

THE CORPORATION OF THE CITY OF PETERBOROUGH
BY-LAW NUMBER 09- _____

BEING A BY-LAW TO ADOPT AMENDMENT NO. _____
TO THE OFFICIAL PLAN OF THE CITY OF PETERBOROUGH FOR
COMPLIANCE WITH THE GROWTH PLAN FOR THE
GREATER GOLDEN HORSESHOE

THE CORPORATION OF THE CITY OF PETERBOROUGH BY THE COUNCIL
THEREOF HEREBY ENACTS AS FOLLOWS:

1. Section 1.2 – THE OFFICIAL PLAN is amended by adding “Schedule A-1 – City Structure” after “The Official Plan of the City comprises this text being Section 1 to 10 inclusive and . . .”
2. Section 1.3 – REVIEW OF THE OFFICIAL PLAN is amended by adding “to be coordinated with revisions to the Provincial Growth Plan for the Greater Golden Horseshoe” after “. . . not longer than 5 years.”
3. Section 2.2 – THE REGIONAL SETTING is amended by deleting Section 2.2.1 in its entirety and replacing it with the following:

2.2.1 In 2001, the City of Peterborough had a population of approximately 74,000 persons and employment of approximately 37,000. The City of Peterborough is a regional centre for residential development, commercial and industrial activity, health care, post-secondary education and recreation and entertainment activities. The Trent Severn Waterway, which continues to have a major impact on the economic development of Central Ontario flows through the heart of the City. The City is within the “outer ring” of municipalities that make up the “Greater Golden Horseshoe”.
4. Section 2 – BASIS OF THE PLAN is amended by adding a new Section 2.4 Growth Management Strategy as follows:

2.4 Growth Management Strategy

2.4.1 Growth Management Goal

Provide for the efficient use of urban land resources through the planning of appropriate greenfield development, intensification and redevelopment opportunities and provision of adequate densities and mix of land uses that promote a compact urban form.

2.4.2 Growth Management Objectives

 - a) Plan to achieve a minimum density of 50 persons and jobs per hectare for Designated Greenfield Areas and 150 persons and jobs per hectare for the Urban Growth Centre.
 - b) Encourage intensification of people and jobs in the Urban Growth Centre, within intensification areas, and along intensification corridors.

- c) Encourage new development in existing built up areas to have a compact form, and an appropriate mix of uses and densities that allow for the efficient use of land, infrastructures and public service facilities.
- d) Provide sufficient land to accommodate and appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for the Official Plan timeframe.
- e) Encourage the remediation and redevelopment of brownfield sites to uses that revitalize neighbourhoods.
- f) Encourage the reuse and/or conversion of greyfields and underutilized sites.

2.4.3 General

2.4.3.1 Peterborough's location, at the eastern edge of the Greater Toronto Area, is subject to comparatively less growth pressure than municipalities in more proximate locations to Toronto, and is forecast to have lower rates of growth. In accordance with the Provincial Growth Plan for the Greater Golden Horseshoe, the City of Peterborough is forecast to reach a population of 88,000 by 2031 with employment of 42,000, as agreed with the County of Peterborough. This is a projected 20% growth in population and 13.5% increase in employment from 2001. These forecasts will be used as the basis for planned growth within the City and will be reviewed and revised on a five-year basis in accordance with local and Provincial requirements.

2.4.3.2 In accordance with the goals and objectives of Sections 2.4.1 and 2.4.2, the City will continue to develop as a complete community and will place increasing reliance on intensification to optimize the use of land and infrastructure while providing an inclusive range of housing, employment, and transportation alternatives that will enable residents to enjoy accessible opportunities to work, shop, or enjoy leisure activities and open space amenities that are close to home.

2.4.3.3 The City will strive to provide a minimum of 10 percent of new housing as affordable housing units to accommodate both family and non-family housing suitable to a full range of age groups, within all areas of the City.

2.4.4 Built Boundary

2.4.4.1 A significant portion of future growth will be directed to areas within the Built Boundary of the City, through infill or appropriate intensification, in locations where infrastructure capacity exists or can be readily improved, and where additional development can be compatibly integrated with existing built form and land use patterns. Higher levels of intensification will be directed to Intensification Corridors and Major Transit Station Areas, as illustrated on Schedule A-1.

