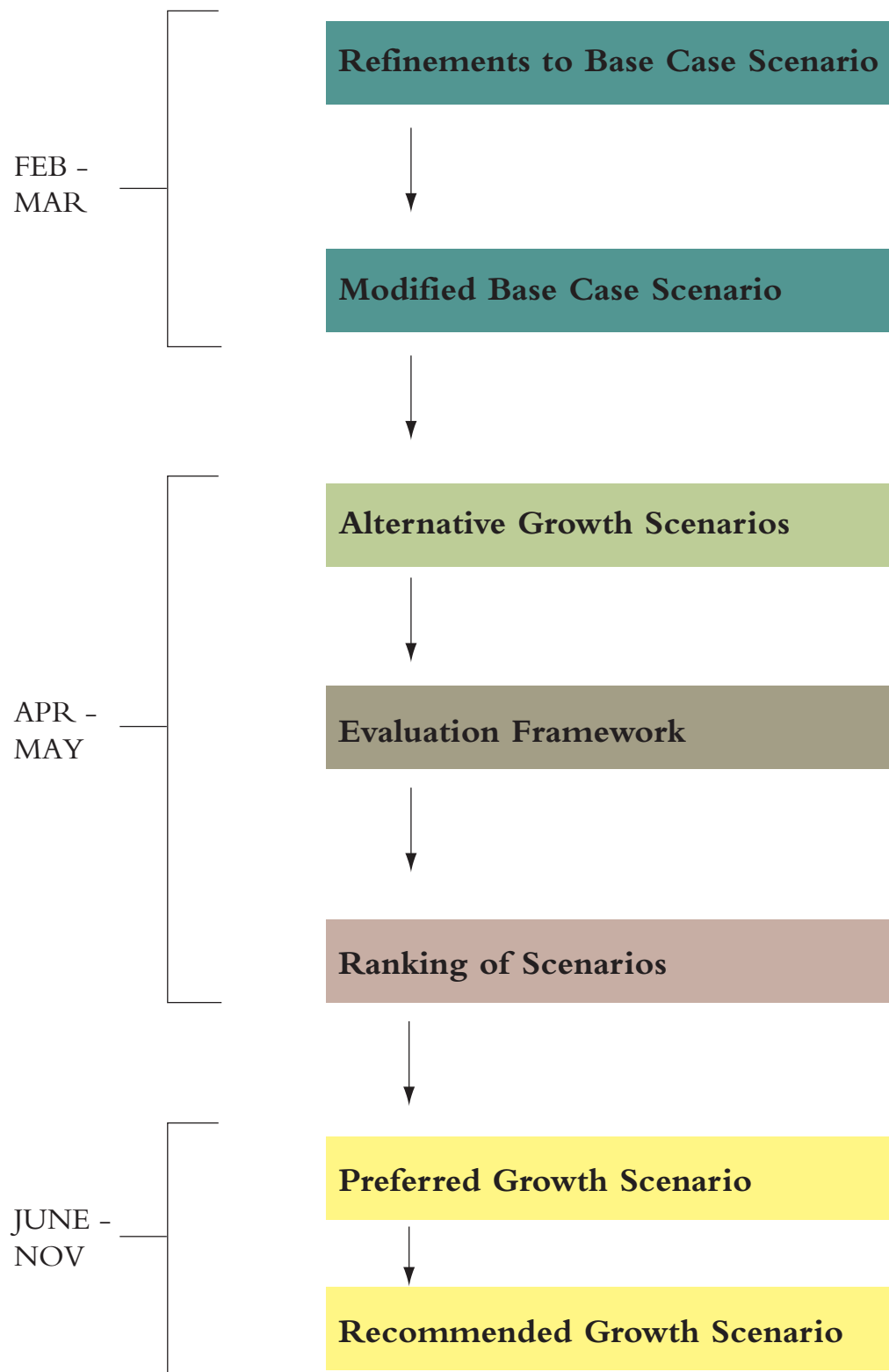


MEMO TO PLANNING COMMITTEE - MARCH 26, 2008
AS REVISED BY PLANNING COMMITTEE ON APRIL 1, 2008

The *Alternative Scenarios Definitions Working Paper* was presented to Planning Committee on March 11, 2008. At the meeting, Committee members provided input on the three alternative scenarios. The objective of this memo is to expand on the three alternative growth scenarios presented, taking into consideration input from the Committee at the meeting. The memo also provides a detailed description and timing of the remaining key steps in the study including testing and evaluation of alternative scenarios, and refinement of the preferred growth scenario.

