Amendment No. 144
to the 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.

The Courtice Transit-Oriented Community Secondary Plan is centred on the future Courtice GO Transit Station and includes lands delineated as a Protected Major Transit Station Area. The Secondary Plan will feature a diverse range of housing with a mix of densities, along with new schools, community facilities, office space, commercial uses, and institutional uses that will capitalize on the excellent transportation access to the area. The Secondary Plan also prioritizes the protection of the Robinson and Tooley Creeks and associated natural environment.

Location: This Amendment applies to an approximately 400-hectare area generally bounded by Robinson Creek in the west, Tooley Creek in the east, Bloor Street 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 Transit Station in an area of Courtice that is largely undeveloped, except for industrial and commercial uses along Baseline Road. This 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.

The Courtice Transit-Oriented Community Secondary Plan 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 Transportation Impact Study and Environmental Impact Studies.

Public and landowner input was received through Public Information Centres and Public Meetings held in June 2019, September 2020, March 2022, November 2023 and June 2025, as well as through Steering Committee Meetings.

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

1. By amending existing Policy 4.3.5 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."

2. 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

3. 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

4. By amending existing Policy 10.1.6 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 places to support the timely expansion of the GO train to Clarington."

5. By amending existing Policy 10.2.2 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."

6. By amending existing Policy 10.3.1 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."

7. 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 are ~~will be~~ further defined in the Courtice Transit-Oriented Community ~~Employment Lands~~ Secondary Plan. The Secondary Plan ~~shall~~ includes policies for a high density, mixed use compact development within 750 metres of the GO Transit site."

8. By amending 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~~"

9. By amending 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.~~"

10. By amending existing Policy 19.4.3 as follows:

    "19.4.3 To implement the public transit network for Clarington, the Municipality encourages the Province and the Region to:

    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;"

11. By amending existing Policy 19.4.4 as follows:

    "19.4.4 To work in partnership with the Province and the Region to provide a transit-supportive environment, the Municipality will:
    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;"

12. 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 A. The expanded Urban Boundary is reflected on all subsequent exhibits and is intended to be reflected on all other maps in the Official Plan.

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

14. 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 C.

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

16. 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 E.

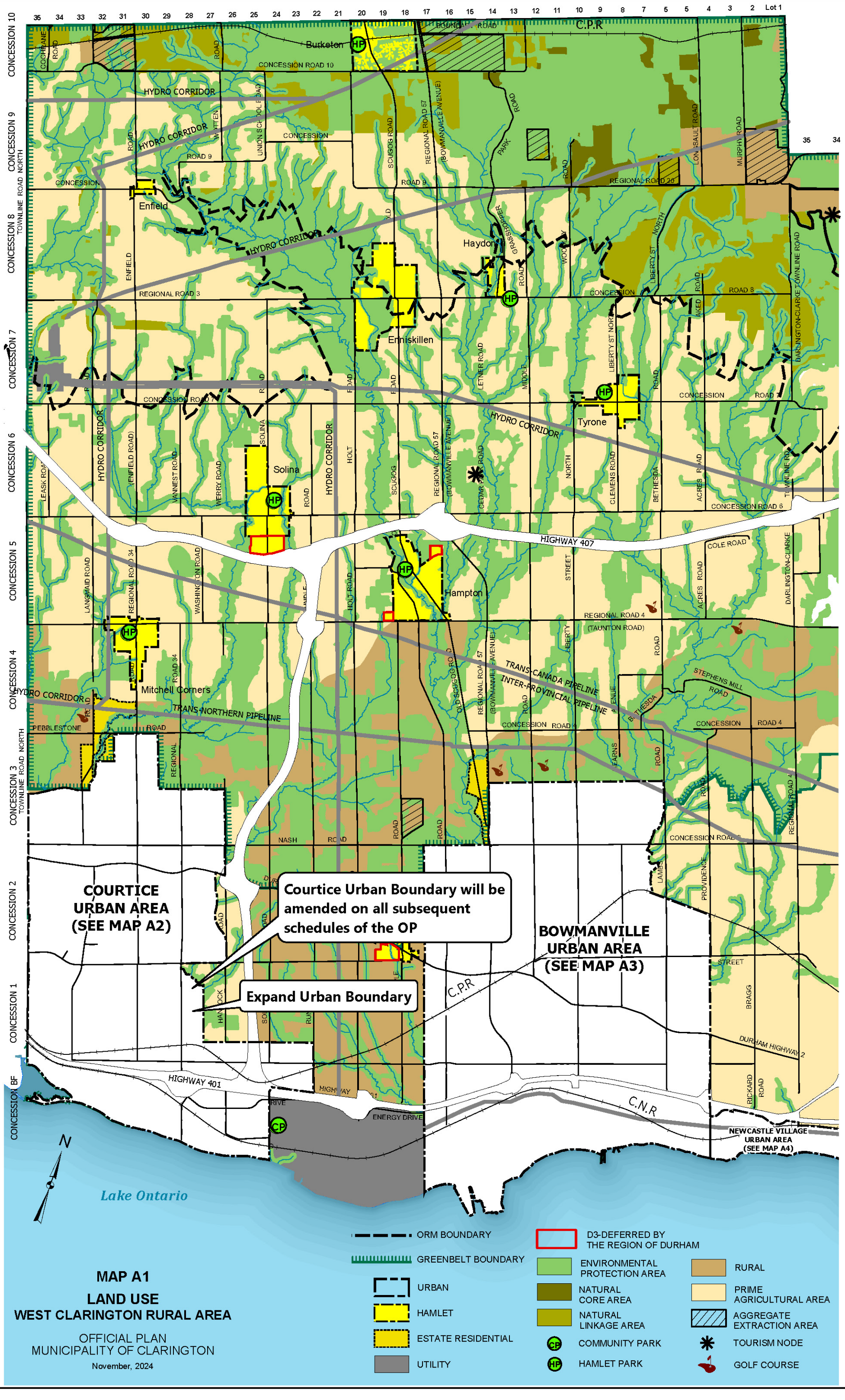
17. Existing Part Six, Section 3 "General Policies for Secondary Plans" is hereby amended as follows:

