

## **Peterborough Environmental Advisory Committee Meeting Agenda**

**September 15, 2021**

**5:30 p.m.**

**Electronic Meeting**

	<b>Pages</b>
<b>1. Call to Order</b>	
<b>2. Confirmation of Minutes</b>	
2.a. June 16, 2021	1 - 3
<b>3. Disclosure of Pecuniary Interest</b>	
<b>4. Consent Agenda - 5.b, 5.c</b>	
<b>5. Reports and Communications</b>	
5.a. Final Draft Official Plan Report PEAC21-021	4 - 68
5.b. Bird Friendly City and Bee City Canada Certification Requirements Report PEAC21-022	69 - 82
5.c. Climate Initiatives Update Report PEAC21-023	83 - 86
<b>6. Other Business</b>	
<b>7. Next Meeting - October 20, 2021</b>	
<b>8. Adjournment</b>	

## **Peterborough Environmental Advisory Committee Minutes**

Electronic Meeting

June 16, 2021

Present	Mary Elizabeth Konrad Craig Mortlock Sandra Orsatti, Chair Stephanie Rutherford Councillor Zippel
Regrets	Dana Jordan Peter Lafleur Fraser Smith
Staff	James Byrne, Climate Change Coordinator Natalie Garnett, Deputy Clerk Michael Papadacos, Manager, Infrastructure Management

### **Call to Order**

The Chair called the meeting to order at 5:30 p.m.

### **Confirmation of Minutes**

Moved by Mary Elizabeth Konrad

**That the minutes of the meeting of May 19, 2021 be approved as amended.**

Carried

### **Disclosure of Pecuniary Interest**

Craig Mortlock declared an interest in report PEAC21-018, as he may bid on this project.

### **Consent Agenda**

Moved by Stephanie Rutherford

**That item 5.c. be passed as part of the Consent Agenda.**

Carried

## **Reports and Communications**

Climate Initiatives Update

Report PEAC21-018

Moved by Stephanie Rutherford

**That the PEAC approve the recommendation outlined in Report PEAC21-018 dated June 16, 2021 of the Manager of Infrastructure Management Division, as follows:**

**That the report be received for information.**

Carried

Fire Station 2 Net-Zero Design Update

Report PEAC21-018

Due to his previously declared interest, Craig Mortlock did not discuss or vote on this item.

Moved by Stephanie Rutherford

**That the PEAC approve the recommendation outlined in Report PEAC21-019, dated June 16, 2021, of the Manager of Infrastructure Management Division, as follows:**

**That a verbal report to update the PEAC on the design workshop for the Net-Zero Design of Fire Station 2 be received for information.**

Carried

PSAB and Natural Assets on Financial Statements

Report PEAC21-020

Moved by Craig Mortlock

**That the PEAC approve the recommendation outlined in Report PEAC21-020, dated June 16, 2021, of the Manager of Infrastructure Management Division, as follows:**

**That a verbal report to update the PEAC on the motion related to PSAB and Natural Assets on Financial Statements, be received for information.**

Carried

## **Other Business**

Bee City Designation and Bird Friendly City Certification

Moved by Councillor Zippel

- a) **That staff be requested to prepare a report for the Peterborough Environmental Advisory Committee (PEAC) on all aspects related to City of Peterborough application for both Bee City Designation and Bird Friendly City Certification including: background information on the programs, the benefits of participation, certification or designation criteria, resources available to participating municipalities, staffing implications, and any budgetary commitments required to apply or maintain designation or certification and;**
- b) **That the report be presented to PEAC no later than September 2021.**

Carried

**Next Meeting - September 15, 2021**

## **Adjournment**

Moved by Craig Mortlock

**That this meeting adjourn at 6:15 p.m.**

Carried

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Natalie Garnett

Deputy Clerk

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Sandra Orsatti

Chair



City of  
**Peterborough**

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**To:** **Members of the Peterborough Environmental Advisory Committee**

**From:** **Ken Hetherington, Chief Planner**

**Meeting Date:** **September 15, 2021**

**Subject:** **Report PEAC21-021  
Final Draft Official Plan**

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## **Purpose**

A presentation to provide the Peterborough Environmental Advisory Committee with an overview of the Final Draft Official Plan.

## **Recommendation**

That the Peterborough Environmental Advisory Committee approve the recommendation outlined in Report PEAC21-021 dated September 15, 2021, of the Chief Planner as follows:

That the presentation from the Planning Division regarding the Final Draft Official Plan be received for information.

## **Budget and Financial Implications**

There are no budgetary or financial implications associated with the recommendation.

## Background

Under the Planning Act, the City of Peterborough is required to have an official plan. An official plan establishes the City's policies on how land should be used by forecasting future growth to a specific time horizon and addressing community needs to that horizon. Typically, official plans guide the location of new development, establish a framework for infrastructure planning, and address priority issues such as housing, transportation, natural heritage, cultural heritage, economic development and community improvement initiatives, to name a few. The City's current Official Plan was adopted in 1981.

The Planning Act requires municipalities to regularly review and update their official plans to reflect changes to provincial plans, policies and legislation as well as changes in community priorities that impact municipal land use planning. While a comprehensive review of the Official Plan has not been completed since 1981, the City has completed reviews and updates to various sections of the document over the years to ensure it remains up to date. In 2011, the City launched a comprehensive review of the current Official Plan which, to date, has included:

- A first phase of community consultation in 2011 and 2012;
- Presentation of a Potential Policy Directions Report to Council in 2013 (Report No. PLPD13-014) confirming the need for policy updates to the Official Plan;
- A second phase of community consultation between 2017 and 2019;
- Release of a draft new Official Plan in 2019;
- A third phase of community consultation in 2019 and 2020; and,
- Completion of a Land Needs Assessment in accordance with Provincial requirements (2019-2021).

The proposed Final Draft Official Plan is the culmination of 10 years' work and is intended to address current provincial plans, policies and legislation as well as priorities identified by the community over that time. The proposed plan will replace the City's current Official Plan and is written to a horizon year of 2051 based on the following overarching themes:

- enhancing Peterborough as a complete community;
- promoting environmental stewardship and sustainability;
- fostering a vibrant and unique community identity;
- promoting connectivity and options for mobility throughout the community; and,

- supporting a strong and diverse economy.

Sections of the plan that may be of particular interest to PEAC include:

- 2.2 – Guiding Principles;
  - Establishes policy intent to develop as a complete community by coordinating land use and transportation planning, promoting a mix land uses and a full range of transportation options, protecting natural heritage and water, and promoting sustainable development practices;
- 3.3 – Planning for Growth in an Urban Structure;
  - Policy framework to require 50% annual residential development to occur in the existing built-up area with a particular emphasis on promoting intensification within strategic growth areas and transit-supportive densities;
- 4.6 – Natural Heritage System;
  - Policies to identify and protect natural heritage features and their associated ecological functions with an emphasis on maintaining or enhancing ecological function and connectivity, both within the City and with surrounding areas;
- 5.5 – The Urban Forest;
  - Establishes policies to protect the urban forest and targets for expanding the urban forest canopy and the shading of public areas;
- 5.6 – Local Food Production;
  - Policies to support local food activities and urban agriculture as a means of supporting the local economy, food security, sustainability, social inclusion and community building;
- 5.7 – Climate Change;
  - Policies to recognize the Greater Peterborough Area Community Sustainability Plan/Sustainable Peterborough Plan (2012) and Greater Peterborough Area Climate Change Action Plan (2016) and to promote climate change mitigation and adaption measures;
- 6.1 – Servicing and Utilities;
  - Services and utilities are to be comprehensively planned, on a watershed scale, to optimize land use and infrastructure, protect and enhance ground

and surface water and associated habitats, and to identify and address risks and vulnerabilities associated with climate change; and,

- 6.2 – Transportation: A Linked Community;
  - Policies to encourage a balanced transportation system that accommodates all travel modes while particularly encouraging increased use of public transit, cycling and walking through coordinated increases in density, land use mix, and transportation system enhancements.

The City's Climate Change Coordinator has assessed the Final Draft Official Plan for policies that address climate action. A copy of that assessment is attached hereto as Exhibit A.

The Final Draft Official Plan was shared with the City's Official Plan Review Working Group and publicly released on the City's website in July 2021. A series of four online open house sessions were held on September 1<sup>st</sup> and 2<sup>nd</sup> to present the plan to the public.

On October 4, 2021, staff will present the Final Draft Official Plan to General Committee for information and will return to General Committee on November 1, 2021 to host a statutory Public Meeting under the Planning Act. Should Council support the proposed plan at that time, the plan could be adopted by Council on November 29, 2021 and forwarded to the Ministry of Municipal Affairs and Housing for approval. Once the plan is approved by the Minister, the current Official Plan will be repealed and the new Official Plan will take effect.

Submitted by,

Ken Hetherington  
Chief Planner

#### **Contact Name**

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#### **Attachments**

Exhibit A - Assessment of the Final Draft City of Peterborough Official Plan for Policies that Address Climate Action



### Assessment of the Final Draft City of Peterborough Official Plan for Policies that Address Climate Action

The evaluation of the Official Plan (OP) utilized a methodology that analyzed the impact of each OP policy with a climate action lens to identify direct and indirect mitigation and adaptation objectives. Direct mitigation includes policies that reduced greenhouse gas (GHG) emissions, such as from fuel switching, energy conservation, or tree planting. Indirect mitigation policies consider GHG emissions decreased through intensification of the built environment, promotion of active travel, or compact dwellings as examples. Indirect mitigation policy can support long-term community mitigation goals through behaviour change and pull residents to gravitate toward lower-carbon lifestyles. Alternatively, climate adaptation policies enable a reduction in the vulnerability of residents and the built environment to withstand extreme weather events (i.e. severe rainfall) and long-term climate events (i.e. droughts). Finally, the Climate Emergency Declaration (CED) was included in the assessment and identified OP policies that actively and directly reduce GHG reductions in a specific policy.

**Note:** the policy summary is annotated to focus on climate actions with some policy language removed for brevity. Bold font was used to identify the relevant OP language pertaining to mitigation and adaptation.

