Amendment No.
to the Durham Region Official Plan and Clarington Official Plan

Purpose: The purpose of this Amendment is to include the new Courtice Transit-Oriented Community Secondary Plan in the Clarington Official Plan. This Secondary Plan will facilitate the development of a sustainable, livable and inclusive community in south Courtice. The Secondary Plan includes Urban Design and Sustainability Guidelines, which are not an operative part of the Clarington Official Plan.

Key to this Secondary Plan area is the future Courtice GO Transit Station and delineation of a portion of the Secondary Plan area as a Protected Major Transit Station Area (PMTSA), which will be the focus for high-density mixed-use development. The presence and protection of the Robinson Creek and Tooley Creek valleys and the associated natural environment is also a primary objective. The Secondary Plan area will further include office and commercial development, industrial and institutional uses, community facilities, and residential units in high-rise, mid-rise and low-rise forms. This mix of uses will allow people to live close to jobs and to meet many needs locally, while having access to a range of amenities.

Location: This Amendment applies to an approximately 400-hectare area generally bounded by the Robinson Creek Valley in the west, the Tooley Creek Valley in the east, the Southeast Courtice Secondary Plan area in the north and Highway 401 in the south.

Basis: Clarington Council authorized the commencement of this Secondary Plan at a public meeting in June 2018. The Secondary Plan has been prepared in anticipation of a new GO Station in an area of Courtice that is largely undeveloped, except for industrial and commercial uses along Baseline Road, which presents a unique and exciting opportunity to create a vision for a new transit-oriented community. The Secondary Plan vision and policies will guide growth and transformation of the area into a new mixed-use, transit-supportive and complete community in south Courtice.

This Amendment is based on extensive technical study and public engagement. It incorporates recommendations of the Robinson Creek and Tooley Creek Subwatershed Study and has been informed by a Land Use and Urban Design Analysis, a Functional Servicing Study, a Traffic Impact Study and Environmental Impact Studies.

Public and landowner input was received through Public Information Centres held in June 2019, September 2020, March 2022 and November 2023. The Steering Committee's input also provided direction for the Secondary Plan.

Actual Amendment:

Unless otherwise indicated, in the Amendment, newly added text is shown with underlining, and deleted text is shown with a ~~strike-through~~.

The Region of Durham Official Plan is hereby amended as follows:

1. Existing Region of Durham Official Plan, Map 1 Regional Structure – Urban and Rural Systems, is amended by removing a portion of the 2051 Urban Expansion Areas overlay to correspond with the Courtice Transit-Oriented Community Secondary Plan area boundary as shown on Exhibit A attached hereto and forming part of this amendment.

2. Existing Region of Durham Official Plan, Map 1 Regional Structure – Urban and Rural Systems, is further amended by slightly revising the Courtice Protected Major Transit Station Area boundary to limit the boundary from extending east of the Tooley Creek Valley.

The Clarington Official Plan is hereby amended as follows:

3. By amending existing Policy 4.3.5 by adding "Protected Major Transit Station Areas" following "Transportation Hubs" to the list of Intensification Areas and deleting reference to Courtice and Bowmanville as follows:

   "4.3.5 The Priority Intensification Areas have been identified as the primary locations to accommodate growth and the greatest mix of uses, heights and densities. Priority Intensification Areas include:

   - Urban and Village Centres;
   - Regional and Local Corridors;
   - ~~Courtice and Bowmanville~~ Transportation Hubs and Protected Major Transit Station Areas; and
   - Port Darlington and Port of Newcastle Waterfront Places."

