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WhiteBelt Lands Between Sideline 14 and 16, and Seventh Concession Road and Hwy 7

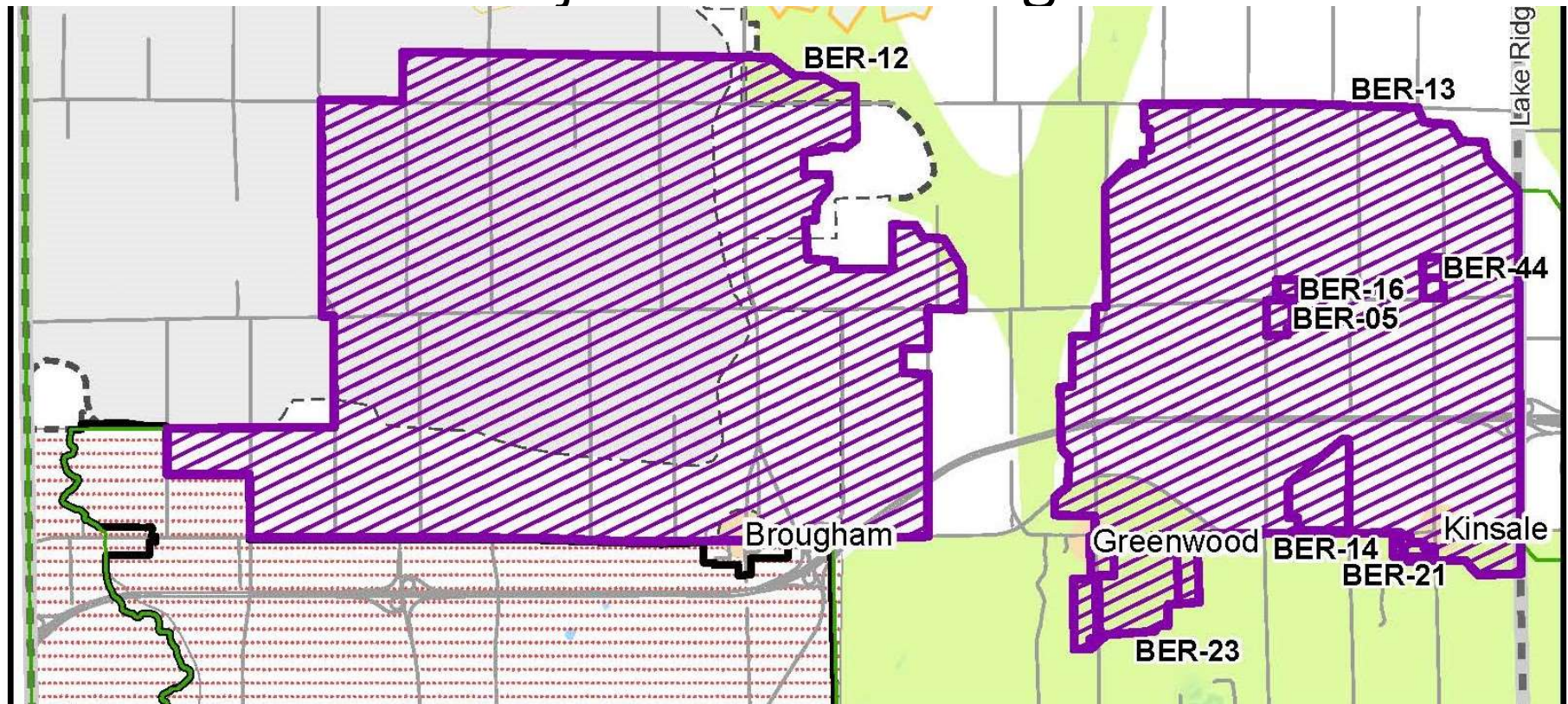
Boundary Expansion Area BER-12, Envision Durham

The Regional Municipality of Durham Information Report Report: #2022-INFO-91, November 10, 2022

Lands next to the federal airport lands, identified as Special Study Area 1 in the current ROP are proposed to remain outside the Urban Area Boundary since there is sufficient opportunity in northeast Pickering along Highway 407 and the lands are not yet required for Employment Area expansion. Residential and population related sensitive land uses would not be permitted in this location due to potential airport noise exposure. These lands are proposed to remain outside the Urban Area Boundary until such time that a federal decision to build an airport is made, at which point they may be comprehensively planned for suitable uses.