KEY STEPS IN THE STUDY PROCESS



Input from draft Phase 1 and 2 Report will be utilized to finalize the Base Case Scenario.

**Final Phase 1
and 2 Report
April 2008**

A Modified Base Case Scenario will outline how the Region will meet the provincial Growth Plan targets to 2031:

- 40% of new development accommodated within the built up area;
- a planned density of 200 people and jobs per hectare in the Urban Growth Centres; and
- a planned density of 50 people and jobs per hectare in designated Greenfield lands.

The Alternative Growth Scenarios will be analyzed utilizing the Modified Base Case Scenario projections and will explore possible growth patterns based on existing regional physical, land use and transportation patterns, and key drivers identified through Phases 1 and 2. The testing will allow the Region to consider three growth scenarios and understand how each would shape the future of the Region over the next 25 years and beyond while meeting the Provincial Growth Plan targets.

The three alternative scenarios will be evaluated using the evaluation framework. An evaluation framework, comprised of principles, goals, objectives and measures, has been established based on our Understanding Phase and will be utilized to evaluate each scenario.

The evaluation framework will be used to rank the alternative scenarios from the most preferred to the least preferred growth option.

The highest ranking scenario will be recommended as the preferred growth scenario for the Region. The results of the testing, evaluation and ranking of the three alternative growth scenario will be outlined in a working paper.

**Scenario Evaluation and
Recommended Preferred
Option Working Paper
June 2008**

The preferred growth scenario will be refined and a recommended growth scenario put forward. The Region, in consultation with area municipalities and the public, will have the opportunity to refine the preferred growth option to ensure that all local objectives are considered. Implementation implications and strategies will also be outlined.

**Recommended Growth
Management and Policy
Directions Report
October 2008**

ALTERNATIVE GROWTH SCENARIOS

In the Growing Durham study approach, it is expected that all of the communities in the Region will experience growth over the next 25 years and beyond. The three alternative scenarios:

1. conform to the policies and targets in the Growth Plan;
- 2 provide for growth in each municipality within the urban boundary, and where appropriate beyond; and
3. emphasize structural differences between scenarios to assist the Region in determining where the focus of growth should be over the next 25 years in the Region.

Economic prosperity of the Region is a key component to consider when assessing future growth patterns. Strategic approaches to encouraging economic prosperity and employment growth will require investing and capitalizing on key drivers and broadening the regional economic base by tapping into growing sectors. Another key component is fostering liveable communities. Liveable communities are communities that offer residents access to employment, public amenities and facilities and transportation options.

ALTERNATIVE GROWTH SCENARIO #1: CONTINUING A DOMINANT WESTERN ANCHOR

In this scenario, growth will occur in all communities of the Region with a greater proportion of growth directed to the Western anchor. This scenario recognizes market pressures most clearly evident in the western anchor of the Region and proposes to capitalize on these market pressures by focusing growth in the west.

Key drivers of growth:

- Pickering Airport: The development of Pickering Airport and associated employment lands will occur by 2015.
- Seaton: The Seaton lands build out by 2016.
- Highway 407: Employment growth along the Highway 407 corridor in the north-east Pickering lands east of the proposed airport.

Employment growth is strategically directed to the following employment lands:

- Pickering Airport employment lands;
- Seaton employment lands;
- Carruthers Creek; and
- Brock Industrial park.

Increased growth levels are directed to the following areas in the Shoreline municipalities:

- Pickering Urban Growth Centre;
- Highway 2/Harwood Regional Centre; and
- Seaton Centre and Frenchman's Bay.

Northern communities:

Measured growth will be directed to all northern communities with a focus on growth in Uxbridge and Beaverton.

