

The Corporation of The Town of Ajax By-law 68-2026

Being a By-law passed pursuant to the provisions of Section 26 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, to adopt Amendment Number 99 to the Official Plan of The Corporation of The Town of Ajax (the “Town of Ajax”).

Whereas, this Amendment, pursuant to Official Plan Amendment Application OPA26-A6, is being brought forward under the authority of Section 284.11.1 of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, and in accordance with Ontario Regulation 580/22, “Provincial Priorities”;

Whereas, a Special Meeting of Council was held in accordance with Section 26 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, on September 2, 2025, for the purpose of initiating the review of the Town’s Official Plan and discussing the revisions that may be required;

Whereas, a Statutory Public Open House was held in accordance with Section 17 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended on May 14, 2026 for the purpose of considering the Ajax GO Station Secondary Plan draft Official Plan Amendment;

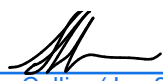
Whereas, a Statutory Public Meeting was held in accordance with Section 26 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, on June 22, 2026, for the purpose of considering this Amendment pursuant to Official Plan Amendment Application OPA26-A6; and,

Whereas, the Council of the Town of Ajax deems it appropriate to adopt this Official Plan Amendment to regulate the future development of the subject lands, as outlined on Schedule “A” attached hereto.

Therefore, it is enacted as a By-law of The Corporation of The Town of Ajax as follows:

1. That Amendment Number 99 to the Official Plan of the Town of Ajax, is hereby adopted.
2. That Amendment Number 99, as adopted by Council, shall be forwarded to the Ministry of Municipal Affairs and Housing, being the approval authority, for approval.

By-law passed this June 22, 2026


Shaun Collier (Jun 29, 2026 09:49:55 EDT)

Mayor and CEO



Clerk

Amendment Number 99 to the Town of Ajax Official Plan

1. Purpose

The purpose of this Official Plan Amendment is to establish an updated policy framework for the Ajax GO Station Protected Major Transit Station Area (PMTSA) in accordance with the Planning Act, that will:

- Delineate the boundary of the Ajax Protected Major Transit Station Area (PMTSA), to align with the boundaries of the Ajax PMTSA in the Region of Durham Official Plan (ROP), which was approved with modifications by the Province;
- Revise the boundary of the existing GO Transit Station Mixed Use Area designation to align with the Ajax PMTSA delineated boundary and re-designate a portion of the lands from “Prestige Employment” designation to “GO Transit Station Mixed Use Area” designation accordingly;
- Re-designate a portion of the subject lands from “Prestige Employment” designation to “Environmental Protection” designation;
- Re-designate a portion of the subject lands from “GO Transit Station Mixed Use Area” designation to “Environmental Protection” designation;
- Establish minimum densities, heights, and built form policies for all buildings within the Ajax PMTSA;
- Remove the subject lands from Area Specific Policy 6.19;
- Update land use and intensification policies, in alignment with Provincial direction for PMTSAs, to permit transit-supportive residential, employment, commercial and community uses and to support higher densities within a compact, mixed use transit-oriented built form;
- Establish updated public realm and land use compatibility policies within the GO Transit Station Mixed Use Area designation; and
- Identify a Proposed Road System and Priority Active Transportation Network for the Ajax PMTSA to introduce new roads, trails, and cycling connections.

2. Location

The lands subject to this Amendment include those within the Ajax GO Station Protected Major Transit Station Area, generally located within 800 metres south of the Ajax GO Station, as outlined on Schedule “A” attached hereto.

3. Basis

The Ajax GO Station Secondary Plan Study was initiated to establish a comprehensive planning framework for lands within the Protected Major Transit Station Area (PMTSA) surrounding the Ajax GO Transit Station. The subject lands are designated “Protected Major Transit Station Area” in the Region of Durham Official Plan (ROP) and split-designated “GO Transit Station Mixed Use Area” designation, “Prestige Employment” designation, and “Environmental Protection” designation on Schedule ‘A-1’ (Land Use) in the Town of Ajax Official Plan. On May 17, 2023, Durham Regional Council adopted a new ROP which was subsequently modified and approved by the Ministry of Municipal Affairs and

Housing on September 3, 2024. As per the new ROP, lands subject to the PMTSA designation are intended to develop into communities centered around higher order transit services. Within a PMTSA, municipalities are required by the Planning Act and the Provincial Planning Statement, 2024, to establish permitted land uses, minimum population and employment targets, and minimum density requirements.

The Town's Official Plan has not yet been comprehensively amended to fully implement the Regional PMTSA framework for the Ajax PMTSA. Portions of the lands remain designated "Prestige Employment", which does not permit residential uses or the full range of mixed uses contemplated for a transit-oriented major transit station area. An Official Plan Amendment is therefore required to re-designate lands and establish policies consistent with Provincial and Regional direction.

The Town has identified the Ajax PMTSA as a significant intensification opportunity capable of accommodating higher density mixed use development in proximity to higher order transit. The Secondary Plan Study examined opportunities to introduce a finer-grain street network, improve pedestrian and cycling connectivity, and strengthen connections to the Duffins Creek corridor, while addressing built form guidance, rail safety, land use compatibility and environmental constraints.

The Ajax GO Station Secondary Plan Study was undertaken in three phases.

Phase 1 of the Study involved the completion of a visioning survey and a detailed background report prepared by SGL Planning & Design Inc., including the following supporting technical studies:

- Land Use Compatibility Study, prepared by RJ Burnside & Associates Ltd.;
- Phase 1 Transportation Report, prepared by Paradigm Transportation Solutions;
- Natural Heritage and Hazard Background Analysis, prepared by Montrose Environmental Group;
- Rail Safety Guidance Report, prepared by Entuitive Consulting Engineers;
- Commercial Needs Assessment, prepared by Parcel Economics; and
- Community Infrastructure Assessment, prepared by Parcel Economics.

Phase 2 of the Study involved the preparation and evaluation of three Land Use Concepts. Each Land Use Concept illustrated a distinct approach to accommodating intensified development around the GO Station, including variations in density, the configuration of parks and active transportation networks, new road layouts and the location of community facilities. Consultation occurred with the public, landowners, the development industry, Indigenous communities, agencies and other stakeholders.

On January 26th, 2026 (and updated on February 4th, 2026), the Mayor issued Direction Number 01-2026 pursuant to s.284.3 of the Municipal Act, and subsequently endorsed by Council on February 17, 2026, directing staff to include certain policies and provisions into the Official Plan Amendment and Zoning By-law Amendment for the Ajax GO Station Secondary Plan.

