



Public Meeting Report

If this information is required in an alternate accessible format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131.

Report To:	Planning and Development Committee		
Date of Meeting:	June 19, 2025	Report Number:	PDS-026-25
Authored By:	Amanda Crompton, Principal Planner		
Submitted By:	Darryl Lyons, Deputy CAO, Planning and Infrastructure Services		
Reviewed By:	Mary-Anne Dempster, CAO		
File Number:	COPA2025-0005 (PLN 41.7)	Resolution#:	
Report Subject:	Courtice Transit-Oriented Community Secondary Plan Statutory Public Meeting		

Purpose of Report:

The purpose of this report is to provide information and seek input from the public and Council regarding the draft Courtice Transit-Oriented Community Secondary Plan. It does not constitute, imply or request any degree of approval.

Recommendations:

1. That Report PDS-026-25 and any related communication items be received;
2. That any received comments be considered during preparation of the recommended Courtice Transit-Oriented Community Secondary Plan and Urban Design and Sustainability Guidelines;
3. That Staff report back to Council with a Recommendation Report, including the Official Plan Amendment for the Courtice Transit-Oriented Community Secondary Plan; and,
4. That all interested parties listed in Report PDS-026-25 and any delegations be advised of Council's decision.

Report Overview

This report provides an overview of the planning process for the draft Courtice Transit-Oriented Community (Secondary Plan), details key policy directions and summarizes public and agency comments received to date.

The Secondary Plan includes principles, objectives and policies intended to create a complete, inclusive, and sustainable community that accommodates a diverse population through a mix of medium and high-density housing. The Courtice GO Station presents a unique opportunity for this area to evolve into a transit-oriented community, supported by active commercial streets, community amenities, green spaces and a connected network of streets, trails and transit.

The purpose of the Statutory Public Meeting is to obtain comments from the public, members of Council, landowners, and commenting agencies on the Secondary Plan. These comments will inform revisions to the Secondary Plan before it's recommended to Council in Fall 2025.

1. Background

- 1.1 The draft Courtice Transit-Oriented Community Secondary Plan (Secondary Plan) is a new Secondary Plan for a mostly undeveloped area that will feature the future Courtice GO Station and the surrounding Protected Major Transit Station Area.
- 1.2 The Secondary Plan and accompanying Urban Design and Sustainability Guidelines provide detailed direction on how the area will grow and develop over time. The Secondary Plan will capitalize on the future Courtice GO Station by creating a complete mixed-use community with high-density housing, jobs, amenities, and open space.
- 1.3 The preparation of a Secondary Plan follows the same procedures as an Official Plan Amendment under the *Planning Act*. This includes the preparation of supporting technical studies, public engagement, a statutory public meeting, and Council adoption.
- 1.4 The Province is the approval authority for this Secondary Plan as the Official Plan Amendment establishes policies for a Protected Major Transit Station Area (PMTSA).

2. Courtice Transit-Oriented Community Secondary Plan

- 2.1 The Secondary Plan is located south of Bloor Street, north of Highway 401, east of Robinson Creek, and west of Tooley Creek and Highway 418, as shown in Figure 1. The Secondary Plan area is almost 400 hectares in size and surrounded by the Southwest Courtice, Southeast Courtice, and Courtice Waterfront and Energy Park Secondary Plans.

- 2.2 Currently, the Secondary Plan area is comprised of natural features, farmland, and industrial and commercial uses along Baseline Road. The greenfield nature of the area presents a unique opportunity to create a vision for a new transit-oriented community.