    "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; ~~and~~
l) Wilmot Creek~~.~~; and
m) Courtice Transit-Oriented Community.”

18. 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.144 To the Municipality of Clarington Official Plan, Map A1.



MAP A1

LAND USE
WEST CLARINGTON RURAL AREA

OFFICIAL PLAN
MUNICIPALITY OF CLARINGTON
November, 2024

Exhibit 'B', Amendment No.144 To the Municipality of Clarington Official Plan, Map A2.

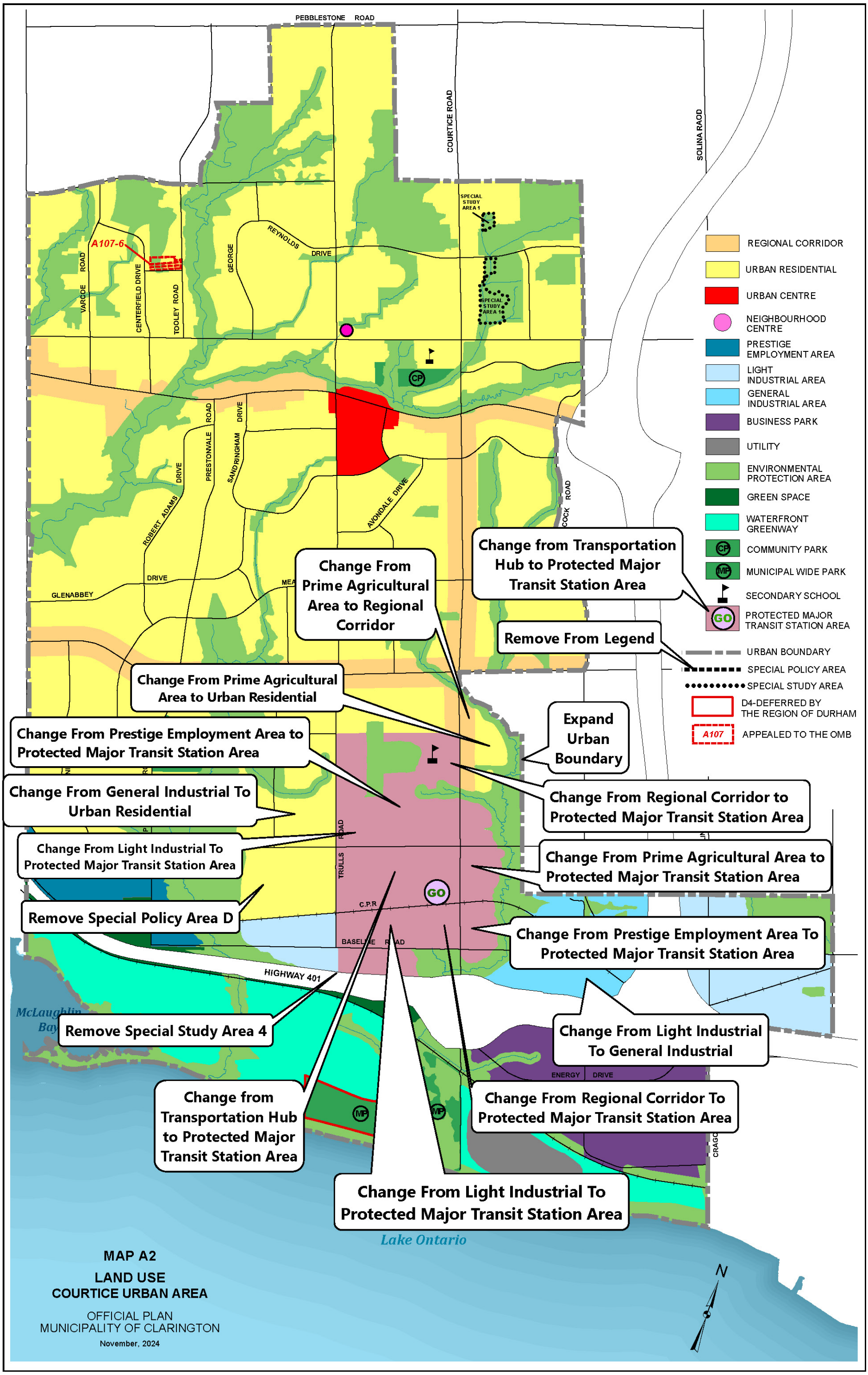


Exhibit 'C', Amendment No.144 To the Municipality of Clarington Official Plan, Map B.

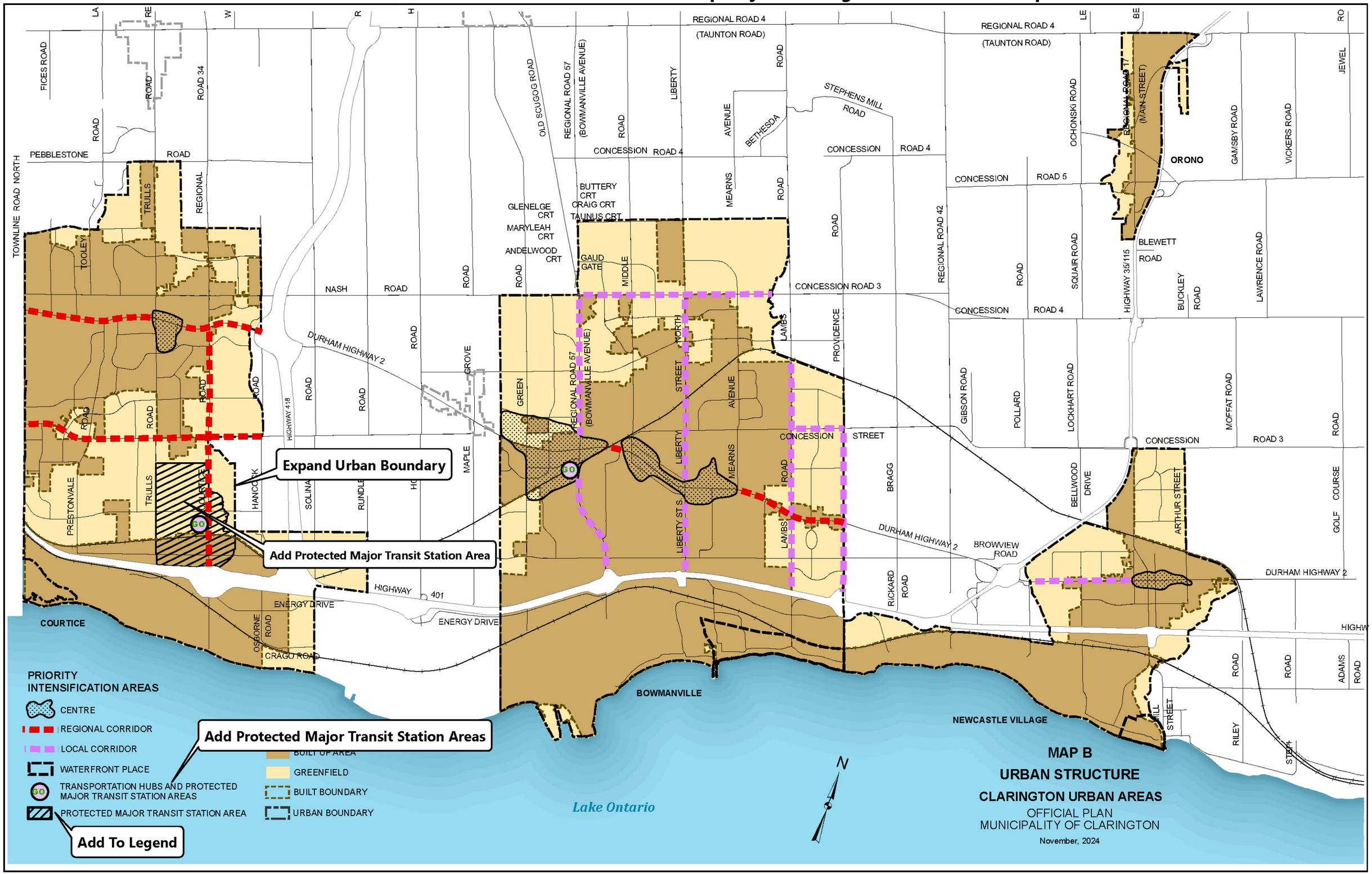


Exhibit 'D', Amendment No. 144 To the Municipality of Clarington Official Plan, Map C.