Phase 3 of the Study focused on refining the planning framework following consultation and updating policy direction for the Secondary Plan Area through this Official Plan Amendment.

4. Actual Amendment

a) Schedule 'A-1' – Land Use is hereby amended as follows and as illustrated on Schedule "B" attached hereto:

- i) Delineate the "Ajax Protected Major Transit Station Area Boundary" around the Ajax GO Transit Station Area.
- ii) Re-designate a portion of the lands from "GO Transit Station Mixed Use Area" designation to "Environmental Protection" designation.
- iii) Re-designate a portion of the lands from "Prestige Employment" designation to "Environmental Protection" designation.
- iv) Re-designate a portion of the lands from "Prestige Employment" designation to "GO Transit Station Mixed Use Area" designation.

b) Schedule 'A-2' – Intensification Areas is hereby amended as follows and as illustrated on Schedule "C" attached hereto:

- i) Delineate the "Ajax Protected Major Transit Station Area Boundary" around the Ajax GO Transit Station Area.
- ii) Revise the boundary of the "GO Transit Station Mixed Use Area" designation by re-designating a portion of the lands from "Built Boundary" to "GO Transit Station Mixed Use Area".
- iii) Remove a portion of the lands from "GO Transit Station Mixed Use Area" designation and add to the "Built Boundary".

c) Schedule 'B' – Environment is hereby amended as follows and as illustrated on Schedule "D" attached hereto:

- i) Refine the "Environmental Protection" designation boundary abutting the "GO Transit Station Mixed Use Area" designation by re-designating a portion of the lands from "Built Environment" designation to "Environmental Protection" designation.

d) Schedule 'C-1' – Road System is hereby amended as follows and as illustrated on Schedule "E" attached hereto:

- i) Add the following Future Roads within the "Protected Major Transit Station Area Boundary" around the Ajax GO Transit Station Area:
 - a) Collector Roads;
 - b) Local Roads;
 - c) Lane; and
 - d) Future Transportation Connection symbol.

e) Schedule 'C-3' – Priority Active Transportation Facilities is hereby amended as follows and as illustrated on Schedule "F" attached hereto:

- i) Add the following Proposed Facilities within the "Protected Major Transit Station Area Boundary" around the Ajax GO Transit Station Area:
 - a) Multi-Use Trail;
 - b) Cycle Track;
 - c) Off-Road Trails; and
 - d) Regional Multi-Use Path.
- ii) Add the following Existing Facilities within the "Protected Major Transit Station Area Boundary" around the Ajax GO Transit Station Area:
 - a) Regional Multi-Use Path.

f) Schedule 'G' – Lands Subject to Area Specific Policies is hereby amended as follows and as illustrated on Schedule "G" attached hereto:

- i) Remove Area Specific Policy Section 6.19 from the Ajax GO Transit Station Area.

g) Schedule 'H' – GO Transit Station Mixed Use Area Land Use is hereby added as follows and as illustrated on Schedule "H" attached hereto:

- i) Delineate the following:
 - a) Ajax Protected Major Transit Station Area Boundary;
 - b) GO Transit Station Mixed Use Area I;
 - c) GO Transit Station Mixed Use Area II;
 - d) Environmental Protection;
 - e) Future Pedestrian Greenway/Active Transportation Link;
 - f) Future Mixed Use Main Street;
 - g) Future Transportation Connection symbol;
 - h) Future Collector Roads;
 - i) Future Local Roads; and
 - j) Future Lane.

h) Section 1.3 – LAND USE CATEGORIES is hereby amended by:

- i) Adding the "GO Transit Station Mixed Use Area" designation to the list under bullet iii) "Mixed Use Areas," and removing "~~GO Transit Station Mixed Use Area~~" from the list under bullet iv) "Employment Areas".

i) Section 2.2.6 – Open Spaces and Parks is hereby amended by:

- i) Adding the following additional policy to Section 2.2.6.2, with new text shown as underlined:
 - s) Explore the development of a future public park and passive recreational open space area within the tablelands of the Duffins Creek south of the CN Railway and west of the GO Transit Station Mixed Use Area, in partnership with the Toronto and Region Conservation Authority (TRCA), including the establishment of new trail connections and consideration of a future pedestrian bridge to improve access from the GO Transit Station Mixed Use Area, subject to environmental restoration objectives, detailed study and required approvals.

k) Section 3.2 INTENSIFICATION AREAS is hereby amended by:

- i) Revising Section 3.2.1 d) as follows, with new text shown as underlined and deleted text shown as strikethrough:

Establish a GO Transit Station Mixed Use Area to ~~introduce a mix of uses~~ facilitate a high-density, transit-oriented mixed use community that take advantage of transit leverages the accessibility in the vicinity of the Ajax GO Train Station and Durham Region Transit hub, accommodates significant residential and employment growth, and support the surrounding ensures compatibility with adjacent Employment Lands within a compact and walkable urban form.

ii) Revising Section 3.2.2.4 Planning Intent for Intensification Areas – GO Transit Station Mixed Use Area as follows, with new text shown as underlined and deleted text shown as strikethrough:

~~The Ajax GO Train Station lands and the area within 500 metres of the GO Station generally on the west side of Westney Road represent an important opportunity to build upon the accessibility and location advantages of the area that will facilitate a high density mixed use area, anchored by employment uses.~~

~~The intent is to build on the synergy provided by the GO Train Station and the Durham Region Bus Terminal to create a mixed use centre that includes services for commuters and enables living and working while minimizing car use.~~

~~This area is intended to support a high degree of pedestrian amenity with strong connections to transit facilities reducing walking distance to transit. Pedestrian and cycling facilities to support non-auto modes of transit are encouraged as part of any redevelopment within this area.~~

~~An important feature of this area is the opportunity presented for office or live-work employment as well as residential uses situated next to established high order transit facilities.~~

The Ajax GO Transit Station Mixed Use Area serves an important role in accommodating future growth and intensification in the Town. The Ajax GO Transit Station Mixed Use Area encompasses the Ajax Protected Major Transit Station Area (PMTSA) boundary, as delineated by Durham Region, and generally includes all lands within an 800-metre walking distance south of the GO Transit Station. It is a priority of the Town to ensure that future development and redevelopment within the GO Transit Station Mixed Use Area occurs in a manner that maximizes existing and future transit infrastructure and prioritizes high-quality, compact mixed use development.