4. By amending existing Table 4-2 as follows:

Table 4-2 Durham Region Long Term Targets		
General Locational Criteria	**Minimum *Gross Density* (Units Per Gross Hectare)**	***Floor Space Index***
Urban Centres	75	2.5
Village Centre	30	1.0
Regional *Corridors*	60	2.5
Local *Corridors*	30	2.0
~~Courtice and~~ Bowmanville Transportation Hub~~s~~	75	2.5
Courtice Protected Major Transit Station Area	150	2.5
Port Darlington and Port of Newcastle Waterfront Places	60	2.0

5. By amending existing Table 4-3 as follows:

Table 4-3 Summary of Urban Structure Typologies			
General Locational Criteria	**Minimum Net Density (Units Per Net Hectare)**	**Standard Minimum and Maximum Height (storeys)**	**Predominant Residential Built Form and Mix**
Urban Centres	120	4-12	Mid Rise: 4-6 storeys (40%) High Rise: 7-12 storeys (60%) Includes: *Mixed use buildings*, apartment

Village Centre	45	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: *Mixed use buildings*, apartments, townhouses
Regional *Corridors*	85	3-12	Low Rise: 3-4 storeys (40%) Mid Rise: 5-6 storeys (40%) High Rise: 7-12 storeys (20%) Includes: *Mixed use buildings*, apartments
Local *Corridors*	40	2-6	Low Rise: 2-4 storeys (80%) Mid Rise: 5-6 storeys (20%) Includes: *Mixed use buildings*, apartments, townhouses
~~Courtice and~~ Bowmanville Transportation Hub~~s~~	200	5-no maximum	Mid Rise: 5-8 storeys (20%) High Rise: min. 8 storeys (80%) Includes: *Mixed use buildings*, apartments
Courtice Protected Major Transit Station Area	200	3-no maximum	Mid Rise: 3-6 storeys (20%) High Rise: 4-40 storeys (80%) Includes: *Mixed use buildings*, apartments, townhouses
Port Darlington and Port of Newcastle Waterfront Places	40	2-12	Ground Related: 2-3 storeys (40%) Low Rise: 2-4 storeys (20%) Mid Rise: 5-8 storeys (20%) High Rise 9-12 storeys (20%) Includes: Apartments, townhouses, semi-detached dwellings, detached dwellings
Edge of neighbourhoods and *adjacent* to arterial roads	19	1-3	Ground Related: 1-3 storeys (100%) Includes: Limited apartments, townhouses, semi-detached dwellings, detached dwellings
Internal to neighbourhood	13	1-3	Ground Related: 1-3 storeys (100%) Includes: limited townhouses, semi-detached dwellings, detached dwellings

6. By amending existing Policy 10.1.6 by adding “Protected Major Transit Station Areas” following “Transportation Hubs” as follows:

"10.1.6 To develop the Transportation Hubs and Protected Major Transit Station Areas in Courtice and Bowmanville as a mixed use, higher density place to support the timely expansion of the GO train to Clarington."

7. By amending existing Policy 10.2.2 by adding "Protected Major Transit Station Areas" following "Transportation Hubs" as follows:

   "10.2.2 To develop and improve Urban and Village Centres, Waterfront Places, Neighbourhood Centres, and the Transportation Hubs and Protected Major Transit Station Areas with a pedestrian focus and with a high quality public realm including civic squares, parks, walkways and building forms and styles that reflect the character of the community."

8. By amending existing Policy 10.3.1 by adding "Protected Major Transit Station Areas" following "Transportation Hubs" as follows:

   "10.3.1 Urban and Village Centres, Neighbourhood Centres, Gateway Commercial Centres, Regional and Local Corridors and Transportation Hubs and Protected Major Transit Station Areas are shown on Map A and B."

9. By amending existing Policy 10.8.3 as follows:

   "**10.8 Transportation Hubs and Protected Major Transit Station Areas**

   10.8.1 Transportation Hubs and Protected Major Transit Station Areas are identified on Map A. Transportation Hubs and Protected Major Transit Station Areas shall provide for a mix of uses at higher densities, which are complementary in terms of scale, design and context and designed to support transit services.

   Transportation Hubs
   10.8.2 The Bowmanville Transportation Hub is located within the Bowmanville West Town Regional Centre. The Bowmanville Town Centre Secondary Plan Area policies are complementary and supportive of the Bowmanville GO Transit station and collectively create the type of development intended by section 10.8.1.

