The Corporation of the Town of Ajax

COMMUNITY AFFAIRS AND PLANNING COMMITTEE

Monday, June 3, 2019 at 7:00 p.m.
Council Chambers, Town Hall
65 Harwood Avenue South

AGENDA

Alternative formats available upon request by contacting:
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| J. Dies, Chair |

1. Call To Order

2. Disclosure of Pecuniary Interest

3. Adoption of Minutes
   3.1 Regular Meeting – May 6, 2019 .......................................................... 2

4. Public Meeting
   4.1 Official Plan Amendment Application OPA17-A3
       Zoning By-law Amendment Application Z7/17
       Draft Plan of Condominium Application C-A-2017-02
       Your Home Developments (Finley) Inc.
       925-937 Finley Avenue, D. Meredith, Director of Planning & Development Services / C. Graup, Senior Planner ................................................................. 7

5. Presentations / Reports
   5.1 Carruthers Creek Watershed Plan - Phase 2 Update, D. Meredith, Director of Planning & Development Services / S. McCullough, Senior Planner .................................................. 95
       ~ Gary S. Bowen, Watershed Specialist, Toronto & Region Conservation Authority (TRCA)

6. Adjournment
Minutes of the
Community Affairs & Planning Committee Meeting
Held in the Council Chambers, Ajax Town Hall,
At 7:00 p.m. on May 6, 2019

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Present: Chair - Regional Councillor - S. Lee
Regional Councillors - M. Crawford
- J. Dies
Councillors - R. Tyler Morin
- A. Khan
- L. Bower
Mayor - S. Collier

1. Call to Order

Chair Lee 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: S. Collier
Seconded by: M. Crawford

That the Minutes of the Community Affairs and Planning Committee Meeting held on February 4, 2019, be adopted.

CARRIED

4. Public Meetings

4.1 Official Plan Amendment Application OPA16-A2
Zoning By-law Amendment Application Z7/16
Site Plan Application SP6/16
Claremont Storehouse Inc.
305 Achilles Road

Bruno Scopacasa, Senior Planner, provided a presentation reviewing the contents of the report and recommendations contained therein. B. Scopacasa discussed the subject lands, Master Plan for the Lakeridge Auto Gallery, details of the development proposal, and Official Plan and Zoning By-law provisions.
Committee Members asked questions regarding Ministry of Environment licensing regulations, storage of vehicles, the Toronto Region Conservation Authority’s comments on the application, holding provisions, and the composition of jobs estimated to be created from the development. B. Scopacasa and Geoff Romanowski, Manager of Planning, responded to questions from Committee members.

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

Marek Hagner, 3 Woodcock Avenue, inquired about waster oil and airborne paint contaminants. G. Romanowski responded to Mr. Hagen’s question.

Mayor Collier clarified that the purpose of the Committee reviewing said item was solely for the approval of the Official Plan Amendment and Zoning By-law Amendment.

There being no further questions or comments from the public, Chair Lee closed the public meeting.

Tim Varcoe, Senior Project Manager, Claremont Storehouse Inc., spoke on behalf of the applicant in response to questions from the Committee and public. Mr. Varcoe provided information on the timing of the site plan submission and jobs to be created through the development.

Moved by: S. Collier
Seconded by: R. Tyler-Morin

1. That Official Plan Amendment OPA16-A2, submitted by Claremont Storehouse Inc., be approved and that staff be authorized to forward the amendment to Council for its consideration at a future Council meeting, as provided within Attachment 1 to this report; and

2. That Zoning By-law Z7/16, submitted by Claremont Storehouse Inc., be approved and that staff be authorized to prepare and forward the implementing zoning by-law to Council for its consideration at a future Council meeting, as provided within Attachment 2 to this report.

CARRIED

4.2 Official Plan Amendment Application OPA18-A1
Zoning By-law Amendment Application Z2/18
2613628 Ontario Ltd.
105 Rossland Road West

Caitlin Graup, Senior Planner, provided a presentation reviewing the contents of the report and recommendations contained therein. C. Graup discussed the subject lands, details of the development proposal, rendering, purchase and sale of Town-owned lands, relevant reports and studies, planning policies, and public consultation.

Committee Members asked questions regarding the timeline for the proposed widening of Rossland Road, size of units within the application, access to the site, setbacks, parking, greenspace, and timeline for site plan approval. C. Graup and G. Romanowski responded
to questions from Committee Members. G. Romanowski noted that staff have the delegated authority to approve site plan applications, however if the Committee requests an item to come back for review it should delay the project development.

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

Mike Dillon, 2 Woodcock Avenue, inquired about impacts of the development on surrounding wildlife, the potential for future widening of Rossland Road, and details of the site plan and rendering. G. Romanowski responded to Mr. Dillon’s questions. It was noted that rooftop amenity space will be provided in place of rear yards.

Mayor Collier clarified to Mr. Dillon that the Committee was considering only approval of the recommended Official Plan and Zoning By-law amendments, and that comments will be considered through the site plan review process.

Dave Elford, 5 Holmes Crescent, shared his concerns with privacy and the density of the development. G. Romanowski responded to Mr. Elford’s comments and noted that sightlines can be reviewed during the site plan process.

Debra McAltin, 25 Lax Avenue, expressed concerns regarding parking volume and overflow onto adjacent streets.

Marlena Hagner, 3 Woodcock Avenue, asked questions regarding traffic congestion accessing underground parking and impact of the development on adjacent wildlife and greenspace.

Marek Hagner, 3 Woodcock Avenue inquired about waste collection and potential for increased littering in the area. He expressed concerns for the impact of development on the surrounding neighbourhood.

Ceciley White, 10 Heatherwood Road, asked a question regarding placement of air-conditioners on the units and the impact on noise pollution.

There being no further questions or comments from the public, Chair Lee closed the public meeting.

Jeff Greene, Katanna Developments, spoke on behalf of the applicant and provided clarification of the size and layout of the development proposal. He identified setbacks taking into consideration the future widening of Rossland Road, which is subject to a forthcoming Environmental Assessment.

The Committee asked questions regarding driveway access, waste collections, comments received from earlier public consultation, setbacks on the south portion of development, and rooftop amenity space. J. Greene responded to questions from the Committee, providing details of site access, recycling, green waste and waste collection, security, parking, privacy sightlines and rooftop parapets.
Main Motion

1. That Official Plan Amendment OPA18-A1, submitted by 2613628 Ontario Ltd., be approved and that staff be authorized to prepare and forward the amendment to Council for its consideration at a future Council meeting, as provided within Attachment 1 to this report; and

2. That Zoning By-law Amendment Z2/18, submitted by 2613628 Ontario Ltd., be approved and that staff be authorized to prepare and forward the implementing zoning by-law to Council for its consideration at a future Council meeting, as provided within Attachment 2 to this report.

Amendment

Moved by: S. Collier
Seconded by: M Crawford

That the motion be amended by adding the following clause:

That Staff be directed to bring the Site Plan and a staff report to either the June 3, 2019 or September 3, 2019 Community Affairs & Planning Committee meeting for approval.

CARRIED

Motion as Amended

Moved by: M. Crawford
Seconded by: A. Khan

1. That Official Plan Amendment OPA18-A1, submitted by 2613628 Ontario Ltd., be approved and that staff be authorized to prepare and forward the amendment to Council for its consideration at a future Council meeting, as provided within Attachment 1 to this report;

2. That Zoning By-law Amendment Z2/18, submitted by 2613628 Ontario Ltd., be approved and that staff be authorized to prepare and forward the implementing zoning by-law to Council for its consideration at a future Council meeting, as provided within Attachment 2 to this report; and

3. That Staff be directed to bring the Site Plan and a staff report to either the June 3, 2019 or September 3, 2019 Community Affairs & Planning Committee meeting for approval.

CARRIED

5. Presentations / Reports

5.1 Town of Ajax Integrated Transportation Master Plan

John Grieve, Supervisor of Transportation, provided a presentation reviewing the contents of the report and recommendations contained therein. J. Grieve discussed background of the project, noting that the Integrated Transportation Master Plan is an amalgamation of
the former Pedestrian Bicycle Master Plan and Transportation Master Plan. He reviewed the Plan’s vision, stakeholder engagement, recommendation to the active transportation network, road network and traffic operations, supporting policies and transportation initiatives, road classification review, and the monitoring and phasing of the implementation strategy.

The Committee asked questions regarding the proposed Clements Road extension, whether reclassification of roads would impact future road calming measures, Federal Gas Tax funding, sidewalk and multi-use trail construction, Duffins Creek trail connectivity, installation of a right-hand turning lane at Westney Road South and Bayly Street, and promotion of the Plan once approved.

Councillor Khan exited the Meeting (9:45pm).

J. Grieve responded to questions from the Committee and expanded on details of the projects and timelines included within the report and Plan document.

Councillor Khan re-entered the Meeting (9:55pm).

Moved by: J. Dies
Seconded by: R. Tyler-Morin

1) That Council approve the Town of Ajax Integrated Transportation Master Plan prepared by WSP, dated April 2019;

2) That a copy of this report be circulated to the Region of Durham, City of Pickering and Town of Whitby

CARRIED

6. Adjournment

Moved by: M. Crawford
Seconded by: L. Bower

That the May 6, 2019 meeting of the Community Affairs and Planning Committee be adjourned. (10:00 p.m.)

CARRIED

Chair

D-Clerk
Report To: Community Affairs and Planning Committee
Prepared By: Caitlin Graup, MCIP, RPP  
Senior Development Planner
Subject: Official Plan Amendment Application OPA17-A3  
Zoning By-law Amendment Application Z7/17  
Draft Plan of Condominium Application C-A-2017-02  
Your Home Developments (Finley) Inc.  
925-937 Finley Avenue
Ward(s): 3
Date of Meeting: June 3, 2019
Reference: Site Plan Application SP13/17

Recommendations:

1. That Official Plan Amendment OPA17-A3, submitted by Your Home Developments (Finley) Inc., be approved and that staff be authorized to prepare and forward the amendment to Council for its consideration at a future Council meeting, as provided within Attachment 1 to this report;

2. That Zoning By-law Amendment Z7/17, submitted by Your Home Developments (Finley) Inc., be approved and that staff be authorized to prepare and forward the implementing zoning by-law to Council for its consideration at a future Council meeting, as provided within Attachment 2 to this report; and

3. That Draft Plan of Condominium C-A-2017-02, submitted by Your Home Developments (Finley) Inc., be approved and that staff be authorized to grant draft approval of the draft plan of condominium, subject to the proposed draft conditions, as provided within Attachment 3 to this report.

1.0 Background

The subject lands located at 925-937 Finley Avenue (see Figure 1 Subject Lands) contain an existing commercial building, constructed in the mid 1980’s. Over the years, the plaza has had various tenants, including a daycare and a convenience store, but in recent years the plaza became financially unviable. Your Home Developments (Finley) Inc. purchased the property and the existing building is currently vacant. Your Home has submitted official plan amendment, zoning by-law amendment, draft plan of condominium, and site plan applications, to permit the development of 16, 3-storey, back-to-back townhouse dwellings on the subject lands.

1.1 Purpose, Proposal & Applications

The purpose of this report is to recommend approval of Official Plan Amendment Application OPA17-A3 and Zoning By-law Amendment Application Z7/17, and Draft Plan of Condominium C-A-2017-02, submitted by Your Home Developments (Finley) Inc., subject to the finalization of all
required drawings, entering into the necessary agreements, and satisfying all conditions of draft plan approval for the condominium, to the satisfaction of the Town of Ajax and other agencies, which have issued conditions of approval.

The proposal is for the development of 16, 3-storey, back-to-back townhouse dwellings. 8 units will front onto Finley Avenue, and 8 units will front onto a private road which is accessed from Burden Crescent (See Figure 2: Concept Plan).

The applications submitted are to re-designate the subject lands from Low Density Residential (LDR) to Medium Density Residential (MDR) and establish an Area Specific Policy to permit a maximum density of 50 units per net hectare and a maximum height of 3 storeys. The zoning by-law amendment application is to rezone the lands from Neighbourhood Commercial (NC) Zone to Residential Multiple Six (RM6) Zone with a site specific exception (198) to accommodate the proposed development.

1.2 Subject Lands/Surrounding Area

The subject lands are located at the southeast corner of Finley Avenue and Burden Crescent, comprising an area of 0.32 hectares (0.79 acres). There is an existing vacant commercial building and surface parking on the subject lands, all of which are to be removed.

Surrounding the subject lands are the following land uses:

North: To the north is Burden Crescent, with existing single detached dwellings and townhouse dwellings.

East: To the east are Town-owned lands associated with Duffin’s Bay Greenbelt, which provides a trail connection to Duffin's Bay Public School and other local streets.

South: To the south is Finley Avenue, with existing linked dwellings and single detached dwellings, along with a trail which connects to a Love Park to the southwest.

West: To the west is also Finley Avenue and existing linked dwellings and single detached dwellings.

1.3 Communications

a) Internal Departments & External Agencies:

These applications were circulated for review and comment to internal departments and external agencies, including Region of Durham Planning Department and Works Department, Durham Region Transit, Canada Post, Elexicon, Rogers, Bell, and Enbridge Gas.

b) Public Consultation:

A Public Open House meeting was held on February 20, 2019 at Town Hall. Notification of the public open house was sent to all landowners within 120 metres of the subject lands and was posted on the Town of Ajax website and in the Community Page of the Ajax News Advertiser for two consecutive weeks prior to the meeting. Approximately 85 residents attended the meeting. The principle concerns that were raised by the residents in attendance were with regard to traffic, parking, privacy, and
2.0 Planning Framework & Analysis:

2.1 Provincial Policy

Provincial Policy Statement 2014 (PPS)

The PPS states that healthy, liveable, and safe communities are to be sustained, including among other matters, promoting efficient development and land use patterns and promoting cost-effective development standards to minimize land consumption and servicing costs. Policy 1.1.3.2 a) of the PPS encourages developments within settlement areas which provide for the efficient use of land, resources, and infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. The PPS also indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form.

The proposed residential development is consistent with the PPS as it is within a settlement area and provides for the efficient use of land, resources, and infrastructure. The development provides a density of 50 units per net hectare (uph) and will contribute towards the overall broadening and mix of residential uses in Ajax to meet long term needs.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for managing growth in the Greater Golden Horseshoe including direction of where and how to grow (intensification targets within Designated Built-up Areas), the provision of infrastructure to support growth, 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 with densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services. It promotes a diverse mix of land uses to support vibrant complete communities, neighbourhoods and the creation of high quality public open spaces.

The proposed development provides for intensification within the Designated Built-up Area and conforms with the Growth Plan.

2.2 Region of Durham Official Plan

The subject lands are designated “Living Areas” in the Regional Official Plan (ROP). Land uses within the “Living Areas” designation are predominantly for residential purposes, incorporating a wide variety of housing types, sizes and tenure to provide living accommodations that address various socio-economic factors.

This proposal is consistent with the “Living Areas” designation and enables residential intensification which is encouraged by the related policies of the ROP. The Region has no objection to the proposed applications. These applications are exempt from Regional approval.
Subject: Official Plan Amendment Application OPA17-A3  
Zoning By-law Amendment Application Z7/17  
Draft Plan of Condominium Application C-A-2017-02  
Your Home Developments (Finley) Inc.  
925-937 Finley Avenue

Date: June 3, 2019

Figure 1: Subject Lands

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Subject: Official Plan Amendment Application OPA17-A3
Zoning By-law Amendment Application Z7/17
Draft Plan of Condominium Application C-A-2017-02
Your Home Developments (Finley) Inc.
925-937 Finley Avenue

Date: June 3, 2019

Figure 2:
Concept Plan

Town of Ajax
Planning & Development Services
2.3 Town of Ajax Official Plan and Zoning

Town of Ajax Official Plan

The subject lands are designated ‘Low Density Residential’ (LDR) within the Town of Ajax Official Plan (See Figure 3 – Existing and Proposed Official Plan Designation), which permits single detached, semi-detached, duplex, linked, and street townhouse dwellings up to a maximum of 30 units per net hectare.

Section 7.2.2 of the Official Plan indicates that amendments to the Official Plan may be adopted by Council following a review of the following criteria:

- conformity of the proposed amendment with municipal goals and objectives;
- contribution of the proposed amendment to the overall urban structure of the Town;
- compatibility of the proposed amendment with adjacent land uses; and
- availability of adequate infrastructure to service the development resulting from the proposed amendment.

In accordance with Section 7.2.2 b) of the Town’s Official Plan, the proposed amendment complies with the municipal goals and objectives and contributes to the overall urban structure by:

- providing intensification and built form along a Collector Road (Finley Avenue);
- providing development which is compatible and transitional in nature with the surrounding existing land uses; and
- using in-place infrastructure to service the proposed development.

The proposed amendment would re-designate the subject lands from ‘Low Density Residential’ (LDR) to ‘Medium Density Residential’ (MDR). This would permit the proposed built form of back-to-back townhouses within a density range of 30-75 units per net hectare (uph).

These amendments are considered appropriate as they maintain the intent of the goals and objectives of the Town of Ajax Official Plan residential areas and infill policies as the development proposal looks to introduce a housing type which would improve opportunities for alternative and more affordable forms of housing within the neighbourhood and the Town of Ajax. The development would establish a pattern of building massing and scale that is compatible with the surrounding neighbourhood and maintains the general pattern of setbacks that are within the existing neighbourhood.

The draft Official Plan Amendment is attached to this report (see ATT-1).

