

d. Town Centre

There is support for a single town centre to enhance the sense of identity of North Pickering. Two approaches merit further examination. One involves the concentration of appropriate wide commercial and social facilities in one location, the plan involves dispersing some of the major social and institutional facilities throughout the community.

The preliminary planning concepts explored the consequences of locating the town centre in several locations including: the possibility of straddling the valley of the West Duffin Creek, adjacent to the valley but on either the west or the east side of it, or between the West Duffin Creek and Little Rouge River. It has generally been agreed that detrimental environmental and transportation effects of straddling the valley of the West Duffin warrant rejecting that possibility. On the other hand, there is fairly widespread support for relating the town centre quite directly to the valley of the West Duffin to take full advantage of its amenities.

The selection of the optimum situation will be dependent on the location and size of the first committed stage of development which is, of course, considerably influenced by the preference for preservation of agricultural land. However, other factors are the benefits to be gained by a good connection to the proposed airport as well as regional transportation linkages and the commercial viability of the centre in relation to the surrounding population areas and other commercial centres. Additional studies are required before this matter can be resolved.

e. Open Space System and Natural Preserves

There is consistent agreement to sustain the integrity of the Open Space System as a buffer between the North Pickering Area and all adjacent developments. The preliminary planning concepts most favored were those which showed an expansion of the Open Space System into the Inner Planning Area between the 10th line in Markham and the Little Rouge River north of Steeles Avenue. This notion has been accepted and will be reflected in all future planning work.

There is also consistent support for the principle that all major river valleys on the site be set aside as public Open Space to provide form and structure to the housing, commercial and employment areas within the developed area.

f. Relationship to the Proposed Airport

Because no decision has been made on the new federal airport, there was not a significant public response to this issue, and therefore, it is not possible to gauge public preference in this area.

The impact on the North Pickering area of an airport would be very significant in employment and transportation factors. However, the substantial size of the site and the long term nature of the development provides sufficient flexibility in staging to be able to overcome the current uncertainty.

The on-going planning studies will continue to explore the impact of a possible future airport while providing sufficient flexibility to be able to accommodate the possibility that the airport will not be built.

g. Hamlet Preservation

There is considerable support for preserving historically significant areas and hamlets. Some area residents indicated that they would favour the infilling and possible expansion of existing hamlets. Future concept plans will reflect that possibility while providing for the preservation of historical and architectural features of the existing hamlets.

TRANSPORTATION FACILITIES

a. Public Transit

There was a very strong support for having adequate public transit serving the site, although it was consistently recognized that its financial viability was very dependent on an adequate minimum population commitment. There are a number of options available for intermediate capacity transit or bus systems and these options will be explored in all future planning concepts.

b. Future Highway 407

An alignment south of Whitevale has been consistently rejected for two major reasons

- i) The environmental nuisance as well as physical and social disruption caused by routing it through the site rather than around it, would close options for possible future development and
- ii) The possibility that this regional and long distance facility would be extensively used for local and intra-community trips.

New concept plans will therefore explore only those variations possible within the northerly corridor of Highway 407 in conjunction with a realigned Highway No. 7.

c. Future East Metro Freeway

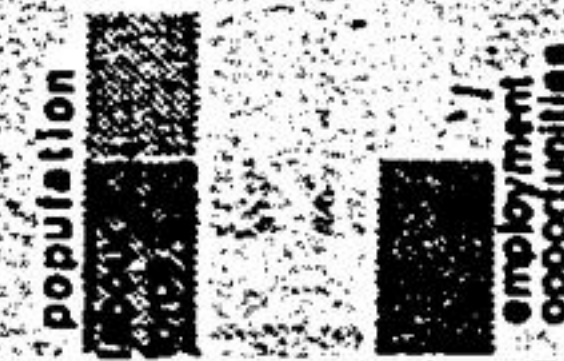
Two potential corridors have been identified by the Ministry of Transportation and Communications, either one of which might be planned for development in the period 1980 to 1985. Traffic studies for North Pickering have indicated that there may be a need for early construction of this facility.

It is important that the decision on the route consider wider concerns, namely, the impact upon agricultural lands and environmental areas, congestion on Highway 401 and the needs of the proposed airport.

The selected route will affect, to some extent, the location of the first stage of the community and vice versa because to exploit this asset, the initial industrial areas should have good access to the freeway.

Studies will be continued with the Ministry of Transportation and Communications to explore the advantages of the

EMPLOYMENT OPPORTUNITIES WILL BE IN BALANCE WITH THE RESIDENT LABOUR FORCE



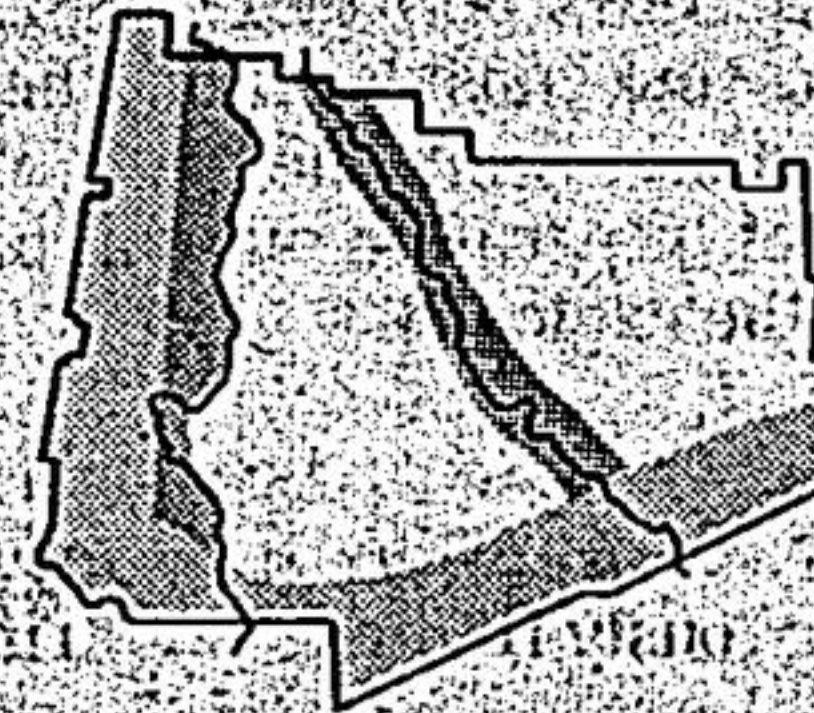
INDUSTRIAL SITES CAN BE IN ONE OR TWO CONCENTRATIONS AS WELL AS IN SELECTED DISPERSED LOCATIONS



THERE ARE THREE POSSIBLE LOCATIONS FOR THE TOWN CENTRE



THE OPEN SPACE SYSTEM WILL BE EXPANDED TO INCLUDE RIVER VALLEYS AND THE AREA WEST OF THE LITTLE ROUGE RIVER



HAMLETS WILL BE PRESERVED WHETHER INTEGRATED INTO OR ISOLATED FROM NEW URBAN DEVELOPMENT



REGIONAL TRANSIT CAN PASS ACROSS THE SITE IN THREE WAYS



THE NORTHERLY CORRIDOR FOR THE FUTURE 407 FREEWAY AND BOTH CORRIDORS FOR THE FUTURE EAST METRO FREEWAY HAVE ADVANTAGES