Policy No.	Policy Summary	CED	Mitigation	Adaptation
2.2.1.a.i	Complete community that is accessible with a mix of <b>land-use, transportation modes, and parks</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.1.a.ii	Growth management that includes <b>intensification target</b> for Built-Up Areas, and <b>density targets</b> in the Designation Greenfield and downtown Urban Growth Centre	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.1.a.iii	Encouraging the mix of a <b>full range of transportation modes</b> at the neighbourhood level	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.1.a.iv	Encouraging <b>increased intensification</b> in built-up areas where sufficient infrastructure capacity is available or planned and <b>active modes of transportation</b> can be supported, as a way of reducing land consumption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.1.a.v	Encourage new housing development and redevelopment should maximize the number of residential units which are in <b>close proximity to active transportation and transit routes</b> , shops and services, and public service facilities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.1.a.vi	Supporting residents to have access to health and social services and healthy food options, and promote a high quality public realm and <b>compact built form</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.2.a.i	Considering the <b>environmental implications of all future municipal planning decisions</b> to	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	ensure that potential impacts and opportunities are properly considered and acted upon;			
2.2.2.a.iii	Identifying, <b>protecting, restoring</b> and enhancing <b>natural heritage systems</b> , functions and resources using a <b>watershed approach</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.iv	Taking a leadership role in encouraging and promoting <b>green buildings, infrastructure resilience, and sustainable development</b> practices that mitigate and adapt against climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.v	<b>Protecting</b> water quality, <b>water quantity</b> and sensitive surface water features;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.vi	Fostering the <b>conservation of energy</b> and the use of <b>renewable and alternative energy</b> systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.vii	Supporting <b>local food</b> sources and <b>urban agriculture</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.viii	Protecting and <b>enhancing</b> the <b>urban forest</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.ix	Restricting development in areas that contain <b>hazards to human health</b> or safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.2.a.x	Becoming a leader in fostering partnerships and developing initiatives to <b>address environmental protection and sustainability</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.4.a.i	Integrating land use planning with <b>multi-modal transportation planning</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.a.ii	Planning for <b>transit</b> and <b>active transportation</b> system, <b>pedestrian-oriented development, complete streets</b> design and enhanced infrastructure to increase a <b>modal shift</b> towards sustainable transportation options	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.a.iii	Directing growth and development to areas with existing infrastructure and to Strategic Growth Areas and <b>encourage active transportation and transit use</b> ;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.a.iv	Providing <b>new linkages</b> between key destinations and the <b>multi-modal transportation</b> network;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.2.4.a.v	Ensuring that <b>new development</b> uses universal design and is <b>easily accessible</b> in accordance with the Accessibility for Ontarians with Disabilities Act standards, and that existing development is retro-fitted	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2.4.a.vi	Ensure <b>access to high quality telecommunication</b> networks and a range of transportation modes to <b>support telecommuting</b> to minimize automobile trips	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
2.2.5.b.vii	Considering opportunities to offer incentives for business growth, in the <b>green economies</b> and <b>food production</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.a	The urban structure of Peterborough begins with historical development patterns, and that will evolve into a logical, efficient and <b>transit-supportive community</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.1.b	Urban structure conform with the requirements of the Growth Plan and <b>promote sustainability</b> , support <b>investments in transit</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.2.d	Growth will be managed by the City through the Planning Act. All <b>planning approvals</b> will be undertaken in a financially responsible and <b>environmentally sustainable manner</b> that matches the growth, <b>intensification and density targets</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.3.2.c	Growth will occur through <b>intensification</b> within the <b>Delineated Built-Up Area</b> and development within the Designated Greenfield Area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.2.d.i	Facilitates the <b>intensification of residential, commercial and institutional</b> uses within the existing Delineated Built-Up Area. Compact urban form and <b>intensification of enhanced transit</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.2.d.ii	Supports a more efficient use of land and infrastructure investment by <b>promoting</b> the development of more <b>compact neighbourhoods</b> in Designated Greenfield Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.2.e	To facilitate <b>intensification</b> and redevelopment, the City may identify key strategic development and investment areas. To support the City's desired vision and objectives, including the creation of <b>community hubs with transit improvements</b> , and the <b>restoration of natural heritage features</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.3.2.e.v	Major transit station area studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.a	The Delineated Built-Up Area will focus future growth through appropriate <b>intensification</b> in locations where infrastructure capacity exists or can be readily improved. Intensification will facilitate more <b>compact</b> and <b>mixed-use</b> , supports complete communities, makes <b>efficient use of land</b> and resources, optimizes the use of <b>existing and planned infrastructure</b> , <b>supports public transit</b> and <b>active transportation</b> , contributes to	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	<b>improving air quality and promotes energy efficiency.</b>			
3.3.3.b	<b>All development</b> within the Delineated Built-Up Area shall be <b>identified as intensification</b> . Each year, a minimum of 50 per cent of new housing units approved by the City will be in the form of intensification	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.d	<b>Intensification</b> through conversions of non-residential uses to residential, <b>infilling, additional residential units</b> , and redevelopment to promote an increase in planned densities.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.e	<b>Higher density</b> forms of intensification shall be primarily focused in the Strategic Growth Areas through <b>mid and high-rise forms of housing</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.f.ii	<b>Intensification</b> will have appropriate infrastructure, transportation facilities, including <b>public transit and active transportation facilities</b> , and public service facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.g	Residential <b>neighbourhood intensification</b> will be limited to development on vacant lots, minor redevelopment and <b>infill development</b> and the establishment of <b>additional residential units</b> and garden suites.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.3.h.iii	Encourage <b>new development</b> within the Delineated Built-Up Area to have a <b>compact form</b> , appropriate mix of uses and densities that allow for the <b>efficient use of land, infrastructures</b> and public service facilities;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.4.b.iii	<b>New residential neighbourhoods and business parks</b> within the Designated Greenfield Areas should be planned to <b>include higher density</b> , mixed-use centres and corridors	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.4.c.i	New designated Greenfield Areas will be mixed-use communities that include local services, social amenities (including schools, <b>parks and healthcare</b> and <b>accessible transportation systems</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3.3.4.c.ii	<b>Urban form and densities</b> encourage the use of <b>transit and active transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.4.c.iv	Streetscapes and public spaces provide <b>convenient and accessible</b> linkages for <b>transit, walking and cycling as alternatives to the private automobile</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.c	<b>Intensification</b> within Neighbourhoods will be primarily through <b>development on vacant lots</b> ,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	<b>minor infill development</b> and the establishment of <b>additional residential units</b> and <b>garden suites</b>			
3.3.7.e	<b>Strategic Growth Areas</b> to focus on accommodating <b>intensification</b> and/or higher intensity mixed-uses in a <b>more compact built form</b> . Major development/redevelopment opportunities may include <b>infill, brownfield sites, the expansion or conversion of existing buildings, greyfields, or the development of new mixed-use, higher density corridors</b> and centres serving emerging greenfield communities. The City will encourage appropriate development applications within the Strategic Growth Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f	Strategic Growth Areas include <b>Urban Growth Centre</b> and will be planned to achieve an average gross density of 150 residents and jobs per hectare combined by 2031 or earlier, <b>through intensification of under-developed parcels</b> of land and redevelopment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f.ii	Accommodate and <b>support the transit network at the regional scale</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f.iii	To serve as a <b>high-density major employment centre</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.i	<b>Development proposals</b> with Strategic Growth Areas <b>will accommodate transit-supportive densities</b> and promote <b>active transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.ii	Include a diverse mix of uses, including affordable and accessible housing, <b>to support existing and planned transit service levels</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.iii	Accommodate <b>alternative development standards</b> , such as <b>reduced parking requirements</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.iv	Minimize land uses and built form that would <b>adversely affect the achievement of transit-supportive densities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.viii	Promote land use and built form transitions and urban design approaches that <b>protect areas of natural heritage sensitivity</b> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.2.b.iii	<b>Existing public service facilities</b> located in or near Strategic Growth Areas and are easily <b>accessible</b> by <b>active transportation</b> and <b>transit</b> shall be the preferred location for community hubs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.1.2.e	When <b>development, redevelopment</b> , site alteration and/or infrastructure is proposed that	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	has potential to impact natural heritage features not previously investigated or mapped as part of the natural heritage system, a <b>preliminary natural heritage feature screening</b> will be required to determine whether any natural heritage features exist on or adjacent to the subject site that meet the criteria for natural heritage system Level A, B, or C. If natural heritage features are identified that meet the criteria, an Environmental Impact Statement will be required in accordance with the policies of this Plan and approved by the City in consultation with the Conservation Authority and any agency having jurisdiction. Any identified features will be <b>added to the Natural Areas Designation and protected</b>			
4.1.3.a	<b>Protecting public health</b> and considering the increasing <b>risks associated with climate change</b> are critical to the <b>social well-being, environmental sustainability, and long-term prosperity of the City.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.b	<b>Hazard lands</b> include both natural and human-made hazards. <b>Development</b> will be directed to areas <b>outside of hazardous lands</b> adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards, and hazardous sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.d	Development shall be directed away from areas identified on Schedule F: Natural Heritage System and Environmental Constraints	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.e	Some <b>buildings, structures and lots are existing</b> within or adjacent to a <b>floodplain and/or erosion hazard limits</b> as identified by the Conservation Authority. The expansion of an existing building or structure within or adjacent to hazardous lands <b>will generally not be supported</b> . Redevelopment or relocation within or adjacent to hazardous lands may be permitted subject to the approval of the Conservation Authority.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.g	<b>Development</b> adjacent to <b>flood or erosion prone area</b> may be <b>subject to a setback</b> from the Regulatory Flood or the stable top of bank.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.h	In <b>hazardous lands</b> , development and site alteration will be <b>restricted to protect the public.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Policy No.	Policy Summary	CED	Mitigation	Adaptation
4.1.3.i	<b>Development in hazardous forest types</b> for wildland fire shall be directed to <b>areas outside of the identified lands</b> . Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.j	When reviewing an application for development, or other applicable process, the <b>City shall consider the potential impacts of climate change that may increase the risk associated with natural hazards</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.1.c.ii	Encourage <b>residential intensification</b> and <b>infill development</b> in residential areas where the impacts of development on existing uses can be minimized and where development can efficiently utilize existing municipal services and facilities;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.iv	Residential development designations promotes <b>active transportation and transit</b> and mitigation of adverse impacts on traffic and the surrounding transportation system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.vi	The provision of adequate vehicular and <b>bicycle parking, buffering</b> , and landscaping	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.viii	The appropriate <b>protection of natural features and ecological functions</b> of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.c.ix	The <b>incorporation of sustainability features</b> , including green infrastructure, green building practices, energy conservation measures and renewable/alternative energy systems in residential development designations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.d.f	Multi-unit <b>low-rise residential</b> built forms <b>must provide</b> for adequate on-site amenity spaces, <b>active transportation routes</b> and on-site waste pickup	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.g.i	<b>New low-rise buildings</b> shall provide <b>adequate landscaping</b> , and <b>stormwater management features</b> including low impact development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.i.ii	<b>New mid-rise residential</b> shall have <b>convenient access to public transit</b> . If convenient access to public transit is not possible, the development may be supported where it has convenient <b>access to high quality active transportation routes</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.i.iii	<b>New mid-rise residential</b> shall provide adequate <b>landscaping</b> , on-site waste pickup, buffering and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<b>stormwater management features</b> including low impact development			
4.2.2.i.iv	New mid-rise residential be located in proximity to amenities, such as parks, open space, <b>active transportation routes</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.k.ii	New high-rise residential be connected to the <b>active transportation network</b> , including sidewalks; within 250 metres of an existing or planned <b>public transit route</b> ; within 500 metres of schools, commercial facilities and/or parks, open space	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.k.iii	New high rise residential shall provide adequate landscaping, and <b>stormwater management</b> features including low impact development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.k.iv	The City shall encourage underground parking facilities and <b>bicycle storage</b> for all high-rise residential developments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.n.iv	Additional residential units shall be directed to areas <b>outside of hazardous lands</b> which are impacted by <b>flooding hazards</b> and/or <b>erosion hazards</b> and shall not be permitted within a <b>floodway</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.p.vi	Schools shall have direct active transportation access from all parts of the surrounding residential area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.3.e.iii	<b>Major Institutions</b> shall have appropriate <b>protection of natural features and ecological functions</b> of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.3.e.vi	Major Institutions have convenient access to <b>public transit</b> and/or <b>active transportation routes</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.4.c.ii	Major Open Spaces shall permit horticultural uses including <b>community gardens, garden plots, and nursery gardening</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.4.c.iii	Major Open Spaces permit <b>conservation, forestry</b> and <b>wildlife</b> management uses	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.4.i.v	Major Open Spaces shall <b>protect natural features and ecological functions</b> of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.1.b.iii	<b>Central Area</b> build/provide <b>active transportation infrastructure and transit facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.b.iv	Central Area increase the amount and <b>intensity of residential</b> uses by supporting multi-unit residential and mixed-use developments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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4.3.1.b.vi	Require that all development within the Central Area <b>be transit-supportive and pedestrian-oriented</b> , incorporating high-quality design to support active transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.e.ii	Central Area shall provide appropriate <b>protection of natural features and ecological functions</b> of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.1.e.ix	Central Area shall provide the development is transit-supportive and pedestrian-oriented,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.h	City may consider reduced parking requirements for any development within the Central Area, as supported by appropriate parking studies and the <b>proximity of the subject lands to transit facilities and well-connected active transportation</b> routes, in the Central Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.m.ii	New mid-rise residential shall <b>have convenient access to public transit</b> . If convenient access to public transit is not possible, the development may be supported where it has convenient <b>access to high quality active transportation routes</b> , subject to the City's approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.m.iii	New mid-rises shall provide adequate landscaping, and bicycle parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.1.m.iv	New mid-rise shall be located in proximity to amenities, such as <b>parks</b> , open space, <b>active transportation routes</b> and other public service facilities, services and amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.o.ii	New high rises be at a highly accessible location - connected to the <b>active transportation network</b> , including sidewalks; within 250 metres of an existing or planned <b>public transit route</b> ; and generally within 500 metres of schools, commercial facilities and/or parks, open space and/or other public service facilities, services and amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.o.iii	New high rise be on a site of suitable size for the proposed development, and shall provide adequate <b>landscaping and bicycle parking</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.2.d.iv	Downtown core area designation shall include <b>active transportation linkages</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.4.f.i	Industrial Conversion Area Designation should include active, <b>pedestrian-oriented</b> uses, particularly retail and service commercial uses, are preferred at grade level,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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4.3.4.f.ii	Industrial Conversion Area Designation should include <b>active transportation linkages</b> throughout the Industrial Conversion Area,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.4.d.iv	Industrial Conversion Area shall <b>provide active transportation linkages with</b> adjacent districts, both within and adjacent to the Central Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.6.ii	Downtown Open Space Designation may include horticultural uses including <b>community gardens, garden plots and nursery gardening</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.7.c.vi	Little Lake South District Designation will <b>add additional trees</b> and greenery while preserving views	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.7.c.xi	Little Lake South District Designation will improve amenities for pedestrians and cyclists and link to broader <b>walking and cycling networks</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.8.c	All buildings will be <b>flood proofed</b> to the Regulatory Flood level where practical. Where it is not technically or economically feasible or practical to flood proof to the Regulatory Flood level, the <b>minimum flood proofing</b> level will be the average of the 100 Year Flood level and the Regulatory Flood level in Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.d	All buildings or structures shall be designed such that their structural integrity is maintained during a Regional Storm within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.g	Communal and/or special needs housing, hospitals, day care centres, or other similar uses for which flooding could <b>pose a significant danger to the inhabitants shall not be permitted</b> below the Regulatory Flood level within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.h	Land uses associated with services such as those provided by fire, police and ambulance stations and electrical substations which would be impaired during a flood emergency as a result of flooding, or failure of flood proofing measures, <b>shall not be permitted</b> below the Regulatory Flood level within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.i	Building services such as electrical and heating systems shall be located above the Regulatory Flood elevation, but where this is not possible, building services <b>shall be flood proofed</b> to the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Regulatory Flood level Jackson Creek Special Policy Area			
4.3.8.j	Basements or expansions to basements will not be permitted unless the <b>basement is flood proofed</b> and designed to withstand hydrostatic pressures, to the satisfaction of a Professional Engineer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.k.ii	Where i. is not feasible because of technical or legal reasons or would cause major disruption in the streetscape, flood proofed doors or shields or other solutions acceptable to the City of Peterborough and the Conservation Authority may be utilized	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.k.iii	New mechanical, electrical, heating and air conditioning equipment will be <b>located above the Regulatory Flood level or flood proofed</b> to the Regulatory Flood level	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.n.ii	The habitable floor space elevation of any residential dwelling unit is <b>located above</b> the Regulatory Flood level	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.n.iii	Mechanical, electrical, heating and air conditioning equipment are <b>located above the Regulatory Flood level</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4.1.d.iii	Mixed Use Corridors accommodate, active transportation infrastructure and transit facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.4.1.d.iv	Increase the amount <b>and intensity of residential uses</b> in and around the Mixed-Use Corridors by supporting appropriate multi-unit residential or mixed-use development;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.4.1.d.v	Require that all development within the Mixed-Use Corridors be <b>transit-supportive and pedestrian-oriented</b> , incorporate high-quality design to support active transportation, and create a strong public realm	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.4.1.f.ii	Corridors provide <b>protection of natural features</b> and ecological functions of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4.1.f.vi	Corridors provide <b>active transportation</b> routes and facilities are provided	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.4.2.i	Major Mixed Use Corridors Sidewalks shall provide, walkways and other pedestrian facilities linking the major retail components of the development, and to nearby <b>transit stops, cycling facilities and public sidewalks</b> , shall be provided within new developments to promote and	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	support <b>active transportation and public transit use</b>			
4.4.3	Minor Mixed-Use Corridor Designation recognizes areas that are primarily low-rise residential, but that also function as part of the connective spine of the City. Minor Mixed-Use Corridors provide <b>pedestrian, cyclist and transit-oriented</b> places through investment in infrastructure, as well as modest <b>residential intensification, infill</b> and redevelopment, with particular attention to the adjacent context	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.d.iii	In Employment Districts optimize the efficient use of existing and new infrastructure and land for employment growth through redevelopment, <b>infill</b> and <b>intensification</b> and facilitate the development of <b>transit-supportive built form</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.d.v	Improve the functional relationship and compatibility between industrial establishments and other adjacent uses, including through <b>enhanced active transportation and transit networks</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.l	In Employment Districts the City will encourage the design and built form of new development to be <b>transit-supportive, compact and active transportation-friendly</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.m.vi	Reviewing development applications the City will regard appropriate <b>protection of natural features and ecological functions</b> of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5.1.m.vii	The City will consider <b>sustainable design elements</b> in development review	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5.2.e.i	Prestige Employment Designation shall encourage existing and <b>proposed transportation facilities</b> including goods movement facilities and corridors and public transit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.3.	General Employment Designation shall be developed where is existing or planned infrastructure, including <b>active transportation facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.6.1.a	The City recognizes the important contribution that natural heritage features and their associated ecological functions. Benefits include flood moderation, erosion control, air quality improvements, pollination services, genetic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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	resources, recreation opportunities and human health.			
4.6.1.b	Developing a Natural Heritage System approach is the preferred method to protecting natural heritage features and their associated ecological functions that maintains connections among natural heritage features, so that their existing ecological functions are maintained or enhanced. Protecting an interconnected system can facilitate adaptations that contribute to the resiliency of habitats and organisms when faced with threats associated with a changing climate.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.1.e.i	Provide <b>protection from the impacts of development on natural heritage features</b> and their associated ecological functions that are of Provincial significance and additional natural areas which local importance or value in complementing the urban environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.1.e.iii	<b>Enhance connectivity</b> between the Natural Heritage System and the established trail system, and establish new linear connections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.6.1.e.iv	Promote diversity in the approach to urban development in proximity to the Natural Heritage System by appropriate conservation techniques and, where they exist, the integration of natural heritage features and their associated ecological functions in ways that improve the quality of both the urban and natural environments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.i	Natural Areas Designation protect the health and water quality of the Otonabee River Watershed and all of the subwatersheds within the City;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.ii	Natural Areas Designation <b>conserve biodiversity</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.iii	Natural Areas Designation <b>protect natural heritage features and their associated ecological functions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.iv	Natural Areas Designation Protect <b>surface and underground water resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.f	Regional connections are areas that provide a general pathway of <b>connectivity</b> between the City's Natural Heritage System and the County's Natural Heritage System. It is the intent that the connectivity function be maintained and where possible enhanced in the vicinity of these areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.k.i	Development and site alteration <b>will not be permitted</b> in Level A Provincially Significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Wetlands, Significant Woodlands, Significant Life Science Areas of Natural or Scientific Interest or Significant Wildlife Habitat in natural features			
5.2.3.a.ii	Housing supply shall support all forms of <b>residential intensification</b> , including additional residential units, and redevelopment in appropriate locations, with an emphasis on Peterborough's Strategic Growth Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.3.a.iv	Promoting new housing at densities which efficiently use land, resources, infrastructure and public service facilities, and which support the use of <b>active transportation and transit</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.i	Promote infill development, which includes higher density housing forms got affordable housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.ii	Encourage the development of <b>smaller dwelling units</b> , where housing is considered more affordable due to lower construction costs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.vi	Ensure that affordable housing flexible to permit or explore a range of innovative housing types and sizes, including additional residential units, accessory dwelling units, garden suites, <b>cohousing, tiny homes, communal housing</b> and life-lease housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.h.	The location of affordable housing units will have regard for the <b>proximity of transit and active transportation routes</b> ,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.k.i	Affordable housing infill housing shall be designed to be compatible with adjacent properties and be sensitive to the continuity of the existing residential streetscape;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.1.b	The City will manage municipally-owned land in an environmentally conscientious manner. This may include the preparation of management plans to address practices such as the <b>reservation of natural buffer strips in relation to water courses</b> and the limitation of pesticides, herbicides and road salt being applied on lands adjacent to natural heritage features	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3.3.c.vi	Regional Parks should be accessible with <b>public transit and active transportation</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.4.b.ii	Community Parks should be accessible with <b>public transit and active transportation</b> ;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.7.d.iii	New parks be designed such that they provide 40 per cent of the area of the park in <b>tree canopy</b> by	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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	the end of the tenth year after its opening, with <b>priority given to shading seating areas</b>			
5.3.8.b.iv	Stormwater facilities will be designed, wherever possible, to provide community amenities. Lands immediately adjacent to watercourses shall be planted to establish <b>riparian buffers</b> for the protection of water quality. Where possible, such facilities will be designed with naturalized edges to a standard that would not require fencing from the standpoint of public safety	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4.1.e.v	Exploring options for an inter-municipal transportation/transit station in the Central Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.4.1.f	The City shall seek opportunities for the <b>acquisition of land abutting its waterways</b> for the purposes of improving public access and enjoyment of the water's edge	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4.1.j.vi	Streetscape urban design lighting that is energy efficient (e.g., PV, LED), Dark Sky/Nighttime Friendly compliant, and adequate for vehicular, cyclist, and pedestrian requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.4.2.f.i	The City should take a leadership role in <b>promoting green building design and construction</b> and encourage the private sector to consider on-site renewable or alternative energy systems which produce at least 5 per cent of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.4.2.f.ii	Maximize <b>solar gains and/or passive solar design</b> through: – Building orientation to maximize potential for passive and active solar energy; – South facing windows; – Building construction that facilitates future solar installations (i.e. solar ready); – Adequate shading of south and west windows/facades to reduce energy use;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.4.2.f.iii	<b>Mitigate heat island</b> effects by: – Locating trees or other plantings to provide shading for a least 50 per cent of the surface area of sidewalks, patios, and driveways within 15 metres of new buildings; – Installing light-coloured paving materials including white concrete, grey concrete, open	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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	pavers and any material with a solar reflectance index of at least 29; – The incorporation of green/white or other high albedo roofs into building designs for all buildings that achieve a floor space index of 1.5 or greater			
5.4.2.f.iv	installation of <b>rainwater harvesting</b> and re-circulation/reuse systems for outdoor irrigation and outdoor water use, and achieving 10 per cent greater water efficiency than the Ontario Building Code, 2017	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.4.2.f.v	Use regionally and <b>locally sourced</b> building materials to the greatest extent possible in new construction, and divert <b>construction waste from landfills</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.4.2.f.vi	Include <b>three stream waste collection capability</b> in all multi-residential buildings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Promote <b>sustainable landscape practices</b> by implementing: – The use of water efficient, drought resistant plant materials in parks, along streetscapes and in public and private landscaping; – Avoidance of turf grass areas, and when required, install drought resistant ground covers; – Low impact development, including installation of permeable driveway and parking lot surfaces, to reduce the impact caused by new development on the natural hydrological cycle;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4.2.f.ix	<b>Carbon neutral or net zero energy designs</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.5.a	The <b>urban forest</b> provides <b>ecological benefits</b> that support natural area functions and assists in <b>mitigating the urban heat island effect</b> . It is the intent of this Plan to increase the City's 2020 woodland cover of 16 per cent and tree canopy cover of 27 per cent	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.c	Trees or other plantings shall be located throughout the community to provide <b>shading for at least 50 per cent of the surface area of sidewalks, parks and open spaces and other publicly accessible areas</b> . In addition, the City shall be planned to increase its tree canopy cover to a minimum of 35 per cent of the total land area within the timeframe of this Plan or as otherwise directed in the Urban Forest Strategic Plan.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



