



City of  
**Peterborough**

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**TO:** **Members of the Planning Committee**

**FROM:** **Malcolm Hunt, Director of Planning and Development Services**

**MEETING DATE:** **November 30, 2009**

**SUBJECT:** **Report PLPD09-070  
Chemong Secondary Plan**

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## **PURPOSE**

A report to present the highlights of and rationale for the proposed secondary land use plan for the Chemong Planning Area and to seek Council authorization to commence the formal public process for the adoption of a secondary plan for the Chemong Planning Area.

## **RECOMMENDATIONS**

That Council approve the recommendations outlined in Report PLPD09-070 dated November 30, 2009, of the Director of Planning and Development Services, as follows:

- a) That Planning Report PLPD09-070, being the Chemong Secondary Land Use Plan, be received for information; and,
- b) That Council authorize the Planning Division to initiate the formal public process for the adoption of a Secondary Plan as proposed in Planning Report PLPD09-070 for the Chemong Planning Area.

## **BUDGET AND FINANCIAL IMPLICATIONS**

There are no direct budget and financial implications arising out of this matter. The necessary Official Plan Amendment to adopt a Chemong Secondary Plan will be a City-initiated application carried out by the Planning Division.

## **BACKGROUND**

In 1998, an annexation agreement between the City and the Townships of Smith and Otonabee became effective. The annexation agreement was the culmination of five years of negotiations between the City and the Townships which the City initiated in an attempt to acquire additional serviceable lands to accommodate future residential development. The Chemong Planning Area consists of approximately 172 hectares (425 acres) of which 166 hectares (410 acres) were annexed in two phases from the Township of Smith on January 1, 1998 and the Township of Smith-Ennismore-Lakefield on January 1, 2008.

Prior to considering any development applications in annexed areas, it has been the City's position that such large tracts of contiguous land will be subject to a comprehensive review to identify the major planning issues affecting development potential in the area. In 2006, Meridian Planning Consultants Inc. completed the Chemong Functional Planning Study on the City's behalf. The study comprehensively assessed the natural environment, transportation, municipal servicing, stormwater management, hydrogeology/geology and cultural heritage characteristics of the area and provided recommendations to form the basis of a secondary plan. These recommendations were received by Council on June 14, 2006 (Report No. PLPD06-031). At that time, Council directed staff to initiate an official plan amendment to develop a secondary plan for the Chemong Planning Area.

The proposed Schedule 'P' – Chemong Secondary Land Use Plan of the Official Plan is attached as Exhibit A and the associated development policies are attached as Exhibit B.

### **Chemong Secondary Land Use Plan**

The Chemong Planning Area consists of approximately 172 hectares (425 acres) of land of which 166 hectares (410 acres) were annexed in two phases from the Township of Smith on January 1, 1998 and the Township of Smith-Ennismore-Lakefield on January 1, 2008. The area is located at the northern limit of the City and is generally bounded by Fairbairn Street to the west, a Hydro-Electric Power Corridor adjacent to

County Road No. 19 and Third Line to the north, Hilliard Street to the east, and Towerhill Road, Milroy Drive and the pre-1998 City limit to the south. At the west limit of the Planning Area, the City limit is located approximately 120 metres (400 feet) east of Fairbairn Street except near the intersection of Fairbairn Street and Towerhill Road where the limit extends west to Fairbairn Street, approximately 170 metres north of Towerhill Road.

Presently, most of the Planning Area is either vacant or used for agricultural purposes with the exception of existing residential development along the west sides of Hilliard Street and Chemong Road and a pocket of single detached dwellings along the north side of Towerhill Road, west of Chemong Road. Additionally, automobile dealerships are located on the east side of Chemong Road, at the northern limit of the Planning Area and on Towerhill Road, at Old Towerhill Road and approximately 7.8 ha of land located at the extreme southeast corner of the Planning Area are being developed by Mason Homes Limited as part of registered Plan of Subdivision 45M-231. Once constructed, the subdivision will contain 96 single detached dwellings and a large stormwater management facility that will be sized to accommodate flows from much of the Secondary Plan Area east of Chemong Road.

