBI Group in support of the development proposal and subsequently reviewed by Town staff, traffic generated by Phase I of the development can be accommodated by making minor modifications to signal timings at existing signalized intersections. Traffic implications will be reviewed with each subsequent phase of the development.

Traffic Signals (Harwood Ave/New east-west street)

The proposed east-west connection between Kitney Drive and Harwood Avenue, located in Phase II of the development proposal is currently designed as a right-in/right-out only access at Harwood Avenue. The Traffic Impact Study prepared by IBI Group found that the introduction of a new east-west street will not have any detrimental impact on adjacent intersections. The access configuration for this intersection will be further evaluated once a site plan is submitted for Phase II of the development. This will allow for any potential changes to traffic patterns as a result of occupancy of Phase I to be included in the analysis, including whether signalization of this intersection is warranted.

Kitney Extension

With respect to the extension of Kitney Drive, an Environmental Assessment was approved in 2006 to provide for:

- a three phase extension of Kitney Drive to Ajax Community Centre and Centennial Road; and
- an eastern extension of Centennial Road to Harwood Avenue at the south end of the property, avoiding the playing field.

In order to provide for this connection to Harwood Avenue, the west leg of Centennial was to be diverted north, through the existing parking lot where it would join Kitney at a new roundabout. The roundabout was selected in order to deal with the geometry of the offset intersection and to provide traffic calming for vehicles leading to the community centre.

With the Town assuming ownership of the south-west corner of Bayly Street and Harwood Avenue in 2009, an opportunity was provided to reexamine the proposed network while still providing key connections, including reevaluating:

- The location of the proposed connection to Harwood Avenue in light of a connection to the north;
- The need for the proposed roundabout; and
- The need for the northerly realignment of Centennial Drive.

The revised proposal consists of the following:

- Shift the road access to Harwood north within the limits of the development site;
- Eliminate the roundabout/intersection opposite the existing residential community and introduce alternative traffic calming measures; and
- Eliminate the realignment of Centennial Road to avoid impacts to existing residents.

This refined proposal reduces the potential for noise impacts on the local residents to the north and preserves a greater number of parking spaces at the community centre. This will improve connectivity in the area and allow for additional vehicular and transit access (see Figure 1 below). Further public consultation and the detail design for the Kitney Drive extension is planned for this year.



Figure 1 – Revised Proposal for Kitney Drive Extension

Building Design

It is recognized that there is a trend toward tall, slender buildings in metropolitan areas. This type of building works well to maintain views of the city skyline and/or natural features. When travelling east or west along Bayly Street, Building A will achieve the tall slender appearance. While the tall, slender design has been successful in other geographic areas, the overall scale and design of the buildings as proposed by Medallion is considered appropriate given the surrounding context and the many variables taken into account.

Stormwater Management

In order to facilitate the proposed development, existing Regional services currently located on the subject lands will need to be relocated. The relocation of these services will be funded by the Region through their Regional Revitalization Program (RRP) which was established in September 2008. The programs intent is to provide financial assistance through the area municipalities to revitalization projects approved by Regional Council.

A stormwater management plan has been prepared by R.J. Burnside & Associates in support of the proposed development. This report addresses post-development stormwater release rates, on-site controls that will attenuate flows to acceptable levels, stormwater treatment measures and measures for erosion and sediment control during construction.

The proposed stormwater management plan has been reviewed by Town staff and found to be acceptable.

Programming of the Civic Square

The vision for the civic square expands beyond the performance area. Recreation programs will be developed for the civic square and cultural events and elements will be explored (e.g. art shows, farmers markets, festivals, etc.).

The civic square will be a dynamic place during the summer and winter months. The reflecting pond will double as a skating rink in the winter months. A civic facility, located in Building A, will provide a place to lace up skates, grab a hot chocolate or simply watch the surrounding activities. The drop in grade from street level will create an intimate setting. The activities, overall design, and materials will mark the square as a destination in the Downtown.

The civic square will be named after Pat Bayly. During WWII, Pat Bayly was in charge of Camp X, located along the shores of Lake Ontario between the Whitby and Oshawa border. After the war, Pat Bayly established his own electrical engineering firm and located in one of the vacated war time buildings in Ajax. He became the Chair of the Improvement District of Ajax and was elected the first Mayor of the new Town of Ajax in 1955.

Wind Impacts

The Town has requested that a wind study be prepared in support of the development.

Financial Responsibility

The civic square is being funded by the Town. The cost of the civic square is estimated at 5 million dollars. The residential mixed-use component of the development is being funded by Medallion at an estimated total cost of 280 million dollars.

Capacity for Projected Population Density (schools, emergency services, hospitals)

The development proposal has been reviewed by all school boards. They do not have any objection to the development and have indicated that children living in the development will be accommodated at existing area schools.

The application has also been reviewed by Ajax Fire and Emergency Services who have no objection to the development. Ajax Fire and Emergency Services will be reviewing detailed building permit drawings to ensure compliance with the fire protection and safety provisions of the building code.

Rouge Valley Health System recently completed a major redevelopment and expansion of its Rouge Valley Ajax and Pickering (RVAP) hospital campus. The expansion provides about 140,000 square feet of new and/or renovated space for services. The new emergency department provides space for an anticipated 60,000 patient visits a year.

Parking

Parking is proposed to be provided at a rate of 1 space per unit and 0.2 spaces per unit for visitors. The majority of this parking will be accommodated underground with limited surface parking. Parallel parking will be provided along the Phase I Harwood Avenue frontage and Kitney Drive.

Construction Management

The developer will consult with the Town in preparing an appropriate construction management plan, which will include provisions for site access, management of equipment, material storage and various other measures.

Next Steps

- Council approval of Pat Bayly Square design – General Government Committee (May 24, 2012)
- Council endorsement of Site Plan – Community Affairs & Planning Committee (June 18, 2012)