   Protected Major Transit Station Areas
   10.8.3 The Courtice ~~Transportation Hub~~ Protected Major Transit Station Area is located within ~~Special Study Area 4~~ the Courtice Transit-Oriented Secondary Plan area. Detailed land uses in this

~~Transportation Hub~~ Protected Major Transit Station Area will be further defined in the Courtice Transit-Oriented Community ~~Employment Lands~~ Secondary Plan. The Secondary Plan shall include policies for a high density, mixed use compact development within 750 metres of the GO Transit site."

10. By deleting the existing Section 16.5 as follows:

"16.5 Special Policy Area D - Auto Wrecking Yard – Deleted"

~~16.5.1 Special Policy Area D is located within Special Study Area 4 Courtice Employment Area. The redevelopment of the site may not take place until such time as sewer and water services are available. In the interim, the existing uses may continue.~~

~~16.5.2 Prior to the redevelopment of the site and as a condition of approval of any development application, the proponent shall ensure that the soil conditions and ground and surface water conditions on the site are suitable for the proposed use. Development proposals on the site shall be subject to the provisions of Section 3.7.20 of this Plan"~~

11. By deleting the existing Section 17.5 as follows:

"17.5 Special Study Area 4 – Courtice Employment Area – Deleted"

~~17.5.1 The Courtice Employment Area is the largest concentration of designated employment lands in Clarington. This area is the gateway to Courtice. These lands have easy access to Highways 401 and 418, proximity to the Energy Business Park and the waterfront and it is centred around the future GO Rail Station. The synergy of these attributes offer unique possibilities for the Municipality to create employment and mixed use developments.~~

~~The future GO Rail station will be a multi-modal transportation centre with connections to the road system, Regional transit network and the future Highway 418 bus rapid transit system and an active transportation network.~~

~~17.5.2 The Municipality will prepare a Secondary Plan for the area that would create the policy framework to guide the development of these lands, with particular attention to develop transit supportive uses around the future Courtice GO Rail Station. In preparing the Secondary Plan, the Municipality will examine:~~

- ~~Land uses that would best enable the full development of a transportation hub;~~

- ~~The means of increasing employment densities;~~
- ~~The redistribution of employment uses along the Highway 418 corridor and consideration of residential and mixed-uses around the Courtice Road corridor;~~
- ~~The development of an active transportation network; and~~
- ~~The protection of the natural heritage system.~~

~~17.5.3 It is recognized that Special Study Area 4 includes lands currently outside of the urban area boundary and that the full implementation of the planning concept will be dependent on consideration in the next Regional Official Plan comprehensive review."~~

12. By amending existing Policy 19.4.3 as follows:

19.4.3 "a) Implement the approved eastern extension of GO Rail service to the Courtice Protected Major Transit Station Area and the Bowmanville Transportation Hub~~s~~ by 2024, recognizing that GO Rail service is critical to achieving many of the land use objectives of Provincial Plans and the Durham Regional Official Plan and this Plan;"

13. By amending existing Policy 19.4.4 as follows:

19.4.4 "a) Direct higher density development and economic activity around the Transportation Hubs and Protected Major Transit Station Areas, along or near the Regional Transit Spine, and along Regional and Local Corridors;"

14. Existing Clarington Official Plan, Map A1 Land Use West Clarington Rural Area, is amended by expanding the Courtice Urban Boundary to reflect the Secondary Plan boundary as demonstrated on Exhibit B. The expanded Urban Boundary is reflected on all subsequent exhibits.

15. Existing Clarington Official Plan, Map A2 Land Use Courtice Urban Area, is amended as demonstrated on Exhibit C.

16. Existing Clarington Official Plan, Map B Urban Structure, is amended by identifying the newly expanded Courtice Urban Boundary lands as Greenfield and depicting the Protected Major Transit Station Area on the map as demonstrated on Exhibit D.

17. Existing Clarington Official Plan, Map C Secondary Plan Areas, is amended by changing the status to "Completed" as demonstrated on Exhibit E.

18. Existing Clarington Official Plan, Map J2 Transportation Network Roads and Transit Courtice Urban Area, is amended by adding five new collector roads as demonstrated on Exhibit F.