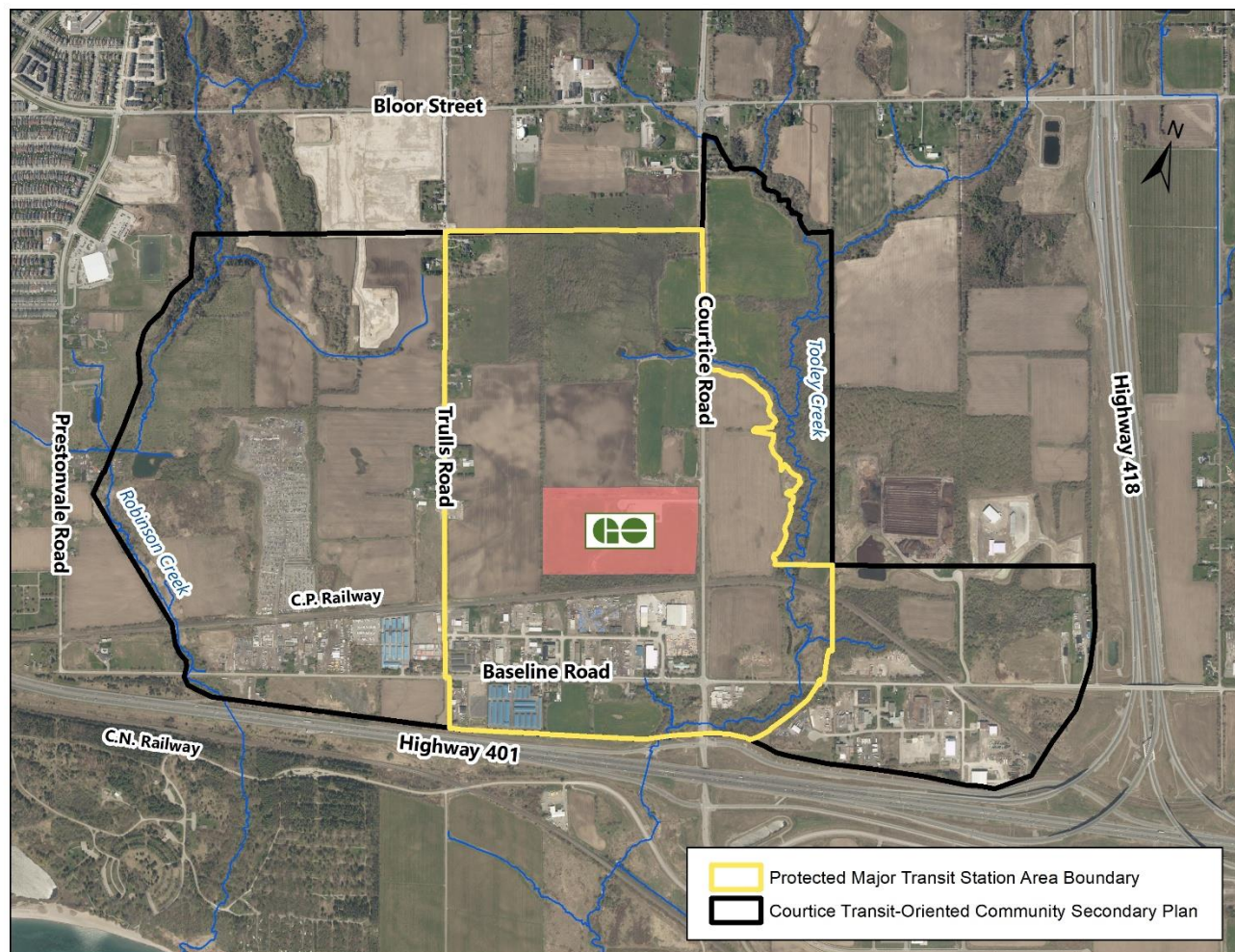


Figure 1: Courtice Transit-Oriented Community Secondary Plan Area

Initiation of the Secondary Plan

- 2.3 The Secondary Plan was originally initiated in 2018 as the Courtice Employment Lands Secondary Plan. The area had been designated for employment uses and was envisioned as a major employment and innovation centre.
- 2.4 In December 2021, the Region of Durham adopted Regional Official Plan Amendment 186, which delineated seven PMTSAs, including the future Courtice GO Station. The Courtice GO Station PMTSA includes lands north and south of the GO Station and must

be planned to achieve a minimum density of 150 people and jobs per hectare to support transit service.

- 2.5 At the same time, the Region endorsed employment land conversions within the Secondary Plan area. The vision for the Secondary Plan changed from an employment and innovation centre to a mixed-use, transit-supportive and complete community.
- 2.6 Recently, the Secondary Plan area boundary was slightly expanded to include some lands east of Courtice Road and south of Bloor Street that are designated Community Areas within the 2051 Urban Expansion Areas overlay in the Durham Region Official Plan (ROP). Lands within the 2051 Urban Expansion Areas were added to the Urban Boundary through the latest Regional Municipal Comprehensive Review, Envision Durham, approved by the Province in late 2024 and represent new land within the urban system for the purpose of facilitating development.
- 2.7 The ROP directs that detailed planning for lands within the 2051 Urban Expansion Areas be done primarily through secondary plans. Expanding the boundary to include these lands (approximately 15 hectares) supports a coordinated approach to planning for residential lands near the future Courtice GO Station. The lands will be addressed by all technical studies to ensure infrastructure is appropriately planned to service the expanded area.
- 2.8 The draft Official Plan Amendment (Attachment 1) will amend the Clarington Official Plan to add a new Courtice Transit-Oriented Community Secondary Plan (Attachment 2) and amend the Regional Official Plan to remove a portion of the 2051 Urban Expansion Areas overlay and modify the PMTSA boundary slightly to limit its extension east of the Tooley Creek Valley.
- 2.9 The Secondary Plan is supported by Urban Design and Sustainability Guidelines (UDSG) (Attachment 3) that are intended to help implement the urban design and sustainability policies of the Clarington Official Plan and this Secondary Plan.

3. Secondary Plan Process

- 3.1 Development of the Secondary Plan was informed by a comprehensive public engagement program and several technical background studies.
- 3.2 The Secondary Plan process for the Courtice Transit-Oriented Community involves four phases as described below.
 - Phase 1 (Initial Engagement and Analysis) focused on conducting background research and technical analysis to inform the development of three land use options. An initial Public Information Centre was held on June 18, 2019, and this phase was concluded with a Public Information Centre held on September 29, 2020.

- Phase 2 (Principles and Land Use Option) involved the preparation of land use options illustrating different arrangements of open spaces and land uses. The land use options were shared through multiple engagement events, including a Public Information Centre and a Stakeholder Workshop, both held on March 22, 2022.
 - Phase 3 (Preferred Land Use Plan and Draft Deliverables) resulted in the development of a preferred land use plan and key policy directions. On May 29, 2023 a design workshop was held with the Courtice Transit-Oriented Community Landowner Group. The preferred land use plan and key policy directions were presented at a Public Information Centre on November 6, 2023.
 - Phase 4 (Finalize Deliverables) will focus on the preparation of the draft and final Secondary Plan and Urban Design and Sustainability Guidelines. This includes the Statutory Public Meeting and Recommendation Report. In addition, the technical studies will be finalized along with the integrated Environmental Assessment report.
- 3.3 Public engagement included four Public Information Centres held between June 18, 2019 and November 6, 2023, and landowner workshops held throughout the process. Feedback received over the last several years was used to inform the creation of this Secondary Plan. Attachment 4 provides a summary of the engagement activities and notice procedures completed to date. Staff have also provided background information and copies of notice materials for input and comment to each Indigenous community with rights and interests in the area.
- 3.4 All comments submitted on the Secondary Plan will be addressed in a future Recommendation Report to Council.

Technical Studies

- 3.5 Preliminary technical background work was completed in 2022 to evaluate the land use options based on transportation, servicing, land use and other technical analysis in tandem with the Municipal Class Environmental Assessment (MCEA) process. A draft Functional Servicing Report has been prepared, and the draft Transportation Impact Study is expected shortly. These studies will be finalized based on agency, staff and public comments prior to recommendation. Attachment 5 provides a summary of the technical work that was completed to date.
- 3.6 A MCEA is required for all new or realigned major roads needed to service the Secondary Plan. The MCEA is being completed using the 'Integrated Approach' which jointly satisfies the requirements of the *Planning Act* and the *Environmental Assessment Act*. All public notices, communications and review periods have been designed to ensure that they conform to the requirements of both the *Planning Act* and the *Environmental Assessment Act*.