2.4.4.2 Each year, between 2015 and 2031, a minimum of 40 per cent of housing units approved in Peterborough will be targeted for sites within the Built Boundary shown on Schedule A-1. Intensification will be particularly encouraged to locate within the portion of the City's Central Area defined as the Urban Growth Centre, along identified Intensification Corridors and Major Transit Station Areas as

illustrated on Schedule A-1, and in planned Intensification Areas determined by the City and identified on Schedule A-1 by amendment to this Plan.

2.4.4.3 For Intensification Corridors and Intensification Areas, illustrated on Schedule A-1, Secondary plans will be developed that will address:

- i. an appropriate range and mixture of land uses;
- ii. achievement of transit supportive densities;
- iii. accessible and affordable housing and mixed-use developments;
- iv. social and municipal infrastructure, and treatment of public lands;
- v. land use transition and urban design policies to protect the stability or amenity of neighbouring areas of lower residential density;
- vi. land use and urban design policy to protect employment areas from land use conflict and adverse effects from encroachment by sensitive uses;
- vii. land use policies to protect areas of cultural heritage or areas of natural heritage sensitivity.

2.4.4.4 Annual reports of residential development will be used to monitor and enforce the minimum intensification targets.

2.4.5 Urban Growth Centre

2.4.5.1 The Urban Growth Centre, which comprises a significant portion of the Central Area of Peterborough, will be planned to achieve a density of 150 residents and jobs per hectare combined by 2031, through increasing intensification of under-developed parcels of land and redevelopment, having regard to development limitations imposed by the Jackson Creek flood plain.

2.4.5.2 The Urban Growth Centre will be planned:

- a) as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- b) to accommodate and support major transit infrastructure;
- c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- d) to accommodate a significant share of population and employment growth.

2.4.6 Employment Area

2.4.6.1 The City will promote economic development and competitiveness by:

- a) providing for an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs

of existing and future businesses

- c) planning for, protecting and preserving employment areas for current and future uses; and
- d) ensuring the necessary infrastructure is provided to support current and forecasted employment needs.

2.4.6.2 Employment Areas on Schedule A-1 are intended to provide sites for a range of employment activities to accommodate the City's projections for employment. Proposed conversion to any other land use, including major retail, will be strongly discouraged and permitted only through a municipal comprehensive review that concludes to the City's satisfaction that:

- i. there is a need for the conversion;
- ii. the lands are not needed to meet the City's employment forecasts over the long term;
- iii. any proposed conversion will not affect the viability of the broader Employment area or of any density or intensification targets of this Plan;
- iv. that sufficient infrastructure is currently available or has been planned to accommodate the proposal; and
- v. that potential cross-jurisdictional issues with the County of Peterborough created by the proposed conversion have been considered.

2.4.6.3 Major retail development is not planned for lands designated for Employment on Schedule A-1. Major retail development within Peterborough is planned in a commercial structure that includes the Central Area and shopping nodes, as outlined in Section 2.3 of this Plan. Only business-related retail and service uses are planned as a component of Employment areas.

2.4.6.4 Employment Areas will be planned in locations served by transit and, wherever feasible, will be encouraged to develop in a compact built form that minimizes surface parking.

2.4.7 Designated Greenfield Areas

2.4.7.1 As illustrated on Schedule A-1, the City has a significant inventory of land within Greenfield Areas to accommodate a portion of future residential and employment opportunities. It is not anticipated that all of these lands will be developed during the term of this Plan and no municipal boundary expansion is anticipated within the timeframe of this Plan.

2.4.7.2 Development of Greenfield Areas will be planned as compact, transit-supportive areas through Secondary Plans that will provide:

- i. complete communities that include convenient access to jobs, local services, community infrastructure (including schools, parks and healthcare), and a range of housing, including affordable housing, that will be suitable for a broad range of age groups;
- ii. urban form and densities that support and encourage the use of transit and safe means of walking and cycling;
- iii. a diverse mixture of land uses, including residential, institutional and local employment uses;
- iv. high quality urban design of streetscapes and public open spaces that provide convenient linkages and foster the use of transit, walking and cycling as alternatives to the private

- automobile; and
- v. appropriate phasing of development.