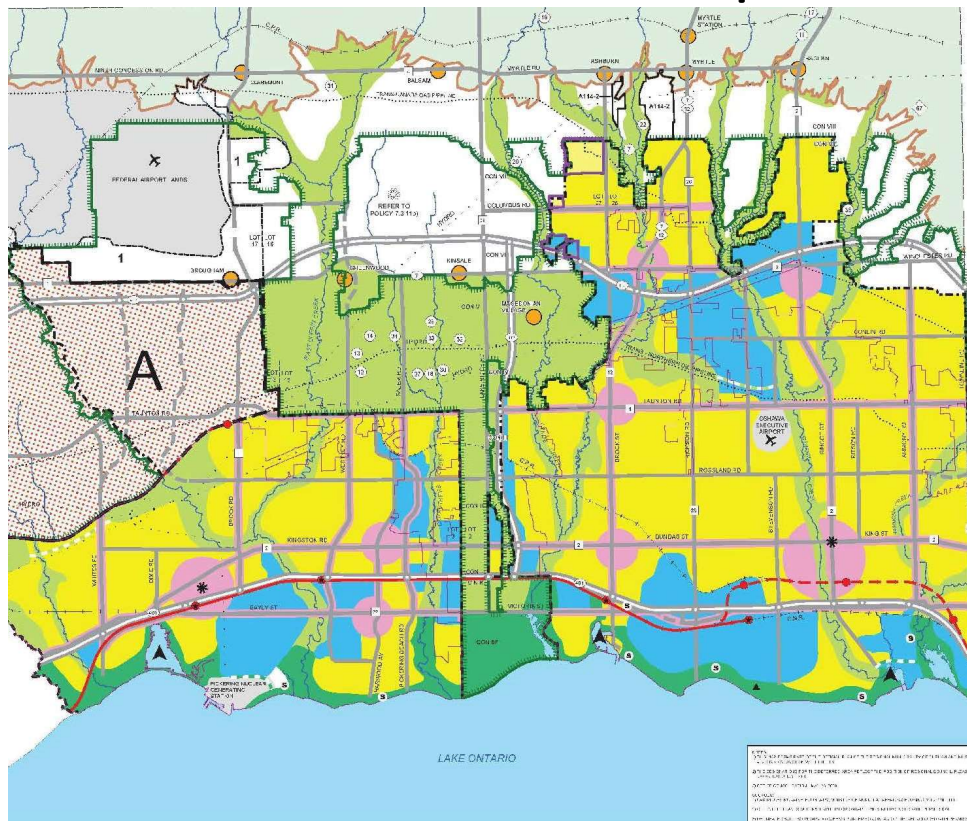
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Request for Settlement Area Boundary Expansion – Ajax and Pickering



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Special Study Area 1, Region Official Plan, Schedule A, map A4



OFFICIAL PLAN OF THE REGIONAL MUNICIPALITY OF DURHAM

SCHEDULE 'A' - MAP 'A4' REGIONAL STRUCTURE

LEGEND

URBAN SYSTEM

- REGINAL CENTRE
- REGIONAL CENTRE
- EMPLOYMENT AREAS
- AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WATER SERVICES
- AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- MUNICIPAL SERVICE
- BUILT BOUNDARY
- LEGAL AREA BOUNDARY
- URBAN CORRIDOR (C-1, C-1.1)
- LIVING AREAS
- AREAS DEVELOPABLE ON FULL/PARTIAL MUNICIPAL SERVICES
- AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- MUNICIPAL SERVICE
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS
- RURAL SETTLEMENTS:
 - HAWLET
 - RURAL BY-LAW SETTLEMENT AREA (SEE PART B-10 FOR DESCRIPTION)
 - REGIONAL NODE (SEE SECTION 30 FOR DESCRIPTION)
 - AGGREGATE RESOURCE EXTRACTION AREA (SR-1 AND SR-2) (SEE SECTION 130)
 - COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE 63 FOR DESCRIPTION)
 - SHORELINE RESIDENTIAL

GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OPEN SPACE - WEDGE
- TOURIST ACTIVITY/RECREATION NODE
- OPEN SPACE - WEDGE
- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OPEN SPACE - WEDGE
- TOURIST ACTIVITY/RECREATION NODE
- OPEN SPACE - WEDGE
- OPEN SPACE - WEDGE
- TOURIST ACTIVITY/RECREATION NODE
- OPEN SPACE - WEDGE