- 3.7 Council adopted the Robinson Creek and Tooley Creek Subwatershed Study in 2023, and an associated flood mitigation study was completed which refined the flood plain limits in the Secondary Plan area.
- 3.8 In addition, individual landowners have submitted Environmental Impact Studies (EIS), which provide additional information to support the modification of the Environmental Protection Area. Some of these studies are still underway and being reviewed by Staff. Further refinements to the Environmental Protection Area may occur prior to recommendation.

4. Secondary Plan Vision and Framework

- 4.1 The Courtice Transit-Oriented Community is envisioned to evolve as a complete, inclusive, and sustainable community that accommodates a diverse population through a mix of housing, employment and community amenities. Serviced by the future Courtice GO Station, this area in Clarington is well-suited to accommodate medium and high-density housing that is accompanied by active commercial streets, community amenities, green spaces and a connected network of streets, trails and transit.
- 4.2 The policy framework in the Secondary Plan is guided by these nine principles:
1. Protect, enhance, and value significant natural features
 2. Conserve and integrate the area's cultural heritage
 3. Optimize planned rapid transit facilities
 4. Build a welcoming and inclusive community with a range of housing types at all levels of affordability
 5. Accommodate a range of businesses
 6. Create an accessible, walkable and bikeable community
 7. Ensure all residents have access to parks, schools and other community facilities
 8. Ensure climate change mitigation and adaptation are critical considerations in planning, design and construction, and strive to achieve net zero carbon emissions
 9. Coordinate the phasing of private development and public investments
- 4.3 The Land Use Plan (Figure 2) identifies the distribution of land uses and the policies in the Secondary Plan describe their planned function, land use and built form permissions, minimum and maximum height allowances and minimum density.
- 4.4 The Courtice Transit-Oriented Community is centred on the future Courtice GO Station. The built form surrounding the future Courtice GO Station must be designed to support the significant investment being made to extend rail service to Clarington.
- 4.5 The lands designated Mixed Use Core, located around the future Courtice GO station, will be the area for the highest density of development, the tallest buildings and the greatest range of uses. This will be the place to find a variety of options for housing,

working, shopping, dining and entertainment. Development will be less intense at the edges of the core to provide a transition to lower-scale neighbourhoods (lands designated Mixed Use Transition Area).

- 4.6 Low density and medium density residential neighbourhoods, with neighbourhood-oriented commercial amenities, will be located north and west of the Mixed Use Core and Mixed Use Transition Area.
- 4.7 Lands south of the rail corridor, adjacent Highway 401, will be maintained mostly for industrial uses that benefit from convenient highway access to broaden employment opportunities for Courtice residents. Complementing the Clarington Energy Park, these areas will provide a stable environment for the growth of established and new businesses that diversify Clarington's economy.
- 4.8 The Secondary Plan is surrounded by the valleylands of Robinson Creek and Tooley Creek, which provide a rich green setting for the community.