2.4.7.3 In accordance with the Provincial Growth Plan for the Greater Golden Horseshoe, Designated Greenfield Areas will be planned to achieve a minimum density target that is not less than 50 residents and jobs per hectare as measured over the entire Designated Greenfield Area, excluding the following features where the features are both identified in any applicable official plan or provincial plan and where the applicable provincial plan or policy statement prohibits development in the features: wetlands, woodlands, valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, wildlife habitat, and fish habitat. The area of the features will be defined in accordance with the applicable provincial plan or policy statement that prohibits development in the features.

Given the City's lower than average household size, its older age profile, and its distance from the GTA, as well as its topographical limitations, the City intends to review the appropriateness of this overall minimum Greenfield target with the Province.

2.4.7.4 To implement this Plan, land use planning will be coordinated with the planning of transit, infrastructure including, municipal water and wastewater systems, solid waste management, utilities and community infrastructure that includes education, recreation and healthcare facilities.

2.4.7.5 Areas will be phased, as Secondary Plans and servicing studies for the Designated Greenfield Areas are approved, and in accordance with Section 7.1.4.

2.4.8 Transportation

2.4.8.1 The City will develop a Transportation Demand Management Strategy that will be designed to reduce the number of automobile trips and increase the modal splits to other forms of transportation, including transit. Based on the results of this Study, policy revisions may be made to the Official Plan.

2.4.8.2 In consultation with the County of Peterborough and applicable Townships, the City will plan for land uses near the airport and major intersections with Highway 7 that will not impede the movement of traffic or the transport of goods.

2.4.8.3 The City will establish priority routes for the movement of goods into and out of the City.

2.4.8.4 Transportation Corridors identified on Schedule A-1 include any or all of the following: major roads, arterial roads, highways, rail lines/railway and transit right of way for moving goods and people and will be protected to meet current and projected needs for various travel modes.

2.4.9 Cultural Heritage

2.4.9.1 Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved

on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

2.4.9.2 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

2.4.10 Natural Heritage

2.4.10.1 Significant Natural features and areas shall be protected for the long term.

Development and site alteration shall not be permitted in:

- a) significant habitat of endangered species and threatened species;
- b) significant wetlands.

Development and site alteration shall not be permitted in:

- a) significant woodlands
- b) significant valleylands
- c) significant wildlife habitat; and
- d) significant areas of natural and scientific interest

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.4.10.2 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.4.10.3 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.4.10.1 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.4.11 Infrastructure and Public Service Facilities

2.4.11.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

2.4.11.2 The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

2.4.11.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.

Where feasible, public service facilities should be co-located to promote cost-effectiveness and facilitate service integration.

2.4.12 Sewage and Water

2.4.12.1 Planning for sewage and water services shall:

- a) direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services; and
- b) ensure that these systems are provided in a manner that:
 - i. can be sustained by the water resources upon which such services rely;
 - ii. is financially viable and complies with all regulatory requirements; and
 - iii. protects human health and the natural environment;
 - iv. promotes water conservation and water uses efficiency;
 - v. integrate servicing and lands use considerations at all stages of the planning process; and
 - vi. allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services.

2.4.13 Water

2.4.13.1 The City shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for planning;
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;
- c) identifying surface water features, ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed;
- d) implementing necessary restrictions on development and site alteration to:
 - i. protect all municipal drinking water supplies and designated vulnerable areas; and
 - ii. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;
- e) maintaining linkages and related functions among surface water features, ground water features, hydrologic functions and natural heritage features and areas;
- f) promoting efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality; and
- g) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

- 2.4.13.2** Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

5. Section 3.7 – ENERGY is amended by adding the following:

- 3.7.2** The City shall support energy efficiency and improved air quality through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors that will provide greater support for transit and pedestrian activity and minimize consumption of land;
- b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where transit or alternative modes of travel exist or are to be developed;
- c) focus major employment, commercial, high density residential, and other travel-intensive land use on sites, which are well served by public transit in areas where public transit is planned in the future;
- d) improve the mix of employment and housing uses to encourage pedestrian activity, shorten commute journeys and decrease transportation congestion; and
- e) promote design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.