The proposed Schedule 'P' – Chemong Secondary Land Use Plan presents a significant residential community consisting of at least 2600 residential units and those uses which support residential development such as parks and open space, schools and/or other public service uses, neighbourhood-oriented commercial uses as well as larger format special purpose retail uses. The Functional Planning Study completed in 2006, in conjunction with the policies of the Growth Plan for the Greater Golden Horseshoe, served as the basis for the proposed secondary plan. Accordingly, proposed Schedule 'P' – Chemong Secondary Land Use Plan and its associated land use policies are consistent with the provincial Growth Plan and address the conclusions and recommendations of the Functional Planning Study.

### **Highlights of the Proposed Chemong Secondary Land Use Plan**

#### **❖ Planned Density to Achieve “Places to Grow” Target:**

The Chemong Planning Area is planned to achieve a minimum average density of 50 residents and jobs per hectare over the entire Planning Area as required by the Growth Plan for the Greater Golden Horseshoe and Section 2.4.7.3 of the Official Plan through the use of minimum residential density requirements and the designation of lands for employment opportunities.

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❖ **Growth Potential of at least 2600 units:**

The residential designations of the proposed Schedule 'P' represent a minimum of approximately 2600 dwelling units based on minimum density requirements proposed in the draft land use policies and a maximum of 4100 dwelling units based on maximum density allowances established in the Official Plan.

❖ **A Diverse Range of Housing Opportunities and Tenures:**

A range of low, medium and high density residential areas are provided to help ensure that a diverse range of housing styles and tenures are provided to meet the diverse housing needs of the Peterborough community. Medium and high density residential uses are generally oriented towards proposed collector streets, existing arterial streets, and proposed commercial and community facilities in order to facilitate pedestrian and transit accessibility.

❖ **Inclusion of Secondary Suites:**

The proposed land use policies encourage the creation of secondary suites in dwellings within the Planning Area that are located in areas designated for low density residential uses subject to compliance with Zoning regulations.

❖ **A Multi-use Community Nucleus to leverage Residential Density:**

A 11.4 hectare Community Nucleus is proposed east of Chemong Road, between Milroy Drive and the proposed east-west collector street that will contain up to 8,000 square metres (86,100 square feet) of neighbourhood-oriented commercial uses, up to 4,000 square metres (43,050 square feet) of Special Purpose Retail uses, and a mix of medium and high density residential uses. The nucleus will serve as the focal point for the new community and will distinguish itself in function from the nearby Portage Shopping Node through urban design and land use.

❖ **Expansion of the Portage Shopping Node to support retail/service needs:**

An expansion to the Portage Shopping Node is proposed to accommodate approximately 180,000 square feet of larger format Special Purpose Retail uses along the west side of Chemong Road, north of Old Towerhill Road. The area

will be approximately 7.4 hectares in size and will incorporate properties that are currently designated for Service Commercial purposes along Chemong Road.

❖ **Expansion of Milroy Park:**

An expansion to Milroy Park is proposed to accommodate two “all weather” soccer pitches, additional parking facilities, a clubhouse building and playground facilities.

❖ **Reserved Space for Public Service needs:**

Three sites are designated for Public Service uses; two of which are sized to accommodate future elementary schools if required or for larger scale public services uses such as, for example, emergency services, recreation centres, day nurseries, museums, and nursing homes.

❖ **Natural Environment Protection:**

Significant open space areas are provided, particularly running east-west through the centre of the Planning Area in association with the headwaters of Bear’s Creek and an unnamed tributary to Jackson Creek. Areas illustrated as Major Open Space on Schedule ‘P’ were deemed to be the most significant by the natural environment investigation undertaken as part of the Functional Planning Study.

❖ **Comprehensive Network of Open Space Corridors:**

Public parks are strategically situated within the Planning Area to create a network of linked greenspace and trails in conjunction with Major Open Space areas and to create a focal point for outdoor activity in conjunction with Public Service uses west of Chemong Road.

❖ **Integrated Pedestrian and Cycling Network:**

Pedestrian and cycling accessibility is facilitated by proposing the development of a centrally-located trail throughout the Plan Area, by aligning local streets, walkways and parkland/open space to maximize accessibility to key destinations such as community parks, public service sites, and City recreation facilities, and by requiring on-road cycling facilities to be provided on all collector streets.

❖ **Expanded Regulation Authority for Site Plan Approval:**

The Secondary Plan enables the City to address matters such as the exterior character, scale, appearance and design features of buildings, and their sustainable exterior design, through site plan approval for development within the plan area.