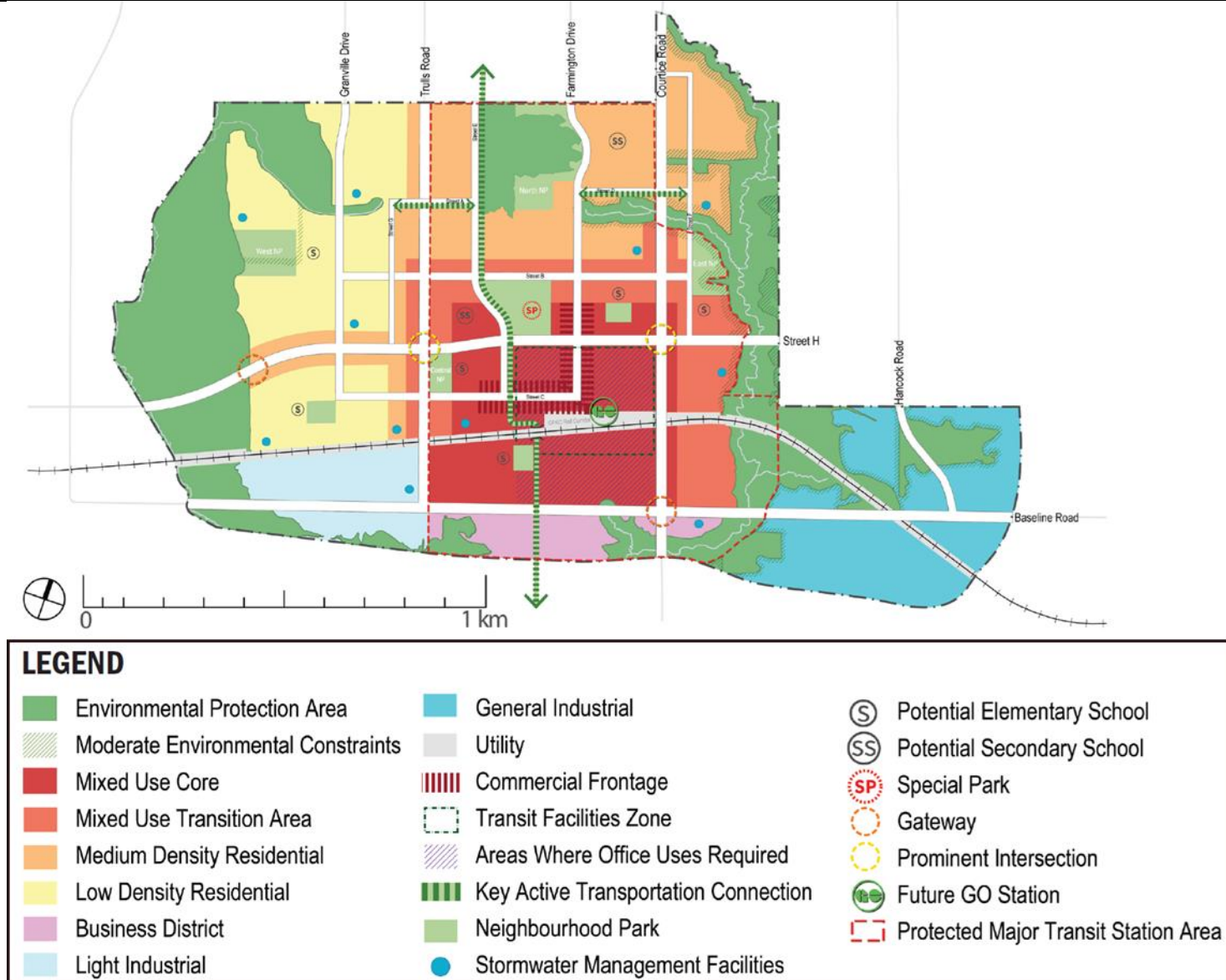


Figure 2: Schedule A - Land Use Plan

- 4.9 To complement the Land Use Plan, the Parks and Community Facilities Plan (Figure 3) identifies the approximate location and size of parks and schools, conceptual trail network and key active transportation connections and the intended location for community facilities.
- 4.10 Future residential and mixed-use neighbourhoods will be centred on four Neighbourhood Parks to ensure most residents are within short walking distance of public green space. In addition, a central Special Park will serve the Courtice Transit-Oriented Community and is expected to be a civic destination for all Courtice residents.
- 4.11 Six elementary schools and two secondary schools are planned for in the Courtice Transit-Oriented Community. The preferred locations for potential schools are shown on the Land Use Plan (Figure 2) and Parks and Community Facilities Plan (Figure 3). The Secondary Plan includes policies that provide flexibility regarding the site and size of future schools. If a school is relocated or not needed, the underlying land use designation will apply. Final locations and configurations of school sites will be determined at the development application stage.
- 4.12 Multi-use paths and mid-block connections throughout the community will further contribute to a connected green framework for development.
- 4.13 The preferred location for a library, a recreation centre, and major cultural facilities is identified as Preferred Location for Other Central Community Facilities in the Mixed Use Core designation. Locating these facilities centrally will reinforce the civic and cultural heart of the Courtice Transit-Oriented Community.

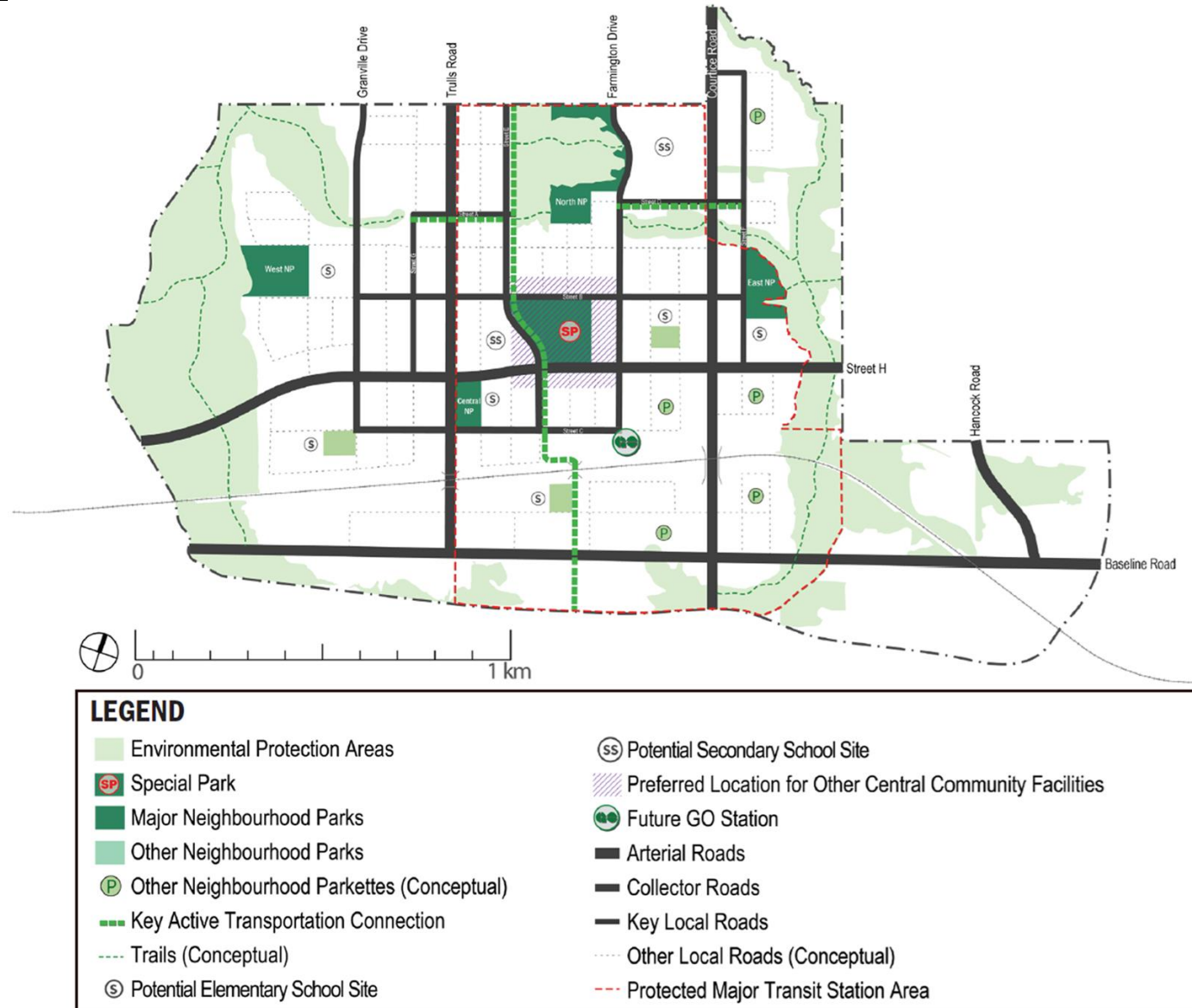


Figure 3: Schedule B - Parks and Community Facilities

- 4.14 The Roads and Active Transportation Network Plan (Figure 4) identifies the road classification, key active transportation connections, and a zone for transit facilities related to the future Courtice GO Station.
- 4.15 In addition to the roads identified in Figure 4, development will be structured by an interconnected and grid-like network of local roads that facilitate direct pedestrian, cyclist, transit, and vehicular movement throughout the community.
- 4.16 Between Trulls Road and Courtice Road, a continuous north-south landscaped multi-use path will function as a green active transportation corridor that connects neighbourhoods, parks and forests in the north half of the PMTSA to the future Courtice GO Station and other destinations in the south half. In the long term, the green spine may be extended to the Courtice Waterfront via a pedestrian/bicycle bridge over Highway 401.