Town of Ajax Zoning By-law 95-2003

The subject lands are currently zoned Neighbourhood Commercial (NC) Zone within Town of Ajax Zoning By-law 95-2003, as amended (See Figure 4 – Existing and Proposed Zoning). Permitted uses within the NC Zone include a convenience store, day care facility, dry cleaning depot, financial institution, laundromat, library, office, personal service shop, and a service or repair shop.
Your Home Developments (Finley) Inc.
925-937 Finley Avenue

Date: June 3, 2019

Figure 3:
Existing and Proposed Official Plan Designation

Town of Ajax Planning & Development Services
Subject: Official Plan Amendment Application OPA17-A3
Zoning By-law Amendment Application Z7/17
Draft Plan of Condominium Application C-A-2017-02
Your Home Developments (Finley) Inc.
925-937 Finley Avenue

Date: June 3, 2019

Figure 4: Existing and Proposed Zoning

TO REZONE THE SUBJECT LANDS FROM ‘NEIGHBOURHOOD COMMERCIAL (NC) ZONE TO ‘RESIDENTIAL MULTIPLE SIX (RM6)(H) ZONE’
In order to permit the development proposal, a zoning by-law amendment application has been submitted to amend the zoning from Neighbourhood Commercial (NC) Zone to a Residential Multiple Six (RM6)(H) Zone with a site specific exception. The Holding (H) Provision would require the applicant to enter into a development agreement with the Town, and to address potential environmental site assessment and site contamination matters to the satisfaction of the Region of Durham.

The proposed implementing zoning by-law will permit 3-storey, back-to-back townhouses and establish detailed development standards including provisions for: minimum setbacks from front, exterior, interior and rear lot lines of the blocks, maximum lot coverage, and maximum building heights.

The draft Zoning By-law Amendment is attached to this report (see ATT-2).

3.0 Development Considerations:

Urban Design

The proposal consists of two development blocks as shown in Figure 2 – Concept Plan. Block 1 consists of 6 dwelling units, while Block 2 consists of 10 dwelling units, for 16 units in total. 8 units will front onto Finley Avenue, and 8 units will front onto the private roadway.

The proposed dwellings are 3 storeys in height, providing an active building façade and street-oriented development along Finley Avenue, in accordance with Section 2.5.2.2 (Built Form and Architectural Design) of the Official Plan. Further, the proposed development is compatible with adjacent existing uses in terms of height, density, scale massing and character. The location of the proposed townhouses are parallel to Finley Avenue as well as directly flank the existing park system to the south. Each unit is designed with three bedrooms, and range in size from approximately 1,930 square feet to 1,985 square feet in size (see Figure 5 – Concept Rendering and Figures 6 and 7 – Proposed Building Elevations).

The site was designed to provide as much building separation as possible to the abutting lots along Burden Crescent. The private roadway, visitor parking and landscaped areas are located along the east boundary of the site, between the proposed townhouses and the abutting lots to the east. The townhouses will be setback 20.8 metres from the abutting lots, and are below the 45 degree angular plane measured from the rear property line of the adjacent Burden Crescent lots, which conforms to policy Section 3.2.2.6 in the Official Plan. The applicant also submitted a Shadow Study in support of the development. It concluded that the proposed development has little or no shadowing impact on the adjacent properties during the bulk of the year.

A landscape plan along with a tree inventory and preservation plan were prepared and submitted with the site plan application. The majority of the trees identified on the tree inventory are deemed to be in good health and are identified for preservation. This includes the trees within the Burden Crescent and Finley Avenue boulevard area, the trees along the eastern property boundary to maintain a buffer to the adjacent residential lots and the trees in the adjacent park. The landscape plan illustrates new planting opportunities including trees, shrubs and various types of ground cover throughout the development.
Figure 5: Concept Rendering

Concept Rendering: Finley Avenue and Burden Crescent looking Southeast
Subject: Official Plan Amendment Application OPA17-A3
Zoning By-law Amendment Application Z7/17
Draft Plan of Condominium Application C-A-2017-02
Your Home Developments (Finley) Inc.
925-937 Finley Avenue

Date: June 3, 2019

Figure 6: Proposed Building Elevations
Block 1 Flankage Elevation (West) along Burden Crescent

Block 1 Internal Elevation (East) between Block 1 and Block 2

Figure 7: Proposed Building Elevations
The applicant has addressed a number of Environmental Policies through environmental design, including Section 2.1.3 (Air Quality and Urban Heat Island), 2.1.5 (Energy Conservation), and 2.1.8 (Outdoor Lighting) of the Official Plan, relating to air quality, energy conservation and outdoor lighting.

**Environmental**

A Record of Site Condition (RSC) compliant Phase One Environmental Site Assessment (ESA) was prepared by Fisher Environmental Limited, as well as an RSC compliant Phase Two ESA also prepared by Fisher Environmental Limited, and were submitted with these applications.

Durham Region has requested that a Holding (H) Provision be placed on the subject lands in order for the applicant to address potential environmental site assessment and site contamination matters to the satisfaction of the Region of Durham.

Since the proposed use of the site is introducing a more sensitive land use, moving from a previously existing commercial use to a residential use, a RSC must be filed with the Ministry of Environment, Conservation and Parks (MECP) and clearance obtained by MECP and Durham Region.

A Stage 1 & 2 Archaeological Assessment (Archeoworks Inc.) was submitted in support of the applications. The Archaeological Assessment concluded that the study area is considered free of any further archaeological concern. The Ministry of Tourism, Culture and Sport have provided clearance.

A Geotechnical Investigation Report (Fisher Environmental Limited) was submitted which reports on the subject lands subsurface soil and groundwater conditions, and outlines geotechnical parameters and recommendations for the design of the proposed development.

**Transportation**

The proposed development is located along Finley Avenue, which is a Collector Road. The primary function of a Collector Road is to collect and distribute traffic from Local Roads to other Collectors (such as Parkes Drive and Lake Driveway West) and/or Type ‘C’ Arterials (such Westney Road South and Harwood Avenue South).

The applicant submitted a Traffic Brief with these applications, prepared by Candevcon Limited, which concluded that the AM and PM peak hour trips generated would have little or no impact on the capacity of Burden Crescent or Finley Avenue. The Town’s Transportation Section has reviewed this report and support its conclusions.

The proposed development is located along Durham Region Transit (DRT) bus route 226 which runs along Finley Avenue. This route connects the South Ajax Area to Westney Road and the Ajax GO Station. DRT provided comments on the proposed development and stated that the development does not pose any impacts to DRT. The proposal conforms to policies of Section 3.2 of the Town’s Official Plan by providing for intensification which allows transit to operate at higher service levels, resulting in increased connections and reliability.

The proposed development meets and exceeds the required number of parking spaces set out in the Town’s Zoning By-law 95-2003, as amended, which is summarized in Table 1 below.
Table 1: Parking Calculations

<table>
<thead>
<tr>
<th>Type of Use</th>
<th>Required by Zoning By-law 95-2003, as amended</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Back-to-back Townhouse Dwelling on a Public Street</td>
<td>Minimum 2 spaces per unit</td>
<td>16 spaces</td>
</tr>
<tr>
<td><em>(Proposed: 8 Units)</em></td>
<td><em>(8 x 2 spaces = 16 spaces)</em></td>
<td></td>
</tr>
<tr>
<td>Back-to-back Townhouse Dwelling on a Private Road</td>
<td>Minimum 1.5 spaces per unit in addition to 0.25 spaces per unit for the exclusive use of visitors</td>
<td>20 spaces</td>
</tr>
<tr>
<td><em>(Proposed: 8 Units)</em></td>
<td><em>(8 x 1.5 spaces = 12 spaces)</em></td>
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</tr>
<tr>
<td></td>
<td><em>(8 x 0.25 visitor = 2 spaces)</em></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total: 14 spaces</td>
<td></td>
</tr>
<tr>
<td>TOTAL: 16 Units</td>
<td>Total Required Parking: 30 spaces</td>
<td>36 spaces</td>
</tr>
<tr>
<td></td>
<td>[28 for residents +2 for visitors]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total Proposed Parking: 36 spaces</td>
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<tr>
<td></td>
<td>[32 for residents +4 for visitors]</td>
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</tr>
</tbody>
</table>

**Site Servicing**

The applicant submitted a Functional Servicing and Stormwater Management Report completed by Candevcon Limited, in support of these applications.

The subject lands are serviced by a municipal sanitary sewer and watermain and is located within Durham Region’s Zone 1 pressure district. The existing sanitary sewer system is located adjacent to the subject site and comprises a 200mm diameter sanitary sewer on Finley Avenue. The existing watermain system is also located on Finley Avenue and comprises a 300mm diameter watermain.

The storm sewer system will be designed to convey the 5 year post-development peak flows directly to the existing storm sewer on Finley Avenue. The proposed development of residential
townhouses will reduce the runoff coefficient for the subject site, therefore decreasing post-
development flows.

The applicant has indicated that garbage pick-up will be privately contracted. The condominium
corporation will be responsible for monitoring and adjusting the garbage pick-up frequency.

These development applications were circulated to Elexicon Energy (previously Veridian
Connections) and Enbridge Gas Distribution. Hydro services are available on the road
allowance directly adjacent to this property, serviced from Finley Avenue. The applicant is
required to make direct application to Elexicon and Enbridge.

Snow Storage is provided on-site, at the southeast corner of the subject lands adjacent to the
turnaround area of the private road. In the event of a heavy snowfall, all excess snow which
cannot be stored on-site will be removed from the site at the Condominium Corporation’s
expense.

The proposed development is in conformity with policies of Section 3.2 of the Town’s Official
Plan, by utilizing roads and municipal services more efficiently, which reduces the need for
expenditures on new infrastructure.

**Parkland**

Cash-in-lieu of parkland for this development will be collected through the execution of the
future Site Plan Agreement in accordance with Section 2.2.6.2 h) of the Town’s Official Plan.

**Timing of Development**

With regard to the timing of the development, the applicant has indicated it would take
approximately 18 months to construct the proposed development. Construction would proceed
when the Site Plan Application is finalized.

**4.0 Financial Considerations:**

There are no financial implications associated with the approval of the recommendations of this
report. Cash-in-lieu of Parkland for this development will be collected through the execution of the
future Site Plan Agreement.

**5.0 Conclusion:**

Staff support Official Plan Amendment (OPA17-A3) and Zoning By-law Amendment (Z7/17) to
re-designate the subject lands from LDR to MDR, as well as to rezone the lands from
Neighbourhood Commercial (NC) Zone to Residential Multiple Six (RM6)(H) Zone with a site
specific exception, to develop 16, 3-storey, back-to-back townhouse dwellings.

Staff are of the opinion that this development is planned appropriately and will provide a
compact urban built form that is consistent with the PPS, Growth Plan, Region of Durham, and
Town of Ajax Official Plan policies.

Staff recommend approval of the development applications subject to the recommendations
provided in this report.
Subject: Official Plan Amendment Application OPA17-A3
Zoning By-law Amendment Application Z7/17
Draft Plan of Condominium Application C-A-2017-02
Your Home Developments (Finley) Inc.
925-937 Finley Avenue

Attachments:
ATT-1: Draft Official Plan Amendment
ATT-2: Draft Zoning By-law Amendment
ATT-3: Draft Plan of Condominium – Conditions of Approval
ATT-4: Written Comments Received from Residents

Prepared by:

______________________________
Caitlin Graup – Senior Planner – ext. 3201

Submitted by:

______________________________
Dave Meredith – Director of Planning and Development Services

Approved by:

______________________________
Shane Baker – Chief Administrative Officer
THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER XX-2019

A By-law to adopt Amendment No. 63 to the Official Plan for the Town of Ajax.

The area subject to this amendment is located at 925-937 Finley Avenue;

WHEREAS, the Regional Municipality of Durham Act and the Planning Act, as amended, authorize the Town of Ajax to pass by-laws for the adoption or repeal of the Official Plan and amendments thereto;

AND WHEREAS, a public hearing was held pursuant to the Planning Act to hear submissions respecting the proposed Amendment No. 63 to the Town of Ajax Official Plan;

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

That Amendment No. 63 to the Official Plan of the Town of Ajax, is hereby approved.

That this by-law shall come into force and take effect from and after the final passing hereof.

READ a first and second time this _____ day of _____, 2019

READ a third time and passed this _____ day of _____, 2019

__________________________________ Mayor

__________________________________ D-Clerk
Amendment No. 63 to the Town of Ajax Official Plan

1. Purpose

The purpose of this amendment is to re-designate the subject property to Medium Density Residential and establish an area specific exception to permit a maximum density of 50 units per net hectare (uph) and a maximum height of 3 storeys.

2. Location

The property subject to this amendment is located on the southeast corner of Finley Avenue and Burden Crescent and is municipally known as 925-937 Finley Avenue as shown on the attached Schedule ‘A’.

3. Basis

The subject lands are designated Low Density Residential within the Town of Ajax Official Plan, which permits single detached, semi-detached, duplex, linked, and street townhouse dwellings up to a maximum density of 30 units per net hectare (uph). An Official Plan Amendment is required to re-designate the lands to Medium Density Residential thereby permitting back-to-back townhouses at a density of 50 uph. The Amendment is also required to establish an Area Specific Policy within the Medium Density Residential designation to permit a maximum height of 3 storeys.

This amendment would maintain the goals and objectives of the Town of Ajax Official Plan and has been reviewed against Sections 3.1.5 a), b), c), and 3.2.2.5 and 3.2.4 of the Town of Ajax Official Plan.

Studies and Reports that were completed to support this amendment include:

- Planning Report
  (Prepared by: Candevcon Limited)
- Traffic Brief
  (Prepared by: Candevcon Limited)
- Shadow Study
  (Prepared by: FBP Architects Inc.)
- Noise Impact Brief
  (Prepared by: Candevcon Limited)
- Functional Servicing and Stormwater Management Report
  (Prepared by: Candevcon Limited)
- Phase One & Two Environmental Site Assessment
  (Prepared by: Fisher Environmental Ltd.)
- Stage 1-2 Archaeological Assessment
  (Prepared by: Archeoworks Inc.)
- Geotechnical Investigation
  (Prepared by: Fisher Environmental Ltd.)
4. Actual Amendment

a) Schedule ‘A-1’ – Land Use is hereby amended to change the land use designation of the subject property (shown on Schedule ‘A’ attached) from ‘Low Density Residential’ to ‘Medium Density Residential’, as shown on Schedule ‘B’ attached hereto.

b) Section 6 – Area Specific Policies is hereby amended by adding the following section, which reads as follows:

6.30 925-937 Finley Avenue

Notwithstanding Section 3.1.4 (Medium Density Residential Designation) of the Town of Ajax Official Plan, the lands municipally addressed as 925-937 Finley Avenue, shall permit an overall maximum density up to 50 uph and a maximum building height of 3 storeys.

a) To amend Schedule ‘G’ – Lands Subject to Area Specific Policies to add new Area Specific Policy Section 6.30, as shown on Schedule ‘C’ attached hereto.

5. Implementation

The provisions set forth in the Town of Ajax Official Plan, regarding the implementation of the Plan, shall apply to this Amendment.

6. Interpretation

The provisions set forth in the Ajax Official Plan that are not otherwise in conflict with this Amendment shall continue to apply.
Schedule ‘A’
Lands Affected by Amendment No. 63
To The Town of Ajax Official Plan
Schedule ‘B’
Proposed Amendment No. 63
To The Town of Ajax Official Plan

EXEMPLARY FROM SCHEDULE ‘A-1’
Land Use


Date of Consolidation: March 29, 2016
Schedule ‘C’
Proposed Amendment No. 63
To The Town of Ajax Official Plan

EXEMPLARY FROM SCHEDULE ‘G’
Lands Subject to Area Specific Policies
THE CORPORATION OF THE TOWN OF AJAX

BY-LAW NUMBER XX-2019

Being a By-law passed pursuant to the provisions of Section 34 of the Planning Act, R.S.O 1990, c.P.13, as amended, to amend Zoning By-law No. 95-2003, as amended, of the Corporation of the Town of Ajax.

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, a Public Open House was held on February 20, 2019 to amend By-law Number 95-2003, as amended.

AND WHEREAS, a Statutory Public Meeting was held in accordance with Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, on June 3, 2019 for the purposes of presenting the Draft Zoning By-law Amendment (Z7/17).

AND WHEREAS, the Council of the Town of Ajax deems it appropriate to pass an implementing Zoning By-law pursuant to application Z7/17 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 Map 55, attached to and forming part of By-law No. 95-2003, as amended, is hereby amended by rezoning the lands located at the southeast corner of Finley Avenue and Burden Crescent, municipally known as 925-937 Finley Avenue, from Neighbourhood Commercial (NC) Zone to Residential Multiple Six (RM6)(H) Zone, as outlined on Schedule “B” attached hereto.

2. THAT the Exception Schedule, specifically Map 55, attached to and forming part of By-law No. 95-2003, as amended, is hereby amended to delineate the boundaries of Exception 198, for the lands shown outlined on Schedule “C” attached hereto.

3. 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

<table>
<thead>
<tr>
<th>198</th>
<th>Zoning</th>
<th>Map</th>
<th>By-law</th>
<th>File Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RM6(H)</td>
<td>55</td>
<td>XX-2019</td>
<td>OPA17-A3 Z7/17</td>
</tr>
</tbody>
</table>

#### i) Location:
- 925-937 Finley Avenue

#### ii) Legal Description:
- Block E, Plan M-1137

#### iii) Permitted Uses:
- Multiple attached (back-to-back townhouses) are permitted within the RM6 Zone

#### iv) Interpretation:

   a) For the purposes of determining setbacks, Finley Avenue shall be deemed the front lot line.

   b) Notwithstanding the registration of a condominium plan and creation of POTLs (Parcels of Tied Land), the zone provisions will apply to the block as a whole.

   c) Section 4.9 – Frontage on a Public Road, of Zoning By-law 95-2003, as amended, shall not apply if the lands are developed as multiple-attached (back-to-back) townhouses accessed by a common private roadway.

#### v) Development Standards within the RM6 Zone:

   a) i) Lot Frontage (Minimum) for each townhouse unit: 7.1m

   ii) Front Yard (Minimum): 5.0m

   iii) Exterior Side Yard (Minimum): 4.5m to building

   iv) Interior Side Yard (Minimum): 2.5m to porch

   v) Lot Coverage (Maximum): 38%

   vi) Height (Maximum): 3 storeys or 12.5m, whichever is less

#### vi) Other Development Standards Within the RM6 Zone:

   a) A minimum separation of 5.75m is required between Blocks 1 and 2 within the RM6 Zone.

   b) A water meter/amenity *building*, shall be permitted with a minimum setback of 2.4 metres from the east property line and a minimum setback of 6.2 metres from north property line (Burden Crescent).
4. By-law No. 95-2003, as amended, is hereby further amended by adding the following provisions to Section 8.1.1 – List of Holding Provisions:

<table>
<thead>
<tr>
<th>By-law No.</th>
<th>Property Description</th>
<th>Permitted Uses Until Holding Provision Removed</th>
<th>Conditions for Removal</th>
<th>Date Enacted</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX-2019</td>
<td>Block E, Plan M-1137</td>
<td>Prior to removing the holding provision, the subject lands may be used in accordance with the provisions of the ‘NC’ – Neighbourhood Commercial as outlined in Section 6.3.</td>
<td>• That the applicant enter into a development agreement that includes requirements to: ○ Address potential environmental site assessment and site contamination matters to the satisfaction of the Region of Durham</td>
<td></td>
</tr>
</tbody>
</table>

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.