❖ **A Comprehensive Internal Collector Street Network:**

North/south collector streets are planned to connect Milroy Drive (northeast of Portage Place Mall) to County Road 19 as well as Towerhill Road (at Old Towerhill Road) to Third Line of Smith. An east-west collector street is planned through the centre of the Planning Area to connect areas east of Chemong Road to Towerhill Road, near Fairbairn Street while an additional east-west collector is planned in the northwest corner of the Planning Area to provide access to Fairbairn Street.

**Response to Notice**

On October 8, 2009 staff circulated a draft of the proposed Secondary Plan and policies to standard technical and community commenting agencies in order to obtain feedback on the initial Secondary Plan concept. As part of that notice, agencies were advised that once the commenting period had expired, staff would finalize the Secondary Plan draft and proceed to initiate the formal public process to adopt the plan by issuing a Notice of Complete Application pursuant to Subsection 22(6.4) of the Planning Act.

Generally, agency comments received were in support of the proposed Secondary Plan with some agencies recommending minor adjustments to the plan and proposed policies. Several of the agencies were involved in the completion of the Functional Planning Study and therefore have an intimate knowledge of the background rationale for the Chemong Secondary Plan.

**Otonabee Region Conservation Authority**

Otonabee Region Conservation Authority (ORCA) advised that any field review to refine the limits of the natural areas to be protected as Major Open Space should not permit a reduction in the protected area, but rather identify any additional areas for preservation and specify buffers/setbacks from the protected area. Additionally, ORCA noted that stormwater management facilities are not permitted in flood plain and that the location

of such facilities as shown on the secondary plan may need to be adjusted prior to development to respect any floodplain modeling undertaken by proponents.

### School Boards

Both the Kawartha Pine Ridge District School Board and the Peterborough Victoria Northumberland and Clarington Catholic District School Board (PVNC) advised that schools site are currently not required in the Planning Area. However, PVNC noted that as development occurs in the future in the north end of the city and further north along Chemong Road, the Board may review with staff appropriate locations for school sites. The Secondary Plan provides for the creation of two sites that could accommodate an elementary school if required in the future.

Additionally, both school boards stressed the importance of implementing sidewalks on at least one side of all streets in the Secondary Plan area and to complete the collector street to Milroy Drive early in the plan's development in order to facilitate student access to nearby elementary schools. Furthermore, they requested that the existing sidewalk on the north side of Milroy Drive (opposite Ferguson Place) be extended in a westerly direction to the new collector street that is proposed to intersect with Milroy Drive and that the existing sidewalk on the north side of Towerhill Road (west of Chemong Road) be extended west in conjunction with any development along that stretch of Towerhill Road. Sidewalks will be provided throughout the Secondary Plan and along existing adjacent streets in accordance with the City's Sidewalk Policy. The extension of a new collector street to Milroy Drive will be provided by development proponents in conjunction with any development applications in that particular area.

### Bell Canada

Bell Canada has requested that policies be added to the proposed Secondary Plan to address principles of utility location and design. In addition, Bell requested that the Secondary Plan incorporate the Provincial Policy Statement definition for "Infrastructure" as well as a definition for "Utility(ies)." As part of Official Plan Amendment No. 142 (Growth Plan for the Greater Golden Horseshoe), Council incorporated the Provincial Policy Statement definition for Infrastructure in the Official Plan. With respect to incorporating additional policies and definitions regarding utilities, staff will consult with those utility companies operating in Peterborough through the formal public consultation process to determine whether additional policies need to be included.

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County of Peterborough

The County of Peterborough requested a number of minor adjustments to the proposed policy language which have been reflected in the draft policies attached to this report. The County also expressed concern for the need to ensure that the ability for County residents to access the Peterborough Regional Health Centre is not impaired through development of the Chemong Secondary Plan.

With respect to specific road upgrades, the County advised that the structure of County Road 19 is insufficient to accommodate the projected increase in traffic and therefore have requested that any upgrades to the County Road be completed in the near term of development (i.e. by 2011). The County notes that any upgrades to roads outside the City limit to accommodate the Secondary Plan must be funded by developers and/or the City. Section 10.7.3.14 of the proposed Secondary Plan policies require proponents to assess the internal and external road servicing needs of the proposal to the satisfaction of the City Engineer and to secure implementation of any required upgrades prior to the issuance of development approvals. Through that process, the need for upgrades to County and/or Township roads such as County Road 19, Third Line or Fairbairn Street will be assessed and implementation of any required upgrades will be timed to coincide with development. In accordance with the City's definition of local services, all collector roads within the Secondary Plan Area as well as those that extend just beyond the Secondary Plan boundary will be the financial responsibility of developers. Funding of improvements to external roadways such as County Road 19, Third Line and Fairbairn Street will be the City's responsibility through the use of City-wide development charges. These improvements will need to be included in the City-wide Development Charge By-law through a future review.