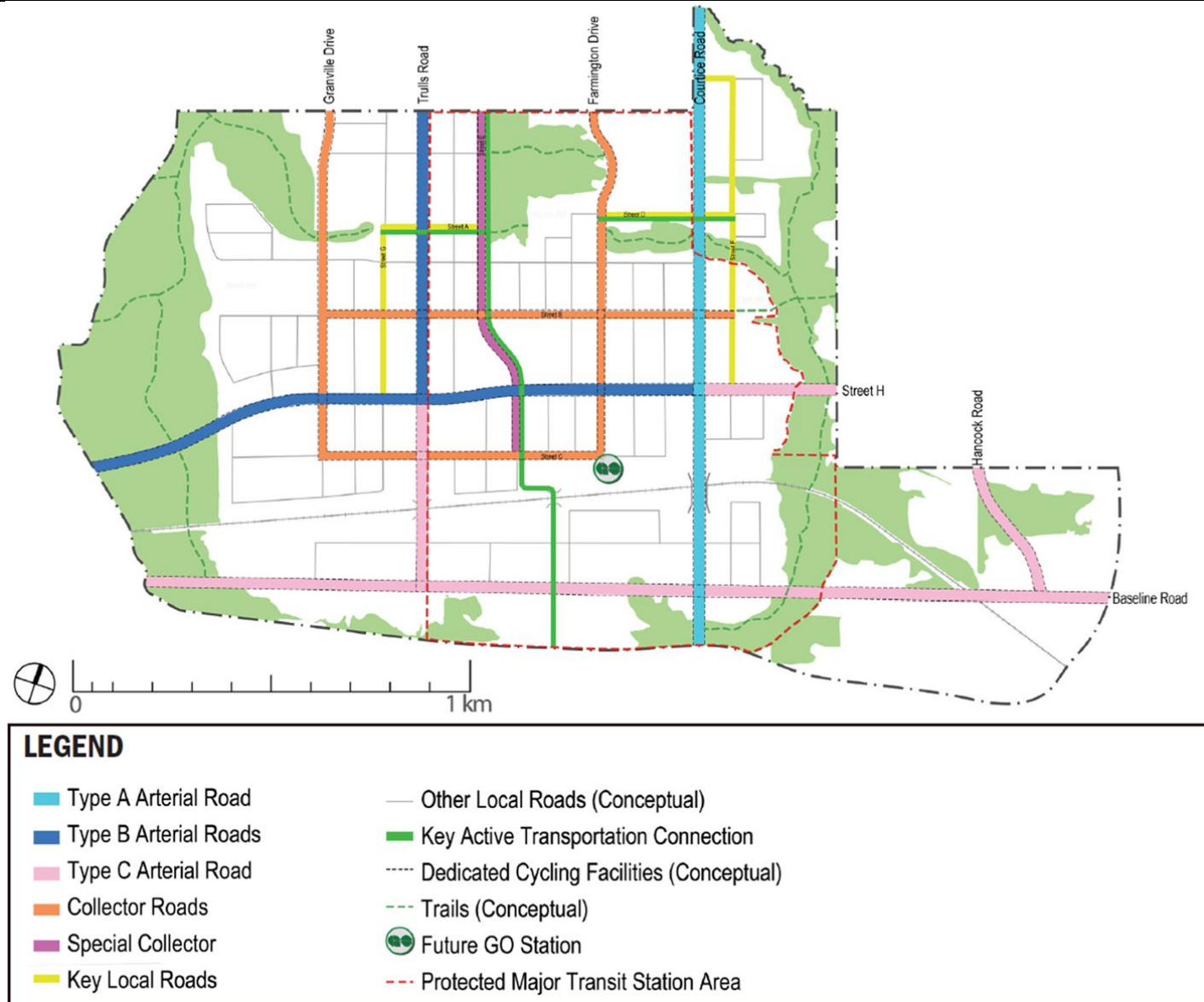


Figure 4: Schedule C - Roads and Active Transportation Network

- 4.17 The Secondary Plan is supported by Urban Design and Sustainability Guidelines (UDSG) (Attachment 5) that are intended to help implement the urban design and sustainability policies of the Clarington Official Plan and this Secondary Plan.
- 4.18 The UDSG provide further direction and guidance on policy intentions respecting urban design, streetscapes, built form and environmental sustainability.

5. Policy Directions

- 5.1 The future Courtice GO Station presents an exciting opportunity for this area of Courtice to evolve into a mixed-use community that offers inviting places to live, work and play. Key policy directions of the Secondary Plan are detailed below.

Environmental protection, green development and energy innovation is foundational to the Secondary Plan

- 5.2 Consistent with the Clarington Official Plan, the draft policies prioritize the protection and enhancement of natural heritage features that surround the Secondary Plan area.
- 5.3 Development in the Secondary Plan is encouraged to meet high standards for energy efficiency and sustainability in building design and construction. Development applications will be required to include a Sustainability Report that indicates how the development meets the sustainable development policies and objectives contained within the Secondary Plan and Clarington Official Plan.
- 5.4 The Municipality of Clarington, in close collaboration with the Region of Durham, is exploring the feasibility of a district heating system for the Secondary Plan area. The draft policies require new development in the Mixed Use Core, and encourage development outside the Mixed Use Core, to connect to the district heating system once established.