6. That this Zoning By-law not come into full force and effect until Official Plan Amendment No. 63 is in full force and effect.

READ a first and second time this XX day of XX, 2019

READ a third time and passed this XX day of XX, 2019

_________________________________________  _____________________________________________
Mayor                                                                                     D-Clerk
Schedule “B” to By-Law Number XX-2019

To rezone the subject lands from ‘Neighbourhood Commercial (NC) Zone’ to ‘Residential Multiple Unit (RMS)(H) Zone’
Explanatory Note to By-Law Number XX-2019

The purpose of this by-law is to regulate the development of 16, 3-storey, back-to-back townhouse dwelling units, in accordance with Official Plan Amendment Application OPA17-A3 and Zoning By-law Amendment Application Z7/17 located at 925-937 Finley Avenue.
CONDITIONS OF DRAFT APPROVAL

Region of Durham

1. The Owner shall prepare the final plan on the basis of the approved draft plan of condominium, prepared by Rady-Pentek and Edward Surveying Ltd., identified as job/project/reference number 15-187-DR PLAN, dated February 9, 2018, which illustrates 17 parts for 16 townhouse units, as well as common element roads, visitor’s parking, facilities and services.

2. Should the common element roadway be named, the Owner shall name the roadway included in this draft plan to the satisfaction of the Region Municipality of Durham and the Town of Ajax.

3. Prior to the finalization of this plan of Condo, the Owner must provide satisfactory evidence to the Regional Municipality of Durham in accordance with the Region’s Site Contamination Protocol to address site contamination matters. Such evidence may include the completion of a Regional Reliance Letter and Certificate of Insurance. Depending on the nature of the proposal or the findings of any Record of Site Condition (RSC) Compliant Phase One Environmental Site Assessment (ESA), an RSC Compliant Phase Two ESA may also be required. The findings of the Phase Two ESA could also necessitate the requirement for an RSC through the Ministry of Environment and Climate Change, accompanied by any additional supporting information.

Town of Ajax

4. The Owner shall satisfy all requirements, financial or otherwise, of the Town of Ajax. This shall include, among other matters, the execution of a condominium agreement and site plan agreement between the Owner and the Town of Ajax concerning the provisions and installations of roads, services, drainage, other local services and other matters relating to the development of the site outlined within the approved site plan drawings.

5. 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;

NOTES TO DRAFT APPROVAL

1. As the Owner of the proposed condominium, 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 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 3 (inclusive) have been satisfied; and
   - The Town of Ajax, how Conditions 4 to 5 have been satisfied.
3. All plans of condominium must be registered in the Land Titles System within the Regional Municipality of Durham.

4. This Draft Approval shall lapse three (3) years from the date the Draft Approval has been granted if the above-noted conditions have not been fulfilled, or if it has not been extended by the Town.
From: YOG SARAN
Sent: Wednesday, February 20, 2019 9:11 AM
To: Caitlin Graup
Subject: Condo Development at Finley Ave

Hi,
We understand that there is a public meeting to discuss the development on above property. We have a great concern about this, but unfortunately we will not be able to attend the meeting. We have been a resident on Finley Ave since 1980 when the population of Ajax was 10,000. Since then the traffic on Finley has increased to the point that the road is not wide enough to handle it. We have town bus coming on Finley every five minutes. Finley Ave south end has never been repaved. Town has repaved north end of Finley, also with new side walk. We are totally against the development of Condo Buildings with 16 units. Too many units for such a small place. We wish Town of Ajax should reconsider to a feasible solution.

Thank you
Sarans

Sent from myMail for iOS
Thank you for the opportunity to hear about the proposed development on Finley. I’m sorry that you were interrupted so often and had to deal with the rudeness. You tried to educate them about your position and the proposal and hopefully, that will have enlightened them for the next time.

I did not fill out a Comment Paper but would like to make my thoughts known:

1) this is far too many homes on this small piece of property. No yards? That’s too sad. We need housing, but we also need green space.

2) Three (actually 4) storey homes do not fit in this neighbourhood. It’s OK up at Hwy 2 and Harwood but this location is not suitable. You mentioned Ontario is pushing intensification of neighbourhoods and higher buildings, but developers need to find the proper location.

3) There would be problems with parking. If you have driven by Burcher Road in the vicinity of the Lord Durham school location, you would see, that it does not work. One car is parked in the drive, another obstructs the sidewalk – which is also heavily used by students/pedestrians – as well as the vehicles parked on the road. Particularly, when we have a winter like the current one, it makes driving/walking difficult.

4) Rumours suggest prices for the townhouses in the vicinity of $800,000 which is on the very high end. Even the condos at the foot of Harwood are not that much money. Perhaps they think “luxury” finishes will appeal to the masses, but these too are out of place. Even our house – on a proper lot and detached -in the area would not sell for that kind of money. The News Advertiser published average home prices for January in Ajax as being $653,000.

Back to Harwood and Hwy 2, after those houses were first advertised on the billboard, the prices shot up by $100,000?

5) Lastly, I am concerned about the safety issue – emergency vehicle access and snowplows.

Thank you for your time and attention.

Yours truly,

Ann Hooper
Hello,

I am writing to express my concern regarding the 16 Unit Townhouse Condo proposed for the corner of Finley Avenue and Burden Crescent.

I moved to Burden Cres in October of 2017.

I viewed many homes in both north and south Ajax prior to purchasing this one.

One of the reasons I chose this street and area was the more open/spacious feeling and the amount of green space/larger lots.

Driving through north Ajax, and other parts of south Ajax, one of the most off putting things was the amount of cars parked on the streets clogging up the roadways.

The proposed 16 unit 3 story building is simply too big for the site.

Only 4 visitor parking spaces are defined.

There is no green space.

Most units will have 2 - 4 occupants.

Most families have 2+ vehicles.

This guarantees multiple vehicles parking on the street around the development.

This hinders access for emergency vehicles (I'm a Paramedic - we have great difficulty accessing areas where there is crowded parking), snow plows, waste removal trucks etc.

Finley is a busy street - with a bus route and multiple schools in the area - it is already crowded during rush hours - more street parking will cause bottle necks and slow traffic.

There is only a sidewalk on one side of Finley - the side this development is on - increasing hazards for pedestrians.

I have no issue with this site being developed - that is definitely a good thing.

However please consider reducing the number of units being built - 16 is too many - even 8 would still crowded and not in keeping with the area, but at least they they would have room for their own gardens/green space, increased parking etc.
Also, please considering lowering the height of the buildings - there are no other 3 storey homes in this area - it will over shadow everything around it - there are many bungalows surrounding this area.

Progress is a good thing - but not at the detriment of the surrounding area and neighbourhood - please don't make me regret moving here.

Please don't ruin Ajax - let's keep it a healthy, green place for families to grow and enjoy.

Thank you.

Carolyn J. Crofts
BScN RN AEMCA
Hello,

We live on Anstead Crescent and do not support the above proposal, due to traffic, parking, lack of green spaces and the fact that it does not fit in with the rest of the neighbourhood. The neighbourhood has bungalows, small two stories and a park to the side of the property. In our opinion something should built that is in keeping with the existing neighbourhood and something that would not generate a lot more cars and traffic.

We would like to attend the meeting but will be away.

Tom and Kathy Harris

Sent from my iPad
Dear Ms. Graup,

It is impossible for me to attend the public open house on Wednesday, February 20, 2019 regarding the Proposed Residential Development 925-937 Finley Avenue, Ward 3.

I STRONGLY OPPOSE the 16 back-to-back-3-storey town house units planned at the east side of Finley Avenue, South of Burden Crescent. The style of the complex does NOT suit the area, the aesthetics do not add anything to this corner and the neighbourhood will become depraved of its nice character. People adjacent loose their privacy. The narrow lane way can't suffice in the Winter with more and more snow expected. The proposed area for snow collection will not be large enough and the residents who live there need to park on the road which is not permitted under the new bylaw unless by short term permit. Emergency vehicles will occur problems as well. We already have busy traffic during Summer activities at the lake, we don't need more.

My suggestion is to build townhouses similar to the existing homes next to and opposite the proposed site.

Your Home Developments (Finley) Inc. plans to build 3-storey townhouses, collect the money and leave while we are stuck with an eye sore for years to come.

I expect more from the Town of Ajax than giving permission for this proposal.

Sincerely,
Nely Tomasoa
31 Burden Crescent
Ajax
Hi,
I am writing to express my concern regarding building a 16 unit condo unit at Finley ave and Burden crescent. I reside at 969 Finley Ave and I am concerned about the traffic it will create on such a quiet and peaceful street. I think a condo unit will not be the right fit for that space and our neighborhood. I am against the construction of the building.

Ranodya Tyrer
969 Finley ave
To: Lisa Bower Councillor Ward 3: Joanne Dies Regional Councillor Ward 3: Shaun Collier Mayor of Ajax

RE: Proposed Residential Development – 925-937 Finley Avenue, Ajax; Application submitted by Your Home Developments Inc including Zoning By-Law Amendment Application 27/17

I have been a resident of south Ajax, residing on Finley Avenue, for nearly 24 years and I love residing in this community. It is a community with a mix of seniors, busy professionals, families and young children, residents with varied cultural backgrounds and I have felt safe and lucky living here. The location close to the lake with multiple green space and pathways is not something I take for granted. I find the community an ideal blend of being welcoming but also respectful of each others privacy and boundaries. I think we are all aware that changes will happen that we may not always be able to control or that changes can happen over time that we can all better accept and enjoy. However, the proposed residential development as noted above has raised serious concerns in this south Ajax area, especially for those on Finley and Burden Avenue who will be most impacted by this proposed development if it is approved. As I am sure you are aware by now that this current development proposal is not supported by neighboring residents.

I certainly understand and accept that this space can not be left unoccupied/undeveloped. It is currently an eyesore and not well maintained. There are security issues re space being used by younger people/teens hanging out there, using substances and leaving messes behind, with police presence at times. I think that most of us would welcome a residential development in this location within the current zoning of low density, allowing for adequate parking and backyard/green space, that would allow for mixing/integration with current neighborhood.

I attended a Public Open to discuss the proposed residential development on February 20th and was able to give some comments/feedback. I am not sure that the resident concerns raised in this meeting were really heard or understood or whether residents were just seen as being difficult or resistant to change. Time will tell. I will be an optimist and hope that our voices will be taken into account, especially as we are the ones who will be dealing with the reality of any development.

The proposed development may be ideal and needed in another setting but a 3 storey 16 unit back to back townhouse/condominium development, with a 6 foot fence at the top for barbecue/outdoor space is completely at odds with the rest of the neighborhood and raises questions re privacy and shadowing in nearby homes. While there were assurances re parking, snow/garbage removal, traffic flow the reality is usually very different and there will likely be many problems with adequate parking, additional parking on Finley and other streets, traffic ties ups as Finley is a busy avenue with a bus and a direct route to other streets, school nearby, etc.

I am hoping that the concerns of community residents will outweigh any financial issues/profits re Your Home Development Property owners or increased property tax considerations. Please consider my and others concerns and consider another residential development within current low-density zoning. There are plenty of medium/high density housing developments that have been/continue to be built in Ajax. I would certainly welcome a housing development that gels with current low density zoning.

Thanks you for your consideration. I will continue to be interested in and attend meetings/communication related to this proposal noted above.

Mary Brennan – 961 Finley Ave. Ajax, L1S 3V5.
To: Caitlin Graup, Senior Development Planner, Town of Ajax

Email: Caitlin.graup@ajax.ca

Subject: Resident concerned with Your Home Developments (Finley) Inc. proposed Development at 925-937 Finely Ave.

From: Samantha Di Mambro - Current Resident in the proposed development area.

I am writing this letter to express my concerns with the proposed development by Your Home Developments (Finley) at 925-937 Finley Ave. This development application proposes to build 16 back-to-back 3-Storey Townhouse contained within a 2 block property. This application as proposed is very troubling to this community for the following reasons.

1. **SAFETY OF NEIGHBOURHOOD RESIDENTS**
   The development as proposed with 16 townhouses will introduce hazardous conditions into the existing community for both the current & future residents of both Finley Ave and Burden Cres. Finely Ave. is already a very busy street as it is one of the few streets used to gain access into the lakeside community. Finley Ave. is a current bus route for Durham Transit. Finley Ave. is also a bus route for school buses feeding the public schools located within 5mins walking distance of the proposed site. Finley Ave. is also a main walking path for children attending both Lakeside Public School and Duffins Bay Public school. In addition to this, Burden Cres. was developed with only a single access/egress point which is the intersection of the proposed development.
I believe it is undisputable that the proposed development contains nowhere near the realistic required parking spaces for 16 townhouses. There are only 4 visitor parking spaces for the whole development. The plan will state that each unit will have two parking spaces, one of those being the attached garage. It is common knowledge that the garage in these types of dwellings will not be used to store an automobile due to the fact the single parking spot will cause vehicles to be constantly shuffled by the owners and also it is common knowledge that these garages are utilized as storage spaces for these types of dwellings.

It can be easily predicted that due to the limited parking spaces on the proposed development, potential owners will start to park their vehicles and those of their guests, against current parking bylaws, on the surrounding streets of Finley Ave. and Burden cres., potentially blocking bus stop routes. This will force the aforementioned Durham Transit buses as well as the school buses to travel around the parked cars, right before the constrained intersection. It will also create dangerous congestion for cars looking to exit Burden Cres. Most troubling is that the children walking to both public schools will have travel through this area of congestion hazard that does not currently exist.

It is unclear where snow removal can take place on this proposed site as it is so tightly planned, leading to more the fears that it will be pushed onto the current greenspace behind the development and/or block sidewalks/roads on Finley ave. which has only one sidewalk on the east side of the street.

The construction phase of any development on this site will also be concerning if the developer is allowed to block off either Finley Ave. or Burden Cres. as it will magnify some of the issues discussed above, especially for the school children. During the construction phase and if this planned development is accepted, going forward permanently, it will create a bottleneck for residents on the following roads - Love, Anstead, Cadby, Varley, etc. attempting to travelling on Finley to exit & enter their streets.

2. **FIT WITHIN EXISTING COMMUNITY**

The proposed development of 16 back to back 3-story Townhomes as submitted will not harmonize with the existing neighborhood. It is clear from the proposal that the goal of the developer is maximum profit with little care for the community once their done. The existing Lakeside community is a vibrant one with lots of greenspace with trails for walking, bike riding, direct access to the lakefront and every home in the community has some amount of greenspace in both the front and rear of their homes. This development has 0 greenspace engineered into its planning. It proposes to put a 4th storey on each townhome to create an outdoor space. The proposed development will drop a monolithic structure smack dab on a 2 block area that will stick out like a life-long eyesore for anyone travelling past this site.

The proposed development is suited for a brand new community where no exiting homes/neighborhood exist. Where you can create a new community. It would appear to me that the builders are recycling this “new community” design and are attempting to use it on a site that is not conducive to their plan.
The “4th Storey” plan for this site may create privacy issues for the residents in the immediate vicinity of the development as it will make the townhomes taller than the existing community and have the new owners facing straight down into the properties of the current resident in the area. Something that would rarely if ever occur in the neighborhood.

I highly suggest that you visit and stand on the corner of Burden Cres. & Finley ave. with the proposed development and artist rendering of the site that was made available and it will become blatantly obvious to anyone that this current proposed development is very bad idea we should not allow our town to changes bylaws, except applications as presented, and permanently harm a neighborhood which is one of the jewels of Ajax and a gateway street to our waterfront. We should be looking for developments that enhance our communities, beautify of town and make living welcoming to new and existing residents.

I believe that this current site needs to be re-developed and can enhance the current community but the proposed absolute maximum density, bylaw challenging “4th storey”, 0 greenspace, back to back block of homes does not fit into the existing neighborhood for reasons detailed above. A development with fewer homes, larger parking spaces for the home, reasonable parking spaces for visitors and greenspace for the homeowners would be expected.

Looking forward, with a concern to the future homeowners on this site, I believe the current proposed development would create an untenable situation for them. The current community is a vibrant and active community who believe in following bylaws enacted that keep the neighborhoods safe and functional. I fear the residents would have non-stop visits by Ajax bylaw as the proposed site will most likely lead to cars overhanging the sidewalks, cars parked on both Finley Ave. and Burden Cres. on a daily basis and overnight. Why design a condition that we can foresee will only case problems for the residents, both existing and new, of Ajax.

I implore you to reject the current application and request that a new application be submitted to the town that removes the safety risks engineered into the current proposal and also allows the new homes to integrate with the existing community. I would request a meeting or response to this letter to advise how the town will proceed on this matter.

Thank you.

Samantha Di Mambro
To: Caitlin Graup, Senior Development Planner, Town of Ajax
Email: Caitlin.graup@ajax.ca

Subject: Resident concerned with Your Home Developments (Finley) Inc. proposed Development at 925-937 Finely Ave.

From: Ryan O'Shea - Current Resident in the proposed development area.

I am writing this letter to express my concerns with the proposed development by Your Home Developments (Finley) at 925-937 Finley Ave. This development application proposes to build 16 back-to-back 3-Storey Townhouse contained within a 2 block property. This application as proposed is very troubling to this community for the following reasons.