- 3.7.3** Increased energy supply should be promoted by providing opportunities for energy generation facilities to accommodate current and projected needs, and the use of renewable energy systems and alternative energy systems, where feasible.

6. Section 4.2.3.1 is amended by adding the following paragraph:

The City will undertake a review of Table 1 to determine if the projected number of units in Secondary Plans warrants amendment to accommodate further intensification in accordance with the Growth Plan.

7. Section 4.2.3.2 is deleted in its entirety and replaced with the following:

4.2.3.2 The City shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable;
- b) permitting and facilitating all forms of housing, including supportive housing, required to meet the social, health and well-being requirements of current and future residents, including special needs requirements;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed; and
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

8. Section 4.2.3.3 is deleted in its entirety and replaced with the following:

4.2.3.3 In order to provide an adequate amount of residential development and redevelopment lands for projected demographic and housing market requirements the City will endeavour to:

- a) Maintain at all times at least a ten year supply of lands that can accommodate residential needs through intensification, redevelopment and lands which are designated for residential development.
- b) Maintain at all times at least a three year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

9. Section 4.2.3.4 is deleted in its entirety and replaced with the following:

4.2.3.4 The City recognizes the definition of “affordable” as stated in the Provincial Policy Statement (2005). The City will annually establish local affordable housing targets in accordance with this definition.

10. Section 4.2.3.5 is amended by deleting “At least 25%” and replacing it with “The City will strive to ensure that at least 10%” and adding the following sentence: “Notwithstanding the Provincial definition of affordable, the City may establish greater levels of affordability for various affordable housing programs.”

11. Section 4.2.3.7 is deleted in its entirety and replaced with the following:
“The City will ensure that new subdivision development will provide a variety of housing types and densities to support the City Housing targets as outlined in the Housing Strategy as updated from time to time.”
12. Section 4.2.3.8 is amended by deleting the first sentence and replacing it with: “In order to monitor the provisions of affordable housing, the City will identify the remaining total development potential by secondary land use planning area and the targets for affordable housing pursuant to Section 4.2.3.5 and the City’s Housing Strategy”.
13. Section 4.2.3 is amended by adding the following:
 - 4.2.3.9 The City will encourage the creation of secondary suites in areas to be identified by this plan and will consider factors such as adequate parking, servicing and access to parks and amenities. The Zoning By-law will be amended to include zoning regulations which will facilitate the creation of secondary suites.
 - 4.2.3.10 The City will encourage the retention and new supply of affordable housing in a variety of designated locations and a variety of dwelling types.
 - 4.2.3.11 The City will develop a Housing Strategy, in consultation with the County and Townships that will include a strategy for affordable housing, which will be updated from time to time, to establish a plan to meet the current and future housing needs of all residents. Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County’s needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services..
14. Section 8.3 COMMUNITY IMPROVEMENT is deleted in its entirety and replaced with the following:

8.3 COMMUNITY IMPROVEMENT

It is the intent of Council, through community improvement, to promote and maintain a high quality living and working environment throughout the City. Community Improvement will be accomplished through:

- a) the upgrading and ongoing maintenance of communities or areas characterized by obsolete buildings, and/or conflicting land uses and/or inadequate physical infrastructure and community services and,

- b) the establishment of policies and programs to address identified economic, land development and housing supply issues or needs throughout the Urban Area.

8.3.1 Community Improvement will be carried out through the designation, by Council, of Community Improvement Project Areas and through the preparation and implementation of Community Improvement Plans pursuant to the Planning Act.

Schedule "H" illustrates two areas of the community within which Community Improvement Project Areas may be selected.

Community Improvement Programs will be generally divided into two areas – programs designed to stimulate affordable housing projects and other rental housing initiatives in the Community Improvement Area as shown on Schedule "H" of the Official Plan, and, programs and other future initiatives such as façade improvement programs, building rehabilitations, signage improvement programs, heritage preservation programs and redevelopment projects which will be applied to the Central Area Target Area.

8.3.2 Within a designated Community Improvement Area, Council may provide programs or incentives to facilitate the development or redevelopment of the area. These programs may take the form of loans, grants, reduced development charges or tax relief, as may be permitted from time to time by Provincial Statute and approved by Council.