19. Existing Part Six, Section 3 “General Policies for Secondary Plans” is hereby amended as follows:

    “3. Secondary Plans have been prepared for the following areas:

    a) Bowmanville East Urban Centre;
    b) Bowmanville West Town Centre;
    c) Courtice Main Street;
    d) Newcastle Village Main Central Area;
    e) Port Darlington Neighbourhood;
    f) Bayview (Southwest);
    g) Clarington Energy Business Park
    h) Brookhill Neighbourhood;
    i) Clarington Technology Business Park;
    j) Foster Northwest;
    k) Southeast Courtice;
    l) Wilmot Creek Neighbourhood; and
    m) Courtice Transit-Oriented Community”

20. Existing Part Six, SECONDARY PLANS, is amended by adding the new Courtice Transit-Oriented Community Secondary Plan shown in **Attachment 1**.

Exhibit 'A', Amendment No. To the Region of Durham Official Plan, Map 1.

Official Plan of the Regional Municipality of Durham

Map 1.

Regional Structure – Urban & Rural Systems

Urban System
- Urban Area Boundary
- 2051 Urban Expansion Areas
- Urban Growth Centres (UGC)
- Protected Major Transit Station Area (PMTSA)
- UGC / PMTSA Overlap
- Regional Centres
- Rapid Transit Corridor
- Regional Corridor
- Rural Regional Centres
- Waterfront Place
- Community Areas
- Employment Areas
- Rapid Transit Corridor - Employment
- Delineated Built Boundary
- Former Hamlet Areas

Greenlands System
- Major Open Space Areas
- Waterfront Areas
- Oak Ridges Moraine
- Greenbelt Boundary (excluding Urban River Valleys)

Rural System
- Hamlets
- Country Residential Subdivision
- Rural Employment Areas
- Shoreline Residential
- Prime Agricultural Areas

Infrastructure
- Existing GO Station
- Proposed GO Station
- Existing GO Rail
- Proposed GO Rail
- Rail
- Existing Airport
- Future Airport
- NGS Nuclear Generating Station
- Municipal Service

Special Areas
- Special Study Areas
- Specific Policy Areas

GIS & VISUALIZATION PLANNING DIVISION

0 5 10 15
Kilometres

Lake Simcoe
Simcoe County
Regional Municipality of York
Brock
Uxbridge
Scugog
Clarington
Pickering
Ajax
Whitby
Oshawa
City of Toronto
Northumberland County
Lake Ontario