1. **SAFETY OF NEIGHBOURHOOD RESIDENTS**

   The development as proposed with 16 townhouses will introduce **hazardous conditions** into the existing community for both the current & future residents of both Finley Ave and Burden Cres. Finley Ave. is already a very busy street as it is one of the few streets used to gain access into the lakeside community. Finley Ave. is a current bus route for Durham Transit. Finley Ave. is also a bus route for school buses feeding the public schools located within 5mins walking distance of the proposed site. Finley Ave. is also a main walking path for children attending both Lakeside Public School and Duffins Bay Public school. In addition to this, Burden Cres. was developed with only a single access/egress point which is the intersection of the proposed development.
I believe it is undisputable that the proposed development contains nowhere near the realistic required parking spaces for 16 townhouses. There are only 4 visitor parking spaces for the whole development. The plan will state that each unit will have two parking spaces, one of those being the attached garage. It is common knowledge that the garage in these types of dwellings will not be used to store an automobile due to the fact the single parking spot will cause vehicles to be constantly shuffled by the owners and also it is common knowledge that these garages are utilized as storage spaces for these types of dwellings.

It can be easily predicted that due to the limited parking spaces on the proposed development, potential owners will start to park their vehicles and those of their guests, against current parking bylaws, on the surrounding streets of Finley Ave. and Burden cres., potentially blocking bus stop routes. This will force the aforementioned Durham Transit buses as well as the school buses to travel around the parked cars, right before the constrained intersection. It will also create dangerous congestion for cars looking to exit Burden Cres. Most troubling is that the children walking to both public schools will have travel through this area of congestion hazard that does not currently exist.

It is unclear where snow removal can take place on this proposed site as it is so tightly planned, leading to more the fears that it will be pushed onto the current greenspace behind the development and/or block sidewalks/roads on Finley ave. which has only one sidewalk on the east side of the street.

The construction phase of any development on this site will also be concerning if the developer is allowed to block off either Finley Ave. or Burden Cres. as it will magnify some of the issues discussed above, especially for the school children. During the construction phase and if this planned development is accepted, going forward permanently, it will create a bottleneck for residents on the following roads - Love, Anstead, Cadby, Varley, etc. attempting to travelling on Finley to exit & enter their streets.

2. **FIT WITHIN EXISTING COMMUNITY**

The proposed development of 16 back to back 3-Story Townhomes as submitted will not harmonize with the existing neighborhood. It is clear from the proposal that the goal of the developer is maximum profit with little care for the community once their done. The existing Lakeside community is a vibrant one with lots of greenspace with trails for walking, bike riding, direct access to the lakefront and every home in the community has some amount of greenspace in both the front and rear of their homes. This development has 0 greenspace engineered into its planning. It proposes to put a 4th storey on each townhome to create an outdoor space. The proposed development will drop a monolithic structure smack dab on a 2 block area that will stick out like a life-long eyesore for anyone travelling past this site.

The proposed development is suited for a brand new community where no exiting homes/neighborhood exist. Where you can create a new community. It would appear to me that the builders are recycling this “new community” design and are attempting to use it on a site that is not conducive to their plan.
The “4th Storey” plan for this site may create privacy issues for the residents in the immediate vicinity of the development as it will make the townhomes taller than the existing community and have the new owners facing straight down into the properties of the current resident in the area. Something that would rarely if ever occur in the neighborhood.

I highly suggest that you visit and stand on the corner of Burden Cres. & Finley ave. with the proposed development and artist rendering of the site that was made available and it will become blatantly obvious to anyone that this current proposed development is very bad idea we should not allow our town to changes bylaws, except applications as presented, and permanently harm a neighborhood which is one of the jewels of Ajax and a gateway street to our waterfront. We should be looking for developments that enhance our communities, beautify of town and make living welcoming to new and existing residents.

I believe that this current site needs to be re-developed and can enhance the current community but the proposed absolute maximum density, bylaw challenging “4th storey”, 0 greenspace, back to back block of homes does not fit into the existing neighborhood for reasons detailed above. A development with fewer homes, larger parking spaces for the home, reasonable parking spaces for visitors and greenspace for the homeowners would be expected.

Looking forward, with a concern to the future homeowners on this site, I believe the current proposed development would create an untenable situation for them. The current community is a vibrant and active community who believe in following bylaws enacted that keep the neighborhoods safe and functional. I fear the residents would have non-stop visits by Ajax bylaw as the proposed site will most likely lead to cars overhanging the sidewalks, cars parked on both Finley Ave. and Burden Cres. on a daily basis and overnight. Why design a condition that we can foresee will only cause problems for the residents, both existing and new, of Ajax.

I implore you to reject the current application and request that a new application be submitted to the town that removes the safety risks engineered into the current proposal and also allows the new homes to integrate with the existing community. I would request a meeting or response to this letter to advise how the town will proceed on this matter.

Thank you.
To: Senior Development Planner,

I am writing this letter to express my concerns with the proposed development by Your Home Developments (Finley) at 925-937 Finley Ave. This development application proposes to build 16 back-to-back 3-Storey Townhouse contained within a 2 block property. This application as proposed is very troubling to this community for the following reasons.

1. **SAFETY OF NEIGHBOURHOOD RESIDENTS**

The development as proposed with 16 townhouses will introduce **hazardous conditions** into the existing community for both the current & future residents of both Finley Ave and Burden Cres. Finely Ave. is already a very busy street as it is one of the few streets used to gain access into the lakeside community. Finley Ave. is a current bus route for Durham Transit. Finley Ave. is also a bus route for school buses feeding the public schools located within 5mins walking distance of the proposed site. Finley Ave. is also a main walking path for children attending both Lakeside Public School and Duffins Bay Public school. In addition to this, Burden Cres. was developed with only a single access/egress point which is the intersection of the proposed development.

I believe it is undisputable that the proposed development contains nowhere near the realistic required parking spaces for 16 townhouses. There are only 4 visitor parking spaces for the whole development. The plan will state that each unit will have two parking spaces, one of those being the attached garage. It is common knowledge that the garage in these types of dwellings will not be used to store an automobile due to the fact the single parking spot will cause vehicles to be constantly shuffled by the owners and also it is common knowledge that these garages are utilized as storage spaces for these types of dwellings.

It can be easily predicted that due to the limited parking spaces on the proposed development, potential owners will start to park their vehicles and those of their guests, against current parking bylaws, on the surrounding streets of Finley Ave. and Burden cres., potentially blocking bus stop routes. This will force the aforementioned Durham Transit buses as well as the school buses to travel around the parked cars, right before the
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It is unclear where snow removal can take place on this proposed site as it is so tightly planned, leading to more the fears that it will be pushed onto the current greenspace behind the development and/or block sidewalks/roads on Finley ave. which has only one sidewalk on the east side of the street.

The construction phase of any development on this site will also be concerning if the developer is allowed to block off either Finley Ave. or Burden Cres. as it will magnify some of the issues discussed above, especially for the school children. During the construction phase and if this planned development is accepted, going forward permanently, it will create a bottleneck for residents on the following roads - Love, Anstead, Cadby, Varley, etc. attempting to travelling on Finley to exit & enter their streets.

2. FIT WITHIN EXISITING COMMUNITY
The proposed development of 16 back to back 3- Story Townhomes as submitted will not harmonize with the existing neighborhood. It is clear from the proposal that the goal of the developer is maximum profit with little care for the community once their done. The existing Lakeside community is a vibrant one with lots of greenspace with trails for walking, bike riding, direct access to the lakefront and every home in the community has some amount of greenspace in both the front and rear of their homes. This development has 0 greenspace engineered into its planning. It proposes to put a 4th storey on each townhome to create an outdoor space. The proposed development will drop a monolithic structure smack dab on a 2 block area that will stick out like a life-long eyesore for anyone travelling past this site.

The proposed development is suited for a brand new community where no exiting homes/neighborhood exist. Where you can create a new community. It would appear to me that the builders are recycling this “new community” design and are attempting to use it on a site that is not conducive to their plan. The “4th Storey” plan for this site may create privacy issues for the residents in the immediate vicinity of the development as it will make the townhomes taller than the existing community and have the new owners facing straight down into the properties of the current resident in the area. Something that would rarely if ever occur in the neighborhood.

I highly suggest that you visit and stand on the corner of Burden Cres. & Finley ave. with the proposed development and artist rendering of the site that was made available and it will become blatantly obvious to anyone that this current proposed development is very bad idea we should not allow our town to changes bylaws, except applications as presented, and permanently harm a neighborhood which is one of the jewels of Ajax and a gateway street to our waterfront. We should be looking for developments that enhance our communities, beautify of town and make living welcoming to new and existing residents.
I believe that this current site needs to be re-developed and can enhance the current community but the proposed absolute maximum density, bylaw challenging “4th storey”, 0 greenspace, back to back block of homes does not fit into the existing neighborhood for reasons detailed above. A development with fewer homes, larger parking spaces for the home, reasonable parking spaces for visitors and greenspace for the homeowners would be expected.

Looking forward, with a concern to the future homeowners on this site, I believe the current proposed development would create an untenable situation for them. The current community is a vibrant and active community who believe in following bylaws enacted that keep the neighborhoods safe and functional. I fear the residents would have non-stop visits by Ajax bylaw as the proposed site will most likely lead to cars overhanging the sidewalks, cars parked on both Finley Ave. and Burden Cres. on a daily basis and overnight. Why design a condition that we can foresee will only case problems for the residents, both existing and new, of Ajax.

I implore you to reject the current application and request that a new application be submitted to the town that removes the safety risks engineered into the current proposal and also allows the new homes to integrate with the existing community. I would request a response to this letter to advise how the town will proceed on this matter.

Thank you,

Laurie Gray
Caitlin Graup
Senior Development Planner
Town of Ajax

Dear Caitlin Graup

In the February 6 News Advertiser, there is a Notice of Public Open House scheduled for February 20, re a Proposed Residential Development 925-937 Finley Ave - Ward 3. A developer is proposing 16 back to back three storey townhouse units on the property on Finley south of Burden in South Ajax.

We will not be able to attend the Open House, but, as residents of the neighbourhood, we would like to share with you our concerns re the proposal.

The proposal is not suited to the location. The area where the development is proposed consists of single and two storey separate homes and a number of two storey townhomes connected to the adjacent homes at their garages. The proposal from the developer should be altered to reduce the height of the townhouses to two storeys to be in keeping with the rest of the neighbourhood and the number of proposed units should be reduced by at least half to match the existing density of homes in the neighbourhood. To add the extra height and density in this one block area would negatively impact the community atmosphere and feeling of well-being in the area and would negatively impact the overall value of other homes in the neighbourhood. It would be very much out of place.

We would strongly recommend that the developer revise the proposal as outlined above, and that the Town of Ajax not revise the Official Plan nor Amend the Zoning By-Law to allow the current proposal from the developer to proceed.

Thank you,

John & Eva Marczak
104 Lake Driveway W.
Ajax, ON
L1S 4T5
Thank you Lisa for acknowledging receipt and sharing.

Regards,
Sheila Munro

-------- Original message --------
From: Lisa Bower <Lisa.Bower@ajax.ca>
Date: 2019-03-05 10:47 PM (GMT-05:00)
To: Sheila
Cc: Joanne Dies <Joanne.Dies@ajax.ca>, Devon Jarvis <Devon.Jarvis@ajax.ca>, Caitlin Graup <Caitlin.Graup@ajax.ca>
Subject: RE: Petition ‐ Finley Ave Development

Hi Sheila,

Hope you are well! Thank you for your email outlining your concerns with the proposed development at Finley and Burden. There have been many residents who’ve emailed similar concerns to me since the open house a couple of weeks ago. I will forward your letter to the planners who are handling this project. It is early in the process and there will be more public consultations on the proposed development. Notice will be sent out as the meeting details are arranged.

Kind regards,

Lisa

Lisa Bower
Councillor, Ward 3
Office of the Mayor
Town of Ajax
65 Harwood Ave. S., Ajax ON, L1S 2H9
E: lisa.bower@ajax.ca
C: 905-409-0464

From: Sheila Munro
Sent: March 5, 2019 11:07 AM
To: Lisa Bower
Subject: Fw: Petition - Finley Ave Development
To: Lisa Bower, Councillor, Ward 3, Town of Ajax

Email: lisa.bower@ajax.ca

Subject: Resident concerned with Your Home Developments (Finley) Inc. proposed Development at 925-937 Finley Ave.

From: Sheila Munro - Current Resident in the proposed development area.

I am writing this letter to express my concerns with the proposed development by Your Home Developments (Finley) at 925-937 Finley Ave. This development application proposes to build 16 back-to-back 3-Storey Townhouse contained within a 2 block property. This application as proposed is very troubling to this community for the following reasons.

1. SAFETY OF NEIGHBOURHOOD RESIDENTS

The development as proposed with 16 townhouses will introduce hazardous conditions into the existing community for both the current & future residents of both Finley Ave and Burden Cres. Finely Ave. is already a very busy street as it is one of the few streets used to gain access into the lakeside community. Finley Ave. is a current bus route for Durham Transit. Finley Ave. is also a bus route for school buses feeding the public schools located within 5mins walking distance of the proposed site. Finley Ave. is also a main walking path for children attending both Lakeside Public School and Duffins Bay Public school. In addition to this, Burden Cres. was developed with only a single access/egress point which is the intersection of the proposed development.

I believe it is indisputable that the proposed development contains nowhere near the realistic required parking spaces for 16 townhouses. There are only 4 visitor parking spaces for the whole development. The plan will state that each unit will have two parking spaces, one of those being the attached garage. It is common knowledge that the garage in these types of dwellings will not be used to store an automobile due to the fact the single parking spot will cause vehicles to be constantly shuffled by the owners and also it is common knowledge that these garages are utilized as storage spaces for these types of dwellings.

It can be easily predicted that due to the limited parking spaces on the proposed development, potential owners will start to park their vehicles and those of their guests, against current parking bylaws, on the surrounding streets of Finley Ave. and Burden cres., potentially blocking bus stop routes. This will force the aforementioned Durham Transit buses as well as the school buses to travel around the parked cars, right before the constrained intersection. It will also create dangerous congestion for cars looking to exit Burden Cres. Most troubling is that the children walking to both public schools will have travel through this area of congestion hazard that does not currently exist.

This will also impact the newly created Bike lanes on Finley Ave.

It is unclear where snow removal can take place on this proposed site as it is so tightly planned, leading to more the fears that it will be pushed onto the current green space behind the development and/or block sidewalks/roads on Finley ave. which has only one sidewalk on the east side of the street.
The construction phase of any development on this site will also be concerning if the developer is allowed to block off either Finley Ave. or Burden Cres. as it will magnify some of the issues discussed above, especially for the school children. During the construction phase and if this planned development is accepted, going forward permanently, it will create a bottleneck for residents on the following roads - Love, Anstead, Cadby, Varley, etc. attempting to travelling on Finley to exit & enter their streets.

2. **FIT WITHIN EXISTING COMMUNITY**

The proposed development of 16 back to back 3-Story Townhomes as submitted will not harmonize with the existing neighborhood. It is clear from the proposal that the goal of the developer is maximum profit with little care for the community once their done. The existing Lakeside community is a vibrant one with lots of green space with trails for walking, bike riding, direct access to the lakefront and every home in the community has some amount of green space in both the front and rear of their homes. This development has 0 greenspace engineered into its planning. It proposes to put a 4th storey on each townhome to create an outdoor space. The proposed development will drop a monolithic structure smack dab on a 2 block area that will stick out like a life-long eyesore for anyone travelling past this site.

The proposed development is suited for a brand new community where no exiting homes/neighborhood exist. Where you can create a new community. It would appear to me that the builders are recycling this “new community” design and are attempting to use it on a site that is not conducive to their plan.

The “4th Storey” plan for this site may create privacy issues for the residents in the immediate vicinity of the development as it will make the townhomes taller than the existing community and have the new owners facing straight down into the properties of the current resident in the area. Something that would rarely if ever occur in the neighborhood.

I am also concerned about the current sewage, waste, water and hydro infrastructure in the area as that site and the lines that feed the area, was not created to be high density for that many occupants.

I highly suggest that you visit and stand on the corner of Burden Cres.& Finley ave. with the proposed development and artist rendering of the site that was made available and it will become blatantly obvious to anyone that this current proposed development is very bad idea we should not allow our town to changes bylaws, except applications as presented, and permanently harm a neighborhood which is one of the jewels of Ajax and a gateway street to our waterfront. We should be looking for developments that enhance our communities, beautify of town and make living welcoming to new and existing residents.

I believe that this current site needs to be re-developed and can enhance the current community but the proposed absolute maximum density, bylaw challenging “4th storey”, 0 green space, back to back block of homes does not fit into the existing neighborhood for reasons detailed above. A development with fewer homes, larger parking spaces for the home, reasonable parking spaces for visitors and greenspace for the homeowners would be expected.

Looking forward, with a concern to the future homeowners on this site, I believe the current proposed development would create an untenable situation for them. The current community is a vibrant and active community who believe in following bylaws enacted that keep the neighborhoods safe and functional. I fear the residents would have non-stop visits by Ajax bylaw as the proposed site will most likely lead to cars overhanging the sidewalks, cars parked on both Finley Ave. and Burden Cres. on a daily basis and overnight. Why design a condition that we can foresee will only case problems for the residents, both existing and new, of Ajax.
I implore you to reject the current application and request that a new application be submitted to the town that removes the safety risks engineered into the current proposal and also allows the new homes to integrate with the existing community. I would request a meeting or response to this letter to advise how the town will proceed on this matter.

Thank you,
Sheila Munro
Dear Ms. Graup,

The plan to build a sixteen unit townhouse complex at the corner of Finley and Burden is not good urban planning but an exercise in neighbourhood degradation.

The replacement of the plaza with housing is a welcome development and will correct a previous planning mistake.

The site is suitable for link homes similar to existing homes on Finley and Burden, with current height restrictions, that will complete the area as it should have been completed originally.

Is the demolition permit still in effect? The demolition was supposed to start by December 5 and be completed by June 5 2019. We hope that the delay is caused by second thoughts and wiser heads questioning this terrible plan.