A mix of high-density uses are concentrated close to the future Courtice GO Station

- 5.5 The arrival of GO Train service to Courtice is a catalyst for higher density development within the Secondary Plan area. The presence of this major transportation hub will stimulate travel into and out of the Municipality.
- 5.6 Minimum densities for the residential and mixed-use designations are set out in the Secondary Plan to ensure a density of 150 people and jobs per hectare within the PMTSA is achieved over time. The Secondary Plan area is planned to accommodate close to 30,000 residents and a range of jobs for more than 8,000 workers. The density is supported by direct connections to the station that encourage the use of transit for daily trips.

- 5.7 The built form proposed for this community is unlike the current Courtice context. The station and surrounding lands provide a focus for high-density housing, office development and commercial amenities that, together with a pedestrian-friendly public realm, contribute to creating a unique mixed-use district.
- 5.8 To help facilitate this unique mixed-use district, the Secondary Plan includes a policy requiring buildings fronting Street C and Farmington Drive within the Mixed Use Core to contain retail, restaurants or commercial services for a minimum of 70% of the frontage on the ground floor.
- 5.9 In addition, office and institutional uses are strongly encouraged, and in some cases required (a minimum of 10% of the total gross floor area), in the Mixed Use Core.

The Secondary Plan protects for the future Courtice GO Station

- 5.10 The future development of the Courtice Transit-Oriented Community is based on the expectation that it will be anchored by a GO Train Station.
- 5.11 On December 4, 2023, the Ontario Government passed the *GO Transit Station Funding Act, 2023*. The *GO Transit Station Funding Act* provides a new funding tool to enable municipalities to raise revenues to help design and build new GO Transit stations through the implementation of a Transit Station Charge on new development in the surrounding area.
- 5.12 The Municipality has been working closely with the Region to develop a framework for implementation; however, the Province has yet to release the associated regulations.
- 5.13 The Secondary Plan includes a policy that indicates Council may impose a transit station charge against land to pay for costs related to the construction of the GO Station.
- 5.14 To ensure adequate land is set aside for transit facilities related to the GO Station, the Secondary Plan identifies as Transit Facilities Zone. This zone, north of the rail corridor, is the preferred location for transit facilities related to the GO station, including commuter parking, passenger pick-up and drop-off areas, bus terminals and the GO station building itself. The portion of the Transit Facilities Zone south of the rail corridor is not reserved for only transit facilities but opportunities to integrate such facilities will be considered before future applications are approved.

The Secondary Plan promotes a diverse range of housing types at all levels of affordability

- 5.15 To meet the needs of a diverse population, the Secondary Plan includes a collection of policies intended to support the Municipality's housing objectives. Policies in the

Secondary Plan strongly encourage the integration of affordable housing, including subsidized non-market housing units.

- 5.16 In addition, the Secondary Plan proposes a range of housing forms, sizes and tenures across the community, and even within multiple-unit buildings. For example, a minimum of 25 percent of units within a building must be two or more bedrooms.
- 5.17 There are limited tools available to the Municipality to require the delivery of affordable housing units; however, as a portion of the Secondary Plan is delineated a PMTSA, inclusionary zoning is one available tool.
- 5.18 The Secondary Plan outlines that the Municipality will undertake an inclusionary zoning Municipal Assessment Report in compliance with Provincial regulations to determine the feasibility of implementing inclusionary zoning in the Secondary Plan area. Depending on the results of the Municipal Assessment Report, the Secondary Plan may be updated to implement inclusionary zoning requirements.
- 5.19 To further support the provision of affordable housing, the Municipality will explore potential incentives such as reduced application fees and fast-tracked application approvals.
- 5.20 Staff will use the affordable housing policies included within the Clarington Official Plan and Secondary Plan to negotiate the delivery of affordable housing at the development application stage.

Parks, schools and other amenities are strategically located to service future residents

- 5.21 The Secondary Plan strategically locates four major Neighbourhood Parks and three smaller Neighbourhood Parks within a short walking distance of most residents. Of the seven neighbourhood parks shown in the Secondary Plan, six are co-located with elementary schools, which facilitates sharing of open spaces and parking.
- 5.22 A central Special Park will serve the entire Courtice Transit-Oriented Community, acting as a multi-purpose space for events. Other community amenities, such as a library, recreational centre and/or cultural facilities, are encouraged to be located in (no more than 20% of the park area) and directly surrounding the Special Park.
- 5.23 In addition, five Parkettes are shown in the Mixed Use Core and/or Mixed Use Transition Area to facilitate passive recreational opportunities and provide places for people to gather and socialize in an urban setting.
- 5.24 Planning for parks and other community amenities within the Secondary Plan was guided by Clarington's Park, Recreation and Culture Master Plan (PRCMP). The PRCMP recommends maximizing physical park dedication in Secondary Plan Areas

and suggests working with landowners within Secondary Plan Areas to create a master parks agreement. The Secondary Plan includes a policy that encourages landowners to enter into a Master Parkland Agreement with the Municipality to ensure parks are planned community-wide, rather than on a site-by-site basis.

Existing and future industrial-type employment is protected

- 5.25 On October 20, 2024, the new Provincial Planning Statement, 2024 (PPS, 2024) came into effect, integrating and replacing the existing Provincial Policy Statement, 2020 and the A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan, 2020) into a single, Province-wide policy document. The PPS, 2024 includes a narrowed definition of ‘employment area’ relative to how Clarington has been defining employment areas as prescribed by the Growth Plan. The PPS, 2024 definition is consistent with that recently implemented in the *Planning Act* (through Bill 97), and permits industrial, manufacturing, and warehousing uses, but excludes institutional and commercial uses, including office and retail.
- 5.26 Prior to these changes, all of Clarington’s Employment Area designations in the Official Plan were considered protected. Requests to convert lands to another land use designation had to be done through a Municipal Comprehensive Review of Clarington’s employment needs over the long term and the decision by Council on conversion requests was final (protected from appeal).
- 5.27 For Clarington’s employment areas to continue to benefit from the current employment protection provisions, land use permissions for these areas need to align with the new Provincial definitions. For this reason, the land use permissions in the Light Industrial and General Industrial designations have been narrowed to only include manufacturing facilities, warehousing and distribution facilities and ancillary office and retail.
- 5.28 The Secondary Plan does include a Business District designation that is planned to accommodate a variety of non-residential uses, such as office, hotel, and institutional. This designation does not align with the new definition of employment area.
- 5.29 As part of the Official Plan Review an Employment Study will be undertaken to comprehensively assess employment areas and lands to ensure Clarington is able to accommodate the 2051 employment forecasts assigned in the Durham Region Official Plan.
- 5.30 Until this comprehensive Employment Study is complete, staff believe it is appropriate to protect the lands as employment area by amending the list of permitted uses in the employment designations to align with the narrowed definition described in paragraph 5.25. Council’s decision on requests to convert lands within employment areas are protected from appeal to the Ontario Land Tribunal (OLT).