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5.5.c.i	Implement the Restoration and Enhancement Strategy and street tree and naturalization programs to <b>increase urban tree canopy cover</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.c.ii	Require the planting of trees in all City infrastructure-related works	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.d	The urban forest shall include a <b>diversity of trees</b> that are non-invasive, <b>climate-adaptable</b> and <b>urban tolerant</b> . All trees shall be of a species <b>native to this region</b> and that would provide a <b>large canopy and shade over sidewalks</b> , parks, open spaces and other publicly accessible areas. The City will further encourage the planting of species that are culturally significant to Indigenous Communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.e	To preserve and protect Peterborough's urban forest, the City will promote public and private initiatives to <b>increase the planting of trees</b> within the City so that there will be <b>no net loss of tree canopy</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.k	To increase the city's <b>canopy cover</b> , opportunities for tree planting of native species on <b>municipally owned lands will be identified</b> and implemented in coordination with other public agencies and local interest groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.5.l	Trees should be located with consideration of their function/impact on <b>regulating temperature and energy use</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.6.b.i	Supporting the <b>growing of food</b> and the sharing of produce in local neighbourhoods through access to <b>community gardens</b> and community kitchens	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.6.b.iii	Supporting the continued <b>use of excess lands for agriculture</b> , until they are needed for urban development, recognizing that Peterborough's excess lands are not prime agricultural lands;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.6.b.iv	Considering the expanded use of City land for <b>growing food, including edible landscapes</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.6.b.vii	Encouraging <b>private gardens</b> throughout the community and <b>roof top gardens in higher density development</b> as part of the private outdoor amenity;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.a	In the face of a changing climate, the City recognizes the <b>need to adopt climate change mitigation and adaption measures to enhance the resiliency of its built and natural</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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	<b>environments.</b> The intent of this Plan is to <b>support energy efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaption through sustainable land use patterns and the integration of green infrastructure.</b>			
5.7.b.i	The preparation of Sustainable Neighbourhood Action Plans for <b>all existing communities identified Neighbourhoods</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.b.ii	The establishment of <b>climate change policies which build adaptive capacity</b> , and which would <b>apply to all capital works projects</b> , including those within existing neighbourhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.b.iii	Developing strategies to <b>reduce greenhouse gas emissions and improve resiliency</b> ;	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.b.iv	The development of <b>greenhouse gas inventories and forecasts</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.b.v	<b>Monitoring and reviewing greenhouse gas emission reduction targets</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.c.i	Promoting an <b>efficient</b> , cost effective <b>land use pattern</b> as well as built forms which conserve land, capitalize on existing infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.c.ii	<b>Avoiding development or land use patterns</b> which may create <b>environmental, public health or safety concerns</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.c.iii	Recognizing, protecting and, where possible, <b>enhancing natural heritage features</b> and their ecological and <b>hydrologic functions</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.c.iv	Planning for <b>increased densities</b> and a greater mixture of uses to create a <b>more efficient, transit-supportive, walkable and bikeable community</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.c.v	Promoting <b>low carbon and energy efficient built forms and the use of renewable energy</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.c.vi	Providing <b>increased mobility options</b> that promote walking, cycling and transit to reduce dependence on automobiles and improve air quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<b>Protecting water</b> quality and <b>quantity</b> , including promoting best practices for stormwater management and <b>low impact development</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.d.i	The implementation of strategies or initiatives related to water conservation, <b>energy conservation</b> , air quality protection and integrated waste management opportunities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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5.7.d.ii	Opportunities for <b>energy efficiency and alternative energy strategies</b> , such as district energy generation, renewable/alternative energy systems and distribution and demand management plans, as well as <b>land use patterns and urban design standards to support energy conservation objectives</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.d.iii	The promotion of innovative residential and public building designs that contribute to <b>low carbon design, energy reduction and natural resource conservation</b> , as well as synergies between buildings and site management practices	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.7.d.iv	<b>Green infrastructure</b> to complement existing infrastructure, including the requirement for innovative <b>low impact development</b> opportunities and best practices that <b>minimize the risks associated with natural hazards</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.7.e	Encourage <b>energy conservation, energy efficient practices and sustainable design</b> , the City may consider the development of a Community Energy Plan and/or Green Development Standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.1.1.b.vii	Services and utilities <b>consider the impacts of a changing climate</b> , including assessing infrastructure <b>risks and vulnerabilities</b> and identifying <b>strategies to address these challenges</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.1.i.i	The extension of <b>municipal sewer and water services shall be planned</b> , designed and constructed in accordance with a comprehensive water or wastewater master plan informed by <b>watershed planning</b> , which demonstrates that the effluent discharges and water takings associated with the system will not <b>negatively impact</b> the quality and <b>quantity of water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.3.c	The City will <b>promote intensification</b> by directing and accommodating growth and development in a manner that achieves the Province's minimum intensification targets and <b>promotes the efficient use and optimization of existing municipal water services and sanitary services</b> to minimize the number of pumping stations required. Further, the City will pursue and promote programs that <b>promote water use reduction</b> in new development, and throughout the City	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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6.1.3.e.iii	New development will be responsible for the installation of <b>sanitary sewer services</b> shall be designed, constructed and maintained to utilize <b>gravity flow</b> wherever possible, to <b>avoid the need for pumping stations</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.1.3.e.vi	New development <b>sanitary sewers</b> will consider <b>infiltration/inflow</b> and <b>downstream capacity issues</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.3.f.i	The City shall ensure that all <b>water</b> and <b>sanitary sewer services</b> are provided in a manner that can be <b>sustained by the water resources upon which such services rely</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.a	The City occupies <b>nine primary watersheds</b> and the benefits of healthy watersheds include: safe drinking water, <b>greater adaptive capacity in the face of climate change, erosion control, flood mitigation</b> , fish and wildlife <b>habitat</b> and nature-based recreation opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.ii	The City will lead the implementation of <b>watershed planning initiatives</b> , that meet water quality and <b>quantity objectives</b> for the watershed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.iv	<b>Watershed planning</b> will protect and enhance existing geology, hydrology, hydrogeology, geomorphology, limnology, aquatic and terrestrial <b>habitats</b> and the quality, <b>quantity</b> and function of <b>groundwater recharge areas</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.vi	<b>Watershed planning</b> where practical, will facilitate modifications to existing neighbourhoods to ensure <b>better hydrologic and water quality function</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.d	The City will promote the <b>efficient</b> and <b>sustainable use of water resources</b> , including practices for <b>water conservation</b> and sustaining water quality. Such practices may include encouraging educational initiatives, supporting other agencies with programs related to <b>water conservation</b> , sustaining water quality, incorporating <b>stormwater management best practices</b> , including green infrastructure and/or low impact development and considering technological and other system improvements to address such issues as <b>inflow and infiltration</b> of sanitary sewers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.e	Development and <b>site alteration will be restricted</b> in or near <b>sensitive surface water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	features and <b>sensitive groundwater features</b> such that these features and their related <b>hydrologic functions</b> will be protected, <b>improved or restored</b> .			
6.1.4.f	The City will require <b>hydrogeological assessments</b> in support of all <b>major development applications</b> , to maintain <b>infiltration, recharge</b> , and peak flow rates relative to existing conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.i	The City will protect, <b>improve</b> or restore the quality and <b>quantity of water</b> by using the watershed as the <b>ecological meaningful scale</b> for integrated and long term planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.ii	Minimizing potential <b>negative impacts</b> , including cross-jurisdictional and <b>cross-watershed impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.iii	Identifying <b>water resource systems</b> consisting of <b>groundwater features, hydrologic functions</b> , natural heritage features and areas, and surface water features which are necessary for the <b>ecological and hydrological integrity of the watershed</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.iv	Implementing <b>restrictions on development</b> and site alteration to protect, <b>improve or restore vulnerable surface water and groundwater</b> , sensitive surface water features and sensitive groundwater features, and their hydrologic functions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.vi	Promoting planning for <b>efficient and sustainable use of water resources</b> , including through practices for <b>water conservation</b> and sustainable water quality, such as <b>water demand management</b> and <b>water recycling</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.vii	Ensuring <b>stormwater management practices minimize stormwater volumes</b> and contaminant loads, and maintain or <b>increase the extent of vegetative and pervious surfaces</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.j.xii	Source <b>drinking water protection</b> that included activity that takes water from an <b>aquifer or a surface water body without returning the water</b> taken to the same aquifer or surface water body; an activity that reduces the recharge of an aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.o	The City shall plan to <b>minimize the amount of impervious surfaces</b> that may require the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	application of road salt located within the Intake Protection Zones			
6.1.4.r	The City will implement a <b>maintenance program for existing stormwater management facilities</b> within the <b>Intake Protection Zones</b> , which will prioritize <b>regular inspections, maintenance</b> and asset management activities to ensure they are being adequately maintained such that the facility is not a significant drinking water threat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.a	The <b>stormwater management</b> , including <b>quantity</b> and quality control and <b>low impact development features</b> , form an integral and important part of <b>development, redevelopment</b> and public works.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.b.ii	<b>Stormwater management</b> will <b>prevent</b> and <b>limit flood risk</b> for both new development and existing built up areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.b.iii	<b>Stormwater management</b> will maintain and <b>enhance the natural hydrologic cycle</b> , including the promotion of water balance, <b>volume control</b> and <b>low impact development</b> ;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.d	All <b>new development</b> in the City shall utilize <b>stormwater management techniques</b> to control the quality of run-off and <b>control erosion</b> and sedimentation during and after construction in order to minimize adverse effects on the receiving body of water. The City's Watershed Plan, Flood Reduction Master Plan and Engineering Design Standards will guide the quality and <b>quantity control criteria</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.e	<b>Stormwater quality control</b> , shall be implemented for <b>new development</b> to incorporate <b>low impact development techniques, green infrastructure and other innovative methodologies</b> to minimize changes to the water balance on the development site by <b>reducing peak flow and runoff volumes</b> , and provide appropriate quality and <b>quantity control of runoff</b> at the source	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.f	The City <b>encourages development proponents</b> to propose <b>innovative stormwater management</b> works, including but not limited to, <b>underground stormwater storage</b> and source control techniques, to control <b>stormwater</b> quality and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<b>quantity, erosion</b> , sedimentation and temperature,			
6.1.5.g	The City will pursue opportunities to <b>implement quantity</b> and quality controls for <b>stormwater management works</b> and/or source control programs where current controls do not exist or are not adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.h.i	The City will <b>develop a stormwater plan</b> , or equivalent for its serviced settlement area that is <b>informed by watershed planning</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.h.ii	<b>Stormwater plan</b> that protects the quality and <b>quantity of water</b> by assessing existing stormwater facilities and systems	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.h.iv	<b>Stormwater plan</b> examines the cumulative <b>environmental impacts of stormwater</b> from existing and planned development, including an assessment of <b>how extreme weather events will exacerbate these impacts</b> and the identification of appropriate strategies for <b>building adaptive capacity</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.h.v	<b>Stormwater plan</b> incorporates appropriate <b>low impact development and green infrastructure</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.l	The City may acquire, <b>access to watercourses</b> or easements along watercourses for the purposes of <b>stream improvement works</b> and maintenance, <b>flood/hazard mitigation</b> and works to protect human health	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.m.ii	The <b>Stormwater Management Plan</b> will incorporate an integrated treatment approach to <b>minimize stormwater flows</b> and reliance on stormwater ponds, including the incorporation of appropriate <b>low impact development and green infrastructure</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.m.iii	<b>Stormwater Management Plan</b> establish planning, design and construction practices to <b>minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.6.a	All <b>utilities, telecommunications/communications facilities and other cable services</b> shall typically be <b>located underground</b> and can potentially be grouped into a single utility trench as part of new development. In the case of existing built up areas, they shall be relocated underground and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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	grouped as part of any major road reconstruction, where feasible.			
6.2.1.d.i	The development of the <b>City's transportation system</b> shall be directed to develop, support and maintain an <b>integrated transportation system</b> that incorporates and <b>accommodates active transportation, public transit</b> and vehicular traffic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.1.d.ii	<b>Transportation system</b> encourage the use and development of all modes of transportation, considering such factors as land use, economics, growth and urban form, economic development, affordability and <b>energy conservation</b> ,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.1.d.iii	A balanced <b>transportation system</b> which supports and encourages the <b>increased use of public transit, cycling and pedestrian facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.2.a.ii	<b>Transportation system</b> offers a balance of transportation choices that <b>reduce reliance on the automobile</b> and which support and <b>encourage the increased use of public transit, cycling and pedestrian facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.2.b.i	Transportation Demand Management will support approval of increased <b>height and density on transit corridors</b> to support more frequent service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.2.b.ii	Provision of a wider range and mix of uses throughout the City to <b>minimize the need for vehicle trips</b> and trip lengths and to allow residents to <b>use active transportation and transit</b> to reach services and amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.2.c	The primary function of <b>public rights-of-way</b> shall consider the placement of appropriate landscape/streetscape features, <b>low impact development features</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.2.d	<b>Transportation infrastructure</b> shall be designed and located to maximize safety and <b>energy efficiency</b> , and to minimize the <b>impact on the Natural Heritage System</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.b	This Plan shall provide for a balanced transportation system that <b>promotes active transportation facilities to encourage walking and cycling</b> . This Plan requires that a highly <b>walkable community</b> is developed based on an interconnected network of streets with pedestrian supportive streetscapes. This network will provide	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	for ease of access, orientation <b>and safety for pedestrians, cyclists</b> , and motor vehicles, ensuring that all members of society have a range of transportation options			
6.2.3.c	<b>Sidewalks, bike lanes and multi-use trails will connect to the street network</b> and to community amenities and public service facilities and will ensure that corridors between key destinations are fully accessible and support active transportation. The <b>winter maintenance of active transportation facilities will be an important consideration</b> ,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.e	The creation of a generous promenade is encouraged along key active transportation corridors, including <b>wide sidewalks and significant tree plantings</b> . Where feasible, the design of major corridors should include a <b>greenway treatment</b> , accommodating multi-use trails, landscaping, <b>stormwater management facilities, and small parks</b> and/or seating	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.g	Walking and cycling are viable modes of transportation and other <b>personal motorized and non-motorized modes of transportation</b> (such as scooters and e-bikes) are also viable transportation modes. To facilitate growth in these modal choices, the City should develop a Municipal Active Transportation Plan, either independently or part of a Transportation Master Plan.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.h	The <b>coordinated installation</b> of roadways, utilities, sidewalks, bike lanes, streetscaping elements, lighting, <b>tree planting</b> and <b>low impact development features</b> will be part of the planning, design, and development of all streets.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.i	Sidewalks shall form a continuous network throughout the community, <b>connect to the trails network</b> and constitute an integral part of the pedestrian system to <b>promote active transportation</b> . The City shall identify fragmented sidewalks and lack of connectivity within existing residential areas as part of a sidewalk strategic plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.ii	Streetscaping elements may include <b>street trees</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.iv	Streetscaping elements may include <b>low impact development</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
6.2.3.l.ii	The City should develop an <b>active urban street tree planting program</b> which shall include <b>appropriate tree species</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.n	The City will continue to <b>expand and enhance its trails system</b> to promote connectivity, mobility, accessibility and <b>active transportation</b> within and between neighbourhoods.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.o.iv	Where a <b>multi-use trail</b> is adjacent to, and within the prescribed minimum vegetation protection zones (or buffer) of the Natural Heritage System, it will be designed to <b>avoid impacts on the features and ecological and hydrologic functions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.p.iii	The <b>multi-use trails network</b> shall be designed to <b>encourage water infiltration</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.p.vii	The <b>multi-use trails network</b> shall accommodate lighting that is <b>energy efficient</b> (e.g. PV, LED), Dark Sky/Nighttime Friendly compliant, and adequate for vehicular, cyclist and pedestrian requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.4.b	In the design of all roads, regard will be given to the provision of <b>adequate space</b> and safety measures for <b>pedestrians and cyclists</b> , and for safe transfers on and off transit vehicles. Specific road requirements shall be determined at the detailed design stage and in addition to traffic demand, be based upon considerations such as the <b>preservation of trees</b> and overall effect upon the streetscape	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.4.f	<b>Sidewalks</b> shall be required on <b>all public roads</b> and required on at least one side of new condominium private roads and public or private lanes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.a.i	<b>Transit planning</b> will address the <b>densities</b> that are <b>supportive of transit</b> and commensurate with the type and frequency of transit service planned for the area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.a.ii	<b>Transit planning</b> will address road pattern and related pedestrian and cycling network that provide for <b>direct pedestrian and cycling access</b> to transit routes and stops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.f.i	The City will require that development proposals be designed to facilitate <b>easy access to public transit</b> by ensuring that <b>all new development forms and street patterns support the use of</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	<b>transit</b> in accordance with established transit and transportation planning principles			
6.2.5.g	The City will work in association with <b>local school boards to minimize any duplication of service</b> between the boards and Peterborough Transit, and to determine where greater overall efficiencies can be achieved through coordination of services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.m	Future transportation master plans will consider the role, impact and accommodation of emerging technologies, such as <b>car shares, ride sharing, online shopping deliveries, electric vehicles and autonomous vehicles</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.n	Culs-de-sac, crescent streets, and loop streets will be <b>discouraged unless</b> they are located <b>adjacent to or nearby, and provide active transportation</b> connections to, significant infrastructure, or are abutting the Natural Heritage System. Where culs-de-sac, crescent streets, and loop streets are deemed necessary, every effort will be made to <b>minimize their impact on the connectivity and walkability</b> of the street network	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.7.d	The City shall provide <b>bicycle parking facilities at all municipally owned and operated facilities</b> to promote the use of bicycles as an alternative to motor vehicles. Site Plan approval will require consideration of <b>bicycle parking facilities for all new development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.7.e	<b>Development</b> shall include context <b>appropriate</b> on-site vehicular and <b>bicycle parking</b> , as required in the Zoning By-Law	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.7.f.ii	<b>New City-owned structured parking facilities</b> shall be subject to the following development requirements shall include <b>bicycle parking</b> on the main level	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.8.a	The City shall encourage and support measures that will enhance the level of <b>passenger rail service available to City residents</b> , including commuter rail service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.3.6.e.iii	Secondary Plans shall generally address <b>urban design and sustainable design</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.3.6.e.iv	Secondary Plans shall address the <b>Natural Heritage System</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
7.3.6.e.vi	Secondary Plans shall address <b>transportation, including transit and active transportation facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.3.6.e.x	Secondary Plans shall address <b>water resources, including surface and groundwater, watershed and sub-watershed studies and stormwater management plans</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.i	Site Plan Approval will be used in accordance with Section 41 of Planning Act as a means of achieving well-designed, functional, accessible, safe and <b>sustainable built</b> form and public space.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.ii	Site Plan Approval will include without limitation design elements within and/or adjacent to the City right-of-way, <b>bicycle parking facilities, public transit facilities, landscaping including trees, shrubs and/or hedges, and waste, recycling and composting containers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.iii	Site development works and site design including, without limitation erosion and sedimentation control, landscaping, revegetation, pedestrian access and bicycle facilities, active transportation routes and connections, including to transit stops, sidewalks and bicycle lanes, and stormwater management design and areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.8.1.iv	The City, when <b>considering applications for plans of subdivision</b> , will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of subdivision that meet the following criteria: The plan <b>will not adversely impact upon the transportation system</b> and will <b>support public transit, cycling and walkability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.8.1.v	Subdivision Plan will not adversely impact the <b>Natural Heritage System</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.8.2.b.iv	The City, when considering <b>applications for plans of condominium</b> , will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of condominium that meet the following criteria <b>the plan will not adversely impact upon the</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	<b>transportation system</b> and will <b>support public transit, cycling and walking</b>			
7.8.2.b.v	Condominium plan will not adversely <b>impact the natural environment</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.11.a	The City recognizes that <b>public acquisition of hazard lands, open space lands</b> , and lands designated Natural Areas improves opportunities for <b>conservation, protection, enhancement and</b> stewardship of natural features and the mitigation and management of natural hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.11.d	Where public ownership cannot be achieved through conveyance, the City <b>may secure the long term protection of hazard lands</b> , open space lands and lands designated as Natural Areas through other means including but not limited to easement agreements, land exchange, long-term lease, land trusts and land protection under the planning process	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.16.e.iv	When designating <b>Community Improvement Project Areas</b> , criteria must improve deteriorated or insufficient physical infrastructure, or <b>infrastructure lacking in resilience</b> such as, but not limited to, sanitary and storm sewers, water mains, hydro, public transit and utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.16.e.viii	Community Improvement Project Areas must improve deteriorated or insufficient parking or <b>active transportation facilities</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.16.e.xii	Community Improvement Project Areas must improve <b>inadequate flood protection</b> or <b>climate change resiliency</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.16.e.xiii	Community Improvement Project Areas must improve need for <b>greater energy</b> or <b>water efficiency, or sustainable design</b> on land or in buildings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.16.e.xiv	Community Improvement Project Areas must improve need for <b>waste reduction</b> or achievement of other <b>environmental sustainability</b> objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.16.e.xv	Community Improvement Project Areas must improve opportunities for <b>intensification</b> and redevelopment <b>of under-utilized sites</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.16.f.iii	Community Improvement Plans will provide direction on encouragement <b>of infill and rehabilitation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
7.21.2.a.i	Planning Act for applications for an Official Plan Amendment, the City may also require the submission of additional information and material to assist in the review of an application before the application is deemed complete. This additional information will be identified in the required pre-consultation meeting and may include <b>Environmental/Natural Heritage/Natural Hazards</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.21.2.a.iii	Planning Act for applications for an Official Plan Amendment, may include <b>Transportation:</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>





# PTBO PLAN

**Peterborough Environmental Advisory Committee**

Official Plan Update

September 15, 2021

# Outline

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- 1) Background
- 2) Official Plan Update
- 3) Final Draft Official Plan
- 4) Key Changes from June 2019 Draft Official Plan