The GO Transit Station Mixed Use Area is envisioned to transform into a transit-oriented community that contributes to a convenient place to live as part of a complete community with a high quality of life through inclusive, people-centered design and long-term environmental sustainability. The area will be shaped by a diverse mix of housing, employment opportunities and public spaces that welcomes all ages, abilities and life stages. The community is planned to have a minimum overall density of 400 people and jobs per gross hectare, and a long-term target density of 970 people and jobs per gross hectare at full build-out.

The area is envisioned as a safe, compact, vibrant, walkable and climate-resilient neighbourhood with strong connections to the Duffins Creek, transit, active transportation and a thriving public realm. Redevelopment will assist in improved access to the GO Transit Station, economic development and employment opportunities, compatibility between existing employment uses and will provide rail safety for all residents, employees, and visitors.

The following principles will guide redevelopment of the Ajax GO Transit Station Mixed Use Area:

- a) Mixed Use: Provide a diverse mix of land uses and attainable housing options with varying densities that accommodates people at all ages, abilities and stages of life.
- b) Placemaking: Foster a strong sense of place through the creation of safe, high-quality public spaces and streetscapes that support a range of activities, encourage a sense of belonging and offer placemaking opportunities.
- c) Pedestrian and Transit-Oriented: Prioritize pedestrian and transit-oriented design through well-connected streetscapes and compact development that supports active transportation and transit, leading to healthy and active lifestyles.
- d) Sustainable Design: Build a sustainable, climate-resilient community by incorporating cost-effective, community-scale solutions to reduce greenhouse gas emissions, conserve energy and water, reduce waste generation, and encourage green infrastructure to support stormwater management and mitigate urban heat island effects.
- e) Environmental Protection: Promote land stewardship and environmental protection by integrating a connected natural heritage system into community design, integrating natural hazard management and mitigation, and incorporating appropriate stormwater management principles.
- f) Economic Success: Enhance employment opportunities to support a diverse range of jobs, including commercial and professional service industries, fostering the creation of a new community.
- g) Inclusivity: Create an inclusive and accessible community that is designed for all ages, abilities and stages of life that encourages social interaction and the opportunity for all to gather in safe and comfortable spaces.

iii) Revising Section 3.2.3.5 Land Use Designations – GO Transit Station Mixed Use Area as follows, with new text shown as underlined and deleted text shown as strikethrough:

~~This designation is intended to represent an employment and mixed commercial area that retains its importance as an Employment Area with a target density of 50 jobs per hectare and introduces residential uses to support the nearby GO Train Station thereby allowing for living areas in close proximity to employment. Permission for residential uses will be contingent upon the creation of employment spaces to allow for live work and apartments. In recognition of the need to address land use compatibility concerns, and the pattern of development in this area, this designation applies to the area 500 metres south of the Ajax GO Train Station, generally on the west side of Westney Road.~~

The GO Transit Station Mixed Use Area designation applies to lands within an 800-metre walking distance south of the GO Transit Station. The designation permits high-density, transit-supportive mixed use development in proximity to the GO Transit Station and Durham Region Transit hub to most effectively support transit use and reinforce this area as the primary focus of intensity.

Development within this designation shall accommodate significant residential and employment growth in a compact, walkable urban form, with the greatest building heights and densities directed to lands closest to the GO Transit Station and transitioning appropriately outward. The designation establishes minimum height and density requirements, mixed use standards, amenity space provisions and public realm expectations while ensuring appropriate land use compatibility with adjacent Employment Areas.

Accordingly, the Town shall:

- a) Permit the following uses in mixed use ~~or stand-alone~~ buildings on lands designated as GO Transit Station Mixed Use Area on Schedule A-1, Land Use:
- i) broad variety of ~~prestige employment and~~ commercial activity that is compatible with adjacent residential uses;
 - ii) office uses;
 - iii) institutional uses such as schools, post secondary schools, public health facilities, places of worship, medical offices, trade and business schools located in mixed use buildings;
 - iv) *community facilities* such as community centres, fitness centres/facilities, multi-purpose rooms, libraries and day care facilities within mixed use buildings, public parking facilities, parks, urban squares, privately-owned publicly accessible spaces and open space linkages;
 - v) arts, cultural, entertainment and recreational uses;
 - vi) non-profit clubs and organizations;
 - ~~vii) parking lots as primary uses;~~
 - vii) ~~viii)~~ *new motor vehicle sales establishments, excluding the outdoor storage and display of motor vehicles; subject to land use and design criteria to be outlined in the implementing Zoning By-law;*
 - viii) ~~ix)~~ *utilities; and*
 - ix) ~~x)~~ ~~uses that are permitted within the High Density Residential designation~~ uses Apartments integrated with active commercial/retail, office or community uses at grade, provided all of the following criteria are satisfied:
 - a minimum of 50 permanent jobs per hectare is ~~achieved on site~~ within the first phase of development;
 - a minimum amount of non-residential floor area is achieved as determined through the implementing Zoning By-law;
 - a minimum amount of indoor and outdoor amenity space be provided as determined through the implementing Zoning By-law;

- land use compatibility is demonstrated within the context of surrounding employment uses, and railways, to the satisfaction of the Town; and,
 - *infrastructure*, transportation and servicing capacity can be provided to the satisfaction of the Region and the Town.
- b) Prohibit the following uses on lands designated as GO Transit Station Mixed Use Area on Schedule A-1, Land Use:
- ~~i) Any individual retail store or service commercial uses, in a building, with ground floor plate in excess of 500 square metres in size; and,~~
 - i) ~~ii) Retail stores that require outdoor storage; and~~
 - ii) Auto-oriented or land extensive uses including gas stations, car washes, drive-through establishments, motor vehicle sales establishments (new and used) with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities.
- c) ~~Permit low-rise, mid-rise buildings and tall buildings in accordance with Section 3.2.4.1 iv), except as modified as follows:~~
- ~~i) Tall buildings are 12 storeys in height and above;~~
 - ii) Main doors shall front the Mixed Use Main Street, as delineated on Schedule “H”, Westney Road South and/or Bayly Street West. Where an individual building occupies a site facing both Westney Road South and the Mixed Use Main Street, a through lobby or separate commercial/non-residential units shall be designed to face and interact with both public frontages.
- ~~d) Establish the maximum height limit to be 25 storeys and the minimum height to be generally not less than 3 functional storeys.~~
- d) Establish the following minimum building heights in accordance with Schedule ‘H’, GO Transit Station Mixed Use Area Land Use:
- i) GO Transit Station Mixed Use Area I: 25 storeys
 - ii) GO Transit Station Mixed Use Area II: 12 storeys
- ~~e) The maximum density limit is a Floor Space Index of 2.5, provided that in all development, employment uses represent at least one-third of the total density in stand alone or mixed use buildings. The minimum density is a Floor Space Index of 1.0.~~
- e) Establish the following minimum Floor Space Index (FSI) in accordance with Schedule ‘H’:
- i) GO Transit Station Mixed Use Area I: 6.0
 - ii) GO Transit Station Mixed Use Area II: 3.0
- f) Require that ground floor animation uses, such as retail and service uses, studios, office entrances and lobbies of residential buildings

be provided with sufficient ground floor height to accommodate commercial uses along ~~major~~ public roads.