8.3.3 When designating Community Improvement Project Areas, one or more of the following characteristics may be present:

- a) building stock or property in need of rehabilitation;
- b) building and structures of heritage or architectural significance;
- c) encroachment of incompatible land uses or activities;
- d) deteriorated or insufficient physical infrastructure such as, but not limited to, sanitary and storm sewers and water mains, public transit, roads/streets, curbs, sidewalks, street lighting and utilities;
- e) deteriorated or insufficient community services such as, but not limited to public indoor/outdoor recreational facilities, public open space and public social facilities;
- f) inadequate mix of housing types;
- g) known or perceived environmental contamination;
- h) deterioration or insufficient parking facilities;
- i) poor overall visual amenity of the area, including, but not limited to streetscapes and urban design;
- k) existing Business Improvement Areas or potential for inclusion in a Business Improvement Area designation;
- l) inappropriate road access and traffic circulation;
- m) shortage of land to accommodate building expansion and/or parking and loading facilities;
- n) other barriers to the improvement or redevelopment of under utilized land or buildings; and,
- o) any other environmental or community economic development reasons for designation;

8.3.4 Community Improvement Plans will provide direction on one or more of the following:

- a) allocation of public funds such as grants, loans or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and buildings;
- b) municipal acquisition of land or buildings and subsequent clearance, rehabilitation, redevelopment or resale of these properties or other preparation of land or buildings for community improvement;
- c) encouragement of infill and rehabilitation where feasible;
- d) promotion of historic preservation through the appropriate local, Provincial and Federal legislation;

- e) promotion of the viability of Commercial areas through the establishment and support of Business Improvement Areas; and,
- f) other municipal actions, programs or investments for the purpose of strengthening and enhancing neighbourhood stability, stimulating production of a variety of housing types, facilitating local economic growth, improving social or environmental conditions, or promoting cultural development.

8.3.5 In the preparation of a Community Improvement Plan and any subsequent amendments, Council will solicit the input of public bodies and agencies, affected residents, property owners, and other interested parties in keeping with the policies for notification and public participation of this Plan.

8.3.6 Council will determine the priorities and sequences in which designated Community Improvement Project Areas will have individual Community Improvement Plans prepared.

8.3.7 Council will be satisfied that community improvements shall be within the financial capability of the City.

8.3.8 All developments participating in programs and initiatives contained within Community Improvement Plans shall conform with the policies contained in this Plan and shall comply with all municipal codes and regulations of the City.

8.3.9 Each Community Improvement Plan will endeavour to co-ordinate individual initiatives to improve properties with municipal actions to upgrade physical infrastructure and community services and promote new types of housing.

15. Section 9 – IMPLEMENTATION is amended by adding the following:

9.1.3 In addition to the prescribed information required to be submitted under the Planning Act for applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision Approval and Consent, 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 may include:

- a) Servicing plans, site grading and landscaping plans;
- b) Environmental Assessments and Studies;
- c) Floodplain and Erosion Hazard Studies;
- d) Stormwater Management Studies;
- e) Traffic Impact Studies;
- f) Water Quality Impact Analysis for proposal in certain locations; and
- g) Noise Assessments and Feasibility Studies.

Proponents are required to pre-consult with the City in order to identify which information /studies will be required prior to submitting planning applications.

16. Section 9.8.8 is amended by adding the following:

Affordable

In accordance with the Provincial Policy Statement (PPS):

- a) In the case of ownership, housing, the least expensive of:
 - i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - ii) housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;
- b) in the case of rental housing, the least expensive of:
 - i) a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
 - ii) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purpose of this definition:

Low and moderate income household means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households of for the regional market area.

Brownfield Sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Provincial Policy Statement, 2005).

Built Boundary

The limits of the developed urban area as defined by the Minister of Energy and Infrastructure in accordance with Policy 2.2.3.5 of the Growth Plan for the Greater Golden Horseshoe.

Community Infrastructure

Community infrastructure refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, securities and safety, and affordable housing.

Compact Urban Form

A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mix land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Communities

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and communities infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.

Designated Greenfield Area

As established by the Growth Plan for the GGH, the area within the City's settlement area boundary that is not built-up area.