# Background



- A document legally required under the Planning Act



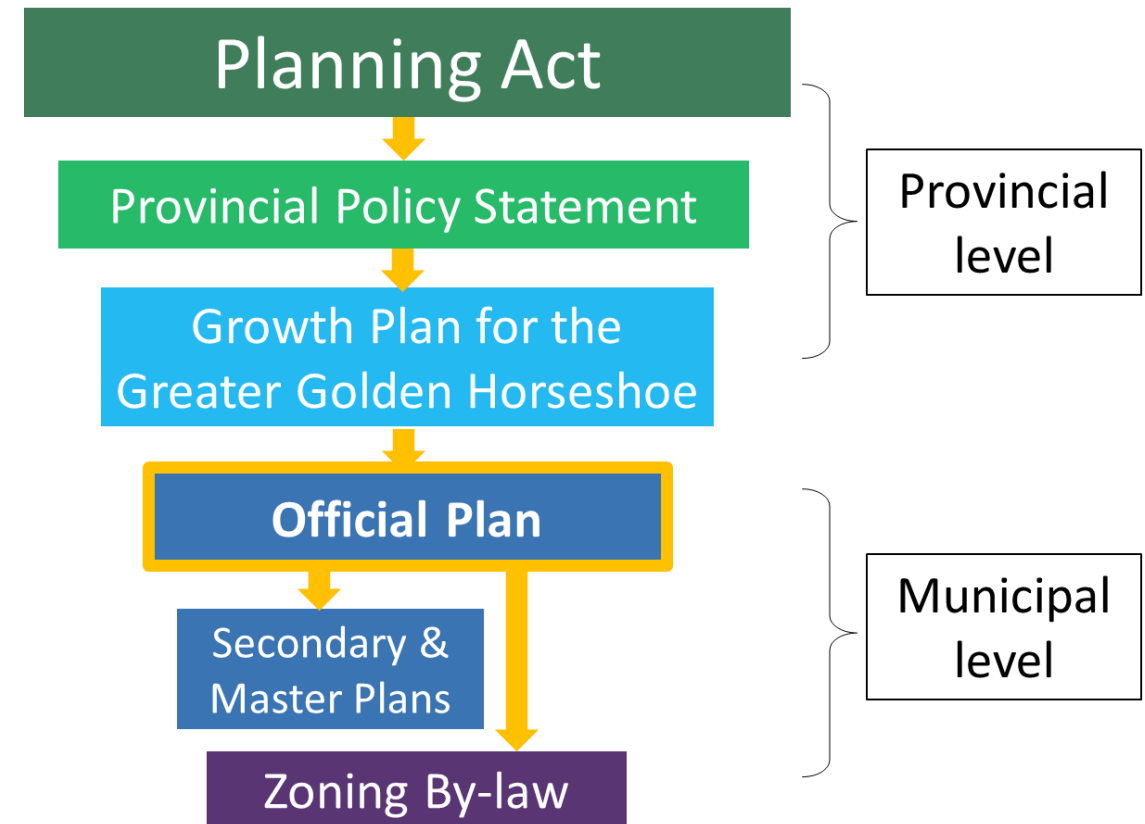
- Outlines the City's growth and development goals, objectives, and policies for the next 30 years



- Shapes how our City will look, feel and function



- Periodic review of Official Plan mandated



# Official Plan Update Timeline

- 2011:** Project commencement
- 2013:** Phase 1 complete and presentation of Potential Policy Directions Report
- 2017:** Establishment of advisory groups and appointment of consultants
- 2019:** Release of Draft Official Plan
- **170+** attendees for 7 public open houses
  - **140+** unique written submissions
- 2021:** Completion of land needs assessment and release of Final Draft Official Plan



# Official Plan Update

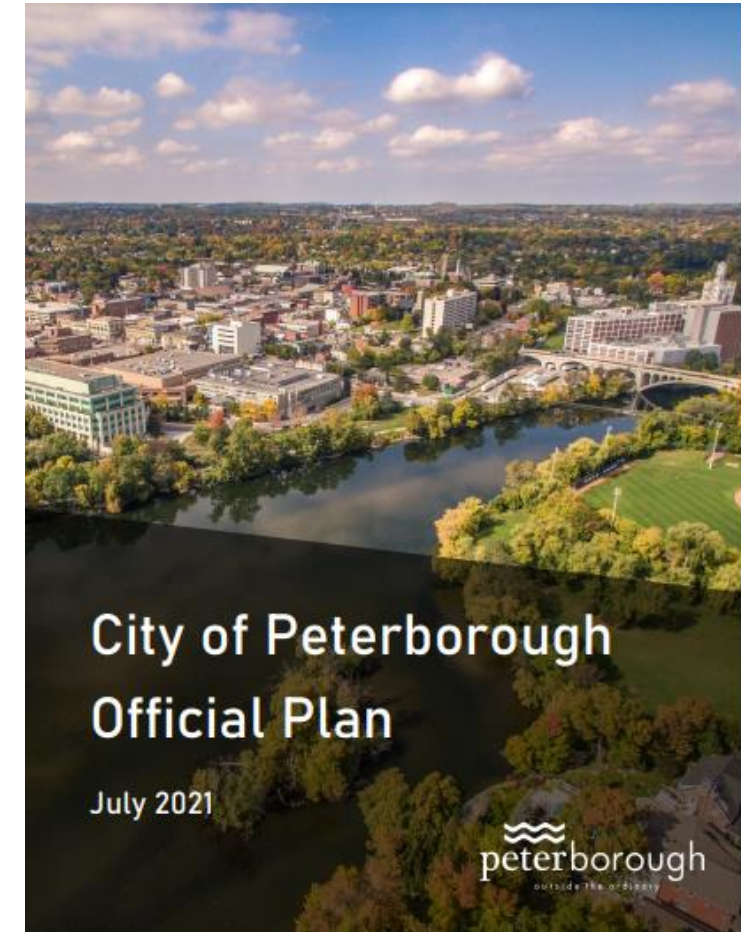
- **5,700+ people engaged**
  - 5 surveys
  - 13 pop-up events
  - 10 speaking engagements
  - 4-day community design charrette
  - 13 public open houses
  - Meetings
  - First Nations consultation
  - 1,200+ email subscribers and dedicated project websites





# Final Draft Official Plan

- 2051 planning horizon – plans to accommodate 125,000 people and 63,000 jobs
- Includes updates for consistency with Provincial Policy Statement and conformity with Growth Plan
- Integrates other City plans and studies
- The final draft Official Plan is organized into nine sections:
  - 1) Introduction
  - 2) Vision and Guiding Principles
  - 3) Planning for Future Growth
  - 4) Land Use Designations
  - 5) Community Development Policies
  - 6) Infrastructure Policies
  - 7) Implementation
  - 8) Interpretation and Definitions
  - 9) Secondary Plans



# Final Draft Official Plan: Policy Highlights

## Section 2.2 Guiding Principles

- Establishes policy intent to develop as a complete community, supporting full range of transportation options, protecting natural heritage and water, and promoting sustainable development practices

## Section 3.3 Planning for Growth in an Urban Structure

- Minimum 50% annual residential units through intensification
- Urban structure that supports transit-supportive community

## Section 6.2 Transportation: A Linked Community

- Encouraging increased use of public transit, cycling and walking



# Final Draft Official Plan: Policy Highlights

## Section 4.6 Natural Heritage System

- Graduated system for protecting Natural Heritage Features and linkages
  - Level A (protect form and function in situ)
  - Level B (preserve or enhance function)
  - Level C (preserve or replicate function)
- Minimum standards for vegetation buffers (subject to EIS)
- Commitment to evaluate all wetlands within the city

## Section 7.21 Pre-Consultation and Complete Application Requirements

- City to prepare a Restoration and Enhancement Strategy, Land Securement Fund and Environmental Impact Study guidelines





# Final Draft Official Plan: Policy Highlights

## Section 5.5 Urban Forest

- Target to achieve minimum 35% forest cover across City
- Target to provide minimum 50% shading in publicly accessible areas

## Section 5.6 Local Food Production

- Support for community gardens, kitchens, farmers markets, rooftop gardens
- Consideration for edible landscaping, food-related industry, home occupations



# Final Draft Official Plan: Policy Highlights

## Section 5.4.2 Buildings and Sustainable Design

- Promotes alternative energy systems, passive solar gains, water conservation, carbon neutral and net zero energy building designs

## Section 5.7 Climate Change

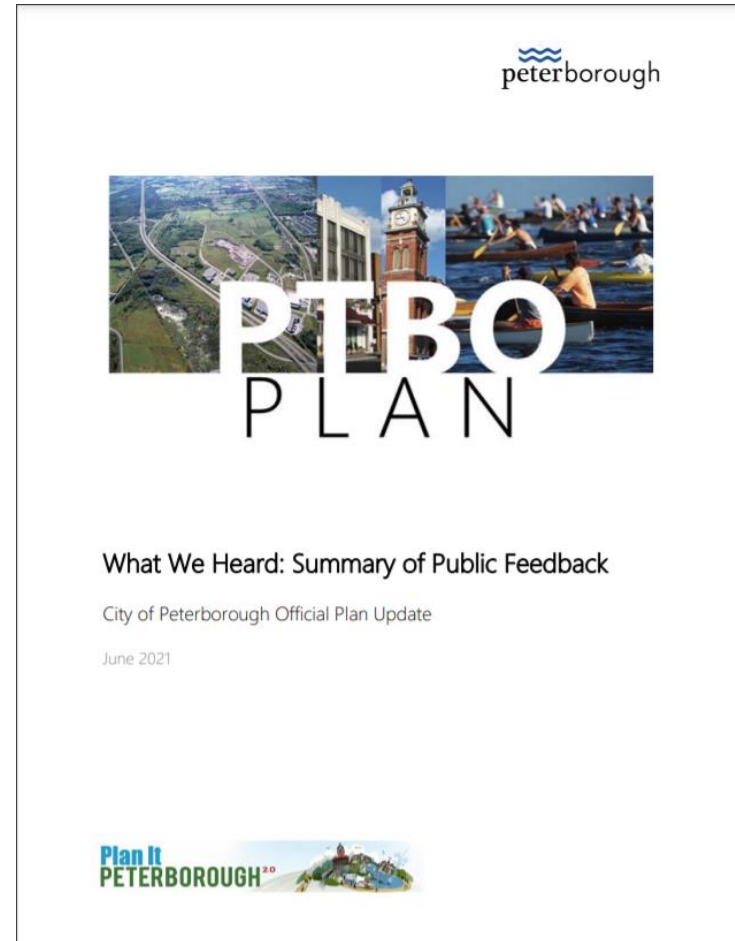
- Policies to support energy efficiency, improved air quality, reduced greenhouse gas emissions, climate change adaptation





# What We Heard

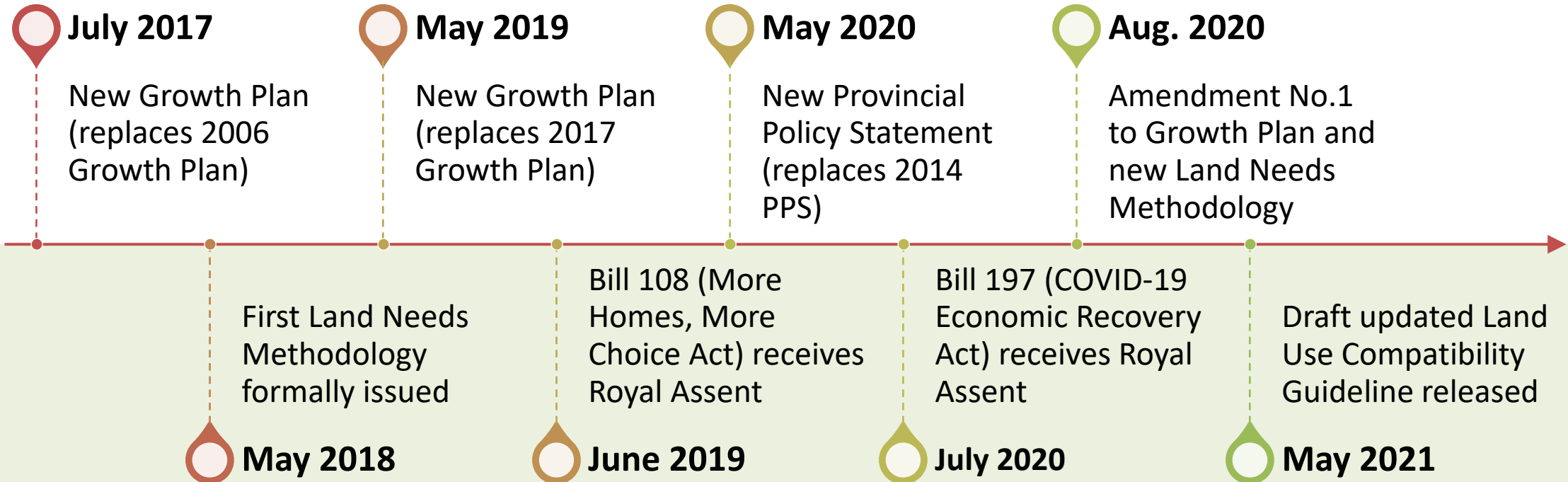
- Address affordable and accessible/barrier-free housing needs;
- Concerns about the impacts of intensification on existing neighbourhoods;
- Desire to strengthen the language in the plan to require/compel;
- Support complete communities and adequate provision of parkland and public service facilities;
- Support active transportation improvements;
- Support new employment areas and job creation;
- Acknowledge Indigenous and Treaty rights;
- Add more customized language which reflects Peterborough context and the uniqueness of the city; and,
- Improve the visual appeal and readability of the Plan.



# Key Changes from Draft Official Plan (2019)

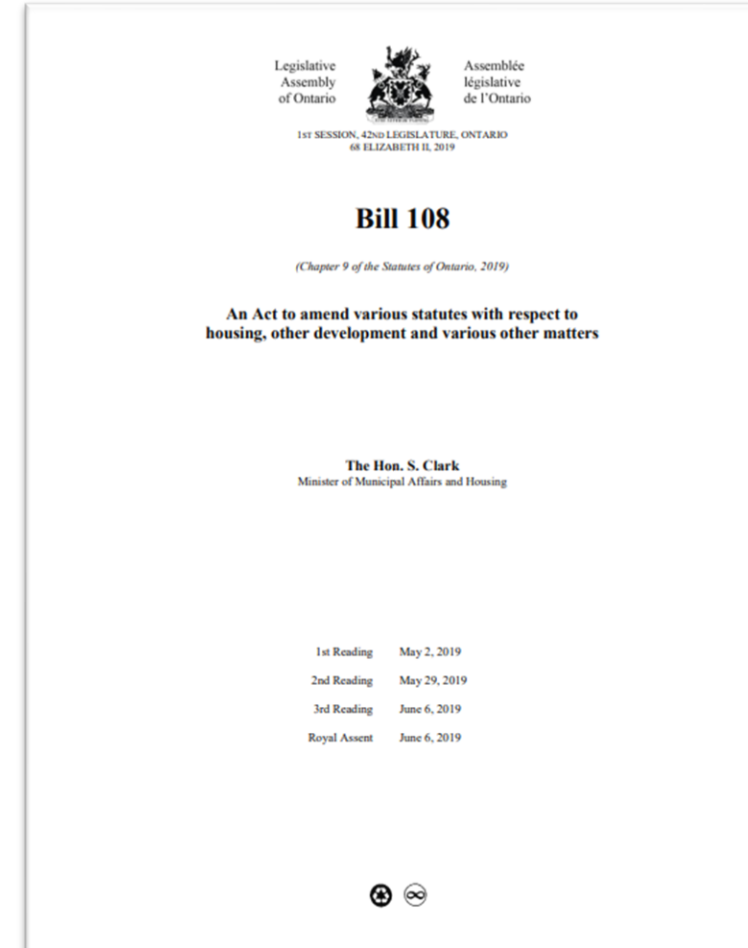
- Provincial Level
- Land Needs Assessment
- Strategic Growth Areas
- Intensification and Housing
- Natural Heritage System
- Transportation
- Environment and Climate Change
- General

# Key Changes: Provincial level



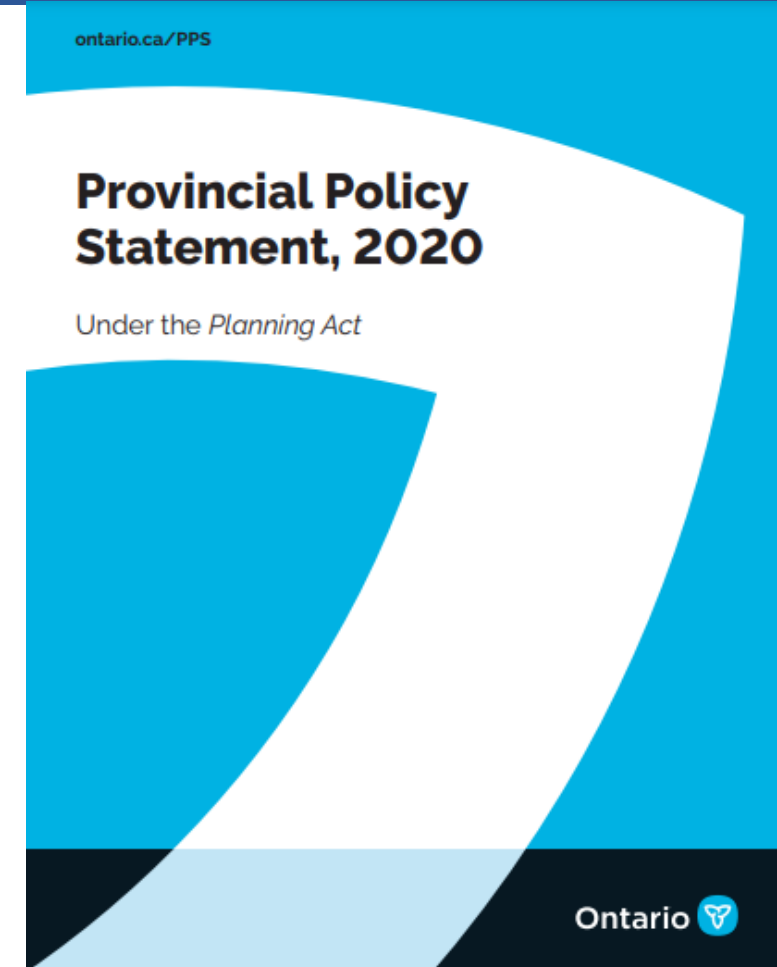
# Key Changes: Provincial level

- **Bill 108 (More Homes, More Choice Act)**
  - Remove inclusionary zoning
  - Replaced density bonusing and parkland dedication with community benefits charge
  - Allow up to two additional residential units (both in-home and accessory structure)
- **Bill 197 (COVID-19 Economic Recovery Act)**
  - Added back parkland dedication



# Key Changes: Provincial level

- Provincial Policy Statement, 2020
  - Provide market-based mix and range of housing options, tenures and densities, including affordable housing
  - Prepare for the impacts of a changing climate, natural hazards and supporting green infrastructure
  - Require that sufficient land be made available to meet projected needs
  - Prohibit sensitive uses within employment areas
  - Strengthen policies on engagement with Indigenous communities



# Key Changes: Provincial level

- Growth Plan for the Greater Golden Horseshoe
  - Extend planning horizon from 2041 to 2051
  - Update population and employment forecasts and remove interim years
  - New land needs methodology issued





# Land Needs Assessment

- Community area land need
  - Residential development
  - Population-related jobs
- Employment area land need
  - Clusters of business and economic activities (e.g., manufacturing, warehousing)
- Identify density targets for employment areas and designated greenfield area
- Determination of excess lands or need for boundary expansion



# Land Needs Assessment Summary

	Community Area Land Need (hectares)	Employment Area Land Need (hectares)	Net Excess Land (hectares)
Land Available	590	0	-
Land Needed	290	110	-190

