

The North

- The north is covered by the Greenbelt and growth is limited mainly to regional centres located in Uxbridge, Port Perry, Sunderland, Cannington and Beaverton.
- There should be a mix of home-types with higher density uses for both residences and businesses encouraged.
- Frequent transit, cycling trails and pedestrian-friendly streets should be encouraged and, in the centres, parking should be underground or in structures.
- In hamlets, there should be measured growth that recognizes the rural character of the settlements.

Projected new growth in Durham by 2031

Pickering Population: 133,900 Homes: 48,900 Employment: 48,572	Clarington Population: 58,900 Homes: 25,270 Employment: 20,802
Ajax Population: 43,400 Homes: 17,230 Employment: 19,082	Uxbridge Population: 7,000 Homes: 3,990 Employment: 3,864
Whitby Population: 76,600 Homes: 34,400 Employment: 39,505	Brock Population: 1,500 Homes: 1,750 Employment: 1,687
Oshawa Population: 49,000 Homes: 27,670 Employment: 32,125	Scugog Population: 3,000 Homes: 2,750 Employment: 2,413

LEGEND

-  Urban Boundaries
-  Future Living Areas Through 2056
-  Employment Lands Through 2056
-  Hwy. 407 extension

Urban Growth

- The area around the Pickering Town Centre and downtown Oshawa will be urban growth centres serving as meeting places, locations for cultural facilities, public institutions, transit hubs and more.
- Transit villages around the existing Pickering, Ajax, Whitby and Oshawa GO stations can accommodate future growth with the redevelopment of surrounding parking lots into mixed use complexes which include high-density homes such as condos or apartments and commercial uses.
- Future GO stations in Courtice, Bowmanville, Uxbridge and Seaton in north Pickering would see planned transit villages.
- Pickering, Whitby, Oshawa and Clarington are slated for waterfront villages designed to be compact, walkable communities which preserve the existing waterfront public space.
- Growth corridors along major roads such as Salem Road in Ajax, Taunton Road, Hwy. 12 in Whitby and Harmony Road in Oshawa. They would be pedestrian-friendly with transit access and include a mix of homes and businesses such as street-level cafes. Single-family homes would be discouraged.
- Existing regional centres such as Liverpool Road and Kingston Road in Pickering and regional corridors such as Brock Street in Whitby and Simcoe Street in Oshawa would see more dense commercial, residential and employment uses. Parking should be underground and in structures and surface level parking would be limited.
- Development in current greenfield lands, including the Seaton community, which will see 70,000 residents, should be complete communities supported by public spaces and community facilities. Outside of centres and corridors which are higher density, 30 per cent of homes should be other than new single-detached housing.
- UOIT/Durham College is an emerging growth area with a balance of housing, employment and retail.

Employment

- Employment growth is expected primarily along the Hwy. 407 extension, which will run from Pickering to Hwy. 35/115 in Clarington and along the Hwy. 407/401 links in Whitby and Clarington.
- Other drivers of employment growth include UOIT/Durham College and the Clarington Energy Business Park.
- The projected employment numbers include the construction of a Pickering airport.
- Employment lands should be reserved for employment with only a small amount of retail allowed to serve the workers, no greater than 500 square metres.
- Major office buildings should be located in Regional centres, transit village or growth corridors.

Critics want Region to protect farmland and watersheds

Growth plan debate heats up

By Reka Szekely
rszekely@durhamregion.com

DURHAM — It will have to be a quick, fierce debate on how Durham should grow as the June deadline for Durham to complete its plan draws closer.

The Region is working on conforming to the Province's growth plan for the Greater Golden Horseshoe, an area ringing Lake Ontario from Niagara through Durham. The Province has allocated 373,200 new residents for the Region through 2031, which would bring the Region's population to 960,000.

At a recent planning committee meeting, councillors got reaction to their consultants' final recommendations on how to grow.

Ivan DeJong, chairman of the Durham Agricultural Advisory Committee (DAAC), raised concerns about the loss of prime farm lands, especially those near Lake Ontario, to development.

"There's no consideration of the best agricultural land. To us as the DAAC, it's the same old, same old," he said, adding that a farmer near Port Perry has 10 less harvesting days than a farmer near the lake, where it's warmer.

Mr. DeJong said there needs to be buffer between farm lands and residential areas otherwise farmers will be limited. For example, a hog operation can't be next to a subdivision.

The Region's planning commissioner, Alex Georgiuff, defended the plan and said more than 80 per cent of the Region falls under the Greenbelt and is protected from develop-

ment. Much of that land is agriculture.

"We've got some of the most powerful agricultural policies in the province in terms of protecting the agricultural community."

Several environmental groups called on Durham to create a watershed plan before moving forward. Of particular concern is the Carruthers Creek's headwaters in north Pickering.

"We believe that any discussion about adding the Carruthers Creek headwaters to the urban boundary prior to any watershed study would be premature," said Sarah Dopp of the Ontario Greenbelt Alliance.

As it stands, watershed plans would be conducted under secondary plans when new neighbourhoods are planned.

Though the Province only allows the Region to designate land use through 2031, the consultants looked at the big picture

through 2056. It is in that latter time frame that Clarington's employment lands along the Highway 407/401 link are set to be developed. Clarington Councillor Mary Novak said it would be a wasted opportunity if the Region didn't do it in the 2031 time frame.

But the consultants said Durham must rationalize development to the Province and their forecasts show there wasn't enough demand in Clarington to justify moving it up.

Although some developers had concerns about the zoning of particular parcels of land, they supported the plan overall.

Lucy Stocco, a vice-president for Tribute and speaking for Runnymede too, said her company participated in all of the public meetings and she supported the consultants' recommendations.

She said all the environmental plans that have to be done will be done.