Sincerely

Thelma and Kevin Reid
34 Burden Crescent

Sent from my iPad
Caitlin Graup

From: Bruno Scopacasa
Sent: Thursday, March 7, 2019 6:17 PM
To: Caitlin Graup
Subject: FW: Finley & Burden

FYI

-----Original Message-----
From: Joanne Dies
Sent: Thursday, March 7, 2019 6:14 PM
To: Harvey and Kathryn Bunston
Cc: Lisa Bower <Lisa.Bower@ajax.ca>
Subject: Re: Finley & Burden

Hi Kathryn,
Thank you for taking the time to forward your questions and concerns. I have forwarded your email to Ajax planning staff for comment.
It’s early on in the process and I will be reviewing all the concerns raised from residents with Town planners. The Town will notify you of future meetings on this development.
Regards,

Sent from my iPhone

> On Mar 7, 2019, at 5:01 PM, Harvey and Kathryn Bunston wrote:
> Good afternoon
> Thank you for taking the time to read this e-mail. Also thank you for having the meeting in council chambers the other evening with DRPS, it was very informative and interesting. I hope to see more of these gatherings in the future.
> I live on Panter Crescent with my husband and we have been in the same home for 39 plus years. We love the neighbourhood and the surrounding areas.
> We are very much opposed the the NUMBER of units being planned for the above mentioned location. There are a number of concerning factors that have been brought up. safety being on of them.
> Where do children play, apparently in the public green space to the south of the units or on a roof.
> I’m not sure how it meets fire regulations as there is one entrance only into the home unless there is garage access from inside. Also we were told if the fire department had to get to the back south unit it could be accessed from Finley on the south side of the units by foot with hoses as trucks could not go down the laneway. This is what we have been told at the first meeting with the planners and builder. If there is a fire on the second floor, kitchen level and people are trapped on the third floor in the end unit, a ladder truck would have to be able to access the full laneway.
> Also I feel that the snow would not be stored on the property but pulled out to the road for the town snow removal to deal with as we see lots of places that have private plowing. The pickup pulls in with the blade up, drops the blade and drags the snow out and leaves it on the road.
> My husband and I are not opposed to developing that area but are opposed to changing the density.
When I asked the builder if he would want this in his neighbourhood he would not comment, as I recall he said “I’m not going to answer that”.

I realize that by having more units on that space it will generate more taxes for the Town of Ajax.

I am hoping that this will not influence the decision in any way.

Also the traffic on Finley would be very difficult since it is a bus route and a major artery in and out of the sub-division between 7-9 a.m. and 4-6 p.m. Owners would be parking on Burden and Finley regularly as we all know that the majority of homeowners and at least 2 vehicles.

I would like to see a 3 hour limit for parking on Finley, Burden and Panter Crescent if ANYTHING is built on this site that has a single drive for 1 car only and a single garage.

I would also like to know how many units maximum could be built on the site without the zoning being changed. I asked that question at the first meeting and the planner could not answer it. Something about hectares etc…

Looking forward to getting a response from both Lisa and Joanne.

Kathryn Bunston
119 Panter Cres
Ajax, Ontario
L1S 3T7
Hi Caitlin:

Please see email below from the homeowners of 2 Burden Crescent regarding the Your Home Development of 16 back-to-back, 3 storey townhouse units at Burden Crescent and Finley Avenue.

Thanks,

Leslie

---

From: Devon Jarvis
Sent: Thursday, May 02, 2019 8:32 AM
To: Leslie Steane
Subject: FW: New Development - Burden- Finley

FYI

Devon Jarvis
Administrative Assistant - Council | Office of the CAO
Town of Ajax
65 Harwood Ave. S., Ajax, ON L1S 2H9
E: devon.jarvis@ajax.ca
P: 905-619-2529, ext. 3335

---

From: Lisa Bower
Sent: Wednesday, May 01, 2019 11:44 PM
To: Ian Robertson
Subject: RE: New Development - Burden- Finley

Hi Ian & Kathleen,

Thank you for your email and for sharing your concerns about the proposed development at Finley/Burden. I must apologize, there was an issue with my email and I have just recovered your message today. I am so sorry! The problem has been fixed, so it shouldn't happen again. Regardless, I will pass your comments along to the Town Planner in charge of the proposal.

Kind regards,
Hi Lisa,

As per our discussion at the recent community meeting at the ACC, my wife and myself would like to formally indicate our concerns with the new townhouse development purposed at Finley and Burden. We live directly across from this purposed development (2 Burden Crescent), thus it will have a direct impact on us. Our concerns include the number of units in this development are excessive (recommend maximum of 10 units). Each unit lacks sufficient parking, as most home owners do not use their garage for parking, it leaves one parking space per home. Furthermore, there is very limited guest parking for the whole development. This will inevitably cause many people to park directly in front of our property and on the street close to the Burden/Finley intersection causing street congestion, which is a safety issue for primarily children and seniors in the area. As well, we are concerned with the height of the units. These units are purposed to be three stories high, which is already high for the area, so the purposed rooftop patio on each unit with a 6 foot fence is excessively out of character for the neighbourhood. We would like to see less units, with more parking, and three stories high max. without rooftop fences. If the new developer is not amendable to making these changes, we recommend the town does not change the zoning of the property keeping it commercial.

If you could kindly forward my concerns to the Town Planner in charge of this development proposal that would be greatly appreciated.

Thanks,

Ian and Kathleen Robertson

NOTICE: This email message, including any attachments, is confidential, subject to copyright and may be privileged. Any unauthorized use or disclosure is prohibited.

AVIS: Le présent message, incluant toute pièce jointe, est confidentiel, protégé par des droits d'auteur et peut contenir des renseignements privilégiés. L'utilisation ou la communication non autorisée de ces renseignements est interdite.
Hi Jean,

Thank you for taking the time to forward your concerns regarding the proposed development. I have received similar concerns expressed by residents in the community and have forwarded your email to Ajax planning staff for information. The Town will notify you of future public meetings regarding this property.

Regards

Sent from my iPhone

On Mar 7, 2019, at 3:28 PM, george gallus wrote:

Hello Joanne,

This email is to confirm my phone message regarding the Town Houses that are planned to be built on Finley Avenue.

Most of us living on Finley DO NOT AGREE WITH THIS HOUSING PLAN.

The whole idea DOES NOT WORK for our neighborhood at all.
There is NO PARKING SPACE where the Mini Mall USED to be and has never been even when the Kindergarten & the Mini Mall were open years ago. The Property has been shut down has NOT been looked after either.

I along with my neighbors I have had to phone the By Law officers to MOW the Grass OR to Shovel the snow which had turned to Ice & dangerous.

I sincerely hope along with our area neighbors that these PLANNED Town Houses will NOT be built only because of the Parking BUT other issues too long to get into.

Thank you for your Interest in my objections.

Best Wishes. Jean Gallus.
Hi Caitlin,

Please see the below Finley/Burden comments from a resident for tracking.

Devon Jarvis
Administrative Assistant - Council | Office of the CAO
Town of Ajax
65 Harwood Ave. S., Ajax, ON L1S 2H9
E: devon.jarvis@ajax.ca
P: 905-619-2529, ext. 3335

Hi Lisa,

Thank you for returning my telephone call on March 9, 2019. As discussed, I am sending you this email outlining my concerns. My husband and I have been Ward 3 residents since 1990.

Finley & Burden Development

We are extremely opposed to the proposed development that would have 16 three-level Townhouses squished on the current Plaza land. This is going to be a hideous eye-sore in the beautiful and unique South Ajax community where there is actually land between the houses! This is a rarity nowadays where sadly the mindset seems to be to cover any/all green space with buildings and concrete. The builders only care about making as much money as possible and certainly NOT about the community and the residents who live there. One of the most wonderful things about South Ajax is being fortunate enough to see blades of green grass growing between the properties. This Townhouse proposal is not in keeping with the look of the neighbourhood and will stand out like a sore thumb! We need to preserve this lovely neighbourhood and reject yet another builder Townhouse concrete jungle that is far too prevalent in this era!!!

Waterfront

I walk at the beautiful Ajax Waterfront most days. I have not noticed any significant maintenance issues. With regard to litter you mentioned, it would be helpful to reinstate the garbage cans that were removed about a year ago. The garbage cans seemed to have been replaced with combo Garbage and Recycling containers that are much smaller and less numberous. These new containers tend to overflow in the busier summer months. I have seen garbage left on the concrete slabs where garbage cans used to be.
The lovely Rain Gardens do need to be weeded on a much more frequent basis and I am trusting that this will be rectified with the high tax increase of 4.75%!!!

Public Transportation (Ajax Buses)

The current Durham Region Transit routes near me are confusing and quite useless!!! I do not drive and have to rely on walking or my husband to drive me to needed destinations. In order to get to my Doctor’s near Harwood and Bayly, I would need to take 2 buses - this would apply to the Hospital as well. Harwood is one of the main streets in Ajax and there definitely should be buses going up and down on a regular basis. A community bus that only runs every 2 hours is totally unacceptable!!! Most of the residents in my neighbourhood are elderly and are unable to walk. The current DRT system only serves the Go Transit commuters and not the community!!!

Christmas Lights at Base of Harwood

There used to be Christmas lights south on Harwood (between Westney and LakeDriveway) and they have been noticeably absent for the past few years. When I inquired with the Operations Department, I was told something about the poles being too old making it a safety issue. I am very hopeful that with the council’s new expanded budget, the necessary changes will be made to bring back the Festive Lights!!!

Tax Increases

The tax increase of 4.75% is extreme and I do not believe that I will notice any upgrades in my services, though I do hope you can prove me wrong. Increases of this magnitude further strain already “overtaxed” budgets!!! I implore you to keep the tax rates down in future years so that you do not make it unaffordable for residents to stay in Ajax!!!

Please consider my concerns/input and pass to the appropriate parties.

Thank you.

(Mrs.) Corrine Bennett
Anstead Crescent

PS. Please confirm receipt of this email… thanks
We are very disappointed to hear that such a densely, crowded, condo development is being considered for Finley and Burden Cres. Finley is already a very well travelled road and with the probable street congestion and parking issues, it will be a safety hazard for pedestrians and traffic. Of particular concern is the safety of children who attend Lakeside Public school. There is always increased parking on the streets neighbouring Finley when there are town events at the Lakefront. Having experienced this, it would be upsetting to see this be an issue on a regular basis. We trust that all the issues be considered so that the citizens in south Ajax can continue to enjoy the our neighbourhood without safety concerns.

David and Beverley SHEEHAN
FYI

Lisa Bower
Councillor, Ward 3
Office of the Mayor
Town of Ajax
65 Harwood Ave. S., Ajax ON, L1S 2H9
E: lisa.bower@ajax.ca
C: 905-409-0464

Begin forwarded message:

From: Lisa Bower <Lisa.Bower@ajax.ca>
Date: March 5, 2019 at 1:02:28 PM EST
To: Laurie Gray
Cc: Joanne Dies <Joanne.Dies@ajax.ca>, Devon Jarvis <Devon.Jarvis@ajax.ca>
Subject: Re: Concerned resident- residential development at 925-937 Finely Ave. Ajax

Thank you for sending me your letter too, Laurie. It is early in the process and as Joanne wrote, there will be more public consultation on the proposed development. Notice will go out when the meeting details are arranged.

Kind regards,

Lisa

Lisa Bower
Councillor, Ward 3
Office of the Mayor
Town of Ajax
65 Harwood Ave. S., Ajax ON, L1S 2H9
E: lisa.bower@ajax.ca
C: 905-409-0464

On Mar 5, 2019, at 12:31 PM, Laurie Gray wrote:

Thank you Joanne for your prompt response.

Sent from my iPhone

On Mar 5, 2019, at 12:11 PM, Joanne Dies <Joanne.Dies@ajax.ca> wrote:

Hi Laurie,
I appreciate you taking the time to write this letter outlining your concerns. The public meeting held on Feb. 20th was the first opportunity for residents to comment on the proposed development. It was well attended and many of your concerns were shared by other residents. I have forwarded your letter to Ajax planning staff as we are compiling a list of all the comments and questions we have received. There will be future opportunities for public input and will keep you posted.

Regards,

From: Laurie Gray
Sent: Tuesday, March 5, 2019 8:13 AM
To: Joanne Dies
Subject: Concerned resident- residential development at 925-937 Finely Ave. Ajax

To: Ms. Joanne Dies

I am writing this letter to express my concerns with the proposed development by Your Home Developments (Finley) at 925-937 Finley Ave. This development application proposes to build 16 back-to-back 3-Storey Townhouse contained within a 2 block property. This application as proposed is very troubling to this community for the following reasons.

1. SAFETY OF NEIGHBOURHOOD RESIDENTS
The development as proposed with 16 townhouses will introduce hazardous conditions into the existing community for both the current & future residents of both Finley Ave and Burden Cres. Finely Ave. is already a very busy street as it is one of the few streets used to gain access into the lakeside community. Finley Ave. is a current bus route for Durham Transit. Finley Ave. is also a bus route for school buses feeding the public schools located within 5mins walking distance of the proposed site. Finley Ave. is also a main walking path for children attending both Lakeside Public School and Duffins Bay Public school. In addition to this, Burden Cres. was developed with only a single access/egress point which is the intersection of the proposed development.

I believe it is undisputable that the proposed development contains nowhere near the realistic required parking spaces for 16 townhouses. There are only 4 visitor parking spaces for the whole
development. The plan will state that each unit will have two parking spaces, one of those being the attached garage. It is common knowledge that the garage in these types of dwellings will not be used to store an automobile due to the fact the single parking spot will cause vehicles to be constantly shuffled by the owners and also it is common knowledge that these garages are utilized as storage spaces for these types of dwellings.

It can be easily predicted that due to the limited parking spaces on the proposed development, potential owners will start to park their vehicles and those of their guests, against current parking bylaws, on the surrounding streets of Finley Ave. and Burden cres., potentially blocking bus stop routes. This will force the aforementioned Durham Transit buses as well as the school buses to travel around the parked cars, right before the constrained intersection. It will also create dangerous congestion for cars looking to exit Burden Cres. Most troubling is that the children walking to both public schools will have travel through this area of congestion hazard that does not currently exist.

It is unclear where snow removal can take place on this proposed site as it is so tightly planned, leading to more the fears that it will be pushed onto the current greenspace behind the development and/or block sidewalks/roads on Finley ave. which has only one sidewalk on the east side of the street.

The construction phase of any development on this site will also be concerning if the developer is allowed to block off either Finley Ave. or Burden Cres. as it will magnify some of the issues discussed above, especially for the school children. During the construction phase and if this planned development is accepted, going forward permanently, it will create a bottleneck for residents on the following roads - Love, Anstead, Cadby, Varley, etc. attempting to travelling on Finley to exit & enter their streets.

2. FIT WITHIN EXISTING COMMUNITY
The proposed development of 16 back to back 3- Story Townhomes as submitted will not harmonize with the existing neighborhood. It is clear from the proposal that the goal of the developer is maximum profit with little care for the community once their done. The existing Lakeside community is a vibrant one with lots of greenspace with trails for walking, bike riding,
direct access to the lakefront and every home in the community has some amount of greenspace in both the front and rear of their homes. This development has 0 greenspace engineered into its planning. It proposes to put a 4th storey on each townhome to create an outdoor space. The proposed development will drop a monolithic structure smack dab on a 2 block area that will stick out like a life-long eyesore for anyone travelling past this site.

The proposed development is suited for a brand new community where no exiting homes/neighborhood exist. Where you can create a new community. It would appear to me that the builders are recycling this “new community” design and are attempting to use it on a site that is not conducive to their plan.

The “4th Storey” plan for this site may create privacy issues for the residents in the immediate vicinity of the development as it will make the townhomes taller than the existing community and have the new owners facing straight down into the properties of the current resident in the area. Something that would rarely if ever occur in the neighborhood.

I highly suggest that you visit and stand on the corner of Burden Cres. & Finley ave. with the proposed development and artist rendering of the site that was made available and it will become blatantly obvious to anyone that this current proposed development is very bad idea we should not allow our town to changes bylaws, except applications as presented, and permanently harm a neighborhood which is one of the jewels of Ajax and a gateway street to our waterfront. We should be looking for developments that enhance our communities, beautify of town and make living welcoming to new and existing residents.

I believe that this current site needs to be re-developed and can enhance the current community but the proposed absolute maximum density, bylaw challenging “4th storey”, 0 greenspace, back to back block of homes does not fit into the existing neighborhood for reasons detailed above. A development with fewer homes, larger parking spaces for the home, reasonable parking spaces for visitors and greenspace for the homeowners would be expected.

Looking forward, with a concern to the future homeowners on this site, I believe the current proposed development would create an untenable situation for them. The current community is a vibrant and active community who believe in following bylaws enacted that keep the neighborhoods safe and functional. I fear the residents would have non-stop visits by Ajax bylaw as the
proposed site will most likely lead to cars overhanging the sidewalks, cars parked on both Finley Ave. and Burden Cres. on a daily basis and overnight. Why design a condition that we can foresee will only cause problems for the residents, both existing and new, of Ajax.

I implore you to reject the current application and request that a new application be submitted to the town that removes the safety risks engineered into the current proposal and also allows the new homes to integrate with the existing community. I would request a meeting or response to this letter to advise how the town will proceed on this matter.

Thank you,

Laurie Gray
Hello,

I've just heard the weather report of potential freezing rain for tomorrow evening, when the public meeting is supposed to be held to discuss this development proposal, so I thought I'd set out my concerns here in case I cannot attend tomorrow.

First of all, I cannot fathom how a parcel of land this small can sustain 16 residential units and the parking space required for both residents and visitors. The Plan sent out to nearby residents on an 8 1/2 x 11 page is hard to read.

It really seems like this development is being plonked into place without regard for the surrounding area. There is nothing else in this subdivision that is over two storeys high. There have been many areas in Ajax that were developed with this type of townhouse, but they look to have been part of a larger planned community; I've never seen any just stuck in place in the midst of an existing subdivision.

Also, I hope the Town has vetted the developer and builder carefully, as I've lived here long enough to have seen some white elephants. (Mayton's department store on Bayly as one example, and the current court battle over the development of the Harwood Plaza). As well, years ago the Town made a mistake by allowing this property to be developed as a plaza in the first place.