- g) Ensure that new residential uses are compatible with existing employment uses, including the establishment of appropriate design measures such as building orientation and massing, landscaped buffers, podium or non-residential at-grade buffering, acoustic barriers, enhanced building construction standards, separation distances and/or noise attenuation from existing employment uses to address noise, vibration and odours through the completion of a Land Use Compatibility Study as part of Site Plan Approval.
- h) Permit, through implementing Zoning By-laws, an appropriate range of uses, building setbacks and building form which shall be determined on the basis of site-specific criteria such as, and not necessarily limited to, traffic, land use compatibility, pedestrian comfort and safety and environmental considerations such as noise, and air quality.
- i) Establish a maximum parking rate in the implementing Zoning By-law to support transit-oriented development, reduce auto-dependency and ensure parking supply reflects the proposed land use and development context.
- j) Ensure surface parking is limited and only provided for visitors and patrons.
- k) Encourage energy-efficient buildings, integration of renewable energy, on-site clean energy systems, and exploration of district energy solutions.
- l) Implement a cohesive and publicly accessible system of parks as new development occurs in accordance with Section 2.2.6.
- m) Allow privately owned publicly accessible spaces to be eligible for credit toward parkland dedication requirements. Such credits, along with the design of privately owned publicly accessible spaces, must comply with all applicable Provincial legislation, Town by-laws, and guidelines as part of Site Plan Approval.
- n) Plan and coordinate new and enhanced community facilities in accordance with the Ajax Recreation and Parks Master Plan, as amended from time to time, while encouraging new approaches to the delivery of community facilities and services through development approvals that consider shared uses and multi-functional facilities as part of mixed use buildings. The Town shall ensure coordinated and timely delivery of recreation, cultural and community spaces that implement a walkable community while achieving capital and operating cost efficiencies.
- o) Work with all local school boards to monitor long-term pupil enrollment and plan for schools within the GO Transit Station Mixed Use Area designation that:
 - strive to implement innovative approaches to delivering schools within mixed use buildings;

- promotes walking and cycling, while also planned to accommodate safe and efficient bus and other vehicular drop off; and,

- align and share community centre spaces with schools to enable schools to grow or shrink depending on pupil enrollment.

- p) The Town shall investigate stormwater management techniques including low impact development strategies or other best management practices to improve stormwater management controls through an area specific Stormwater Management Plan.
- q) Require that any development adjacent to and/or in proximity to Metrolinx-owned lands or rail corridors demonstrate, to the satisfaction of the Town, Metrolinx, or authority having jurisdiction, that the development will not adversely impact the safe and efficient operation of transit infrastructure, Metrolinx facilities, rail corridor functions, drainage, maintenance access or the long-term protection of transit and rail assets. Where applicable, development applications shall be supported by appropriate technical studies, mitigation measures, agreements, easements and/or other requirements identified through consultation with the Town, Metrolinx and its technical advisors, or other authority having jurisdiction, with associated costs to be borne by the owner/applicant.

Section 3.2.10 Servicing Capacity is hereby amended by:

- i) Adding a new subsection c) as follows, with new text shown as underlined:

c) The Town shall work with the Region to monitor servicing capacity within the GO Transit Station Mixed Use Area, and plan servicing infrastructure improvements, as needed, to ensure that sufficient servicing capacity is available for the planned development.

Section 3.5.5 Waste Management is hereby amended by:

- i) Removing Section 3.5.5 in its entirety and renumbering subsequent sections accordingly.

Section 4.2 – ROADS SYSTEM is hereby amended by:

- i) Adding a new Section 4.2.9 Roads Within the Ajax GO Transit Station Mixed Use Area as follows, with new text shown as underlined:
 - a) It is the Town's intention to establish a refined grid network of public roads within the Ajax GO Transit Station Mixed Use Area to break up existing large development blocks and support a more pedestrian-oriented, transit-supportive mixed use environment.
 - b) North-South Mixed Use Main Street – A new north-south mixed use main street is required generally parallel and west of Westney Road South, extending from Fairall Street to the existing driveway northwest of Bayly Street West. This collector road shall function as the primary internal spine with the intent to provide a continuous, safe connection through the Ajax GO Transit Station Mixed Use Area. The new north-south road is intended to be designed as an urban street typology with active uses fronting onto it. The urban street shall accommodate two travel lanes, landscaped boulevards,

cycle tracks and sidewalks on both sides. The new north-south road may include on-street layby parking, street trees and street furniture in appropriate locations to support a vibrant public realm.

- c) Hunt Street Extension: The extension of Hunt Street westward to Westney Road South connects to the new north-south road through O'Brien Court, consistent with the Hunt Street Extension Environmental Study Report and Addendum. The extension shall generally include a three-lane cross-section, cycle tracks and sidewalks, and may include an at-grade crossing of the CN Railway corridor subject to detailed design and approvals.
- d) Westney Road South and Bayly Street West shall continue to function as major arterial corridors and shall accommodate transit priority measures and enhanced pedestrian and cycling amenities to strengthen connections to the GO Train Station. Improvements along these corridors shall support higher order transit, safe pedestrian crossings and active transportation integration.
- e) North-South Lane: A new north-south lane is required along the eastern edge of the Ajax GO Station Mixed Use Area, connecting Fairall Street to Hunt Street. The purpose of this lane is to reduce vehicular access pressures on Westney Road South and provide additional servicing and access connections to lands east of Westney Road South.
- f) Future Transportation Connection: A future transportation connection symbol has been shown on Schedule 'C-1' Road Systems, to facilitate a transportation connection between development along Bayly Street West and Fuller Road. The design, construction, and all associated costs shall be a joint responsibility of all benefiting landowners, and are to be secured through future development and/or cost-sharing agreements.
- g) All new public roads shall be built to Town standards and provide permanent public access. Through the development approval process, private roads may be permitted where appropriate, subject to public access easements and potential future conveyance to the Town at no cost.
- h) Development approvals with existing or new access may require consolidation or shared access along Regional roads to reduce the number of individual driveways and support coordinated development and traffic operations.
- i) All new roads shall be designed as complete streets, incorporating street trees, pedestrian-scaled lighting, cycling facilities and high-quality public realm elements to support a compact, walkable and transit-oriented community.
- j) All new public and private roads within the Ajax GO Transit Station Mixed Use Area shall consider the use of low impact development strategies or other best management practices to improve stormwater management controls and infiltration.
- k) The Town shall work with the Region on planned transportation infrastructure improvements prior to, or in conjunction with, development approvals which may include the preparation of an area-wide transportation analysis and multi-modal review. The area-