Northern connections:

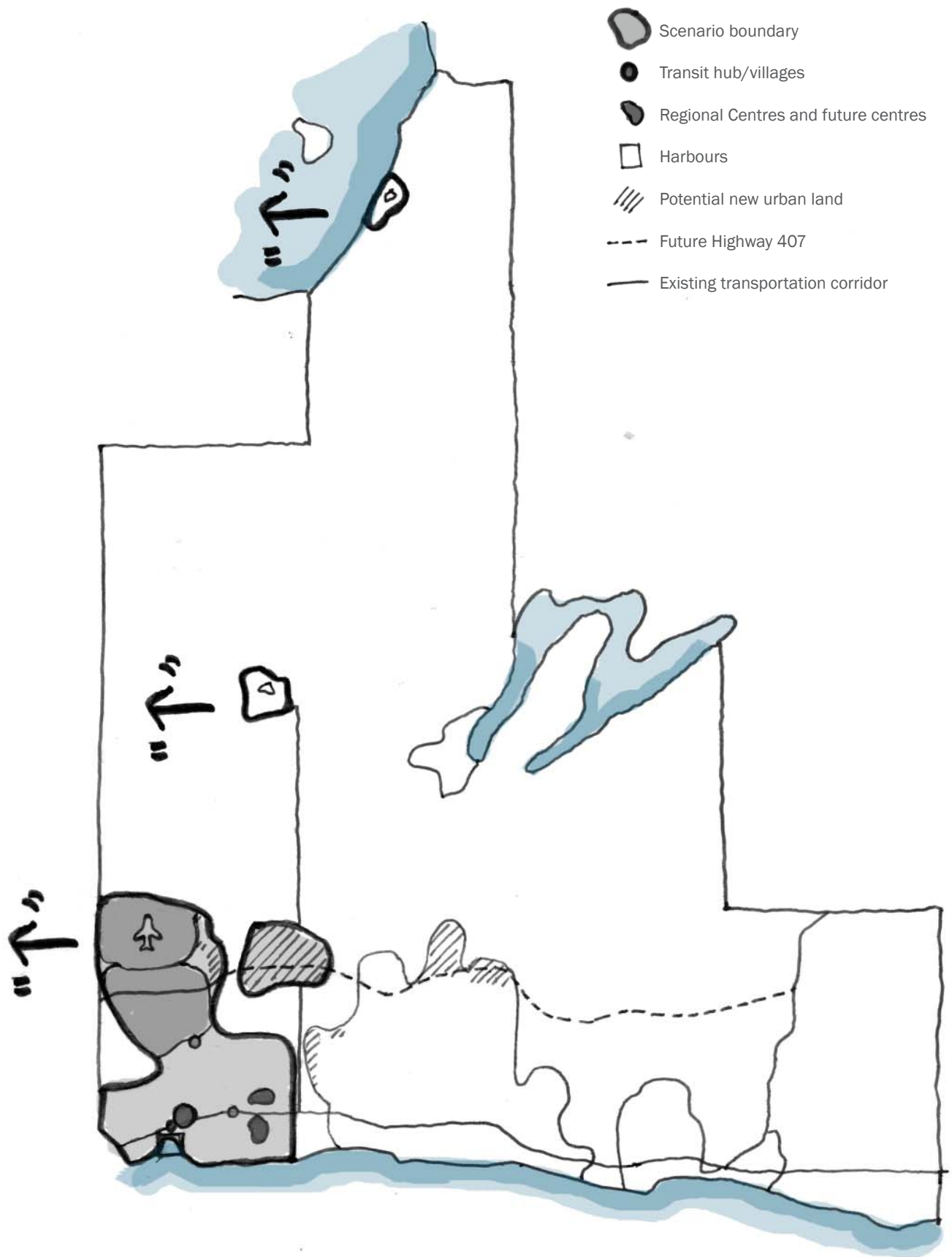
Lakeridge Road to Uxbridge would become a key connector between Lake Ontario shoreline and Northern communities by 2021.