6. Conformity with Provincial Planning Framework

Planning Act

- 6.1 The *Planning Act* is Provincial legislation that sets out the framework and rules for land use planning in Ontario. Section 2 of the *Planning Act* outlines matters of Provincial Interest, including: the protection of ecological systems, the provision of a full range of housing, including affordable housing, the provision of employment opportunities, the appropriate location of growth and development, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and the promotion of public spaces that are of high quality, safe, accessible, attractive and vibrant.
- 6.2 The Secondary Plan has been developed to align with these matters of Provincial Interest by protecting the natural heritage system, promoting housing diversity, encouraging affordable housing, protecting an employment area for light and general industrial uses, focusing density at the core to encourage the use of public transit, walking and cycling and planning for a connected network of public spaces that are safe, accessible and inviting.

Provincial Planning Statement, 2024

- 6.3 The Provincial Planning Statement (PPS, 2024) lays out the Province's overarching direction on matters related to land use planning and development. It directs municipalities to plan healthy, livable, and safe communities by accommodating an appropriate range and mix of housing types.
- 6.4 On October 20, 2024 the new PPS, 2024 came into effect, integrating and replacing the existing Provincial Policy Statement, 2020 and the Growth Plan, 2020 into a single, Province-wide policy document.
- 6.5 The PPS, 2024 directs growth to settlement areas and promotes compact urban forms that efficiently use land and existing infrastructure. Complete communities with a range and mix of land uses, housing options, and transportation options should be planned to support accessibility for people of all ages, abilities, and incomes. In addition, the PPS, 2024 specifies a minimum density target of 150 residents and jobs combined per hectare for major transit station areas served by commuter or regional rail.
- 6.6 The Secondary Plan proposes the creation of a compact and complete community, with the highest densities located around the future Courtice GO station. Minimum densities are included in each land use designation to ensure a minimum density of 150 people and jobs per hectare is achieved within the PMTSA.

- 6.7 The PPS, 2024 also directs municipalities to support the economy by protecting for employment uses and identifying strategic sites for employment. The PPS, 2024 definition of Employment Area includes manufacturing, warehousing, goods movement, and associated ancillary uses. The Light Industrial and General Industrial land use designations are considered Employment Areas, which will ensure that they are protected.
- 6.8 While the PPS, 2024 allows private requests to remove lands from an Employment Area at any time (i.e., outside of a Municipal Comprehensive Review), Council's decision on employment area conversion requests continue to be protected from appeal to the OLT.

7. Conformity with Official Plans

Durham Region Official Plan

- 7.1 The Durham Region Official Plan (ROP), Envision Durham, guides growth and change within the Region. It sets out a framework for managing growth in an orderly fashion and creating healthy and complete, sustainable communities. As of January 1, 2025, the Municipality is responsible for implementing the ROP.
- 7.2 Lands in the Secondary Plan area are designated PMTSA, Community Areas, Major Open Space Areas and Employment Areas in the ROP. In addition, lands east of Courtice Road have a Regional Corridor overlay and a 2051 Urban Expansion Areas overlay.
- 7.3 The Secondary Plan conforms with the policies related to PMTSAs. This includes policies that plan for a minimum 150 people and jobs per hectare, permit a range of uses including medium and high density residential, office, institutional, and commercial, and community amenities, and promote sustainable transportation by designing roads to prioritize transit use, pedestrian travel, and cycling.
- 7.4 Community Areas are intended to be developed as complete communities and provide a range of housing, transportation and lifestyle choices, and create opportunities for residents to live, shop, work and access services and amenities within the community. Major Open Space Areas form a component of the Region's Greenlands System. The Secondary Plan is in conformity with the ROP as it permits low and medium density residential in the Community Areas (which are located outside the PMTSA), along with parks, open space and schools, to foster a complete community and designates the Major Open Space Areas as Environmental Protection Area.
- 7.5 Employment Areas are intended for uses such as manufacturing, warehousing, storage, major facilities, and other uses that require access to highway, rail, shipping facilities, and separation from sensitive land uses. The ROP requires that designated Employment Areas adjacent major highway interchanges be protected and preserved.

As described in this Report, the Secondary Plan includes land use designations and policies intended to protect lands within the Employment Areas as employment for the long-term. Uses are restricted to industrial, manufacturing and warehousing in keeping with the updated provincial policy framework to protect and preserve the area for employment.

- 7.6 The draft Official Plan Amendment (Attachment 1) amends the Regional Official Plan by removing a portion of the 2051 Urban Expansion Areas overlay to correspond with the Secondary Plan boundary expansion. The expansion supports a coordinated approach to planning for residential lands near the future Courtice GO Station as described in paragraph 2.7.