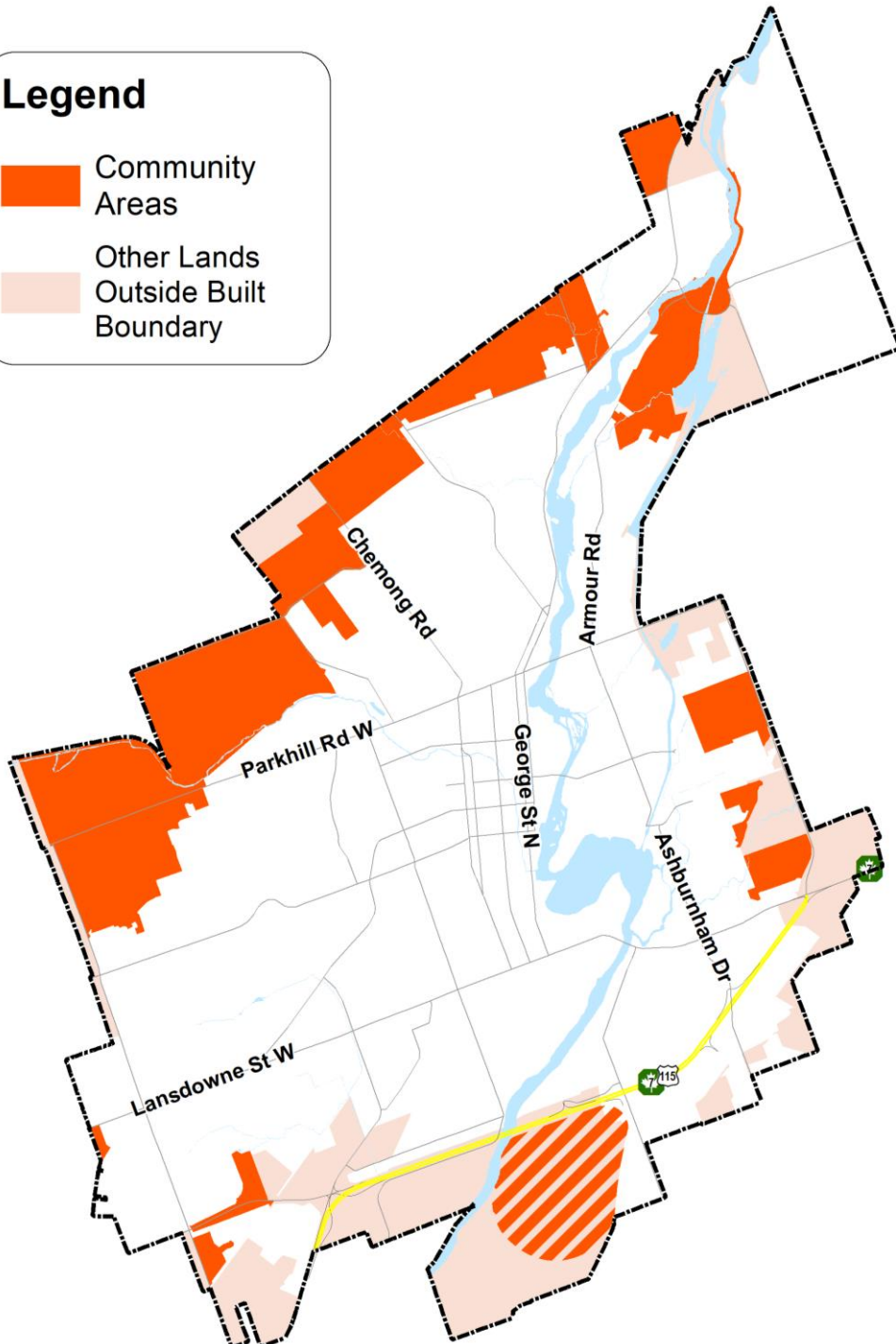
Results to be reviewed as part of municipal comprehensive review (i.e., 10 years after the Plan comes into effect, and every five years thereafter)



# Community Areas

## Legend

- Community Areas
- Other Lands
- Outside Built Boundary



- 290 hectares of community area needed (beyond lands that are built, under construction, draft approved or under review)
- Density target consistent with Council direction of 55-65 residents and jobs per hectare for new subdivisions

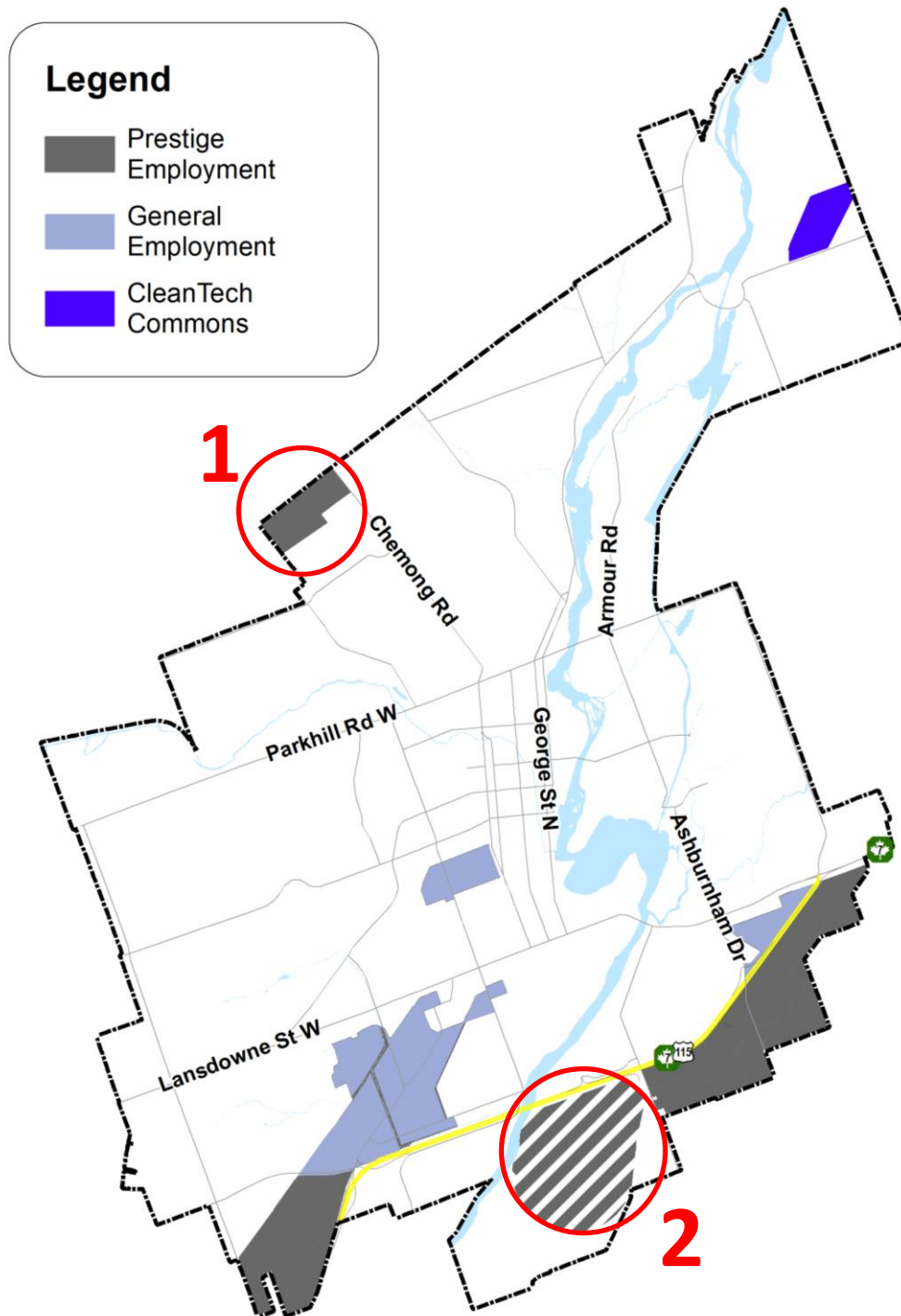
**2051 Target (overall)**

**50** residents + jobs per hectare

**Target (new subdivisions)**

**60** residents + jobs per hectare

# Employment Areas



- 110 hectares needed
- Proposed Employment Areas
  - 1) Chemong West (30 hectares)
  - 2) Coldsprings Special Study Area
    - 80 hectares for employment area
    - 60 hectares for community area

**2051 Target (overall)**

25 jobs per hectare

**Target (new employment areas)**

30 jobs per hectare

# <sup>58</sup> Excess Lands/ Rural Transitional Area

- Added policies to permit development that promotes ongoing contribution of this area to the economy (e.g., agricultural uses)

## Criteria:

### a) Development Potential

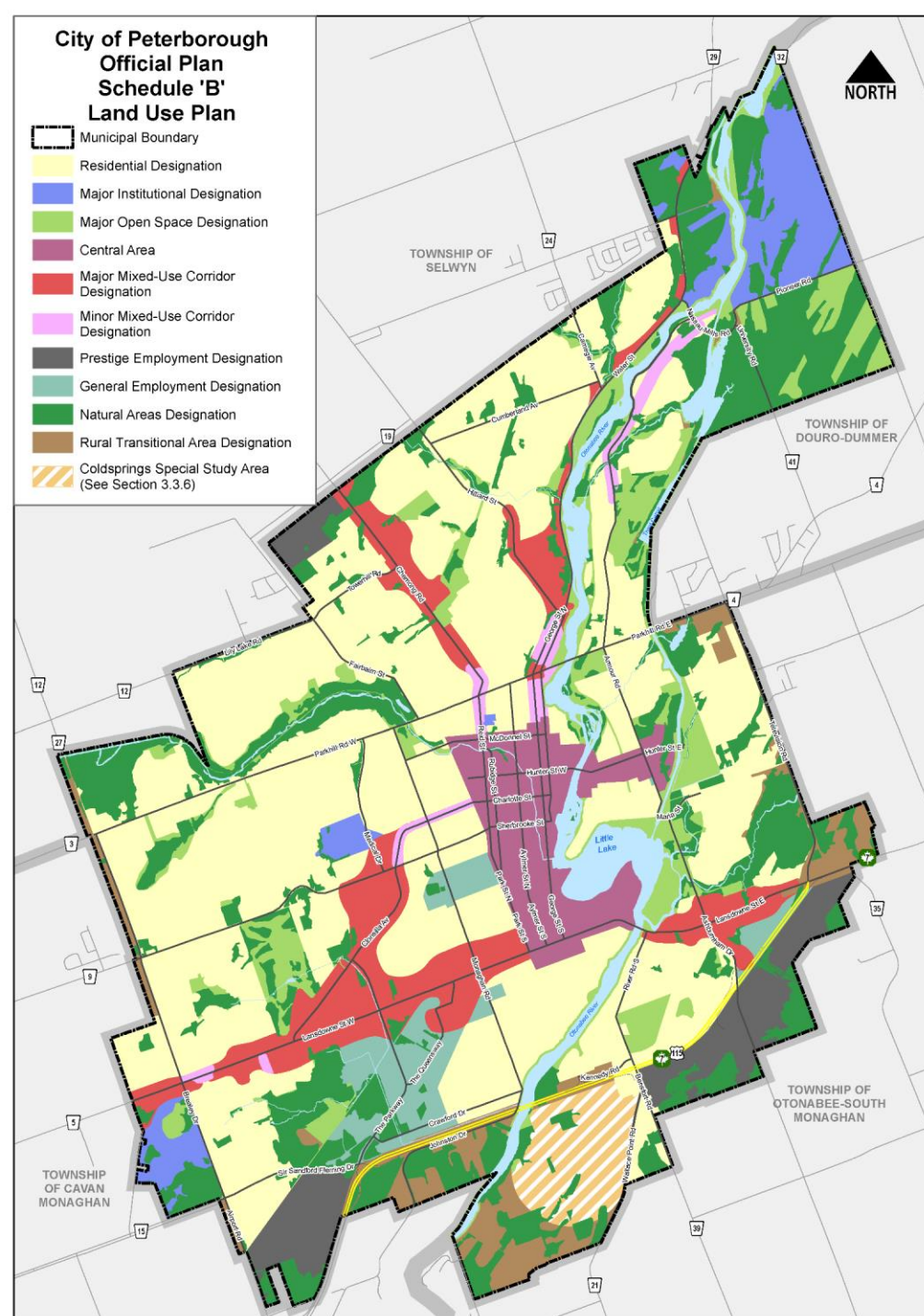
- Lands which should be preserved, present physical constraints and/or servicing/infrastructure constraints

### b) Settlement Area Hierarchy and Urban Structure

- Low potential to support desired urban structure, range of transportation options and/or may result in a land use conflict

### c) Legal and Procedural Fairness

- Consideration of existing complete applications, Growth Plan





# Strategic Growth Areas

## Legend



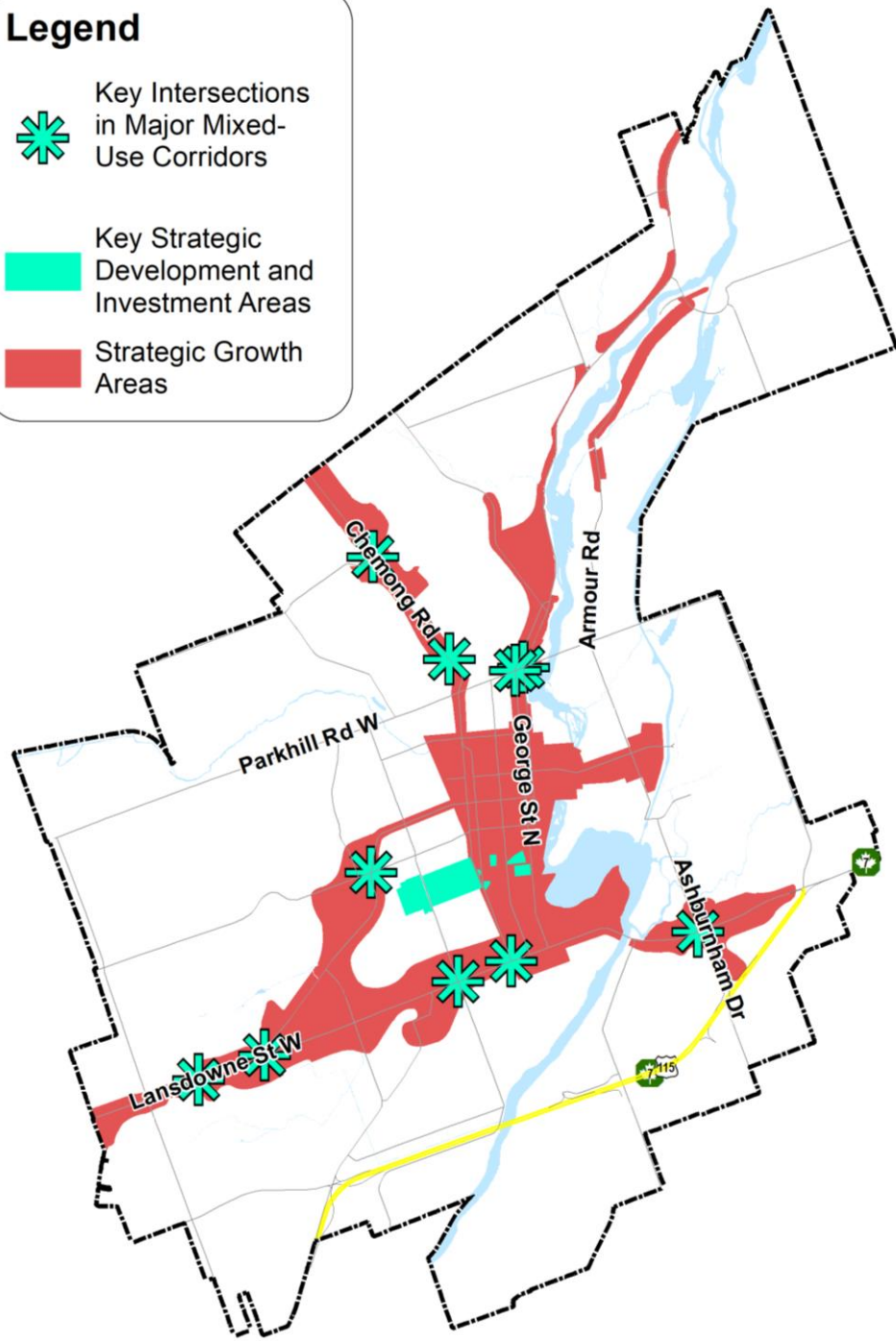
Key Intersections  
in Major Mixed-  
Use Corridors



Key Strategic  
Development and  
Investment Areas






Strategic Growth  
Areas



- Expanded Strategic Growth Areas to include portion of Armour Rd and Hilliard St
- Increased number of key intersections to Major Mixed-Use Corridors framework and strengthened language regarding higher-density development, mixed-use and improvements to the public realm:
  - Lansdowne St W and Monaghan Rd; Lansdowne St W and Park St S; Lansdowne St W and Spillsbury Dr; and, Chemong Rd and Wolsely St
- Added consideration of key strategic development and investment areas as focus for implementing range of financial and planning tools
  - Market Plaza
  - General Electric
  - Former Public Works Yard

City of Peterborough  
Official Plan  
Schedule 'C'  
Central Area Plan

-  Urban Growth Centre
-  Jackson Creek Special Policy Area
-  Central Area Boundary

-  Downtown Core Area Designation
-  Business District Designation
-  Industrial Conversion Area Designation
-  Downtown Neighbourhood Designation
-  Downtown Open Space Designation
-  Little Lake South District Designation- Sub-Area 1
-  Little Lake South District Designation - Sub-Area 2



# Strategic Growth Areas: Central Area

- Added:
  - Minimum building height requirement of 2 storeys (Downtown Core Area, Business District, Industrial Conversion Area) and first floor height requirement
  - Prohibition of drive-throughs
  - Conference/convention facilities to permitted uses (and removed from list of permitted uses from Major Mixed-Use Corridors)
- Additional policy language added to limit small-scale retail uses outside the Central Area
  - Small-scale retail uses in Major Mixed-Use Corridors will be limited to major retail facilities or mixed-use development
  - Neighbourhood supportive uses capped to 2,000 sqm per lot

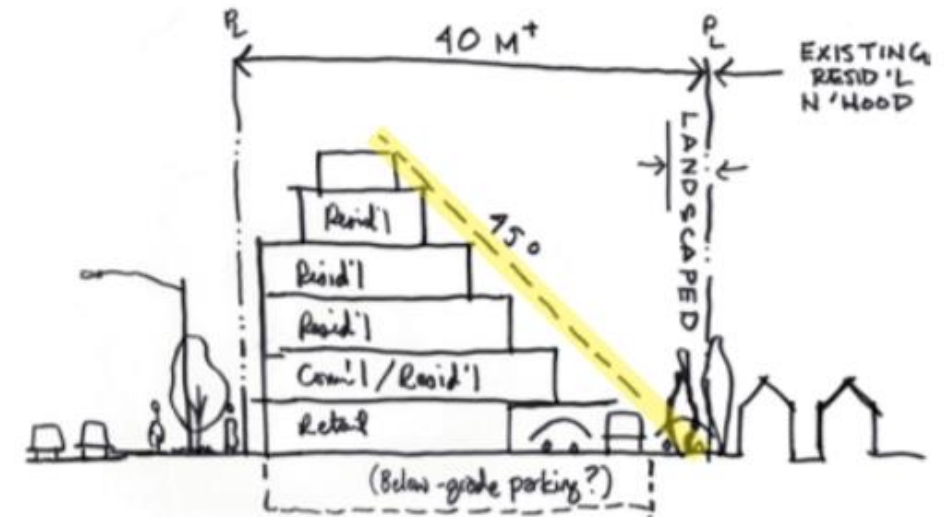
# Intensification and Housing

## Affordable and Accessible Housing

- Increased annual city-wide affordable target from 10% to 20%
- Enhanced language to encourage options for accessibility within all new residential developments and incorporate universal design