ZOOM IN OF AREA BELOW

Remove 2051 Urban Expansion Areas Overlay

Revise PMTSA Boundary

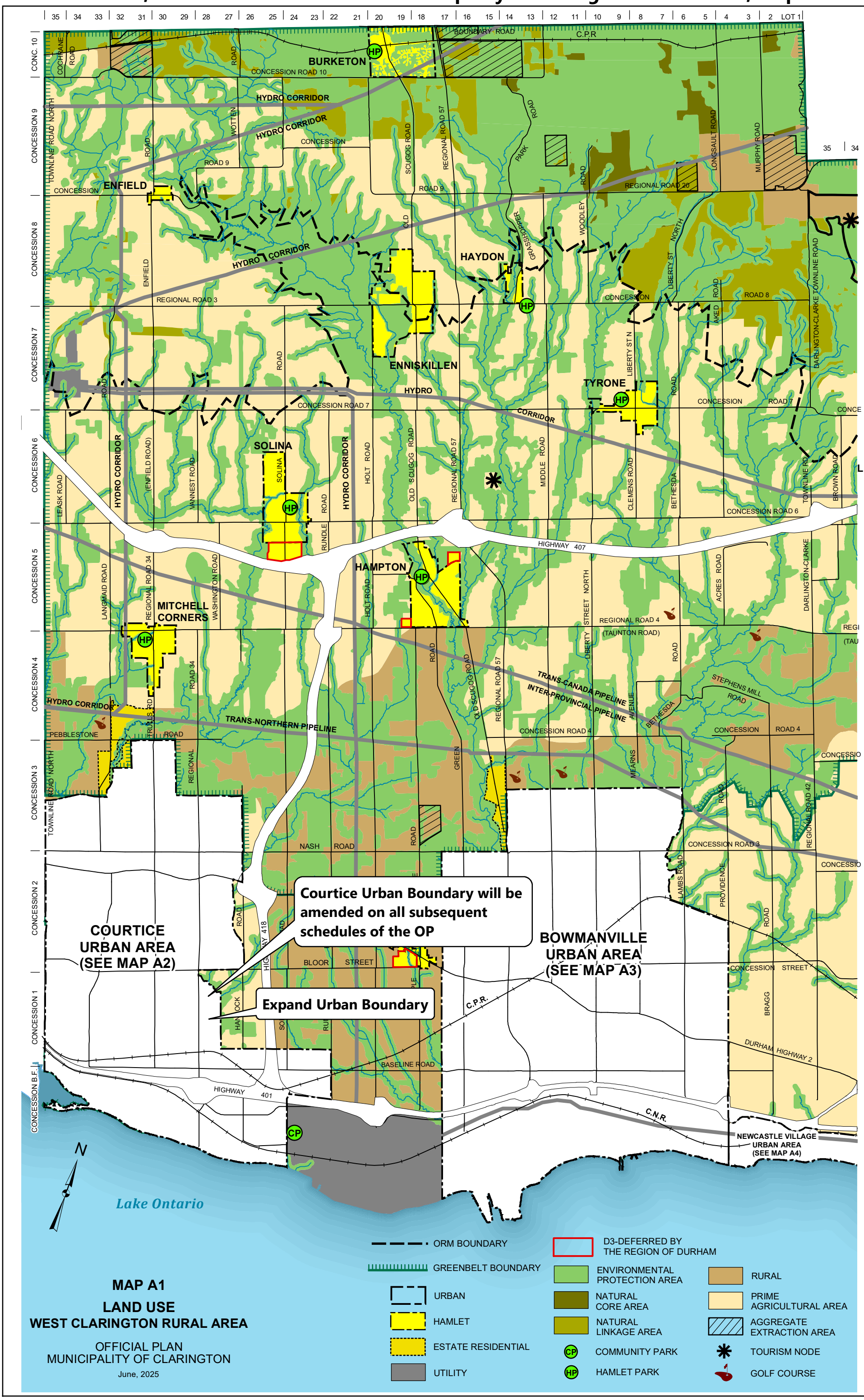
Remove 2051 Urban Expansion Areas Overlay

Revise PMTSA Boundary

Note:
1) This map forms part of the Official Plan of The Regional Municipality of Durham and must be read in conjunction with the text.
2) Roads are for reference purposes only.
3) Regional Official Plan Consolidation December 13, 2024.

Sources:
1) Greenbelt Boundary (Urban River Valley removed): Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2022. Reproduced with permission.
2) Oak Ridges Moraine data: Ministry of Municipal Affairs and Housing, © King's Printer for Ontario, 2006. Reproduced with permission.

Exhibit 'B', Amendment No. To the Municipality of Clarington Official Plan, Map A1.



MAP A1

LAND USE

WEST CLARINGTON RURAL AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

June, 2025

Exhibit 'C', Amendment No. To the Municipality of Clarington Official Plan, Map A2.