Currently, on the strip of Finley opposite this property and to the south there are freehold attached homes in rows of six that would make much more sense to blend in with the existing surroundings. On the face of it, this just looks like an attempt to squeeze out as much money as possible from this small parcel of land.

Thank you,

Elisabeth Courtemanche
My current home was one of three built on Finley in 1987. I formerly lived at 940 Finley.

Our builder, Frankland Homes, was required to keep in line with the rooflines of the existing homes. I assume a zoning requirement with which he complied.

The Planning Dept should reject this zoning change request, as I believe that you reserve the right to do.
ATT-4: Written Comments Received from Residents

COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Yvonne Ford
Address: 82 Burden Cres L1S 3T8

Telephone Number: [Redacted] Email Address: [Redacted]

Comments:

I would like a copy (email) of all of the studies done - particularly the shadow study.

I am very concerned about the request to amend to increase the density. Would love something pleasant to be done with the space. The density is a concern for traffic, parking & density of people reasons.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Bruce Senier
Address: 954 Finley Ave

Telephone Number: [redacted]  Email Address: [redacted]

Comments:

Do not support this development. It does not fit in with the current low density development and it will adversely affect traffic and parking along Finley Ave and Burden Crescent.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Bernadette Tuinman

Address: 928 Finley Ave

Telephone Number: [redacted]

Comments:

1. Devalue my property
2. Increased traffic
3. Increased congestion
4. Parking on streets
5. Shadow cast on my house
6. Tunnel effect down Finley
7. Style does not suit neighbourhood
8. Increased noise
9. State of current structure (rodents, vandalism, etc)

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: LARRY COLE
Address: 29 BUDDED CR

Telephone Number: [redacted] 
Email Address: [redacted]

Comments: The meeting was to one sided
they tried to make it sound good?
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: George Papas
Address: 45 Burden Crescent

Telephone Number: [Redacted] Email Address: [Redacted]

Comments:

Parking and dust control is a problem with me. The whole thing is not a good fit for the area.

No
ATT-4: Written Comments Received from Residents

COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Michael Monk & Christine Monk
Address: Flore Cres
Telephone Number: [Redacted] Email Address: [Redacted]

Comments:

- Too high on 4th level outside structure
- Too little room from front of building to property line
- Too many properties on a lot of this size
- Inadequate space for snow removal
- Inadequate drainage for site given runoff issues in S. Boston

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: RICHARD MACLELLAN
Address: 980 FINLEY AVE.

Telephone Number: [Redacted] Email Address: [Redacted]

Comments:
- Too many homes for this size lot.
- Not enough parking, which will lead to street parking creating a bottleneck.
- Three stories are too imposing and over bearing, over burdening homes on burden.
- No green space.
- Does not blend well with existing homes, not compatible with neighborhood.
- The use of the roof for recreation space amounts to 4 stories.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
ATT-4: Written Comments Received from Residents

COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Frans Grootveld
Address: 23 Burden Cres
         L1S 3T9

Telephone Number: 
Email Address: 

Comments:

This project does not fit with current buildings in the neighbourhood.
Why are we moving from low density to medium density in this space. This building will be a pimple on the landscape both number of units and height of the buildings.
This property is more suited to detached and/or link homes such as exist in the current neighbourhood.
Parking density too high. Will affect traffic - block lanes, emergency veh.
Is Aspy wanting to build a liveable town or just allow for the highest profit projects to be developed?

Maintain current densities!! Or better yet, rezone to D5.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Terr Student
Address: 34 Burden cr

Telephone Number: [Redacted] Email Address: [Redacted]

Comments:
I would like to receive all communications.

Also parking on both sides of Burden street for emergency vehicles getting through.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
What is the towns record
for turning down the
developers request
Listen to residents over
the wants of the builder

Please ensure your comment sheet is placed in the Comment Box. Thank you.
**COMMENT SHEET**

**PUBLIC OPEN HOUSE**
**FEBRUARY 20, 2019**

**PROPOSED RESIDENTIAL DEVELOPMENT**
**925-937 FINLEY AVENUE**

**APPLICANT:** YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Cheryl Cullis
Address: 40 Burden Cres

Telephone Number: [redacted]  
Email Address: [redacted]

**Comments:**

No back yards is a major problem.
Seniors won't buy 3 storey homes.
Small families will want a yard.
This is not in keeping with the neighborhood.

Traffic is another huge issue. The street has only one entrance/exit which will be bottle-necked with this high density.

* 2 storey townhomes with small backyards would be more reasonable.*
ATT-4: Written Comments Received from Residents

COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Ron Tomas A
Address: 31 Burden Ca, Ajax

Telephone Number: [Redacted] Email Address: [Redacted]

Comments: South Ajax is a single dwelling community. All houses are built as a detached or semi-detached house or 2-story house. Our community is a tranquil residential area. The proposed 2-story condo, by my definition, is a high-rise building. This building structure does not belong in our established neighbourhood. A proposed 3-story building will ruin the neighbourhood. It does not add any value to our established neighbourhood. Single dwelling property takes precedence over any condo high-rise building.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Margaret Jocz

Address:  

Telephone Number:  

Email Address:  

Comments:

What are Ajax Bylaw for short term rentals?

If 1/2 of all units rent their basements it would increase traffic, parking, garbage etc. How do we control this?

Why not conventional? More units more $$
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: John & Louise Sams
Address: 20 Burden Crescent

Telephone Number: [Redacted]  
Email Address: [Redacted]

Comments:
The proposed plan for 16 Condominiums is a bad idea. There isn't enough parking, doesn't match anything in South Ajax and will cause nothing but problems. The lot should be developed to look exactly like what is across Finley or Burden, i.e. 6 or 7, 2 storey dwellings for single families.

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: Jane Neighbour
Address: 913 Finley Avenue L1S 3T2

Telephone Number: [Redacted] Email Address: [Redacted]

Comments:
Parking
Frontage in line with the other houses
Sweeping daily - Oost Control
Utilities
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: EAN & GEORGE GALLUSZ
Address: 914 FINLEY AVE. L15-3T3
Telephone Number: [Redacted]
Email Address: [Redacted]

Comments:
WE DO NOT WANT THESE TOWN HOMES ON FINLEY BECAUSE IT IS NOT A PRACTICAL SET UP AT ALL. WITH ALL THE ISSUES WE SEE THAT WILL BE THE PROBLEM FOR ALL —

Please ensure your comment sheet is placed in the Comment Box. Thank you.
COMMENT SHEET

PUBLIC OPEN HOUSE
FEBRUARY 20, 2019

PROPOSED RESIDENTIAL DEVELOPMENT
925-937 FINLEY AVENUE

APPLICANT: YOUR HOME DEVELOPMENTS (FINLEY) INC.

Name: LANDON EVANS
Address: 975 Finley Ave

Telephone Number: [redacted]  Email Address:

Comments:

The building(s) as proposed does not fit the neighborhood in size, density or architecture. Notwithstanding concerns regarding traffic/safety/parking, I am concerned of the precedent this would set. Aside from the silvery building at the foot of Harwood, I am unaware of any other buildings south of Western that is more than 2 stories tall. If built this could lead to additional tall projects which could further damage the neighborhood.

Please ensure your comment sheet is placed in the Comment Box. Thank you.

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Recommendations:

1. That the Report entitled “Carruthers Creek Watershed Plan – Phase 2 Update” be received for information.

1.0 Purpose:

The purpose of this report is to provide background on the Carruthers Creek Watershed, and an overview and status update on the Carruthers Creek Watershed Plan currently being prepared by the Toronto and Region Conservation Authority (TRCA) on behalf of the Region of Durham (Region).

2.0 Background:

Watershed Planning provides a framework for establishing goals, objectives, and direction for the protection of water resources, the management of human activities, land, water, aquatic life, and resources within a watershed; and assesses cumulative impacts. Watershed planning examines numerous aspects within a watershed, including but not limited to, watershed characterization; nutrient loading assessments; climate change impacts; and identification, protection and restoration of hydrologic features, environmental features and riparian areas. Watershed plans also evaluate how a watershed responds to various land use scenarios based on forecasted growth and servicing, which is then used to inform land use planning decisions (e.g. Official Plans).

The Carruthers Creek Watershed is the eastern most watershed in the TRCA’s jurisdiction. It is approximately 3,754 hectares (9,261 acres) in size with its headwaters originating just south of the Oak Ridges Moraine in northeast Pickering. Carruthers Creek flows south to Lake Ontario, meandering through eastern Ajax (see Figure 1).

The northern Carruthers Creek watershed consists of predominantly agricultural land uses in northeast Pickering and north Ajax (north of Taunton Road), and consists of a mix of residential, employment and commercial land uses within the Ajax Urban Area Boundary. The Carruthers Creek watershed contains two Areas of Natural and Scientific Interest (ANSI): the Kinsale Raised Shoreline Earth Science ANSI, and the Shoal Point Marsh Life Science ANSI. The watershed also contains the Carruthers Creek Wetland Complex Provincially Significant Wetland; and two locally significant wetlands, the Rossland Road Wetland Complex and the Salem Road Wetland Complex.
Figure 1:
Carruthers Creek Watershed and Study Area
(2015 Land Use)
In 2003, the TRCA released *A Watershed Plan for the Duffins and Carruthers Creek*, setting the future vision, a management philosophy, and a framework for management goals, objectives and actions for the two watersheds.

**Carruthers Creek Flood Management and Analysis Environmental Assessment**

In 2009, the TRCA completed a comprehensive review of the flood plain mapping for a number of creek systems across the TRCA’s jurisdiction. The updated Regulatory Floodplain Mapping for Carruthers Creek quantified a “spillway” through the Pickering Beach Neighbourhood to Lake Ontario (see Figure 2). This analysis was based on future land uses in approved Official Plans within the Watershed.

In 2010, the Town retained Cole Engineering to complete a Municipal Class Environmental Assessment (EA) which was focused on flood remediation solutions for the Pickering Beach Neighbourhood. As part of the Municipal Class EA, a number of corresponding reports and plans were prepared including, a Hydrology Model Update and Report, a peer review of the TRCA’s Floodplain Mapping, a Floodline Mapping Report for the Carruthers Creek, a Flood Emergency Preparedness Plan, and a Preliminary Design Report.

The Town completed the Carruthers Creek Flood Management and Analysis EA in 2012. The EA identified the need for the Town and the TRCA to proactively manage the Carruthers Creek floodplain to avoid detrimental downstream impacts on particular properties and infrastructure susceptible to flooding under Regional Storm (Hurricane Hazel) conditions. The study examined a number of potential and alternative solutions, including a “do nothing” approach; retrofit of existing stormwater facilities; improving headwater conditions; upgrading the Shoal Point Road bridge; channel improvements, lowering and dredging; construction of a new conveyance channel; or construction of a flood control landform (berm). Based on an evaluation of the social considerations, effectiveness, and economic feasibility, a preferred solution of a combination of the flood control landform and floodplain lowering alternatives was developed. This solution would effectively contain the spill and remove lots from the floodplain.

In 2012, Cole Engineering also prepared an Impact Report on behalf of the Town to evaluate the effect of urbanizing the Carruthers Creek headwaters, as previously proposed in Regional Official Plan Amendment 128 (ROPA 128). The Impact Report identified that there would be an increase in downstream flooding in Pickering Beach, and that the landform (which was the preferred solution identified in the EA) would be overtopped. As a result, properties in the Pickering Beach Neighbourhood that would have been removed from the floodplain with the construction of the landform would be back in the floodplain.

**Carruthers Creek Watershed Plan Update**

In April 2015, the Region of Durham Council authorized staff to engage the TRCA to update the Carruthers Creek Watershed Plan, and a portion of the East Duffins Creek. This is an update to the 2003 Watershed Plan. In June 2015, the TRCA received Board approval to proceed. The update is to be completed over a 4 year period. Phase 1 is completed and was comprised of research, monitoring and field work necessary to characterize the watershed’s flora, fauna, hydrogeology and headwater drainage features. Phase 2 which is currently underway consists of hydrologic modelling, stormwater assessment, scenario modelling, watershed plan development and stakeholder engagement.
Figure 2:
Pickering Beach Neighbourhood
“Spillway” Policy Area

Town of Ajax Planning & Development Services
In October 2017, the Region reported that the TRCA had completed Phase 1 of the watershed plan update, including completion and peer review of the technical reports. The purpose of the Phase 1 technical reports were to characterize and assess the current state of the watershed. The following is a list of the technical reports released during Phase 1:

- Aquatic Crossing and Barrier Assessment Report
- Aquatic Habitat and Community Characterization Report
- Fluvial Geomorphic Assessment Report
- Headwater Drainage Feature Characterization Report
- Hydrogeology of the Carruthers Creek Watershed Report
- Surface Water Quality Characterization Report
- Terrestrial Biological Inventory Assessment Report

Following the completion of Phase 1, the TRCA began Phase 2 which includes technical work to model, assess and evaluate how the Carruthers Creek Watershed responds to different land use scenarios that range from current land uses, to increased natural cover and urbanization of the headwaters. The TRCA has also undertaken consultation with the community and stakeholders during Phase 2 to aid in the development of the final plan.

3.0 Discussion

Carruthers Creek Watershed Plan Status and Phase 2 Workplan Update

The TRCA provided an update on the status of the Carruthers Creek Watershed Plan Update, as well as an amended work plan to the Region on April 1, 2019.

The update identified that TRCA’s engineers are working with Town of Ajax and City of Pickering staff to determine the next steps in the hydrological modelling, including validation and calibration using available data throughout the watershed. This work is ongoing and is critical to the completion of the draft watershed plan. Following completion of the Phase 2 technical reports, the reports will be reviewed by a third party peer review consultant on behalf of the TRCA.

Watershed management recommendations are being drafted concurrently with the Phase 2 technical reports, and the results of the hydrological model will be integrated into the draft watershed plan. It is anticipated that the draft management recommendations will be finalized by September 2019.

A copy of the updated Carruthers Creek Watershed Plan Workplan (April 2019) has been included in Attachment 1. In addition to the technical work currently underway, the next steps include evaluation of management actions, drafting management recommendations, and finalizing the watershed plan. Consultation with the Town, City of Pickering, Region of Durham and the public will take place during various stages of the development of the management actions and the draft plan. It is anticipated that a final watershed plan will be delivered to the Region by the end of 2019.

Communication and Consultation Summary

The first stage of consultation in Phase 2 was to promote awareness and interest in the watershed planning process and to obtain feedback on the 2003 Vision Statement. The
Carruthers Creek Watershed Plan Communications and Consultation Summary Phase 2, Stage 1 (“Consultation Summary”) has been provided in Attachment 2.

The Consultation Summary provides a brief overview of some of the feedback received on updating the 2003 Vision Statement, including but not limited to: incorporating adaptation and resiliency to climate change, focusing on biodiversity and improving ecological health, adding emphasis on restoring and retrofitting existing urban areas, highlighting continued research and science, and encouraging stewardship. Stakeholder comments and suggestions were incorporated into a draft Vision Statement:

“Carruthers Creek watershed is a healthy and resilient natural system that is managed through partnerships to balance resource protection with human activity. Sound science and best management practices will protect and restore ecosystem functions, protect watershed residents from natural hazards like flooding, and maintain our natural heritage and water resources for the present and future generations.”

The second stage of consultation will focus on the watershed management actions and the draft Watershed Plan.

4.0 Financial Implications:

There are no financial implications associated with the endorsement of the recommendations contained within this Report.

5.0 Conclusion:

The Carruthers Creek Watershed Plan is proceeding and is scheduled to be completed by the end of 2019. Work on the hydrological model is ongoing and is critical to the completion of the watershed plan. The Town continues to work with the TRCA, City of Pickering, and the Region towards finalizing the modelling work and watershed plan.

ATTACHMENT1: Carruthers Creek Watershed Plan Phase 2 – Updated April 2019

ATTACHMENT 2: Carruthers Creek Watershed Plan Communications and Consultation Summary Phase 2, Stage 1

Prepared by:

Sean McCullough – Senior Planner – ext. 3234

Submitted by:

Dave Meredith – Acting Director of Planning and Development Services

Approved by:

Shane Baker – Chief Administrative Officer
Dear Mr. Anderson:

I am pleased to submit this letter which provides an overview of various aspects of the Phase 2 study approach and progress report. TRCA’s overall four-year workplan for the Carruthers Creek Watershed Plan (CCWP) process was outlined in our submission approved by the Region of Durham in April 2015. The characterization of current watershed conditions (Phase 1) was completed in Fall 2017. The steps to be completed as part of Phase 2 of the CCWP were described in our letter, and associated attachments, dated March 27, 2018.

1a.) Status of Phase 2 Technical Studies
The purpose of the Phase 2 technical work is to model, assess and evaluate how the Carruthers Creek watershed responds to scenarios of land use changes. The Carruthers Creek Watershed Plan Phase 2 - Updated April 2019 (Attachment 1) is an amended version of the workplan submitted as part of Report #2018-INFO-54 from the April 13, 2018 Planning and Economic Development Committee Meeting that provides a status update on all workplan items.

The hydrological modelling being undertaken in Phase 2 plays a vital role in the update to the CCWP. TRCA engineers are working collaboratively with Town of Ajax and City of Pickering engineering staff to determine the next steps in model validation and calibration using available data throughout the watershed. A collaborative approach will ensure that this critical component of the CCWP is completed to a standard accepted by all parties involved. A detailed update on the hydrological modelling process and progress will be provided to you in the coming weeks.

1b.) Next Steps in Phase 2 Technical Studies
External peer review will be undertaken for all technical analysis reports. This will ensure that analysis was rigorous and completed to the highest technical standard. Management recommendations will be drafted concurrently as Phase 2 technical studies are finalized and a draft Table of Contents for the CCWP will be developed and shared with Region of Durham before finalizing. Final integration of all Phase 2 technical work will culminate in the draft CCWP in Q4 2019.
2a.) Communications and Consultation Summary Report (Phase 2, Stage 1)
The Communications and Consultation Summary Report (Phase 2, Stage 1) (Attachment 2) is a
detailed report of all communications and consultation activities undertaken by TRCA for Phase 2,
Stage 1 of the CCWP. It also describes what was heard throughout the process of consultation and
how public input is reflected in the new CCWP Vision Statement.