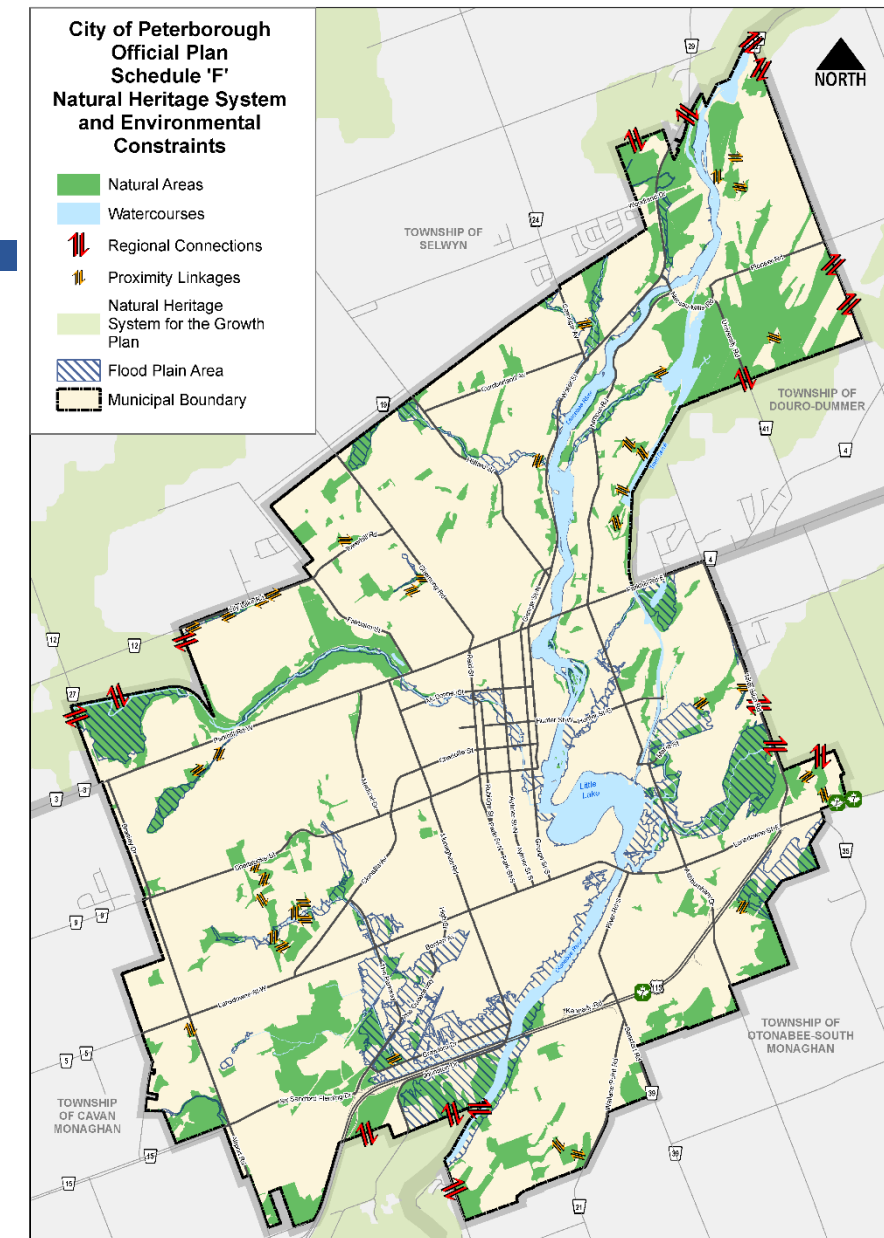
## Compatible Development

- Added language to require compatible development
- Additional provisions for urban design guidelines and considerations (e.g., building podium, shadow and wind impacts)



# Natural Heritage System

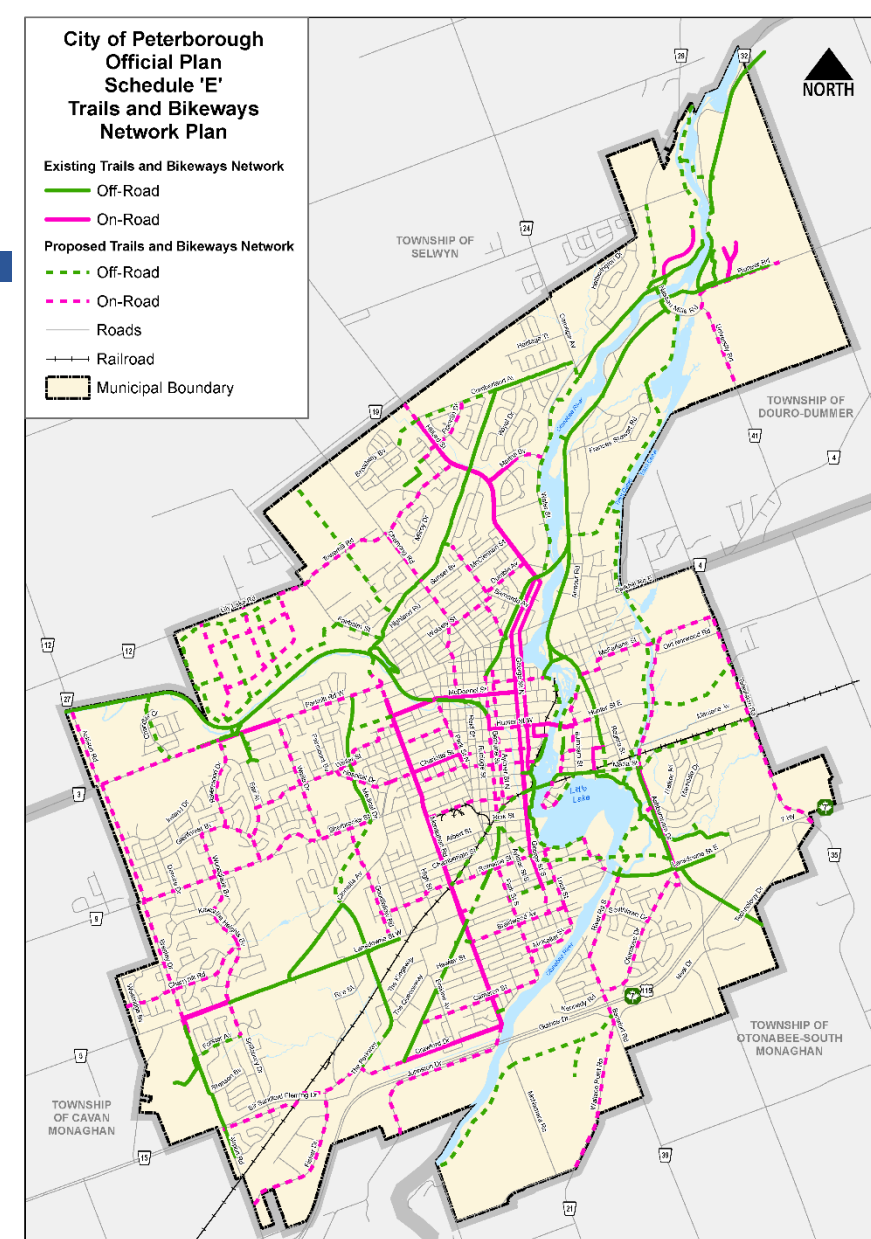
- Replaced Adjacent Lands Overlay with requirement for a Preliminary Natural Heritage Feature Screening
- Removed woodlands <0.2 ha and significant wildlife habitat from Level C features
- Clarified Environmental Impact Study requirements
- Added policy language acknowledging existing planning approvals





# Transportation

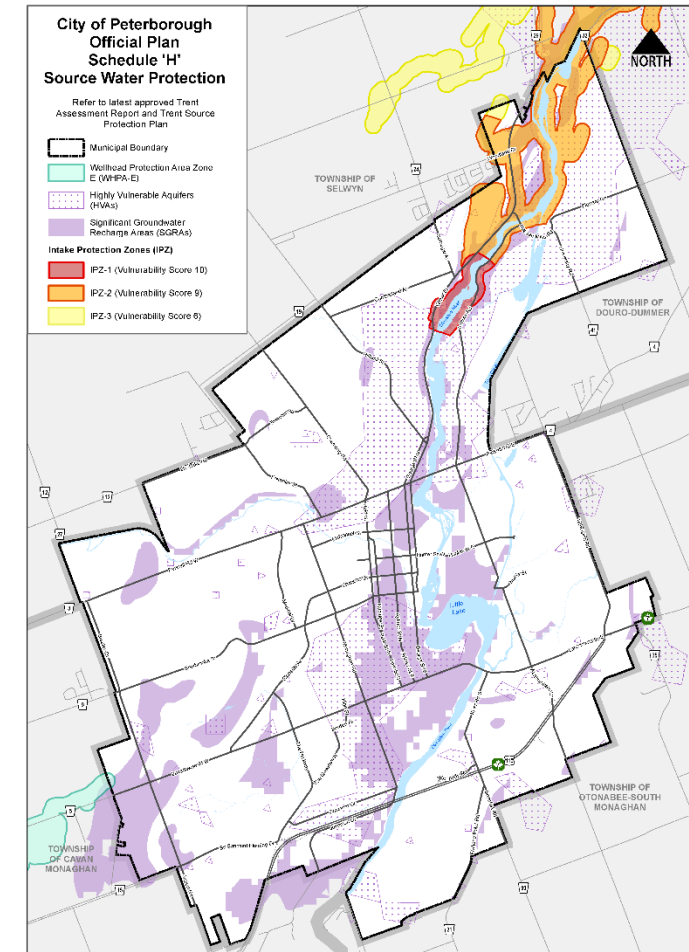
- Added:
  - Separate schedule for Active Transportation (Bikeways and Trails)
    - Consistent with Province-wide cycling network
  - New schedule for Road Allowance Widths





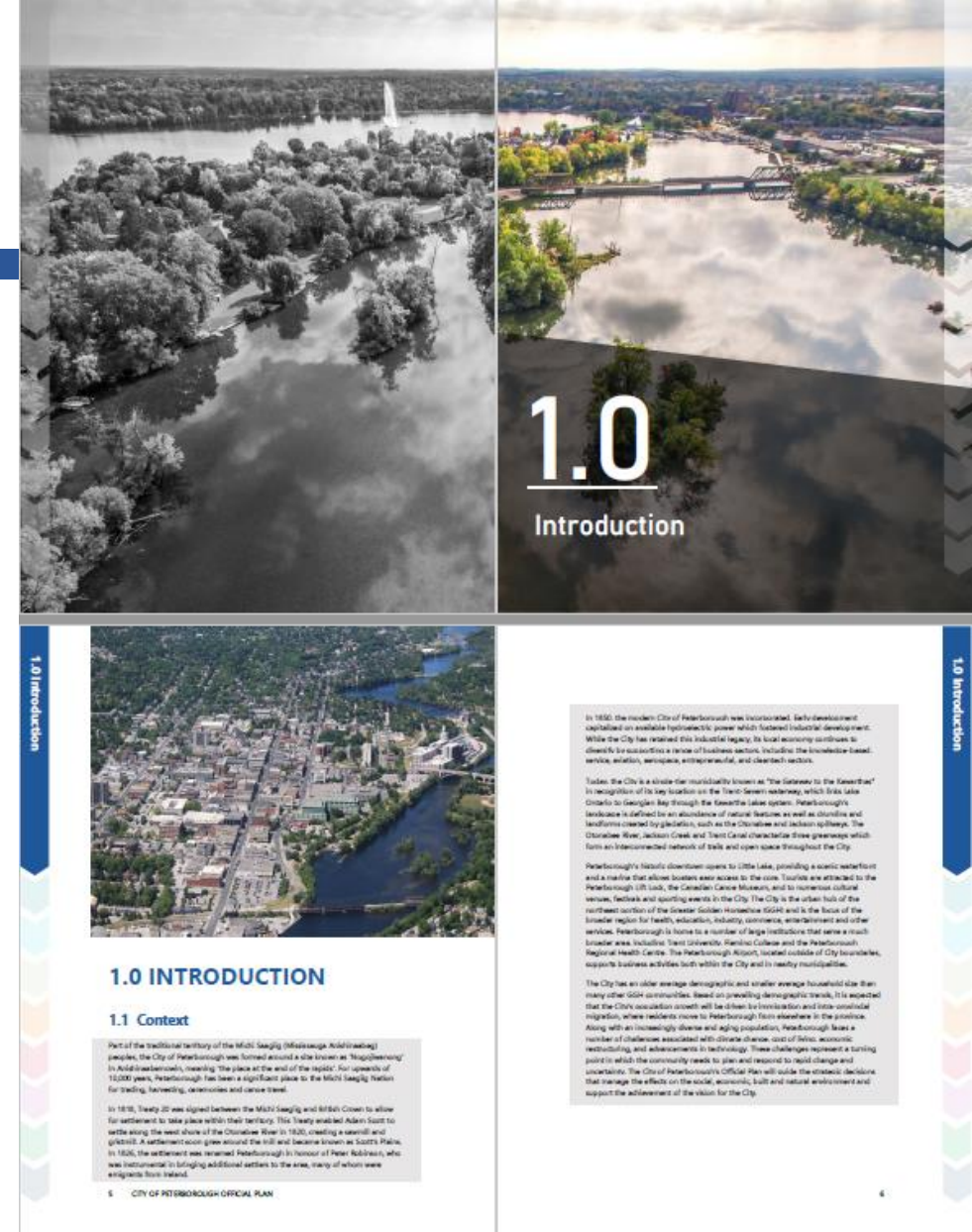
# Environment and Climate Change

- Increased tree canopy target from 30% to 35% and emphasized intent of the Plan is to increase woodland and tree canopy cover
- Added consideration of Community Energy Plan, Green Development Standards, low impact development, carbon neutral or net zero energy designs
- New schedule for source water protection and language requiring studies to demonstrate that the quality and quantity of water will be protected, improved or restored



# General

- Context Section revised to acknowledge local context and frame the document
- New Section “How to Read this Plan”
- Added visuals and explanatory text in shaded boxes
- Migrated relevant secondary plans to Section 9.0 of the Plan
  - Lily Lake Secondary Plan
  - Lift Lock Secondary Plan



# Next Steps

## September

- Online public engagement sessions
- Meetings
  - Natural Heritage Task Force
  - Advisory Committees

## October

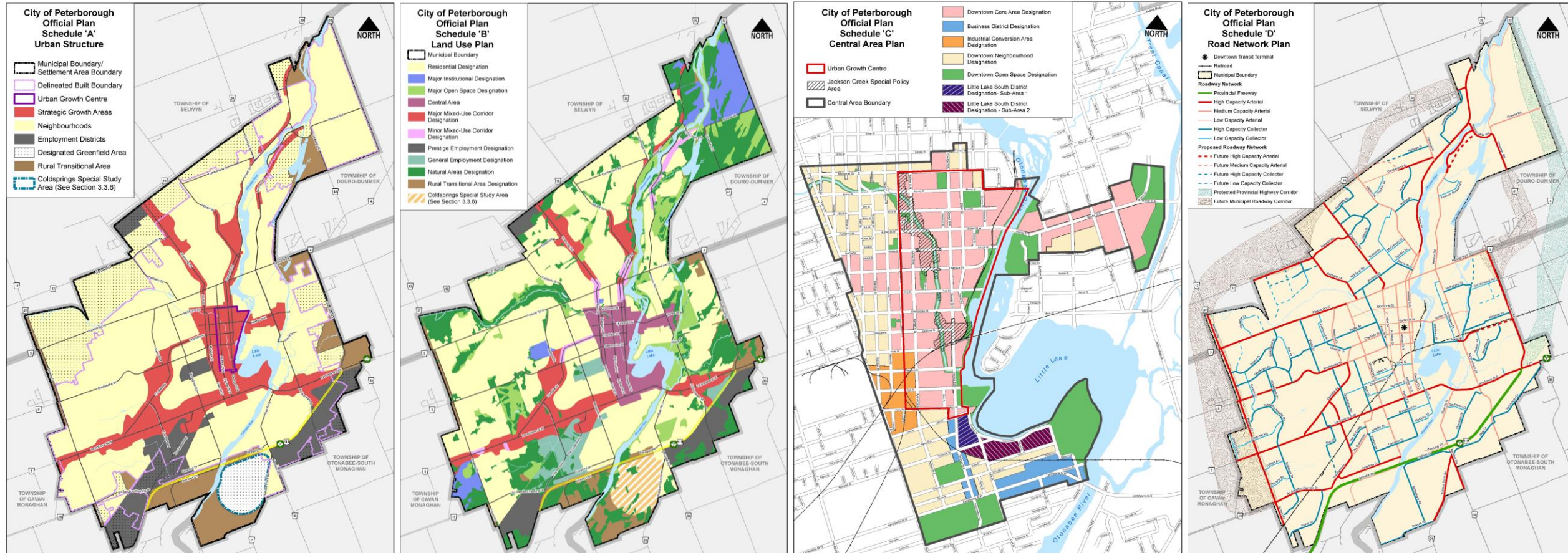
- Present final draft Official Plan and supporting documents to Council for information

## November

- Statutory public meeting
- Council considers recommendations and adopts Official Plan
- City sends Official Plan to Province for approval