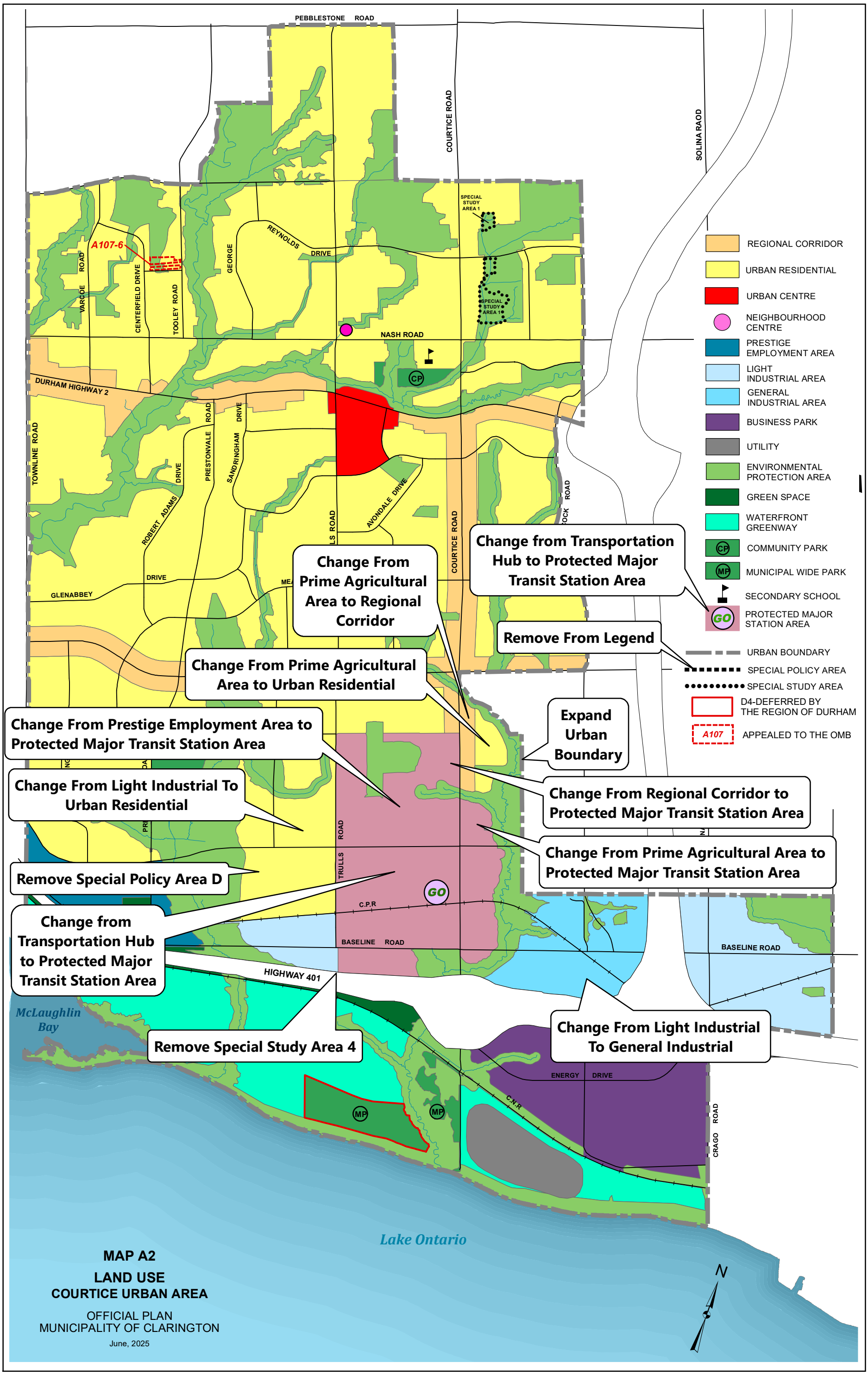


Exhibit 'D', Amendment No. To the Municipality of Clarington Official Plan, Map B.