TRANSPORTATION SYSTEM

- EXISTING:
 - MATERIAL ROAD
 - FREEWAY
 - INTERCHANGE
 - GO RAIL
 - GO STATION
- FUTURE:
 - MATERIAL ROAD
 - FREEWAY
 - INTERCHANGE
 - GO RAIL
 - GO STATION

SPECIAL AREAS

- SPECIAL STUDY AREA
- DEFERRED BY MINISTER OF MUNICIPAL AFFAIRS
- SPECIFIC POLICY AREA
- APPEALED TO OMB
- AREAS APPEALED TO OMB, REFER TO POLICY 14.10.1

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Special Study Area 1



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BER-12 Inclusion Criteria For Expansion

Boundary Expansion Request-ID	Municipality	Land Area (Hectares)*	Description of Settlement Area Boundary Expansion Request (as described by proponent)	Included in SABE?
BER-12	Pickering	2,509.3 *Overlaps with BER-05, 13, 14, 16, 21, 23, 44	<p>Pickering Council requested that Durham consider all lands meeting a certain set of criteria for inclusion within the Urban Boundary. The Criteria area:</p> <ol style="list-style-type: none"> 1. Lands not restricted by availability of servicing; 2. Lands that do not comprise a Specialty Crop Area; 3. Lands that are not within a Natural Heritage System; 4. Lands not located in the Moraine Natural Core and Linkage Areas 5. Lands experiencing growth pressures or with locations in the white belt that are appropriate for growth and can achieve a healthy, connected, thriving and complete community; 6. Lands that have existing or planned infrastructure to support and accommodate growth 	<p>Partial. The subject lands within northeast Pickering are proposed as Community Area, Employment Area, Regional Centre, and Regional Corridor.</p> <p>Expansion into the Greenbelt Protected Countryside is not permitted by Provincial Policy.</p> <p>Lands within the Duffins Agricultural Preserve are protected from urban development in accordance with the Central Pickering Development Plan.</p> <p>Lands next to the federal airport lands (Special Study Area 1 in the current ROP) are proposed to remain outside the Urban Area Boundary until such time that a federal decision to build an airport is made, at which point they could be planned for airport compatible and supportive uses.</p>

Draft New Region of Durham Official Plan

- It is the policy of Council to:
- 2.1.18 Request the federal government for a firm commitment to the construction of an airport on the federal lands in Pickering.
- 2.1.19 Ensure that required services and infrastructure are planned to support and serve an airport, upon commitments being made to construct an airport in Pickering by the federal government.
- 2.1.20 Support the development of a transportation-based, multi-modal employment hub in the vicinity of the federal lands in Pickering to maximize the economic benefit of a future airport.
- 2.1.21 Support the establishment of a new multi-modal transportation network serving a future airport in Pickering, and once an announcement is made by the federal government, develop a plan to implement new highway connections, roads and new rapid transit infrastructure.

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Inconsistency and Mixed Messages

- Despite the draft new plan, City of Pickering is currently debating a resolution to oppose the airport.
- There has been indecision for 51 years. It could be another 51 years.
- Perfectly good privately owned Whitebelt lands are sitting idly, while Greenbelt lands are being taken out with much controversy.
- The Whitebelt lands between Sideline 14 and 16 could be used for purposes that are compatible even if an airport comes.
- These could be low-lying 1-2 story buildings or yards used for warehousing, industrial or transportation uses, as well as highway amenities at the existing highway ramps – there is nothing now.

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Comparison with employment lands being considered for inclusion into the urban boundary

- Other employment lands being brought into the urban boundary, in BER-13 and South of Highway 7. Some say those are sufficient for now.
- These lands of interest are more accessible by major roads, 7, 407 and 1 than those. There are existing ramps at Brock Rd now.
- They are more strategically located of all the Whitebelt lands that are being considered for inclusion. Near Seaton, at confluence of 3 major roads.
- They are the only accessible Whitebelt lands that are not being considered for inclusion, West of Clarington.
- While they are designated “prime agricultural”, not much agriculture is happening there. Most are sitting idle.
- It could be decades for an airport to come, or it may never come. Why should this part of Pickering be kept idle like this?