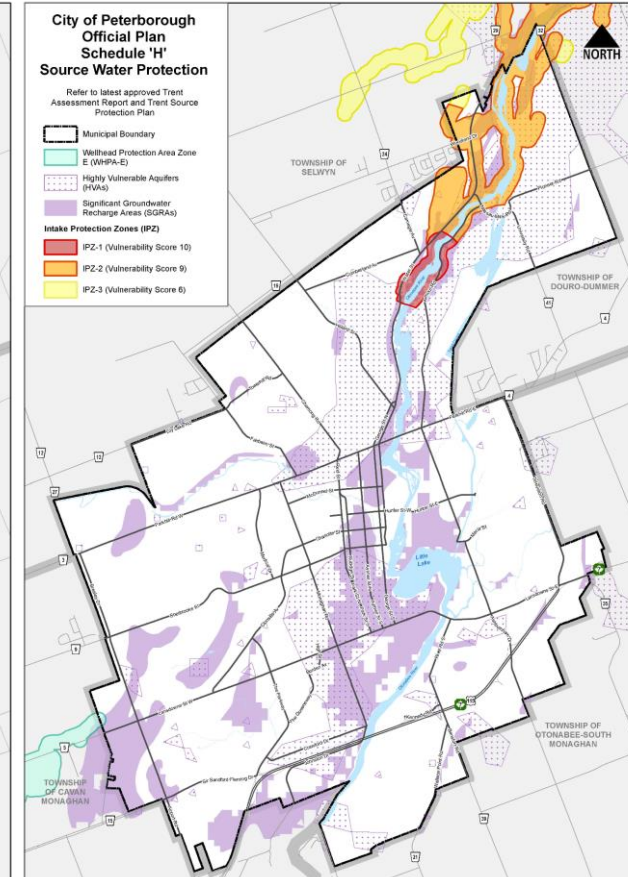
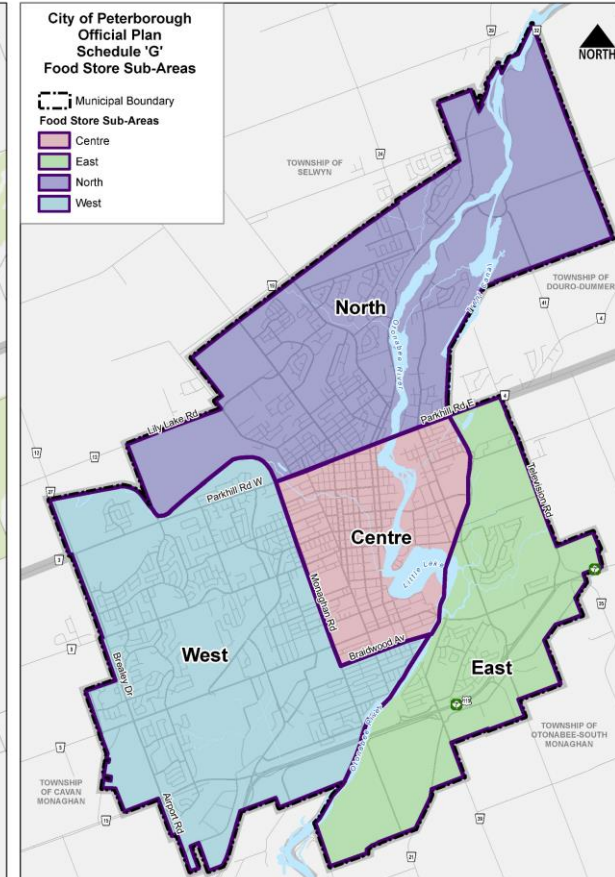
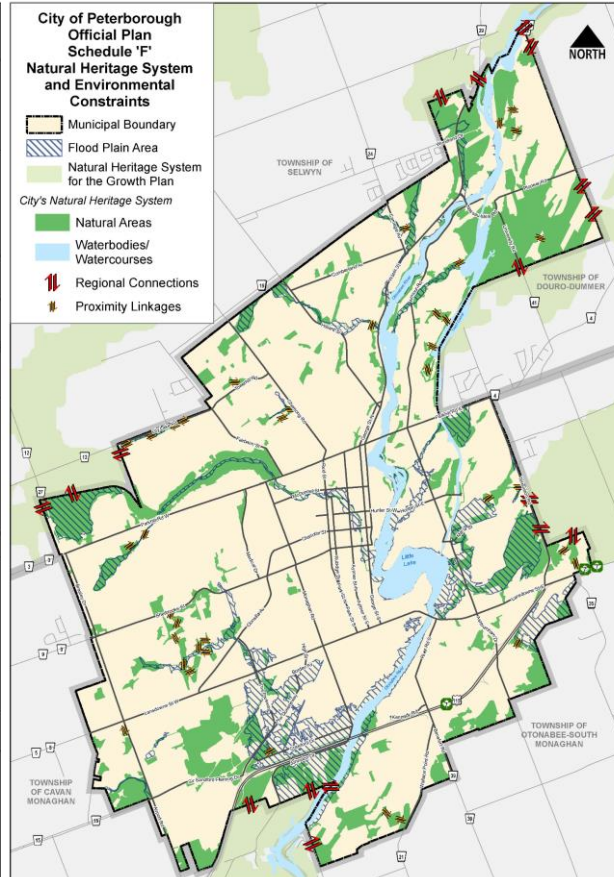
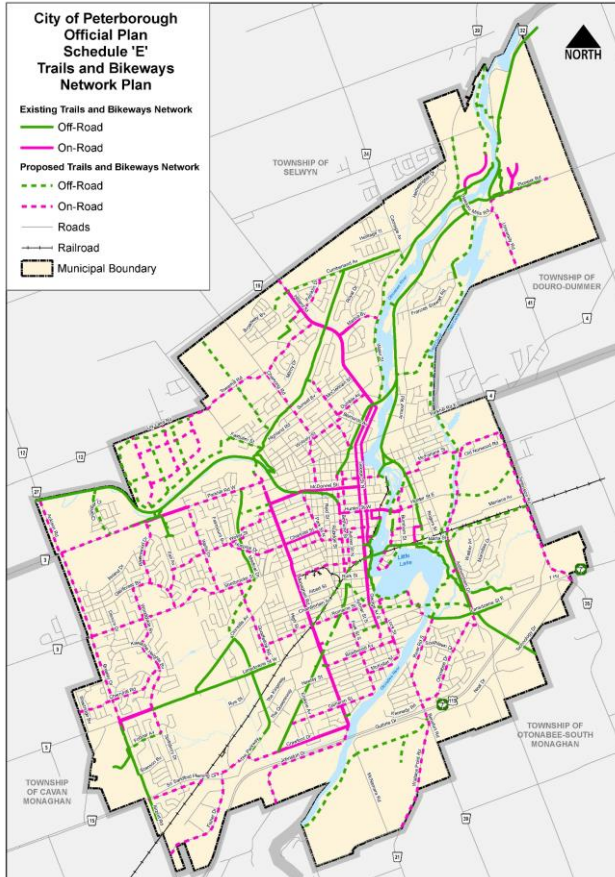
# Questions?



Email us: [planit@peterborough.ca](mailto:planit@peterborough.ca)



# Questions?



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City of  
**Peterborough**

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**To:** Members of the Peterborough Environmental Advisory Committee

**From:** Michael Papadacos  
Manager of Infrastructure Management Division

**Meeting Date:** September 15, 2021

**Subject:** Report PEAC21-022  
Bird Friendly City and Bee City Canada Certification Requirements

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## **Purpose**

A report to provide the Peterborough Environment Advisory Committee (PEAC) with an overview of the program requirements, staffing commitment, and the budgetary implications of receiving certification in the Bird Friendly City and Bee City Canada programs.

## **Recommendation**

That the PEAC approve the recommendation outlined in Report PEAC21-022 dated September 15, 2021, of the Manager of Infrastructure Management Division, as follows:

That the Report PEAC21-022 be received for information.

## **Budget and Financial Implications**

There are no budgetary or financial implications associated with the recommendation.

## Background

At the June 16, 2021 PEAC meeting, a motion was passed to explore the requirements of the City of Peterborough proceeding with certification in the Bird Friendly City and Bee City Canada programs as follows:

- a) That staff be requested to prepare a report for the Peterborough Environmental Advisory Committee (PEAC) on all aspects related to City of Peterborough application for both Bee City Designation and Bird Friendly City Certification including: background information on the programs, the benefits of participation, certification or designation criteria, resources available to participating municipalities, staffing implications, and any budgetary commitments required to apply or maintain designation or certification and;
- b) That the report be presented to PEAC no later than September 2021.

The following sections of this report will describe the specific program details for Bird Friendly City and Bee City Canada.

## Bird Friendly City

Nature Canada, a national environmental organization, created the Bird Friendly City (BFC) program to certify municipalities that prevent human-induced bird mortality, protect and restore bird habitat, and promote local bird awareness. Of particular concern to urban bird species are collisions with buildings, canopy loss, and cat predation, which can diminish local populations and reduce the overall ecological function birds play in maintaining a healthy ecosystem. The BFC program seeks to limit these threats and support bird populations rebounding after 50-years of decline in North America.

In December 2020, the community created the Bird Friendly Peterborough (BFP) steering committee to explore the opportunity of Peterborough's participation in the BFC program. The BFP committee comprises representatives from Kawartha Wildlife Centre, Peterborough Field Naturalists, Riverview Zoo and Park, Camp Kawartha, and GreenUP. In advance of applying to the BFC program, the steering committee established the official BFP website (<https://www.birdfriendlypeterborough.ca>) as a resource for residents to learn about urban centres' impact on bird populations and provide valuable solutions to reduce bird mortality.

### Bird Friendly City Program requirements

The BFC program application utilizes a 50-point evaluation standard (see Attachment A) to assess the bird-related policies of a prospective municipality to determine if the municipality qualifies for certification and entry into the program. Completing the



evaluation standard prescreens the applying municipality into four BFC categories outlined in the table below.

Scoring	Status
0-49%	the municipality does not have sufficient existing bird-related policies
50-64%	the municipality has existing bird-related policies deemed as entry-level
65-84%	the municipality has existing bird-related policies deemed as intermediate level
85-100%	the municipality has existing bird-related policies deemed as high level

Included within the application are six mandatory objectives that each municipality must achieve regardless of evaluation status, which include:

- Establishment of a community bird friendly team with one city staff liaison,
- Provide the indigenous territory that the municipality is located on,
- Pass a council resolution nominating the municipality or obtain a letter of support from a high-ranking city official such as the mayor or CAO,
- Submit annual reports of bird friendly activities before February 1<sup>st</sup> in the following year after attaining BFC status,
- Include one paragraph about BFC and BFP on the municipal website, and
- Celebrate annual World Migratory Bird Day within the community

### **Estimated Budget and Staff Commitments**

Enrolling and gaining certification in the BFC program does not necessarily require any budgetary commitment from the City of Peterborough. City staff time to liaise with BFP during steering committee meetings and annual report card development is estimated at 15-20 hours per year. Budget and staffing implications to complete additional initiatives or programs to advance the certification score in the future would have to be determined on a case by case basis.

### **Peterborough BFC Evaluation Status**

The BFP steering committee completed the 50-point evaluation, revealing that Peterborough could achieve entry-level status by scoring 32 out of 50 (64%). If Peterborough elects to advance to the intermediate level in the future, selecting new community or corporate actions from the 50-point evaluation will need to be implemented before submitting documentation to BFC during the annual reporting cycle.

### **Benefits of Joining the BFC Program**

Joining the national BFC program would demonstrate municipal leadership in addressing the decline in local bird populations. Also, municipalities enrolled in the BFC program will have access to a network of BFC members to learn how other cities are advancing bird friendly policies. Potential eco-tourism opportunities to attract local and international birders to Peterborough through the promotion of bird-focused tourism is a

possible outcome. Lastly, certification as a BFC may provide Peterborough with a better position when applying to external grants for program funding.

## **Bee City Canada**

In 2015, the Bee City Canada (BCC) program was established to champion pollinators (bees, butterflies, etc.) population growth through habitat restoration in conjunction with the restrained use of pesticides. The BCC program certifies municipalities, schools, universities, and partner organizations and companies in ensuring that pollinator habitat is expanded, and pesticide utilization is mitigated or banned. Presently, there are 56 bee cities certified in Canada that include the neighbouring municipalities of Selwyn Township, Trent Hills Township, and the City of Kawartha Lakes.

### **Bee City Canada program requirements**

The BCC application requires the following criteria to be submitted by a prospective municipality before gaining certification:

- Creation of Bee City Pollinator Team with one city staff liaison,
- Submission of pollinator supporting initiatives that have already or are currently taking place in the municipality such as the establishment of pollinator gardens, habitat restoration, mitigation of pesticide application, and or public education to raise awareness of pollinators,
- Joining BCC as a member city will require the municipality to undertake the following four commitments and actions:
  1. Create healthy pollinator habitat that includes developing plans to establish, improve, and maintain pollinator habitat while reducing or eliminating pesticide use,
  2. Educating the public about the importance of pollinators with a plan to educate residents, city staff, and others about the significance of pollinators in the ecosystem and what people can do to protect habitat and pollinators,
  3. Annual commitment to celebrate pollinators and habitat restoration during International Pollinator Week (3<sup>rd</sup> week in June), and
  4. Develop a five-year community pollinator strategy
- Write a paragraph about what joining BCC means for the prospective municipality that will be used by BCC in a social media post,
- Municipal logo for use on the BCC website, and
- Sign a resolution (see Attachment B) declaring that the municipality commits to the BCC standards signed by the mayor.

Additional requirements once a municipality is certified as a Bee City include:

- Display the BCC logo on a public signpost, such as one that exhibits other community affiliated group logos,
- Add the BCC logo to the municipal website,
- Develop a locally relevant native pollinator plant species to be submitted at the first anniversary of BCC certification renewal,
- Annual documentation of favourite pollinator “Moment of the Year” in video format (128 MB max) submitted during annual certification renewal, and
- Annual summary report detailing efforts to reduce pesticide use, habitat creation and restoration, community events, community and corporate education opportunities, participation during the International Pollinator Week, and plans to improve and maintain pollinator habitat in the upcoming year, and
- Submit activities and initiatives organized during the review period that BCC can broadcast through their social media channels

### **Estimated Budget and Staff Commitments**

Receiving BCC designation will require \$400 in annual certification renewal fees after the first anniversary of joining the program. City staff time to liaise with the pollinator team and achieve the four commitments plus additional requirements is estimated at 100-125 hours per year. Several initiatives under the program would require additional staff time beyond this initial application and resources to develop or modify existing policies and programs and assess the initiative in the context of various regulatory and legislative maintenance requirements.

### **Benefits of Joining the BCC Program**

Joining the BCC demonstrates municipal leadership and commitment to improving and increasing pollinator habitat and endeavouring to expand pollinator protection through community education. Installing pollinator habitat with native plants on municipally owned land would reduce annual lawn maintenance costs equivalent to the size of pollinator habitat. Added pollinator habitat on public and private property can enhance neighbourhood aesthetics, boost mental health of residents, and increase pollination of locally grown food.

## **Summary**

Bird Friendly City certification can be achieved with existing community-led programming and existing municipal policies. If the City or BFP steering committee aspires to improve the initial BFC community designation, an ensuing corporate review will be required to determine which new action is being proposed and whether that action will affect corporate services and allocate the required resources to complete through the annual budget process.

A review across all corporate divisions would be required to assess the full implications of certification into the Bee City Canada program. The corporate review would evaluate the regulatory requirements and impact on corporate services, legislative requirements, and operating budgets to determine if BCC certification can be achieved.

Submitted by,

Michael Papadacos  
Manager, Infrastructure Management Division

**Contact Name**

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Manager, Infrastructure Management  
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E-Mail: [mpapadacos@peterborough.ca](mailto:mpapadacos@peterborough.ca)

James Byrne, M. CC.  
Climate Change Coordinator  
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E-Mail: [jbyrne@peterborough.ca](mailto:jbyrne@peterborough.ca)

**Attachments:**

Appendix A – Bird Friendly City Scoring and Evaluation Certification Criteria  
Appendix B – Bee City Canada Resolution

# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

CRITERIA	DESCRIPTION	INDICATORS/EVIDENCE	SCORING
<b>MANDATORY</b>	Establish a Bird Team (standing committee) to drive the project forward. Try to ensure that your team represents different perspectives and has a liaison with the municipality.	Provide a list of the Bird Team members, affiliations and contact information.	
<b>MANDATORY</b>	Provide evidence you have determined in which indigenous traditional territory (ies) your municipality occurs and that you are encouraging the participation and perspective of the local Indigenous community in the initiative.	Provide the name of the relevant Indigenous Nation (s) and report on the outcome of an invitation to participate in the initiative.	
<b>MANDATORY</b>	Pass a council resolution nominating or supporting your municipality's efforts to be a Bird Friendly City OR a letter of support from a high-ranking city official.	Willingness to pass council resolution within the first year of certification OR a letter of support for the certification program from a high-ranking city official (mayor, CEO, etc).	
<b>MANDATORY</b>	Once your municipality has been accorded Bird Friendly City status, the Bird Team must provide an annual report card on activities related to your Bird Friendly City status.	Provide Annual Report card by (calendar year) by February 1.	
<b>MANDATORY</b>	Include information about Bird Friendly City on the City website somewhere it can be easily found.	Provide link and proof of posting.	
		Generally, all of the points are awarded contingent on evidence in support of the action. However, points can be rewarded even if the action has not been completed, as long as there is strong evidence that a process to implement or complete the action is underway.	
<b>1.1 THREAT REDUCTION</b>	<p>Regulatory and educational measures taken to help control and reduce populations of cats roaming at large:</p> <ul style="list-style-type: none"> <li><b>a.</b> Coordinated efforts directed at cat owners to reduce the number of owned cats outside such as educational campaigns, licensing and no-roam bylaws. (2)</li> <li><b>b.</b> Within the municipality there is an active strategy to reduce populations of unowned (feral) cats and mitigate their threat to birds (e.g. removing feral colonies from areas of high bird importance). (2)</li> <li><b>c.</b> The Bird Team and/ municipality either has, or is a partner in programs/ projects to estimate the number and/or distribution of cats outdoors so that progress on reducing the populations of outdoor cats can be tracked over time. (2)</li> </ul>	Proof of each action required. Two points per action. Generally if you can demonstrate some level of progress for each action, you will be awarded one point. Two points will be limited to comprehensive efforts to address that one issue. For example, for a. To get 2 points, you need to have a no-roam bylaw AND demonstrate both enforcement of the bylaw and an educational campaign to make cat owners aware of the bylaw. For b, evidence of an active program to humanely reduce the number of unowned outdoor cats. 2 points will be awarded for broad, municipal-wide strategies and actions that can demonstrate progress on the goal. For c, proof of implementation of a cat counting/ estimating protocol to establish baseline numbers or to compare with baseline numbers will be awarded 2 points. Proof of intent to implement such a protocol gets one point.	<b>6 points</b>



# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

### 1.2 THREAT REDUCTION

Demonstrate that your municipality is taking measures to reduce window collisions by:

- a) Developing and implementing bird friendly design standards/CSA Bird Friendly Building Design standard for new construction (2)
- b) Assessing and mitigating risk to birds from existing and proposed municipal buildings (1)
- c) Informing and educating property owners and tenants of existing buildings (including home owners) of measures they can take to mitigate bird collision risk (1)
- d) Establishing a baseline and maintaining a database of the number of residences or buildings with treated windows in the city to demonstrate progress over time. (1)

Proof of each action required. Two points for a and one for b,c and d.

- a) Refers to the municipality developing or adopting bird friendly or bird safe standards for new construction. One point is awarded if the standard is a guideline, two points if the standard is a requirement.
- b) One point if individuals or a group monitors window collisions, and/or assess risk by using BirdSafe, or a similar program.
- c) One point is awarded with evidence of educational campaigns focused on the broad public or specific neighbourhoods.
- d) Evidence of the database is provided.

5 points

### 1.3 THREAT REDUCTION

- a) Municipality has a light pollution reduction strategy and supports actions to reduce light pollution, particularly during migratory seasons.
- b) Light pollution mitigation standards for all new developments and/or retrofit program to replace street lamps with energy-efficient shielded fixtures
- c) Outreach campaign for residents and businesses to promote responsible light control practices within the municipality.

- a) One point is given upon evidence of a strategy to reduce light pollution.
- b) One point given for either proof of mitigation standards (e.g. bylaw or guidance), and/or proof of a retrofit program (e.g. retrofitting standard street lights with downward directional street lighting). To attain "high level" certification, there must be evidence of both standards for new development and a retrofit program.
- c) One point for educational and outreach campaigns to reduce light attraction during migration periods such as the "lights out Toronto" campaigns of the past.