wide analysis should examine the limited road capacity available within the Bayly Street and Westney Road corridors, increase in traffic volumes and multi-modal service levels. If an area-wide transportation analysis has not yet been completed prior to a development application, it will be the responsibility of the applicant to prepare a transportation analysis of the overall area as part of a site-specific Traffic Impact Study/Multimodal Level of Service, and to implement any required infrastructure improvements, and phasing with all costs to be paid by the owner/applicant.

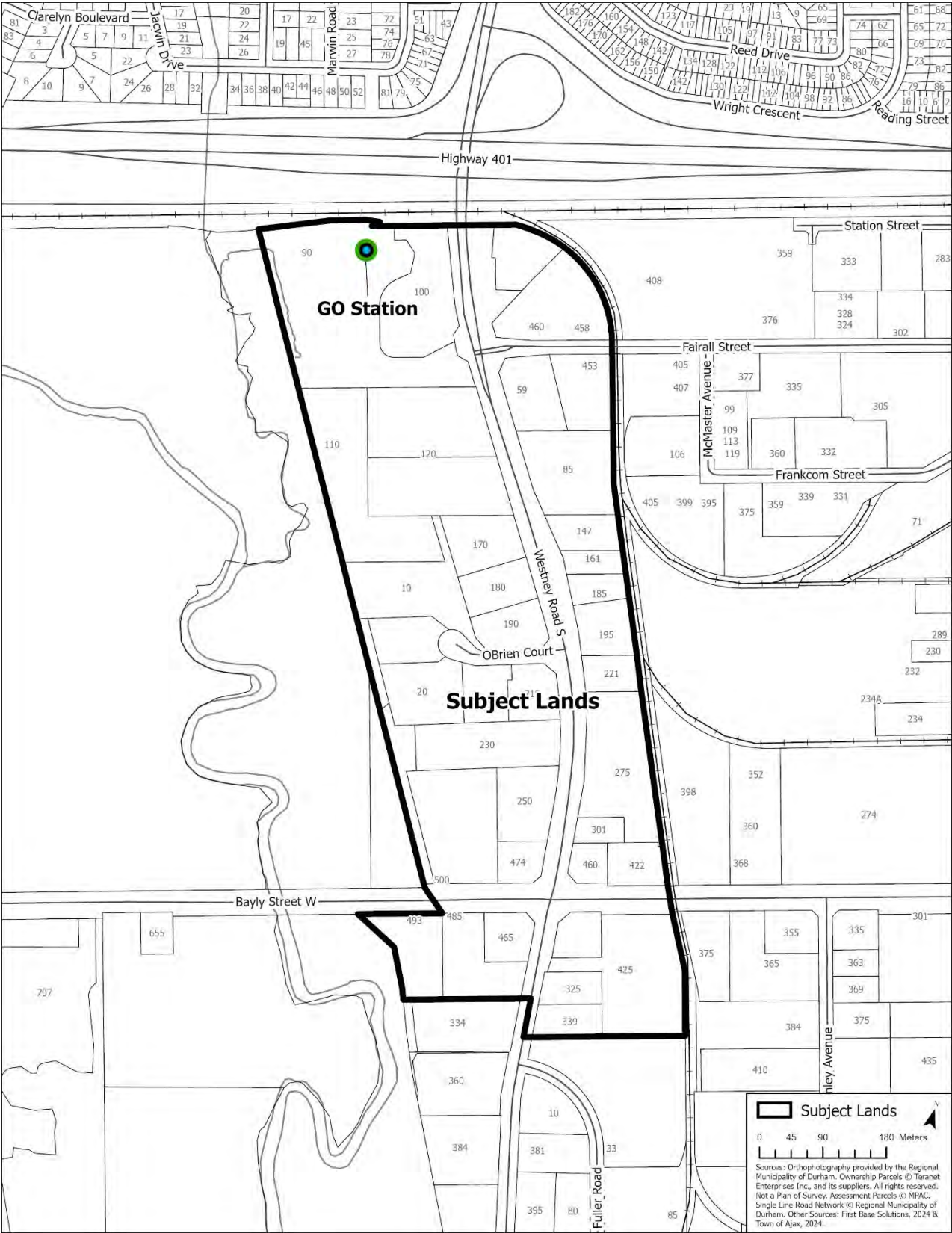
5. Implementation

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

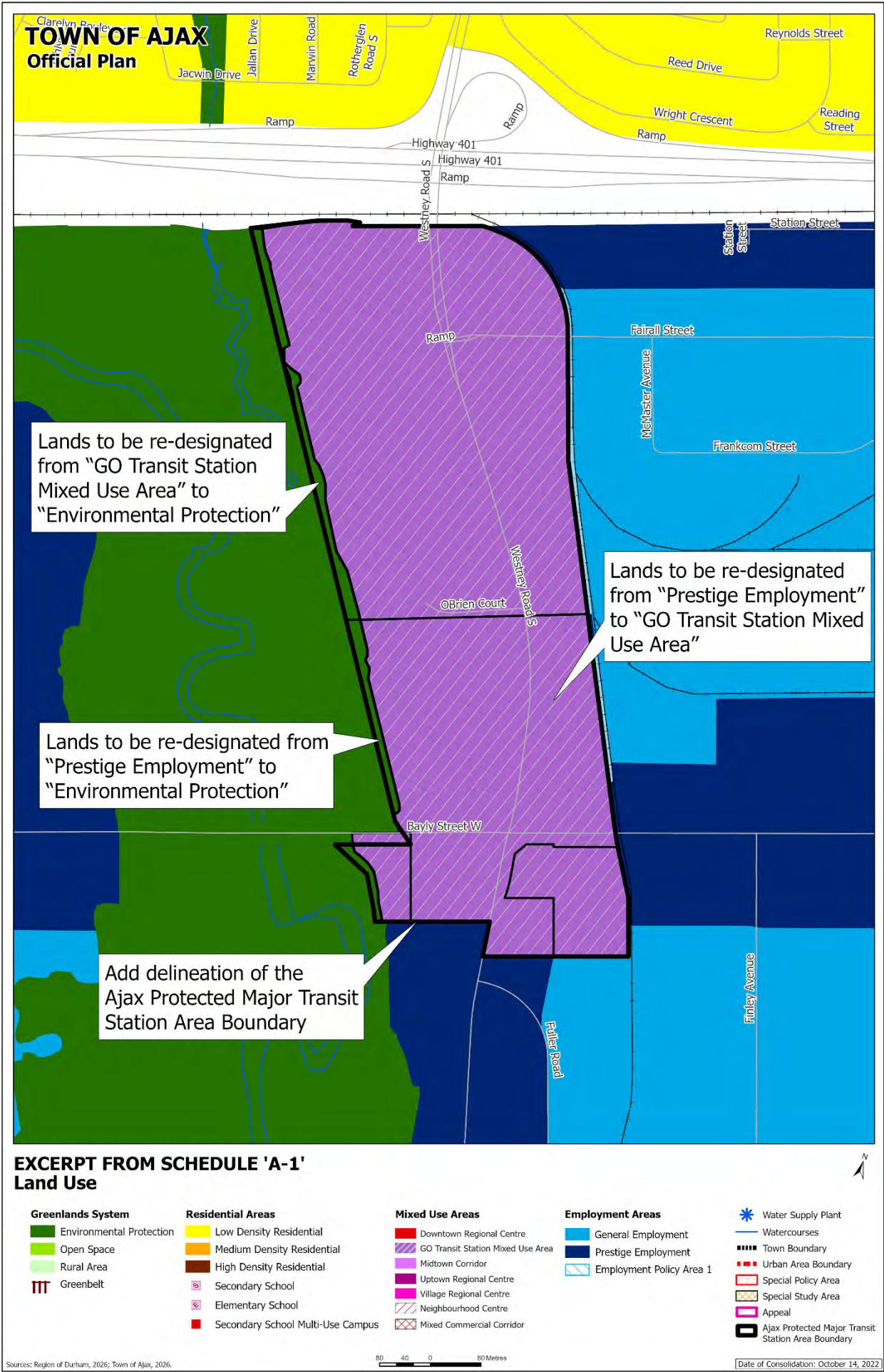
6. Interpretation

The provisions set forth in the Town of Ajax Official Plan that are not otherwise in conflict with this Amendment shall continue to apply.

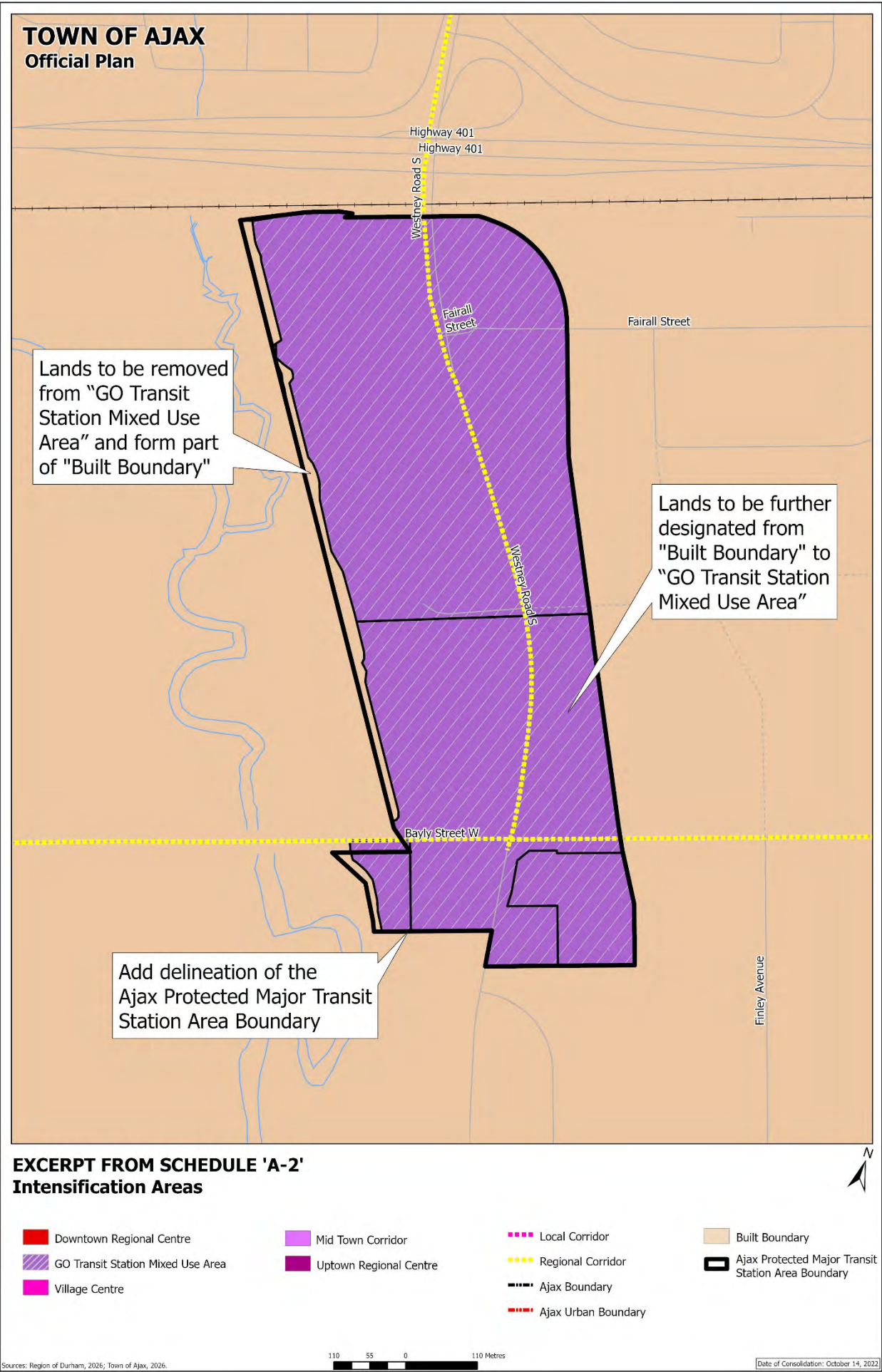
Schedule "A"
Lands Subject to Amendment Number 99
to the Town of Ajax Official Plan