Transportation and transit connections:

- Transit supportive growth patterns are encouraged in Regional Centres and Corridors of the western anchor;
- Transit supportive mixed use growth along Highway 7 in Seaton;
- The Pickering GO station is planned as a mobility hub;
- Proposed Uxbridge GO station is realized; and
- The BRT is realized along Highway 2 in Pickering and Ajax.

Potential areas of urban land expansion:

- North-east Pickering;
- West Whitby to Lakeridge Road;
- North Whitby to incorporate the Highway 407 extension; and
- North Oshawa to incorporate the Highway 407 extension.



ALTERNATIVE GROWTH SCENARIO #2: FOCUSING ON A CENTRAL HUB FOR DURHAM

In this scenario, growth will occur in all communities of the Region with a greater proportion of the growth directed to the central urban core. Focusing future growth in the central focal point will enhance its role in the Region's future and tap into growing sectors of the Regional economy.

Key drivers of growth:

- Highway 407: Employment growth along the Highway 407 corridor in Whitby and Oshawa;
- UOIT/Durham College: The campus expands by 2011 and the business park is realized by 2016.
- Clarington Energy Park: The energy park is built out by 2016.

Employment growth is strategically directed to the following employment lands:

- East of Port Whitby;
- Northwood; and
- Other employment lands in Whitby and Oshawa.

Increased growth levels are directed to the following areas in Shoreline municipalities:

- Downtown Oshawa;
- Downtown Whitby;

- Regional Centres in Whitby, Oshawa and Courtice; and
- Oshawa Harbour and Port Whitby.

Northern communities:

Measured growth will be directed to all northern communities with a focus on growth in Port Perry.

Northern connections:

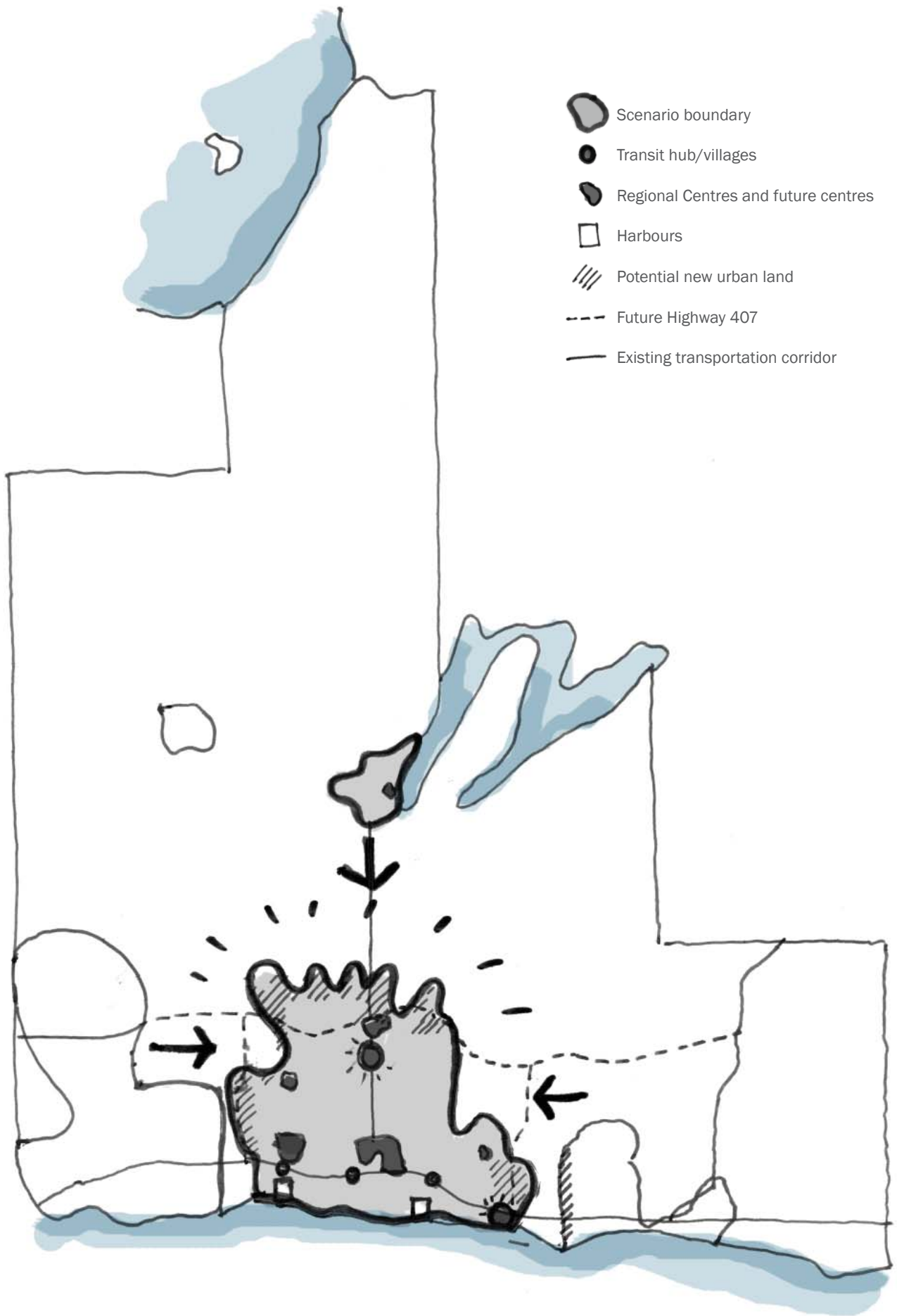
Highway 12 to Port Perry would become a key connector between Lake Ontario shoreline and Northern communities by 2021.