Peterborough Utilities Services Inc.

Peterborough Utilities Services Inc. (PUSI) advised that it needs to confirm whether the Plan Area is located within the electrical servicing limits assigned to Peterborough Distribution Inc. by the Ontario Energy Board and that significant expansion of the electrical distribution system will be required to accommodate the Planning Area. It also advised that a trunk watermain is located in proximity to the area however particular attention will need to be given to development phasing to ensure proper watermain looping is achieved. In accordance with proposed policy 10.7.3.6, development approvals will not be granted until a water servicing strategy has been prepared to PUSI's satisfaction.



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### Utility Services Department

Utility Services Department (USD) has questioned whether the transportation and servicing impacts of allowing secondary suites in all low density areas has been assessed. Transportation impacts of secondary suites (e.g. parking) will be assessed as part of the review of development applications and will be controlled through Zoning By-law regulations that will be implemented at the time of development approval. With respect to servicing, minimum population and employment projections prepared for full build out of the Secondary Plan assumed development and population rates for secondary suites as detailed in Exhibit C. As part of the Functional Planning Study, Richardson Foster Ltd. assessed the servicing needs for the area assuming a total build-out population of 7700 residents. As currently depicted, the Secondary Plan anticipates a minimum of approximately 6400 residents at build-out which is well within the servicing assumptions made for the area.

As part of the Chemong Functional Planning Study, three transportation assessments were undertaken in order to understand the transportation network requirements both within and external to the Plan Area. However, as USD correctly noted in their comments, these previous assessments only anticipated full build-out populations ranging from 3900 to 4400 persons whereas the Secondary Plan now anticipates a minimum of approximately 6400 persons and approximately 950 jobs. While this additional expected population does not affect the internal road needs of the Plan Area, the impact of full build-out of the current Secondary Plan on the external road network is not fully known. The City is currently reviewing its Major Transportation Plan however build-out of the development projected for the Chemong Secondary Plan Area will exceed the time horizon considered by that review. Consequently, some transportation improvements that may be required by full build out of the Secondary Plan could be excluded from the current Transportation Plan update.

Presently, proposed Policy 10.7.3.15 restricts development in the Planning Area to the time and build-out levels that were anticipated in the previous transportation assessments. Prior to the approval of development beyond those horizons, additional traffic assessment is required. Notwithstanding this, Planning staff are currently working with USD staff to determine whether a better approach can be taken for addressing the long-term transportation needs of the Chemong Planning Area; the result of this effort will be reported to Council as part of the formal public process for the Official Plan Amendment to adopt the Chemong Secondary Plan.

### **Secondary Plan Boundary**

As the Chemong Functional Planning Study was being completed, the limit of the Chemong Secondary Plan area was assumed to be the hydro-electric power corridor to

the north, Hilliard Street to the east, Towerhill Road and Old Towerhill Road west of Chemong Road, the pre-1998 City limit east of Chemong Road, and approximately Fairbairn Street to the west (see Exhibit D).

Since that time staff have evaluated the merits of this boundary noting that the previously assumed configuration would result in some properties potentially being subject to designations in both the Chemong Secondary Plan and the existing Downey West Secondary Plan located to the south. Also, under the boundary used for the functional planning study, some areas of the Secondary Plan that are intended to develop as a comprehensive unit, such as the Community Nucleus to be developed east of Chemong Road, between Milroy Drive and the proposed east-west collector, and lands intended for Special Purpose Retail uses west of Chemong Road, would be subject to the policies of both the Chemong and Downey West Secondary Plans, thus creating potential confusion or conflict between the two secondary plans.