2b.) Updated Vision Statement
Generally, the feedback received on the 2003 Carruthers Creek Watershed Vision was positive and
noted that it remains relevant. Suggestions for improving the Vision Statement include:

- Incorporate resiliency, sustainability, and climate change adaptation
- Highlight the importance of research and sound science
- Focus on health benefits of nature
- Encourage all stakeholders to participate in protecting the watershed
- Keep it direct and to the point

Stakeholders’ comments and suggestions were incorporated to create an updated Vision Statement
for the CCWP:

Carruthers Creek watershed is a healthy and resilient natural system that is managed through
partnerships to balance resource protection with human activity. Sound science and best
management practices will protect and restore ecosystem functions, protect watershed residents
from natural hazards like flooding, and maintain our natural heritage and water resources for
present and future generations.

2c.) Next Steps in Communications and Consultation
As part of the planned next steps for the CCWP, consultation and communication will continue as
approved in the CCWP Communications and Consultation Strategy and discussed in our previous
letter dated May 31, 2018. The next milestones of public and stakeholder consultation are as
follows:

i.) Draft Management Recommendations (Phase 2, Stage 2)

TIMING
January to June 2019

PURPOSE
Gather feedback from partners, stakeholders, and the general public on the draft Management
Recommendations. The result will be the final Management Recommendations.

COUNCIL PRESENTATIONS
Town of Ajax Council: May/June 2019
City of Pickering Executive Committee/Council: May/June 2019
Region of Durham Council: June 2019

ii.) Draft Watershed Plan (Phase 2, Stage 3)

TIMING
July to September 2019

PURPOSE
Gather feedback from partners, stakeholders, and the general public on the draft Watershed Plan. The
result will be the final Watershed Plan to be submitted to Regional Council.

COUNCIL PRESENTATIONS
Town of Ajax Council: October 2019
City of Pickering Executive Committee/Council: October 2019
Region of Durham Council: November 2019
Exact dates for presentations to Councils and the TRCA Board of Directors will be confirmed as technical work progresses. TRCA staff will continue our current practice of providing correspondence to municipal staff in order to share information and seek input and comments as components of the project are advanced. Starting in March 2019, TRCA and the Region of Durham initiated monthly meetings with local municipal partners which will continue until the completion of the CCWP. TRCA will continue to consult the general public and other stakeholders through the methods identified in the CCWP Communications and Consultation Strategy which may include traditional Public Open Houses at key milestones of Phase 2.

Since the project began, TRCA and Region of Durham have developed an excellent working relationship and we look forward to your continued collaboration as we complete the Carruthers Creek Watershed Plan.

In summary, the CCWP is proceeding well and along the timelines identified in our previous progress letters. Visit https://yoursay.ca/carruthers-creek to learn more and to download project documents and reports.

Please do not hesitate to contact me if I may be of further assistance or you have questions.

Sincerely,

Gary S. Bowen
Watershed Specialist

Attachment 1: Carruthers Creek Watershed Plan Phase 2 - Updated April 2019
Attachment 2: Communications and Consultation Summary Report (Phase 2, Stage 1)
Carruthers Creek Watershed Plan Phase 2 – Updated April 2019

STEP 1: Establish Goals and Objectives for the Watershed

TIMING
January to June 2018

PURPOSE
Review the fundamental building blocks provided in the 2003 Watershed Plan and supporting documents in the context of advancements in scientific approaches and language since the last Watershed Plan was completed. The goals and objectives will be revisited throughout the plan development process to ensure implementation of the new management actions can meet these goals.

WORK TO BE DONE
TECHNICAL
- Review Goals, Objectives, Management Actions from 2003 Watershed Plan, 2004 Fisheries Management Plan, other supporting documents: assess gaps, add new information, update/remove elements which are no longer relevant; Status: Complete

CONSULTATION
- Consult public and stakeholders on vision and management philosophy from 2003 Watershed Plan which will form the principles of the new plan; Status: Complete

STEP 2: Current Watershed Conditions

TIMING
January to June 2018

PURPOSE
Protocols for watershed health assessment follow a similar process to that of the 2003 Watershed Plan, with appropriate scientific and engineering knowledge of the evolving state of best practice. Based on the biophysical conditions observed from 2015 and 2016 field studies and previous watershed health assessment ratings and targets, develop current targets for the watershed which will identify the actions required to achieve the goals and objectives. Begin integration of the seven Phase 1 technical reports to derive a holistic view of the watershed based on the separate studies.

WORK TO BE DONE
TECHNICAL
- The various subject matter experts (SMEs) on the staff technical team will assess the targets from 2003 Watershed Health Ratings Report for relevance, updating, gaps, and set new targets; Status: Complete
- Begin the integration exercise based on the Phase 1 technical reports and management recommendations, a comprehensive exercise which requires a multi-disciplinary approach; Status: Complete

STEP 3: Watershed Response “Tool Box”

TIMING
January to December 2018
PURPOSE
The “tool box” is a collection of models and evaluation methodologies which assess various criteria from the land use scenarios. The modelling results and findings from the terrestrial and aquatic response methodologies illustrate how the watershed can reasonably be expected to respond to land use changes, and other factors such as climate change, based on the best available science. TRCA scientists and planners will interpret the outcomes in order to develop recommended management actions which protect, restore, and enhance Carruthers Creek watershed.

WORK TO BE DONE
TECHNICAL
- SWAT (Soil and Water Assessment Tool) model which assesses surface water quality set up and calibrated (initial data from Phase 1); Status: Complete, report currently being drafted
- Groundwater model set up and calibrated; Status: Complete, report completed and peer reviewed
- Hydrology model set up and calibrated (initial data from Phase 1); Status: Model complete, validation of model underway with review from TRCA, City of Pickering, and Town of Ajax engineers
- Assess options/tools to evaluate watershed’s terrestrial response; Status: Complete, report drafted and under internal review
- Assess options/tools to evaluate watershed’s aquatic response; Status: Underway
- Surface water quantity report based on stream flow gauges completed and peer reviewed; Status: Complete, report completed and under peer review

CONSULTATION
- Review Hydrology model results with Ajax and Pickering staff; Status: Not started, will follow model validation

STEP 4: Watershed Scenario Evaluation
TIMING
January to September 2018

PURPOSE
Develop five scenarios for the watershed, evaluating past, current, future, and potential future watershed conditions to be analysed using state-of-the-art modelling and watershed response tools. Knowledge garnered will be shared amongst the technical experts, allowing for integration of outputs and best outcomes for the overall health of the watershed.

WORK TO BE DONE
TECHNICAL
Finalize mapping for each of the five scenarios, each subsequent scenario builds on the previous, ranging from historic conditions (1999) to development as per current approved Official Plans to 2031 and an enhanced Natural Heritage System, plus prospective development post-2031.
- Using various inputs such as Official Plans, existing natural cover, older TRCA Terrestrial Natural Heritage System plans, etc., delineate an enhanced Natural Heritage System for use in the future scenarios; Status: Complete
- Evaluate opportunities for urban forestry enhancement; Status: Complete, report drafted and under internal review
- Complete Ecosystem Services Valuation study and identify Green Infrastructure features/practices which could be incorporated into existing urban areas and in new urban development; Status: Complete
- Complete a storm water management retrofit study; Status: Complete, report currently being drafted

CONSULTATION
- Review scenario criteria/conditions with Ajax and Pickering staff; Status: Complete
STEP 5: Evaluate Management Actions

**TIMING**
July 2018 to June 2019

**PURPOSE**
Formulate candidate management actions which will be evaluated when recommendations are developed, to ensure that the overall conditions in the watershed will sustain the desired state of health once the plan is adopted and implemented.

**WORK TO BE DONE**

**TECHNICAL**
- Management actions will be derived as the modelling is carried out and the terrestrial and aquatic response tools are applied. Actions tend to be specific and are expected to arise through non-linear, multi-disciplinary analysis, as all SMEs integrate their findings. Actions will be evaluated against the plan’s draft recommendations, goals, and objectives; **Status: Underway**

STEP 6: Draft Management Recommendations

**TIMING**
July 2018 to September 2019

**PURPOSE**
Develop draft recommendations for the optimal management of the watershed based on the most advanced scientific knowledge available. They will be practical and make the best use of partnerships and available resources, and anticipate the challenges ahead. The recommendations inform the management actions and guide the implementation of the Watershed Plan.

**WORK TO BE DONE**

**TECHNICAL**
- Management recommendations will be evaluated against meeting the vision, management philosophy, goals, and objectives established earlier in the process. This is a non-linear, multi-disciplinary exercise which involves all SMEs and is integrated with other steps throughout the process; **Status: Underway**

**CONSULTATION**
- Review draft management recommendations with Ajax and Pickering staff; **Status: Not started**
- Consult public and stakeholders about draft management recommendations; **Status: Not started**

STEP 7: Final Watershed Plan

**TIMING**
October to December 2019

**PURPOSE**
Complete the process to develop the Carruthers Creek Watershed Plan.

**WORK TO BE DONE**

**TECHNICAL**
- Finalise the Watershed Plan document; **Status: Not started**

**CONSULTATION**
- Once received by Durham Council, TRCA will post the final Watershed Plan for stakeholder and public comment, dates to be determined; **Status: Not started**
<table>
<thead>
<tr>
<th>#</th>
<th>Key Tasks</th>
<th>Schedule</th>
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<tbody>
<tr>
<td>1</td>
<td>Complete scenario evaluation</td>
<td>2018 – Q4</td>
</tr>
<tr>
<td>2</td>
<td>Peer Review of 2018 technical work</td>
<td>2019 – Q1</td>
</tr>
<tr>
<td>3</td>
<td>Recommendations and implementation schedule</td>
<td>2019 – Q2</td>
</tr>
<tr>
<td>4</td>
<td>Peer Review of 2019 technical work</td>
<td>2019 – Q3</td>
</tr>
<tr>
<td>5</td>
<td>Study complete</td>
<td>2019 – Q4</td>
</tr>
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1 Context for This Report

Carruthers Creek is a relatively small watershed with a drainage area of approximately 3,748 hectares, ranging from 2-3km in width and 18km in length (See Appendix 1). It is the easternmost watershed in Toronto and Region Conservation Authority’s jurisdiction and is located entirely within the Region of Durham with a population of approximately 41,000 residents. Carruthers Creek’s headwaters form to the south of the Oak Ridges Moraine, in the City of Pickering, and the creek enters Lake Ontario in the Town of Ajax. The watershed is mainly rural north of Highway 7 and urbanized south of Taunton Road to the lakeshore. From Highway 7 south to Taunton Road, the majority of lands are in the Protected Countryside of the provincial Greenbelt.

Toronto and Region Conservation Authority (TRCA), in partnership with the Region of Durham is undertaking an update to the last Watershed Plan for Carruthers Creek, which was completed in 2003. TRCA will assess the many changes and impacts which have occurred in the Carruthers Creek watershed since 2003 and review the current conditions of the watershed through a multi-year process. The updated Watershed Plan will not make decisions about land use however; it will make recommendations for the protection, restoration, enhancement and overall management of the watershed that will guide future decision making for the watershed.

The goal of communication and consultation is to inform and consult with the public and stakeholders in and neighbouring the watershed to create awareness about the updated Watershed Plan and to review and consider input as the watershed plan progresses. TRCA hired a third party Consultation Advisor to ensure an independent, credible consultation process. Public input is important to establish the updated Watershed Plan Vision Statement and to consider public and stakeholder feedback on Management Recommendations. A new Watershed Plan will aim to protect Carruthers Creek’s ecological health now and for years to come.

Phase 1 of the project, which culminated in the preparation of seven peer-reviewed technical reports characterising the watershed’s existing conditions, was completed in Fall 2017. Phase 1 did not include public consultation as the work was completed by technical staff. Phase 2 of the Carruthers Creek Watershed Plan update has been initiated; the process is shown in Table 1.

Table 1: Phase 2 Key Tasks for updating the Watershed Plan

<table>
<thead>
<tr>
<th></th>
<th>Establish updated goals and objectives for the watershed.</th>
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<tr>
<td>2</td>
<td>Based on the conditions observed through Phase 1 and other watershed health assessments, develop targets for the watershed and identify the actions required to achieve the goals and objectives.</td>
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<td>3</td>
<td>Establish watershed response methodologies / assessments that will be used to measure how the watershed could be expected to respond to changes in land use and other factors, such as climate change.</td>
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<td>4</td>
<td>Develop, model and evaluate five scenarios for the watershed, consisting of historic conditions, existing conditions, approved development (as per current Official Plan designations), enhanced natural heritage system, and a development scenario with an enhanced natural heritage system.</td>
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<tr>
<td>5</td>
<td>Formulate and evaluate candidate management actions to achieve the desired state of watershed health.</td>
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<tr>
<td>6</td>
<td>Develop Management Recommendations.</td>
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<tr>
<td>7</td>
<td>Deliver the completed Watershed Plan.</td>
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</table>
As part of Phase 2, TRCA is undertaking extensive stakeholder and public consultation. Consultation will occur in stages throughout Phase 2 of the Watershed Plan update and will follow the Carruthers Creek Watershed Plan Communications and Consultation Strategy. The Communications and Consultation Strategy was received by Durham Regional Council in May 2018, and time lines were refined at Council’s request in June 2018. It is a dynamic document that is adapted to respond to communications and consultation needs and opportunities as the work proceeds.

Phase 2, Stage 1 involved updating the Vision which will guide this new Watershed Plan. During this initial stage, communications and consultation were undertaken to seek input on the Vision for the Watershed Plan. Consultation will also be undertaken in subsequent stages to solicit feedback on the draft Management Recommendations and draft Watershed Plan, including the technical work completed as part of Phase 2. This consultation is set to occur starting in mid-2019.

This report is a compilation of the communications and consultation by TRCA on Phase 2, Stage 1 which were undertaken from December 2017 to October 2018. It outlines the public process objectives which guided the communications and consultation and describes the methods and activities used to inform and consult the public and stakeholders. It also describes what was heard and how public input is reflected in the new draft Vision and ongoing Phase 2 work.

## 2 Communications and Consultation for Phase 2

### 2.1 Public Process Objectives

A key objective of Phase 2, Stage 1 was to promote awareness and interest in the watershed planning process and to seek feedback on the 2003 Vision Statement. Durham Region and TRCA are committed to a process to develop the Watershed Plan that provides opportunities for residents and stakeholders to learn about the health of the watershed and to share issues and ideas for protecting the health of Carruthers Creek watershed.

The purpose of the consultation for Phase 2, Stage 1 was to:

- Raise awareness about the Carruthers Creek Watershed Plan.
- Inform partners, stakeholders, and the general public about the process for updating the Watershed Plan.
- Gather feedback on the Vision developed for the 2003 Watershed Plan and preliminary issues and ideas to be considered in all the Phase 2 work.

### 2.2 Audiences for Communications and Consultation: Who was consulted?

The Region of Durham, Town of Ajax, and City of Pickering (Councils, Staff and Advisory Committees) have a key role in protecting the health of the watershed and implementing the 2003 Watershed Plan and the new updated plan. As such, the groups mentioned above are a key audience and stakeholder in all stages of the watershed planning process and some were already actively engaging the public on issues they identified within the Carruthers Creek watershed prior to the initiation of the Watershed Plan update.
The Carruthers Creek Watershed Plan will also be of interest to residents across Ajax and Pickering (in and
neighbouring the Carruthers Creek watershed), environmental stakeholders, land owners, farmers, golf course
operators, businesses, and land developers.

Various audiences have different levels of knowledge of, and interest in, the watershed and communications and
consultation methods were geared to these different audiences. Methods utilized are outlined in section 2.3 of this
report.

Additional stakeholders expected to be affected by, and who will have an interest in, this Watershed Plan continue
to be identified as work to develop the plan progresses.

3 Communications and Consultation Activities: What methods were used?

The communications and consultation efforts used various formats and tools to share information and gather input.
The following provides an overview of the communications and consultation methods used during stage 1 and
should be read in conjunction with section 4 of this report which describes what was heard.

Carruthers Creek Watershed Plan Project Website: The website yoursay.ca/carruthers-creek was developed for the
Carruthers Creek Watershed Plan update as a mobile device-friendly online portal for information on watershed
features, current issues, and projects occurring in the watershed. Information available includes the Carruthers
Creek Watershed Plan Technical Reports completed in 2017. The website provides information on how the Plan is
being developed, identifying the Phases of work, and includes feedback mechanisms for receiving comments. As of 1
October 2018 (the end of Phase 2, Stage 1), the website has received more than 1000 visits.

Dedicated Carruthers Creek email – carruthers@trca.on.ca: A dedicated email address was established for the
Carruthers Creek Watershed Plan update to provide a single point of contact for residents and stakeholders to
provide input. This dedicated email address was promoted through a media release and post cards distributed
throughout the watershed. The TRCA’s Project Manager receives, responds to, and documents emails from this
address.

Online Survey: From February to August 2018, a survey was live on the website to receive input on the 2003
Carruthers Creek Vision and issues and opportunities for the watershed. A total of 72 people participated in the
survey. Specific questions on the Vision provided responses which guided the drafting of a new Vision for the
watershed. Survey responses were reviewed by TRCA staff and the Consultation Advisor and where possible,
incorporated into the Vision statement. The responses will continue to be reflected in the Watershed Plan as it is
developed.

Post Cards: A post card was developed and distributed by TRCA, the Town of Ajax and the City of Pickering at public
events in 2018 to raise awareness of the Watershed Plan and direct people to the project website and project email
address. Over 1500 post cards were distributed.

Pop-Ups: Pop-up outreach was undertaken from June 2018 to September 2018. TRCA staff with public outreach
training and experience facilitated the pop-ups. Each pop-up consisted of a three panel display with photos (with the
exception of the GO Station pop-ups) of the watershed and a future Visioning exercise. At some of the pop-ups,
interactive children’s activities with bright graphics were incorporated to draw attention from families and spark
interest in conversation with staff. The pop-ups generally took place over several hours with a few occurring over a full day. The pop-up workshops were conducted at the following locations / events:

- Ajax Trail Fest
- Ajax Electric Vehicle Show
- Ajax Canada Day
- Pickering Auxiliary Rescue Association (PARA) Waterfront Festival
- Ajax National Tree Day celebration
- Ajax GO Station (morning commute peak hours)
- Pickering GO Station (morning commute peak hours)

By going to where public already gather and high pedestrian traffic locations, staff reached residents who might not attend an open house event, and who were able to offer ideas to TRCA and informally learn about the watershed. The pop-ups were effective at raising awareness of the watershed and project website. Approximately 600 residents were reached through the pop-ups. Post cards were distributed to encourage visits to the project website and participate in the online survey.