Clarington Official Plan

- 7.7 The Clarington Official Plan (OP) provides a vision for future growth and development of the Municipality to the year 2031. The OP focuses on the principles of sustainable development, healthy communities, and growth management. New neighbourhoods will be walkable, provide a variety of uses, and create a sense of place. Economic vitality will be supported by a diverse economy.
- 7.8 Lands in the Secondary Plan are currently designated General Industrial Area, Light Industrial Area, Prestige Employment Area, Transportation Hub, Regional Corridor and Environmental Protection Area. In addition, the lands form Special Study Area 4 and include Special Policy Area D.
- 7.9 As outlined in paragraphs 2.4 and 2.5 of this Report, in late-2021 the Region delineated the Courtice GO Station PMTSA and endorsed employment land conversions within the Secondary Plan area. The vision for the Secondary Plan evolved from an employment centre to a mixed-use, transit-supportive, and complete community. The purpose of the draft Official Plan Amendment is to add the Courtice Transit-Oriented Community Secondary Plan to the OP and bring the OP into conformity with the ROP.

8. Comments

Public Comments

- 8.1 Development of the Secondary Plan was informed by extensive public engagement that occurred throughout the planning process. Public comments and feedback were collected through in-person and virtual events. A summary of the public comments received since 2019 is provided in Attachment 4.
- 8.2 Public comments generally support the vision and objectives presented in the Secondary Plan. There was support among the comments received for a concentration of higher-density residential and mixed-use buildings around the future Courtice GO

Station. A range of feedback was received when participants were asked to identify appropriate heights for buildings near the future GO Station. Many participants indicated support for buildings up to 20 storeys. Building heights of more than 40 storeys received the second highest amount of support.

- 8.3 In addition, support was expressed for including a range of business and employment opportunities in the Courtice Transit-Oriented Community. There was some concern surrounding potential impacts of development on existing businesses and a desire to ensure existing and future small businesses are supported.
- 8.4 Members of the public expressed support for affordable housing options and rental opportunities being included in the Courtice Transit-Oriented Community.
- 8.5 Comments also emphasized the importance of improving access to local public transit and increasing connectivity for cyclists and pedestrians.

Steering Committee Comments

- 8.6 The Steering Committee is made up of staff from Clarington, Durham Region, Central Lake Ontario Conservation Authority (CLOCA), Metrolinx, Kawartha Pine Ridge District School Board, the Peterborough Victoria Northumberland and Clarington Catholic District, and the Courtice Transit-Oriented Community Landowner Group.
- 8.7 Steering Committee meetings are held on a regular basis to provide updates on the Secondary Plan and seek feedback. The last Steering Committee meeting was held on April 10, 2025 to present the Secondary Plan, which was informed by comments received from the Steering Committee in 2024.
- 8.8 The latest comments from the Region of Durham include concerns with the status of the Transportation Impact Study. The Transportation Impact Study is underway and will be circulated to the Region of Durham. The Secondary Plan will not be finalized until the Transportation Impact Study is completed. Additional comments from the Region of Durham on the Secondary Plan are expected.
- 8.9 Comments received from CLOCA indicate general satisfaction that the Secondary Plan sufficiently addresses their concerns.
- 8.10 Joint comments from the Kawartha Pine Ridge District School Board and the Peterborough Victoria Northumberland and Clarington Catholic District are generally supportive of the Secondary Plan. The School Board's comments suggest minor refinements to policies to ensure that schools are adequately sized based on the needs of schools, childcare centres, and community facilities. It was also suggested that that shared outdoor play space between school boards, community facilities, and municipalities be clearly supported.

- 8.11 Staff have been working closely with the Courtice Transit-Oriented Community Landowner Group and have made revisions, as appropriate, to address their comments. Staff will continue working with the Landowner Group as the Secondary Plan is finalized.
- 8.12 Additional feedback received from the Steering Committee will be incorporated into the revised version of the Secondary Plan that will be recommended to Council.

9. Next Steps

- 9.1 Following the Statutory Public Meeting, staff will review comments received and propose revisions, as appropriate, for inclusion in the recommended Secondary Plan. Technical studies, including the Functional Servicing Report and Transportation Impact Study, will be reviewed and finalized as appropriate.
- 9.2 A report will be prepared that presents the recommended Secondary Plan. Upon adoption, the Secondary Plan will be forwarded to the Province for approval.

10. Financial Considerations

- 10.1 The Clarington Official Plan requires that a Fiscal Impact Analysis (FIA) be undertaken for Secondary Plans to understand the long-term financial impacts of proposed development. The FIA will be completed in advance of staff reporting back to Council with a Recommendation Report.

11. Strategic Plan

- 11.1 The preparation of the draft Courtice Transit-Oriented Community Secondary Plan directly addresses the following actions in the [2024-2027 Clarington Strategic Plan](#):
- C.1.1.2 Update Secondary Plan policies to include connectivity considerations and work to address gaps
 - C.1.2.1 Support the development of the Major Transit Station Areas
 - C.2.2.1 Identify the range of housing needed
 - G.2.1.3 Update and complete identified Secondary Plans

12. Climate Change

- 12.1 The Secondary Plan has been planned with sustainability as a key priority. The Secondary Plan contains policies that facilitate and integrate opportunities for renewable

and district energy and encourage high standards for energy efficiency and high-performance building envelopes. In addition, the Secondary Plan proposes a dense built form that supports transit use, efficiently uses land, and preserves natural areas.

13. Concurrence

Not applicable.

14. Conclusion

- 14.1 The purpose of this staff report is to provide an overview of the planning approach and process undertaken to develop the Secondary Plan. The report also details the vision, guiding principles, and key policy directions of the Secondary Plan.
- 14.2 The Secondary Plan lays out a framework to develop a complete, sustainable and mixed-use community with high-density housing, jobs, amenities, and greenspace.
- 14.3 Staff request that the recommendations be approved and the process towards completion of the Secondary Plan continue.

Staff Contact: Amanda Crompton, Principal Planner, 905-623-3379 ext. 2444 or acrompton@clarington.net; Lisa Backus, Manager of Community Planning, 905-623-3379 ext. 2419 or lbackus@clarington.net.

Attachments:

Attachment 1 – Draft Official Plan Amendment
Attachment 2 – Draft Courtice Transit-Oriented Community Secondary Plan
Attachment 3 – Urban Design and Sustainability Guidelines
Attachment 4 – Engagement Summary
Attachment 5 – Summary of Technical Studies

Interested Parties:

List of Interested Parties available from Department.