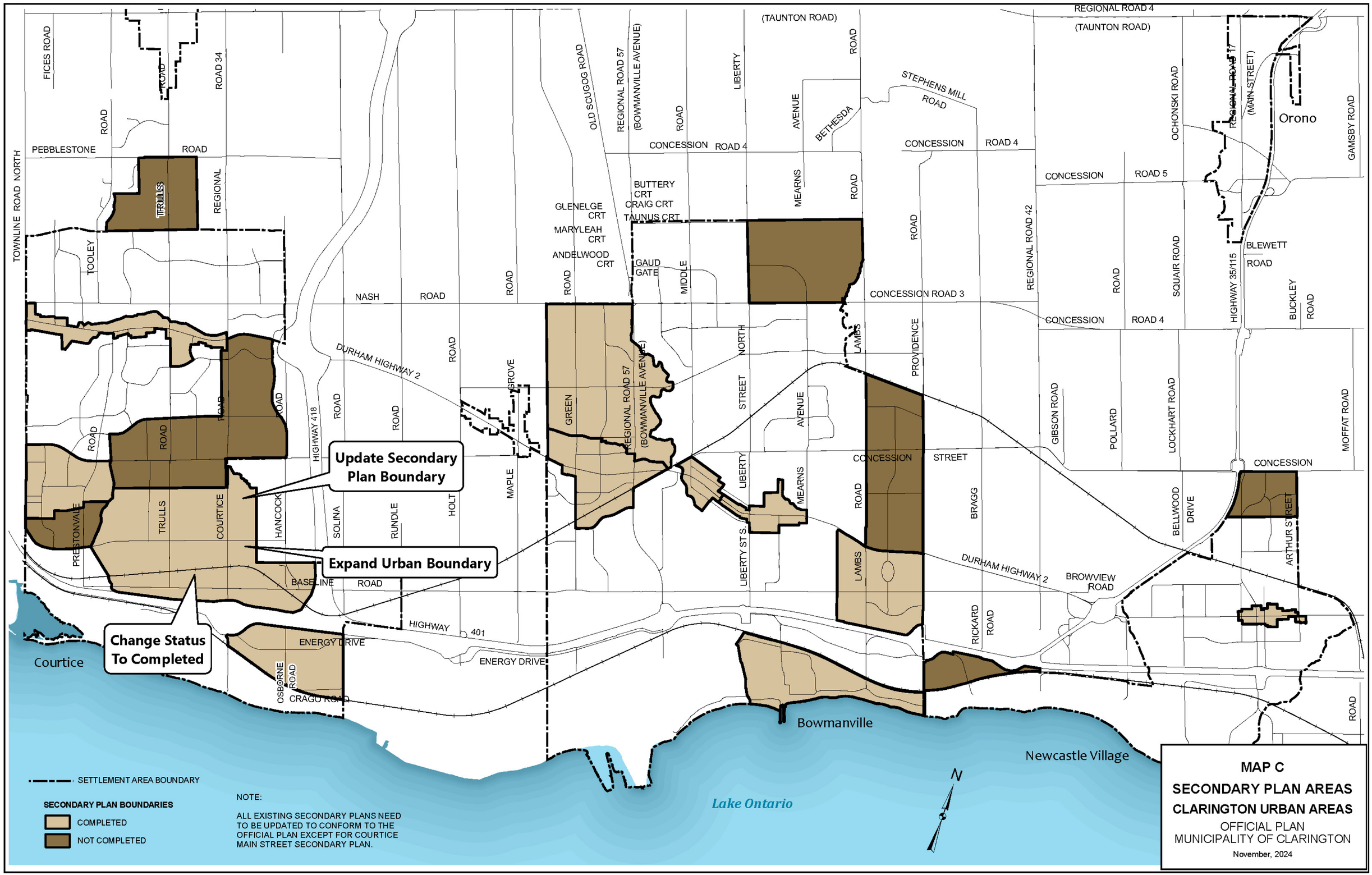


Exhibit 'E', Amendment No.144 To the Municipality of Clarington Official Plan, Map J2.