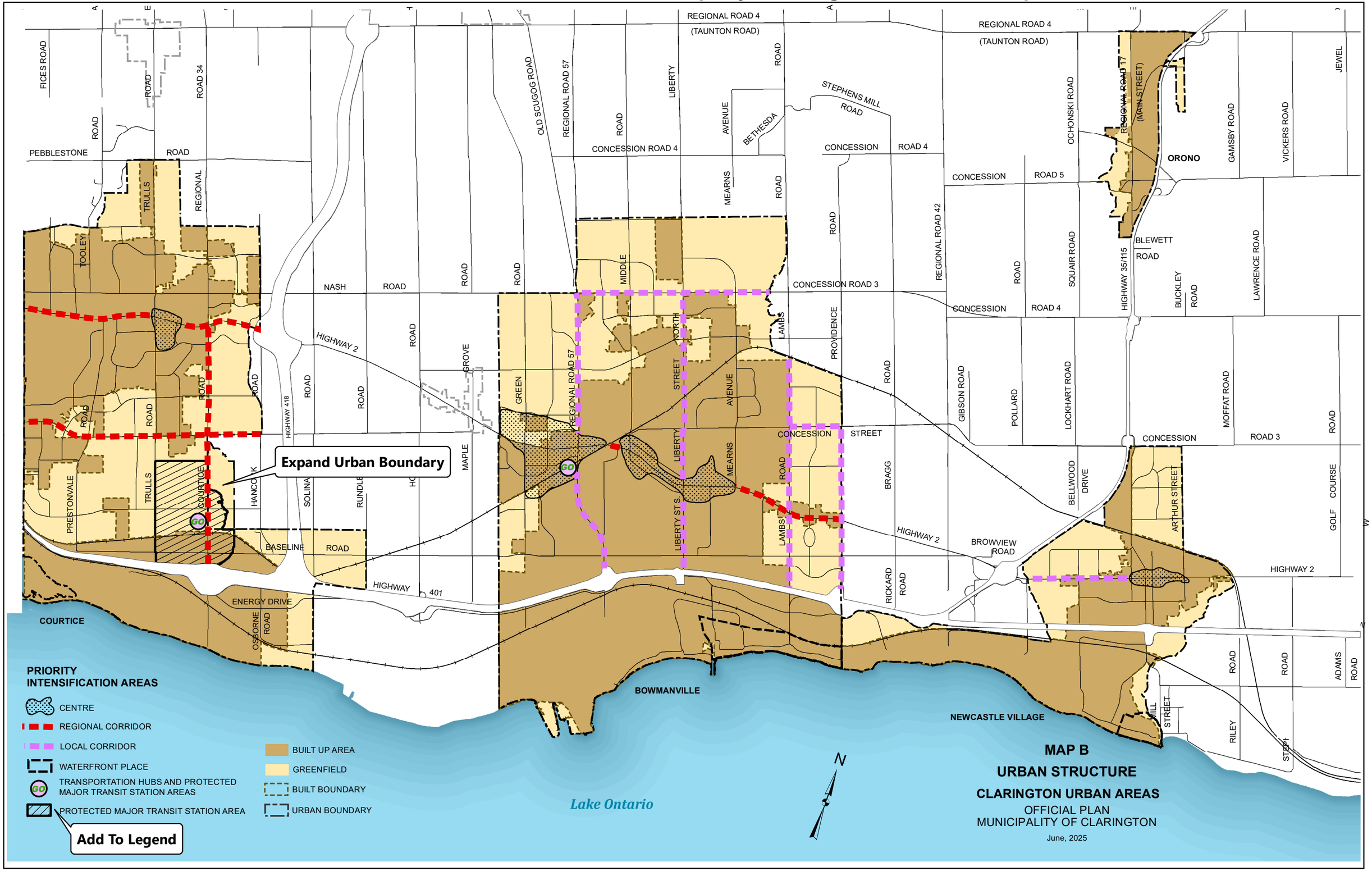


Exhibit 'E', Amendment No. To the Municipality of Clarington Official Plan, Map C.

Update Secondary Plan Boundary

Expand Urban Boundary

Change Status To Completed

SETTLEMENT AREA BOUNDARY

SECONDARY PLAN BOUNDARIES

COMPLETED

NOT COMPLETED

NOTE:

ALL EXISTING SECONDARY PLANS NEED TO BE UPDATED TO CONFORM TO THE OFFICIAL PLAN EXCEPT FOR COURTICE MAIN STREET SECONDARY PLAN.