3 points

### 1.4 THREAT REDUCTION

Municipality has a policy to reduce or eliminate non-essential pesticide use that directly or indirectly harms birds, on public and private land that is implemented through local bylaws. This policy should include restrictions on pesticides used to control nuisance insects such as mosquitos (such as Bti) unless there is a demonstrated health risk (such as proof of West Nile in larvae).

Proof of the policy is provided. Examples of such policies would include a ban on cosmetic use of pesticides or the use of rodenticides when harm to bird populations has been demonstrated. The use of BTI to control mosquitoes and blackflies is controversial, in that it is increasingly used by municipalities to kill mosquitoes and fly larva in wetlands in response to neighbourhood pressure. There is strong evidence that this reduces the available food for aerial insectivores like swallows and has a negative impact on their populations.

1 point

### 1.5 THREAT REDUCTION

Municipality takes regulatory measures and encourages voluntary measures to reduce the amount of plastic waste generated (e.g. banning of single use plastics).

Provide proof of regulatory (e.g. a municipal bylaw) and voluntary measures (e.g. a local business) such as a ban on single use plastics, shopping bags, plastic straws, etc.

1 point

### 1.6 THREAT REDUCTION

Measures in place to reduce bird collisions with vehicles such as lower speed limits when passing through important bird habitat, and measures to reduce the number of vehicles on the roads (such as a good public transit system and cycling infrastructure).

Provide proof of measures to protect birds from vehicle collisions. For example, at locations where a busy road cuts through a wildlife corridor, evidence of mitigation would include lower speed limits, signage about wildlife crossing, or proof of engineered solutions such as wildlife underpasses or overpasses.

1 point

# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

<b>1.7 THREAT REDUCTION</b>	Municipality has policy and practices to prohibit or mitigate disturbance of birds from humans or their pets at natural areas or important bird habitat (e.g., leash bylaw, no-go zones certain times of year).	Provide proof of policy and examples of implementation such as signage at important bird habitat (e.g. a natural area, wetland or known migratory stopover site) or evidence of a bylaw in place. Provide evidence that important bird habitats/ biodiversity hotspots are recognized within an official policy document.	<b>1 point</b>
<b>SCORING</b>		<b>Entry – 9 points from at least 3 categories</b> <b>Intermediate – 12 points from at least 5 categories including at least 1 category worth 2 or more.</b> <b>High – 14 points or more. Must include at least 2 points in categories 1 and 2.</b>	<b>18 points</b>
<b>2.1 HABITAT PROTECTION, RESTORATION, AND CLIMATE RESILIENCY</b>	Natural areas within the municipal boundaries are protected within the Municipal Plan and there is a commitment to increase this area. Plan distinguishes between natural areas and other types of municipal space such as recreational parks.	Provide proof of the policy. To maintain this criterion, the city must document the size of the area protected, and demonstrate a commitment to increase in this area over time. Any municipal plan that includes protection of natural area spaces will receive one point. Additional points are based on the evidence of implementation and whether there are ambitious targets to increase the number and size of the protected areas.	<b>3 points</b>
<b>2.2 HABITAT PROTECTION, RESTORATION, AND CLIMATE RESILIENCY</b>	Municipality has an official strategy to protect the biological diversity in its parks and natural areas. The strategy includes measures such as promoting connectivity between natural areas, buffering core biodiversity hotspots from harmful human activities, increasing the number of protected areas, and periodically monitoring birds on some city parks to assess the success of the strategy.	Provide proof of the strategy and its implementation. The strategy to protect biological diversity can be part of the protected areas plan, or <i>vice versa</i> , but must specifically identify protection of biological diversity as a goal. One point is awarded for having an official strategy (adopted by Council). Two points if the strategy has targets and metrics for success and there is evidence of implementation. Three points for cities that meet the previous two tests as well as using monitoring to track changes to biodiversity and use results for adaptive management (e.g. bird monitoring in city owned natural areas).	<b>3 points</b>
<b>2.3 HABITAT PROTECTION, RESTORATION, AND CLIMATE RESILIENCY</b>	Municipality has a climate change adaptation strategy that includes specific measures including nature-based climate solutions. Examples of this include wetland creation to absorb and retain flood water, or planting trees to create shade and lower the surface air temperature.	Provide proof of the strategy and its implementation. One point if the City has an official strategy. Additional points are awarded based evidence of ongoing measures and actions.	<b>3 points</b>

# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

<b>2.4</b> <b>HABITAT</b> <b>PROTECTION,</b> <b>RESTORATION,</b> <b>AND CLIMATE</b> <b>RESILIENCY</b>	<p>Municipality has a habitat management strategy based on ecological and climate considerations. These include:</p> <ul style="list-style-type: none"> <li>a) increasing the number of trees and area of the urban forest canopy;</li> <li>b) leaving snags standing in cases where public safety is not jeopardized;</li> <li>c) protecting trees on private and public lands; and</li> <li>d) prohibiting active vegetation management during breeding season on municipal lands, including forests, storm-water management facilities, and easements.</li> </ul>	<p>Provide proof of implementation of the strategy and each action. One point per action. Evidence for <b>a.</b> includes inventories of trees and plans for increasing the numbers. For <b>b.</b> One point is based on evidence such as policy statements or evidence within management plans for natural areas. <b>c.</b> refers to a tree bylaw that protects trees as a public value from private landowners cutting them down without permits. For <b>d.</b> a point is accorded if a city can demonstrate that its employees involved in active habitat management do not harm breeding birds or their habitat.</p>	<b>4 points</b>
<b>2.5</b> <b>HABITAT</b> <b>PROTECTION,</b> <b>RESTORATION,</b> <b>AND CLIMATE</b> <b>RESILIENCY</b>	<p>Municipality has an Important Bird and Biodiversity Area (IBA) within or adjacent to its boundaries. A local partnership promotes the protection and stewardship of this area.</p>	<p>One point if there is one or more nearby IBAs and the Bird Team can provide the names of the IBAs and at least one IBA caretaker group or individual.</p>	<b>1 point</b>
<b>2.6</b> <b>HABITAT</b> <b>PROTECTION,</b> <b>RESTORATION,</b> <b>AND CLIMATE</b> <b>RESILIENCY</b>	<p>Municipality promotes the importance of planting native local flora on municipal lands, especially where new development is occurring through development and landscaping guidelines and standards in areas near natural features. Subdivision permits should include conditions protecting existing natural habitat and promote use of native vegetation and include measures to discourage illegal disposal of yard waste (a source of invasive exotic plants) in natural areas.</p>	<p>One point for evidence that the municipality promotes the use of site-appropriate native flora in landscaping for its own properties and for development landscaping standards for subdivision permits.</p>	<b>1 point</b>
<b>2.7</b> <b>HABITAT</b> <b>PROTECTION,</b> <b>RESTORATION,</b> <b>AND CLIMATE</b> <b>RESILIENCY</b>	<p>Demonstrate widespread community participation in initiatives to encourage native plant habitat that supports native birds and pollinators on private property, to increase the urban tree canopy on private land, and to support other "green infrastructure" initiatives to address climate change.</p>	<p>One point if you provide evidence supporting "widespread community participation" in at least one national or international initiative or local program that encourages increasing wildlife habitat on private land. This could include membership in a program like Bee City for example.</p>	<b>1 point</b>
<b>2.8</b> <b>HABITAT</b> <b>PROTECTION,</b> <b>RESTORATION,</b> <b>AND CLIMATE</b> <b>RESILIENCY</b>	<p>Bird Friendly City partner groups implement stewardship to increase or improve breeding or stopover habitat for bird conservation priority species from your Bird Conservation Region Plan. Example species include Species at Risk (e.g. Chimney Swift) and other aerial insectivores, Eastern Meadowlark and other grassland birds and shorebirds. Example actions including providing housing (e.g., maintained Purple Martin condos), and maintaining bird-friendly hay production.</p>	<p>A point is awarded to cities in which there are active stewardship recovery projects such as those suggested in the criterion description.</p>	<b>1 point</b>

# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

SCORING		Entry - 8 points from at least 3 categories Intermediate - 11 points from at least 4 categories High - 14 points from at least 6 categories including at least 1 point from categories 2.1, 2.2, 2.3 and 2.4.	17 points
<b>3.1 COMMUNITY OUTREACH/ EDUCATION</b>	Hold (and officially proclaim) a World Migratory Bird Day event annually to celebrate birds in your municipality.	This is a mandatory action for this program. Cities must hold a Bird Day event to apply. To receive all 4 points, you must provide proof of the event and Mayor's or Council proclamation in support of Bird Day.	4 points
<b>3.2 COMMUNITY OUTREACH/ EDUCATION</b>	A significant percentage of local schools and other educational organizations (e.g. Scouts Canada, Earth Rangers, 4-H) provide students with opportunities to connect with nature, enjoy birds and learn how to help them. Local school boards, conservation authority, or municipality, has facilities/staffing to support outdoor/environmental education, including opportunities to observe birds. At least one school does a specific bird-related program such as Christmas bird count for kids or curriculum from <a href="#">Keep cats safe and save bird lives</a> . Educational programs must include specific elements designed to engage members of the public who could be considered underprivileged families and groups, racialized youth and recent arrivals to Canada.	Provide evidence in support of this level of outreach and engagement of children, youth and other target audiences One point is awarded if there are local education facilities and institutions that include activities for children to observe and appreciate birds both in school and outside through an educational organization that offers nature programming to the public. Two points if there are specific bird-related nature programs for recent arrivals to Canada, underprivileged or racialized families. Three points if there is at least one school or organization that offers programming from the <i>Keep cats safe and save bird lives</i> curriculum.	3 points
<b>3.3 COMMUNITY OUTREACH/ EDUCATION</b>	College and University campuses have adopted practices that actively reduce threats to birds or establish habitat that benefits birds. Implementation of practices should include or be driven by student committees or groups.	One point is awarded based on evidence that institutions that have policies and practices to benefit birds including names of institutions, the programs that they participate in (e.g BirdSafe, Bee City), as well as an example of a recent action and evidence of student involvement.	1 point
<b>3.4 COMMUNITY OUTREACH/ EDUCATION</b>	Bird Team partners (including Municipality) provide public access to resources (web links, brochures etc.) that encourage and inform the public of the benefit to birds from native plant gardening or establishment of natural habitat patches on their property in support of birds and/or pollinators (e.g. backyard habitat program).	One point if you can provide evidence of the digital or paper resources, as well as evidence of public interest and knowledge of them (e.g. social media activity).	1 point
<b>3.5 COMMUNITY OUTREACH/ EDUCATION</b>	Municipality and Bird Friendly City partners install demonstrations or displays in public areas that educate citizens on the benefits of bird friendly actions and encourage engagement (benefits of dark sky lighting, window modifications etc.)	One point based on proof of installations (e.g. photographic evidence, or news stories.)	1 point
<b>3.6 COMMUNITY OUTREACH/ EDUCATION</b>	There is at least one birding location within your city or town that has infrastructure to facilitate the observation and appreciation of birds (e.g. signs, panels, observation tower, and trails). This facility is publicly accessible for people without a car (served by public transit and/or bicycle and pedestrian trails. Digital information on birding areas should be easily available.	One point based on evidence of a local birding area that is publicly accessible, a brief description of the infrastructures (e.g. trails, observation tower), and how the area can be accessed by someone without a car.	1 point

# Bird Friendly City

## SCORING AND EVALUATION RUBRIC FOR BIRD FRIENDLY CITY CANADA

<b>3.7 COMMUNITY OUTREACH/ EDUCATION</b>	A Bird Team partner periodically publishes a "Bird checklist" for your city or town. This checklist should be easily available in digital form on the Internet. Alternatively, there are eBird hotspots in your City.	One point based on proof that a local bird checklist exists in a published form or there are eBird hotspots in your city.	<b>1 point</b>
<b>3.8 COMMUNITY OUTREACH/ EDUCATION</b>	Businesses in your area promote bird friendly practices (e.g. sell or offer bird friendly coffee, no single use plastics, treat their windows with feather-friendly markers, etc.). These businesses should be recognized on partner websites.	To receive a point, you must provide proof that at least two businesses in your area have bird friendly practices. You must name the businesses and describe what bird-friendly practices they have.	<b>1 point</b>
<b>3.9 COMMUNITY OUTREACH/ EDUCATION</b>	You have a "City Bird" species that was selected through a public engagement process.	To receive a point for this criterion, you must provide the name of the "City Bird" species, proof of its status, and evidence of the process to select it.	<b>1 point</b>
<b>3.10 COMMUNITY OUTREACH/ EDUCATION</b>	There are active citizen science programs to monitor birds in your municipality including Christmas Bird Count, Swift Night Out, and Marsh Monitoring, and Global Bird Rescue, which monitor birds on areas that include public land. Public participation in these programs is promoted on local media. Demonstrate efforts to engage members of the public could be considered underprivileged, racialized or recent arrivals to Canada.	To receive one point, provide a list of bird-related citizen science programs in your city and describe the level of public interest and engagement of target audiences.	<b>1 point.</b>
<b>SCORING</b>		<b>All levels must do 3.1</b> Entry - 7 points from at least 3 categories Intermediate - 9 points from at least 5 categories. High - 12 points from at least 7 categories.	<b>15 points</b>
<b>GRAND TOTAL</b>		Minimum scores to attain different levels Entry 24 (48%) Intermediate 32 (64%) High 40 (80%)	<b>Total possible points = 50</b>





## Draft Resolution for

\_\_\_\_\_  
(Municipality or First Nation)

of

\_\_\_\_\_  
(Province or Territory)

for approval by  
City Council, Band Council  
or Appropriate Official.

Present this document to City/Band Council for approval. Send signed document, along with completed Bee City Canada Application form, to [applications@beecitycanada.org](mailto:applications@beecitycanada.org) for review and to receive official Bee City designation. If you have any questions about this process, please call Shelly Candel (+1 647-402-0133).

## Bee City Canada Resolution

**WHEREAS** the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

**THAT** bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna; and

**THAT** cities/townships/First Nation communities and their residents have the opportunity to support bees and other pollinators on both public and private land; and

**THAT** supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards; and

**THAT** by becoming a Bee City, the City/Township/First Nation can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community;

**THAT** staff be authorized to submit the Bee City Canada Application to designate (City/Township/First Nation) as a Bee City; and

**NOW, THEREFORE, BE IT RESOLVED:**

**THAT** (City/Township/First Nation) accepts the designation and commits to the standards of the Bee City Canada Program.

Read, approved and adopted this

\_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

\_\_\_\_\_  
Municipality/First Nation

\_\_\_\_\_  
Signature of Mayor, Chief or appropriate official

\_\_\_\_\_  
Print Mayor, Chief or official's name



City of  
**Peterborough**

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**To:** Members of the Peterborough Environmental Advisory Committee

**From:** Michael Papadacos  
Manager of Infrastructure Management Division

**Meeting Date:** September 15, 2021

**Subject:** Report PEAC21-023  
Climate Initiatives Update

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## **Purpose**

A report to provide the PEAC with an update highlighting corporate and community climate initiatives from June to September 2021.

## **Recommendation**

That the PEAC approve the recommendation outlined in Report PEAC21-023 dated September 15, 2021 of the Manager of Infrastructure Management Division, as follows:

That the report be received for information.

## **Budget and Financial Implications**

There are no budgetary or financial implications associated with the recommendation.

## Background

The City of Peterborough continues to pursue greenhouse gas (GHG) emission reductions by developing and implementing strategic climate initiatives, along with incorporating resiliency throughout the community and within City operations. The following climate actions highlight new or ongoing projects within Peterborough.

## Climate Initiatives Update

### Advancing Adaptation Project – ICLEI-Canada Funding Approval

The City was successful in its application to ICLEI-Canada's *Advancing Adaptation – Implementation through Collaboration Project* and will receive \$15,000 in funding for developing a community-facing climate resiliency project. The proposed adaptation action under consideration is constructing a low impact development (LID) on public property that will capture rainfall before it enters the storm sewer system, reducing flood risks and improving water quality. The City has entered Phase 2 of the project, which requires selecting the adaptation action and finalization of the project location for installation. The project will conclude in 2022.

### Anti-Idling Sign Initiative

The City completed an anti-idling sign installation blitz throughout the community to raise the profile of Anti-idling By-law 08-077 aimed to educate and limit drivers idling near vulnerable locations in the city. A total of 71 signs were positioned near schools, parks, daycares, and health centres identified as high-risk areas from vehicle pollution. To accompany the signs, the City created an Anti-Idling FAQ document that describes the following:

- the pollution and carbon emissions created from vehicle idling,
- highlights the community health risks associated with idling,
- defines what is prohibited and allowed under the By-law, and
- provides solutions for drivers to change habits and avoid idling.

The FAQ document can be accessed in the *Document Library* on the ConnectPTBO page and will also be included in the upcoming Environment and Sustainability webpage refresh.

In addition, the City will be including information in operator training for municipal staff to inform and educate fleet vehicle operators of best practices when driving municipal vehicles. Lastly, a communication plan is being developed by staff to expand awareness of the By-law and communicate the associated health and climate impacts to the broader community.

**Community Solar Potential Survey Project**

The community solar potential survey was completed in July and was developed in partnership with Fleming College students and city staff. The survey identified the potential of building rooftops in Peterborough for installing solar photovoltaic panels. The survey is an interactive web application for users to determine if their property has sufficient solar capacity before contacting a solar installer for a refined evaluation.

The tool will be made publicly available once the Environment and Sustainability corporate webpage refresh is completed.

**Environment and Sustainability Corporate Webpage Refresh**

The refresh of the corporate Environmental and Sustainability webpage is nearing completion, with a working draft finalized. Webpage design and approval of content remain to be completed before publishing. The launch is anticipated for late September or early October.

**Fire Station 2 – Zero Carbon Building**

The second stakeholder consultation for the design of Fire Station 2 occurred on August 5<sup>th</sup>. The new fire station will replace the outdated Carnegie Fire Station by 2023.

**Home Energy Efficiency Program (HEEP) – Funding Secured**

The City has successfully secured funding from the Federation of Canadian Municipalities to design a home energy retrofit program to facilitate the transition of the local housing stock to reduce energy consumption and decrease GHG emissions. Currently, a Request for Proposals has been issued to retain a consultant to design how the HEEP will operate and develop innovative supporting mechanisms to improve homeowner participation. The consultant will complete the HEEP design and implementation plan anticipated by September 2022.

**Storm Sewer System Model & Flood Risk Mapping Project**

The Storm Sewer System Model & Flood Risk Mapping Project has begun with work commencing on flow monitoring in sewers and watercourses around the city and the collection and compilation of storm sewer background data. A community survey will also be distributed to acquire background information on localized flooding and flood related concerns from residents that will inform the model.

**Other Initiatives**

There are no new updates for the following climate initiatives at this time:

- Community Climate Change Resilience Strategy (CCCRS)
- Curtis Creek Channel Improvements – National Disaster Mitigation Program



- Municipal Natural Asset Initiative (MNAI) Pilot Project
- Sustainable IT Total Cost of Ownership Project
- Zero Emission Vehicle Infrastructure Project

Lastly, the application to FCM for the Stormwater Smart Grid Pilot Project was not successful in receiving funding. The City is reevaluating next steps to pilot this initiative.

Submitted by,

Michael Papadacos  
Manager, Infrastructure Management Division

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