**Stakeholder Workshops:** Interactive, small group, stakeholder workshops were held with key stakeholders who have an interest in or are affected by the watershed. Each meeting occurred over several hours and included a short presentation on the Watershed Planning process, key findings on the health of the watershed and review of the 2003 Vision. Following the presentation, roundtable discussion occurred to identify issues and concerns, observations and ideas for protecting the health of the watershed. Three stakeholder workshops were held with:

- Former members of the Carruthers Creek Task Force (an advisory and action-based TRCA committee) who participated in the 2003 Carruthers Watershed Planning process.
- Golf Courses within the watershed (Bunker Hill Golf Course, Hawthorne Valley Golf Course, and Deer Creek Golf Club).
- Environmental Non-government organisations with interests in the watershed and the watershed’s context in environmental issues across Southern Ontario (Ducks Unlimited, Environmental Defense, Green Durham Association).

The small group stakeholder workshops facilitated reciprocal dialogue on suggested changes to the 2003 Vision and ideas to be incorporated in the new Watershed Plan. The golf course operators shared their observations about changes in stream conditions over time. They also provided information on their best management practices in the field.

**Staff to Staff meetings:** Interactive meetings were held between staff of the Town of Ajax, City of Pickering, Region of Durham, and TRCA. Two meetings were held, one in December 2017 and one in October 2018. The first meeting involved a presentation and discussion on the watershed planning process and review of the 2003 Vision and Management Philosophy. The second meeting involved a presentation and discussion on the status of Phase 2 technical work as well as communications and consultation for Stage 1. The meetings provided an opportunity for a broad discussion amongst different departmental staff from each municipality. Further, TRCA regularly coordinates directly with municipal staff through teleconferences, emails and correspondence on a variety of issues and technical studies throughout the process. Group meetings will continue at regular intervals and key milestones throughout Phase 2.
Communications and Consultation Summary – Phase 2, Stage 1

Presentations to Councils and Committees: TRCA presented to Councils and Advisory Committees to provide an overview of the watershed planning process, information on the health of the watershed, and to seek feedback on the relevance of the 2003 Vision. Presentations to Councils and Committees were effective for clarifying the purpose and approach for the watershed planning process and receiving input. An important outcome of the presentations to Councils and Committees was for TRCA to clarify that the Watershed Plan does not make recommendations about Greenbelt expansion, as this was a major misconception.

Presentations were made to the following groups:

- Town of Ajax Council
- City of Pickering Executive Committee (of Council)
- TRCA Regional Watershed Alliance
- Ajax Environmental Advisory Committee (EAC)
- Durham Agricultural Advisory Committee (DAAC)
- Durham Environmental Advisory Committee (DEAC)
- Ontario Power Generation Pickering Nuclear Generating Station Community Advisory Committee

In addition to the presentations, two tours of the Carruthers Creek watershed were hosted for councillors from Ajax and Pickering. The tours with elected officials and TRCA staff were to observe various sites and conditions within the watershed.

A comprehensive list of the communications and consultation activities undertaken for Phase 2, Stage 1 can be seen in Appendix 2.

4 What we Heard

Key goals of Phase 2, Stage 1 of the communications and consultation were to promote awareness of the watershed planning process, to inform the public and stakeholders on how they could provide input, and to seek input on the relevance of the 2003 Watershed Plan Vision. Public input received throughout Phase 2, Stage 1 could be categorised in four key topics as follows:

- Discussion and understanding of the watershed planning process including clarification on expectations and outcomes
- Feedback on the 2003 Vision
- Challenges facing the watershed
- General themes and key messages for input to the development of the new Watershed Plan

Section 4 of this report provides a synthesis of what was heard with respect to these three topics.

4.1 Discussion and Understanding of the Watershed Planning Process

The consultation and outreach activities undertaken were important for raising awareness of the Watershed Plan. The pop-ups were effective for informing residents about the Plan and the watershed, and to promote their involvement through the project website and survey.

The postcard was effective for connecting people to the website and email address. Many people commented that they didn’t really know anything about Carruthers Creek watershed and were interested to learn more as the
Communications and Consultation Summary – Phase 2, Stage 1

process continues. With over 1000 visitors to the website as of October 2018, there was good uptake with many reviewing multiple documents on the site. Those that completed the survey provided detailed comments on what they perceive as challenges facing Carruthers Creek today, along with ideas about the 2003 Vision.

Additional input was received through the focused stakeholder workshops which identified ideas for updating the Vision and concepts and approaches for consideration in the development of recommendations which will result from the technical work in Phase 2. At one workshop, specific information about how conditions in the Creek have changed over time was shared by golf course operators.

The presentations to Councils and Committees identified many important questions about how the Watershed Plan process is undertaken. It was important to be able to hear and respond to these questions, to learn about concerns, and to clarify that the watershed planning process and Watershed Plan will guide future decision-making for the watershed but that it will not make decisions about land use.

The communications and consultation activities will continue through Phase 2, adapting to continuously improve how information is shared with stakeholders, with both online and in-person opportunities for residents and stakeholders to provide input and feedback.

4.2 Feedback on the 2003 Vision

Generally, the feedback received on the 2003 Watershed Vision is that it is a good statement and remains relevant. When asked about what the public would like the Vision to say (question 7 in the online survey), some responses were:

“The essence of the Vision is on the mark. Enhance and protect the Carruthers Creek Watershed to ensure that it continues to provide valuable environmental and societal benefits to the community.”

Watershed resident

“The Vision needs to emphasise sustainability, climate change and biodiversity and retrofitting existing areas. The importance of continued research and science are important to acknowledge.”

Environmental Stakeholder

There is a desire to update the Vision with more current language and to incorporate new concepts and approaches. It was also noted that a shorter version for the Vision would make it easier to be understood and recalled by residents and stakeholders.

The following ideas were frequently suggested for inclusion in the new Vision:

- Incorporate resiliency and adaptation to climate change.
- Have more focus on biodiversity and improving ecological health and integrity through a systems management approach.
- Incorporate more emphasis on sustainability, restoration and retrofitting existing urban areas.
- Highlight the importance of continued research and science.
- More focus on health benefits of nature not just the risk versus benefit.
- Encourage all stakeholders to participate in the stewardship of the watershed.
4.3 Challenges facing the Carruthers Creek Watershed Today

The following is a synthesis of the frequently noted challenges and concerns that were identified through the consultation activities undertaken (specifically Question 5 of the survey that asked respondents to list what they think are the top 3 challenges that the Carruthers Creek watershed faces today):

- Impacts from urban development and continuing development pressure with concerns about the impact of more growth on the ecosystems
- Health of the natural environment, noting concerns about how to reduce the spread of invasive species.
- How to reduce habitat loss and increase biodiversity.
- Concerns about waste, illegal dumping, excessive fill placement in the headwater areas which are exacerbated by the perceived lack of enforcement of by-laws preventing such.
- Concerns about human/pet encroachment particularly in sensitive areas
- Insufficient storm water management in the urban portion of the watershed noting concerns about potential temperature increases impacting species of fish and the resulting poorer water quality
- Concerns about erosion, silt, and road salt, and pesticides in surface runoff
- Flooding risks downstream due to increasing upstream development and the impacts of climate change
- Political commitment and funding for maintaining a sustainable watershed.
- Climate change impacts.
- Perceived lack of environmental protection for Carruthers watershed because it is outside the Greenbelt.

4.4 General Themes and Key Messages Heard Throughout Phase 2, Stage 1

A synopsis of the general themes from key messages heard at the presentations, stakeholder workshops, pop-ups, online survey, and staff to staff meetings is provided in Table 3. Please note that these key messages are an amalgamation of what was heard from all engaged audience types including municipal staff and council, environmental organizations, business owners, landowners and developers, and residents in and near the watershed. Some of the themes and key messages heard throughout consultation may not be directly applicable to the updated watershed plan as they may be outside of the scope of the watershed planning process. These themes are being reviewed as part of the process to develop Management Recommendations in Phase 2 but some frequently heard key messages are outside of the scope of the Watershed Plan.

Table 3 – General themes and key messages heard

<table>
<thead>
<tr>
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<th>Key messages</th>
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| Address resiliency and adaptation to climate change | • TRCA should clearly identify how the Carruthers Creek Watershed Plan will incorporate consideration of climate change and adaptation, as this is a major change since the last Watershed Plan was completed in 2003.  
  • Protecting the watershed is critical to prevent flooding.  
  • Climate change modelling is of interest, especially as related to flooding, impacts on biodiversity, and determining the ecological restoration and natural area protection needed to prepare for 500-year floods. |
<p>| Incorporate sustainability, restoration, and adaptive | • Integrate sustainability principles and incorporate newer concepts such as green infrastructure, restoration and adaptive management |</p>
<table>
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<th>General themes</th>
<th>Key messages</th>
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| **management practices**                                                     | • More emphasis is needed on mitigating urban development impacts in the watershed. Management actions to retrofit urban areas should be considered such as tree planting to address heat islands, edible fruits and forests promote connection to the earth, and increasing green infrastructure.  
• More consideration of building practices that do not harm wildlife or environment.  
• Highlight good practices being taken by landowners (e.g., golf courses) to inspire and encourage others.  
• Ensure use of buffers, best management practices and low impact development techniques for agriculture and urban development.  
• Explore ways to increase local food and food systems. |
| **Enhance the natural heritage system.**                                    | • Improve the ecological health and integrity of the watershed.  
• Ensure that the headwaters are protected.  
• Increase biodiversity of species.  
• Protect and enhance habitat for wildlife.  
• Consider how a systems management approach focusing on environmental gain and ecological integrity could enhance the natural heritage system of Carruthers Creek watershed. |
| **Consider health benefits and appropriate public use that place priority on the ecological health of the watershed.** | • While there is an interest in having more focuses on human health and the benefits of nature, priority should be afforded to ecological health and connectivity of natural areas.  
• Many residents want to be able to walk throughout the watershed and experience such things as a healthy active fishing community. There is a desire for more trails and public use facilities.  
• Residents are also concerned that there is too much access in sensitive areas, citing issues with human and pet encroachment, dogs off leash, increasing litter and waste left in natural areas.  
• TRCA should consider how trails and public use can contribute to human health and increased stewardship and support for implementation, without compromising the ecological integrity of the watershed. |
| **Develop strategies for land use working with private land owners to reduce impacts of human activity on the watershed.** | • Agriculture is important for the Region and best management practices should be applied to reduce nutrient runoff from agricultural lands.  
• Ensure buffers for agricultural lands and urbanization are adhered to. Require LID (low impact development techniques/practices) for developments where stormwater flows into the creek.  
• More thought needs to be put into how our building practices harm wildlife; storm drains are death traps to small animals, work with builders to find solutions. |
<table>
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<tr>
<th>General themes</th>
<th>Key messages</th>
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|                | • Private land owners should maintain a certain proportion of their lot as permeable surface; slow stormwater by de-paving, put in rain gardens and use permeable paving.  
• Highlight good practices and pilot projects currently being undertaken by landowners in the watershed to inspire and encourage others. |
| **Strengthen controls and enforcement of activities that impact the health of the watershed.** | • Address concerns raised by what is described as excessive fill placement in the headwaters.  
• Increase enforcement of illegal dumping.  
• Address concerns about road salt. |
| **Increase public education, awareness and stewardship.** | • More focus is needed on stewardship, partnerships and collaboration, and responsibility for the watershed, along with accountability and transparent decision making.  
• Priority should be placed on showcasing demonstration projects on sustainable living and sustainable community design. School projects were also noted to be key to building awareness and action in the watershed.  
• All stakeholders should be encouraged to participate in the stewardship of the watershed. Everyone’s efforts are needed.  
• There is a general concern that many residents and community members in and near the watershed do not know much about it. There needs to be more education and awareness of the importance of its health and ways for people to participate and contribute.  
• Increased knowledge is seen as important to increase compliance among all types of property owners to protect the watershed.  
• Would like to see TRCA continue ongoing stewardship programs in conjunction with local government and the public.  
• Opportunities could be pursued to engage with Indigenous groups for stewardship and environmental protection. |
| **Develop an effective implementation and compensation plan as a key part of the new Watershed Plan.** | • TRCA should describe how the Carruthers Creek Watershed Plan will be used and how implementation and action will be measured, including establishing priorities, targets, follow-up, monitoring and how stakeholders such as Environmental Non-Government Organisations can help to achieve priorities for the watershed.  
• There should be more focus on ecological restoration and how to measure outcomes, including how to work with developers and use compensation offsetting to achieve biodiversity and improve environmental function. Offset discussion should include restoration of lost wetlands.  
• Private businesses should be forced to provide compensation for any damage caused to the natural environment and be required to make capital investments to ensure prevention. This includes developers, manufacturing industries, commercial vehicles, etc.  
• Enforcement needs to be included in the implementation plan to address ongoing concerns raised that by-laws are not being enforced. |
### General themes

<table>
<thead>
<tr>
<th>Key messages</th>
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<tbody>
<tr>
<td>and resulting in damage to the natural environment.</td>
</tr>
<tr>
<td>• TRCA should continue to monitor and report on watershed health and ecological integrity to ensure the Vision established is realised.</td>
</tr>
</tbody>
</table>

### 5 Conclusion

This report is a compilation of the communications and consultation by TRCA on Phase 2, Stage 1 which were undertaken from December 2017 to October 2018. It outlines the public process objectives which guided the communications and consultation and describes the methods and activities used to inform and consult the public and stakeholders. It also describes what was heard and how public input is reflected in the new draft Vision and ongoing Phase 2 work. As the watershed plan continues to develop, consultation and communication with partners, stakeholders, and the public will be an important tool in helping to create the final Carruthers Creek Watershed Plan.

We would like to give our sincere gratitude to everyone who took the time and effort to become involved in the Carruthers Creek Watershed Plan by sending in their questions and comments, attending meetings, and completing the survey during Phase 2, Stage 1 consultation. All of your efforts and passion will help develop a new Watershed Plan that will protect, restore, enhance, and manage the Carruthers Creek watershed now and in the future. You can continue to be involved as the Watershed Plan progresses by visiting https://yoursay.ca/carruthers-creek to stay up-to-date and submit any questions/comments you may have.
Figure 1: A map of the Carruthers Creek watershed and study area for the updated Carruthers Creek Watershed Plan.
7 Appendix 2

Table 2 – Phase 2, Stage 1 Communications and Consultation Activities

<table>
<thead>
<tr>
<th>Phase 2, Stage 1 Consultation Activities</th>
<th>Date</th>
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<tbody>
<tr>
<td>1. Staff to Staff meeting: Durham, Pickering, and Ajax staff</td>
<td>12 December 2017</td>
</tr>
<tr>
<td>2. Launch website and online survey</td>
<td>7 February 2018</td>
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<tr>
<td>3. Stakeholder workshop: golf courses</td>
<td>20 March 2018</td>
</tr>
<tr>
<td>4. Responded via email, or postal mail where no email address available, to all stakeholders who contacted TRCA regarding Carruthers Creek Watershed Plan since the project began in 2015</td>
<td>22 March 2018</td>
</tr>
<tr>
<td>5. Media release, in partnership with Region of Durham, to local news outlets</td>
<td>4 April 2018</td>
</tr>
<tr>
<td>6. Stakeholder workshop: former members of Task Force for 2003 Watershed Plan for Duffins Creek and Carruthers Creek</td>
<td>27 April 2018</td>
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<tr>
<td>7. Carruthers Creek Watershed Tour</td>
<td>11 May 2018</td>
</tr>
<tr>
<td>8. Presentation to Town of Ajax Council</td>
<td>22 May 2018</td>
</tr>
<tr>
<td>9. Presentation to TRCA Regional Watershed Alliance</td>
<td>23 May 2018</td>
</tr>
<tr>
<td>10. Presentation to Town of Ajax Environmental Advisory Committee</td>
<td>07 June 2018</td>
</tr>
<tr>
<td>11. Presentation to Region of Durham Agricultural Advisory Committee</td>
<td>12 June 2018</td>
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<tr>
<td>12. Stakeholder workshop: ENGOs</td>
<td>13 June 2018</td>
</tr>
<tr>
<td>13. Presentation to City of Pickering Executive Committee</td>
<td>18 June 2018</td>
</tr>
<tr>
<td>14. Presentation to Ontario Power Generation Pickering Nuclear Generating Station Community Advisory Council</td>
<td>19 June 2018</td>
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<tr>
<td>15. Presentation to Region of Durham Environmental Advisory Committee</td>
<td>21 June 2018</td>
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<tr>
<td>16. Pop-Up at Ajax Trail Fest</td>
<td>24 June 2018</td>
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<tr>
<td>17. Pop-Up at Ajax Electric Vehicle show</td>
<td>24 June 2018</td>
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<tr>
<td>18. Pop-Up at Ajax GO station</td>
<td>26 June 2018</td>
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<tr>
<td>19. Pop-Up at Pickering GO station</td>
<td>27 June 2018</td>
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<tr>
<td>20. Pop-Up at Ajax Canada Day Celebrations</td>
<td>1 July 2018</td>
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<tr>
<td>21. Carruthers Creek Watershed Tour</td>
<td>19 July 2018</td>
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<tr>
<td>22. Pop-Up at PARA (Pickering Auxiliary Rescue Association) Waterfront Festival</td>
<td>25 August 2018</td>
</tr>
<tr>
<td>23. Pop-Up at Ajax National Tree Day celebration</td>
<td>26 September 2018</td>
</tr>
<tr>
<td>24. Staff to Staff meetings: Durham, Pickering, and Ajax staff</td>
<td>3 October 2018</td>
</tr>
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