MAP C

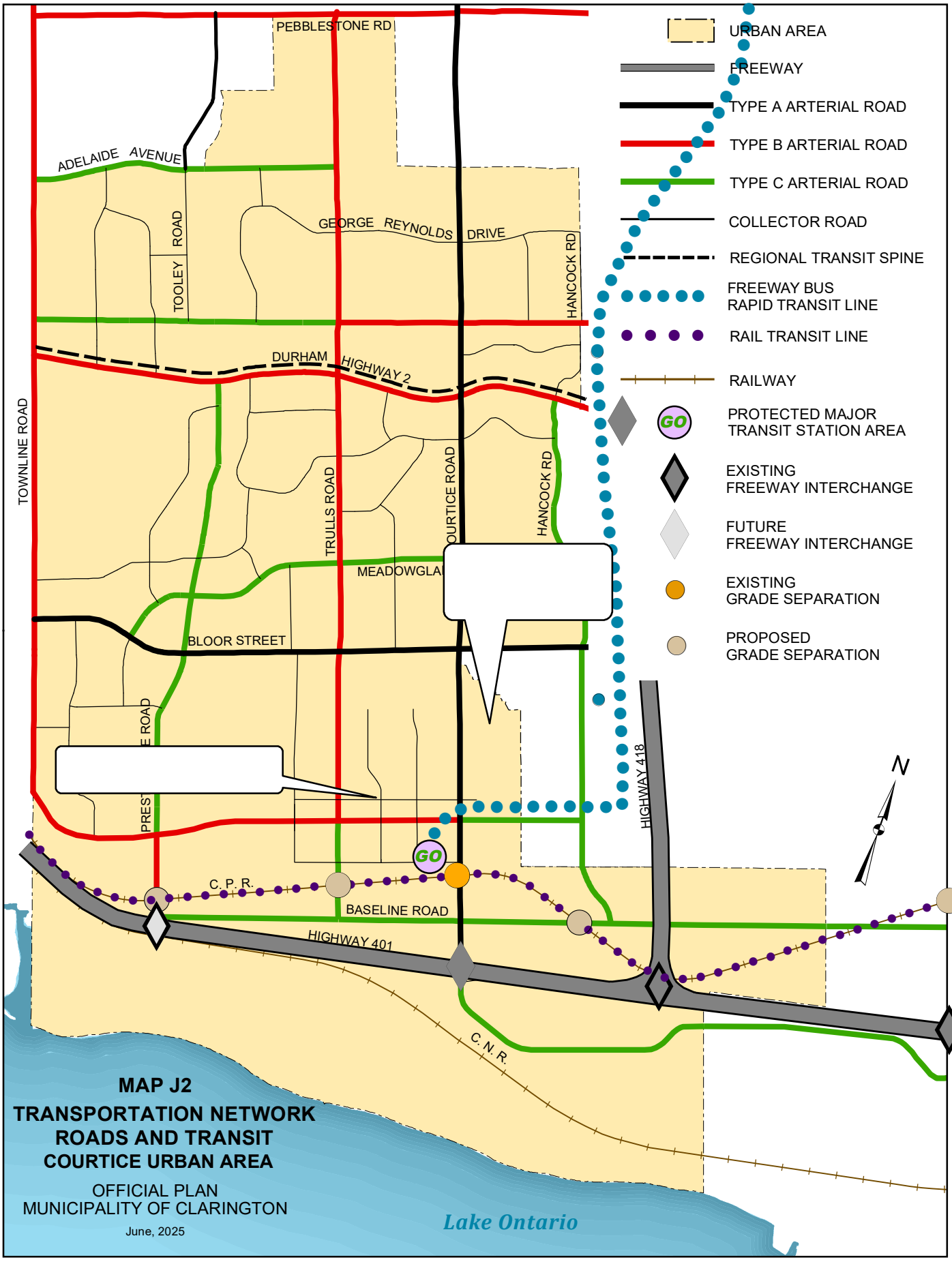
SECONDARY PLAN AREAS

CLARINGTON URBAN AREAS

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON

June, 2025

Exhibit 'F', Amendment No. To the Municipality of Clarington Official Plan, Map J2.



MAP J2
TRANSPORTATION NETWORK
ROADS AND TRANSIT
COURTICE URBAN AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
June, 2025