Transportation and transit connections:

- Transit supportive growth patterns are encouraged in Regional Centres and Corridors of Whitby and Oshawa;
- Transit supportive mixed use growth along Highway 7 in Seaton, Whitby and Oshawa;
- The Oshawa GO station is planned as a mobility hub;
- Proposed GO station in Oshawa is realized; and
- The BRT is realized along Highway 2 in Whitby and Oshawa.

Potential areas of urban land expansion:

- West Whitby to Lakeridge Road;
- North Whitby;
- North Oshawa;
- Courtice to the 401/407 link; and
- West Bowmanville to Maple Grove.



ALTERNATIVE GROWTH SCENARIO #3: REINFORCING EXISTING COMMUNITIES

The third alternative scenario proposes a balanced approach with growth directed to all communities to reinforce the existing land use and transportation structure of the Region.

Key drivers of growth:

- Highway 407 extension: Employment growth along the Highway 407 corridor in north-east Pickering, east of the proposed airport; and along the remainder of the proposed highway extension across the Region.
- Highway 7: Employment growth along the Highway 7 corridor.
- Seaton: The Seaton lands build out by 2021.
- UOIT/Durham College: The campus expands by 2021 and the business park is realized by 2021.
- Clarington Energy Park: The energy park is built out by 2021.

Employment growth is strategically directed to the following employment lands:

Employment growth is directed to employment lands of highest strategic priority across the Region.

Increased growth levels are directed to the following areas in Shoreline municipalities:

- Balanced growth in all Regional Centres and Corridors;
- Balanced growth in both urban growth centres; and
- Balanced growth among Frenchman's Bay, Oshawa Harbour, Port Whitby, Bowmanville GO, and Port of Newcastle.

Northern communities:

Measured growth will be directed to all northern communities.

Northern connections:

Highway 12 to Beaverton and Lakeridge Road to Uxbridge would become key connectors between Lake Ontario shoreline and Northern communities.

Transportation and transit connections:

- Transit supportive growth patterns are encouraged in Regional Centres and Corridors across the Region.
- Transit supportive mixed use growth along Highway 7 in Seaton, Whitby and Oshawa;
- All existing Go stations are planned as transit villages;
- Propose Go stations in Oshawa and Bowmanville are realized; and
- BRT is realized along Highway 2, Taunton and Highway 7.

Potential areas of urban land expansion:

- North-east Pickering;
- West Whitby to Lakeridge Road;
- North Whitby to incorporate the Highway 407 extension;
- North Oshawa to incorporate the Highway 407 extension;
- Courtice to the 401/407 link; and
- West Bowmanville to Maple Grove.