Schedule "B"
to Amendment Number 99
to the Town of Ajax Official Plan



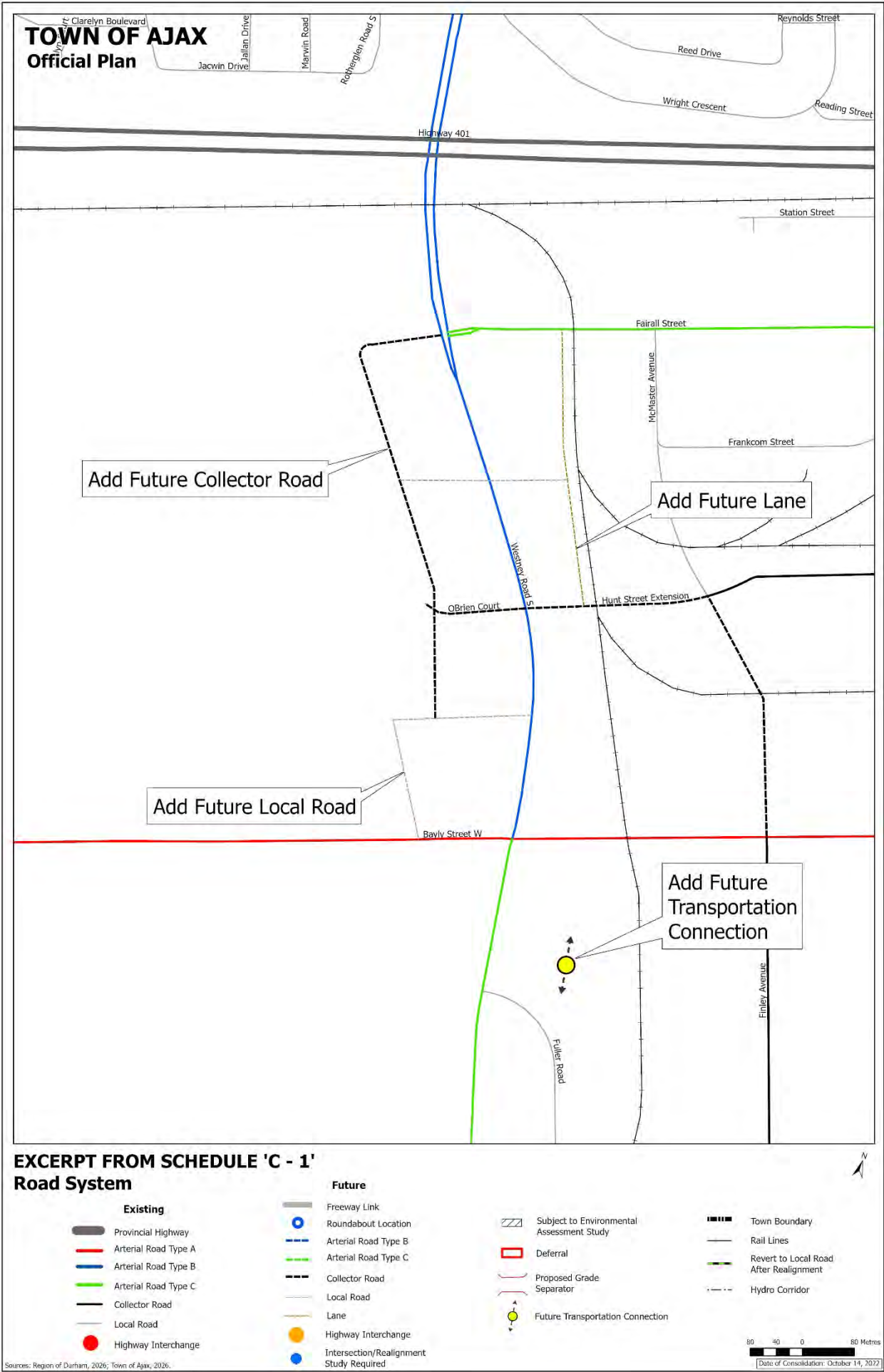
Schedule "C"
to Amendment Number 99
to the Town of Ajax Official Plan