Employment Area

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities. (Provincial Policy Statement, 2005)

Greyfields

Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

Infrastructure

Means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Intensification

The development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; or
- d) the expansion or conversion of existing buildings.

(Provincial Policy Statement, 2005)

Intensification Area

Lands identified by the City or the Minister of Energy and Infrastructure within the City that are to be focus for accommodating intensification. Intensification areas including urban growth centres, intensification corridors, major transit station area, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields.

Intensification Corridors

Intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Municipal Comprehensive Review

An official plan review, or an official plan amendment, initiated by the City that comprehensively applies the policies and schedules of this Plan.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (Provincial Policy Statement, 2005)

Sensitive Land Use

Means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, daycare centres, and educational and health facilities.

Significant

Means

- a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
- b) in regard to the habitat of endangered species and threatened species, means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
- c) in regard to woodlands, an areas which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically

important due to site quality, species composition or past management history;

- d) in regard to other features and areas in the Provincial Policy Statement, ecologically important in terms of features, functions, representation or amount, and contribution to the quality and diversity of an identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the provincially Significant Mineral Potential Indexes;
- e) in regard to potential for petroleum resources, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time; and
- f) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Transit-supportive

Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as road laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the side/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

Transportation Corridor

A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

- a) Major roads, arterial roads, and highways for moving people and goods;
- b) Rail lines/railways for moving people and goods;
- c) Transit rights-of-way/transitways including buses and light rail for moving people

Urban Growth Centres

Location as set out in Schedule 4 of the Growth Plan for the Greater Golden Horseshoe and illustrated on Schedule – A-1 – City Structure.

- 17. The Official Plan of the City of Peterborough is amended by adding Schedule A-1 – City Structure in accordance with Schedule “A” attached hereto.
- 18. Schedule “H” – Community Improvement Areas is deleted and replaced with Schedule “B” attached hereto.

By-law read a first, second and third time this day of _____, 2009.

D. Paul Ayotte, Mayor

Nancy Wright-Laking, City Clerk

F:\PLN\SPECIAL PROJECTS\Growth Management\Growth Plan Conformity - Proposed Official Plan
Policy\DRAFT BY-LAW June 29 2009.doc

- SCHEDULE A-1 -
CITY STRUCTURE

LEGEND

- MAJOR TRANSIT STATION AREAS
- 1

CITY AND INTER-CITY BUS
- 2


FUTURE GO TRANSIT / TRAIN
- 3

AIRPORT
- URBAN GROWTH CENTRE
- TRANSPORTATION CORRIDOR
- INTENSIFICATION CORRIDORS
- EMPLOYMENT AREA
- FLOOD PLAIN
- NATURAL AREAS AND CORRIDORS
- BUILT BOUNDARY
- DESIGNATED GREENFIELD AREAS

Map Accuracy and Interpretation:

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TO AIRPORT



City of
Peterborough

Scale 1: 40,000

0.0 0.4 0.8 1.2 1.6 2.0

Kilometres

0.00 0.25 0.50 0.75 1.00 1.25

Miles

PRODUCED BY:
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CITY OF PETERBOROUGH 2009

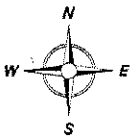
NORTH AMERICAN DATUM 1983
UNIVERSAL TRANSVERSE MERCATOR (6 DEGREES) PROJECTION
ZONE 17, CENTRAL MERIDIAN 81 DEGREES WEST
GRID INTERVALS - 1000 METRES
PLOT DATE: JULY 2009

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- SCHEDULE H -
COMMUNITY IMPROVEMENT

LEGEND

- CENTRAL AREA TARGET AREA
- COMMUNITY IMPROVEMENT AREA



SMITH, ENNISMORE
LAKEFIELD TOWNSHIP

DOURO,
DUMMER
TOWNSHIP

OTONABEE,
S. MONAGHAN
TOWNSHIP

CAVAN-
MONAGHAN
TOWNSHIP

Map Accuracy and Interpretation:

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City of
Peterborough

Scale 1: 40,000

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ZONE 17, CENTRAL MERIDIAN 81 DEGREES WEST
GRID INTERVALS - 1000 METRES
PLOT DATE: APRIL 2009
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