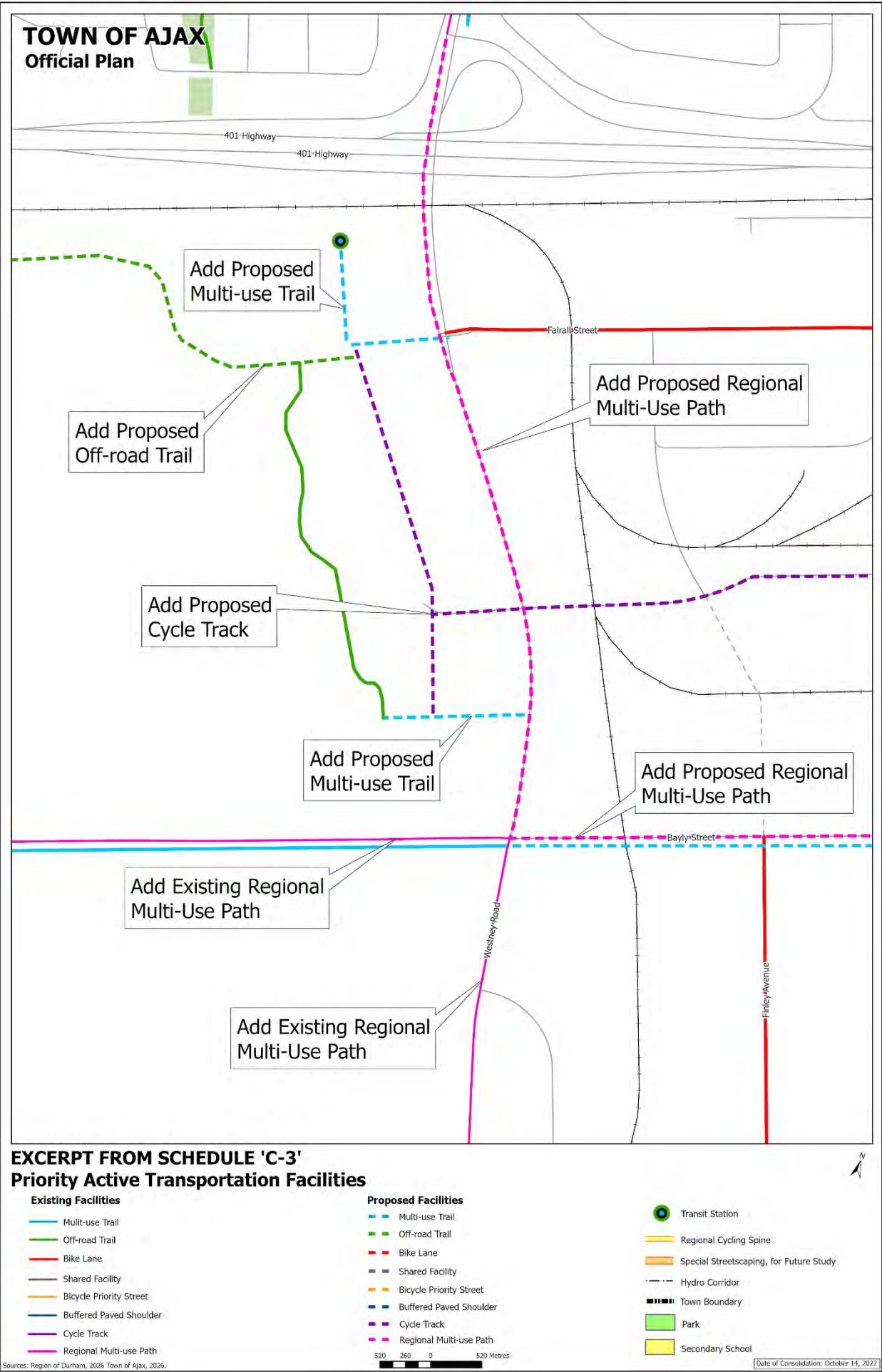
Schedule “D”
to Amendment Number 99
to the Town of Ajax Official Plan



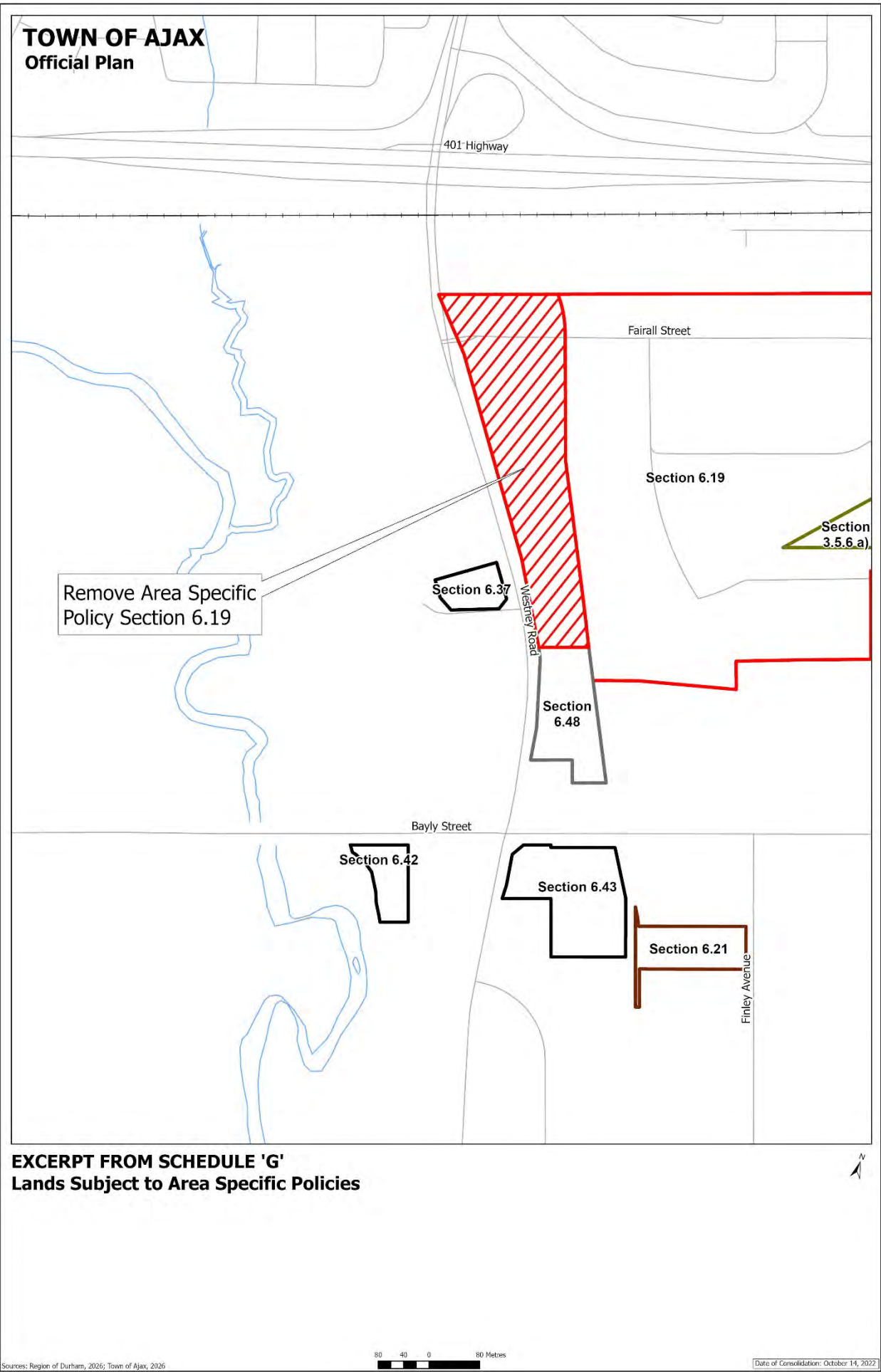
Schedule “E”
to Amendment Number 99
to the Town of Ajax Official Plan



Schedule "F"
to Amendment Number 99
to the Town of Ajax Official Plan



Schedule “G”
to Amendment Number 99
to the Town of Ajax Official Plan



Schedule “H”
to Amendment Number 99
to the Town of Ajax Official Plan