Therefore, in order to provide clarity to location and implementation of the Chemong Secondary Plan, the southern limit of the plan has been drawn to follow Towerhill Road to Chemong Road, Milroy Drive to the proposed north-south collector street, and then following the pre-1998 City limit to Hilliard Street as shown in the second sketch in Exhibit D. Aligning the Secondary Plan boundary primarily along major roadways provides a logical natural limit to the plan area and eliminates potential for conflict between the two secondary plans. In order to implement the Chemong Secondary Plan, an amendment will be required to existing Official Plan Schedule L – Downey West Secondary Land Use Map (see Exhibit E).

### **The Community Nucleus and Complete Communities**

In order to comply with the provincial Growth Plan and the Official Plan, a key objective of the Secondary Plan and its associated policies is to establish the Plan Area as a complete community. As defined in the Growth Plan and the Official Plan, complete communities are communities that:

“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 community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.” (Official Plan Section 9.8.8)

The Chemong Secondary Plan has been designed with this objective in mind by providing a diverse range and mix of residential designations, by aligning residential density and higher-intensity land uses with potential transit routes, by emphasizing non-motorized travel through the placement of trails and walkways and the orientation of streets, and by protecting open space and public service sites for those community uses that enhance quality of life such as recreation, education, and socio-cultural activities.

In order to provide convenient access to jobs and local services, the Secondary Plan proposes the creation of a Community Nucleus along the east side of Chemong Road, between Milroy Drive and the proposed east-west collector street. The Community Nucleus is an area consisting of a mix of medium and high density residential uses and up to 8,000 square metres (86,100 square feet) Neighbourhood Commercial floor space and up to 4,000 square metres (43,050 square feet) of Special Purpose Retail floor space that will serve as the focal point for the new community. Despite its proximity to the existing Portage Shopping Node along Chemong Road and its similarity in use to a Neighbourhood Centre, the Community Nucleus is intended to be different than other commercial areas.

#### The Community Nucleus as a Unique Entity

The Portage Shopping Node includes two Major Shopping Centres (Portage Place Mall and Walmart) and a significant area for Special Purpose Retail uses. The area has been designed to serve the retail and service needs for the wider Peterborough community and its surrounding regional area rather than those who live in the immediate vicinity. Because of this function, the Portage Shopping Node has developed with an orientation toward the major transportation thoroughfare, Chemong Road, and has little interaction with the surrounding residential community. Consequently, the Portage Shopping Node can not serve as a focal point for the new Chemong community.

To act as a community focal point, the Community Nucleus must have a high degree of interaction with the surrounding residential community that facilitates pedestrian, cycling and transit accessibility and develops synergy with the surrounding land uses. Because orientation and urban design of any development within the Nucleus will have a critical influence on the site's relationship with the community, the proposed land use policies require that the site be designed in a manner that reinforces its role as the focal point of the community and distinguishes itself from the function of the adjacent Portage Shopping Node.

The non-residential land uses contemplated for the Community Nucleus are consistent with those described by the Neighbourhood Centre designation and the Special Purpose Retail designation. Neighbourhood Centres generally include uses such as

small scale retail stores, personal services uses, restaurants, clinics, and small scale offices as well as larger scale neighbourhood serving uses such as food stores, drug stores and hardware stores while Special Purpose Retail uses include, among other things, larger retail stores with floor areas not less than 750 square metres (8,073 square feet) excluding supermarkets, department stores or similar mass general merchandisers.

In accordance with the Official Plan, Neighbourhood Centres are not to be located in close proximity to Shopping Nodes. Notwithstanding this, staff view the Community Nucleus as being distinct from a typical Neighbourhood Centre because of the mixed-use form that it must take. Neighbourhood Centres are permitted to develop in a mixed use format however the Community Nucleus will be required to develop with a mix of residential and commercial uses. Furthermore, not only will the Community Nucleus contain a mix of residential and commercial uses, but as it is currently proposed, it will contain a higher intensity of residential development than would otherwise be permitted for a Neighbourhood Centre. With proper orientation and urban design, staff believe that the Community Nucleus will help complete the Chemong community without competing with the function of the Portage Shopping Node.

Special Purpose Retail areas are intended to complement the retail uses of the Central Area and of Major Shopping Centres to meet the needs of residents, businesses and institutions of Peterborough and the surrounding regional area. Additionally, Special Purpose Retail areas are intended to augment the smaller retail facilities provided by Major Shopping Centres by providing proximate locations for larger format retail stores. Presently, the area along the north side of Milroy Drive, opposite the Portage Place Mall, is designated for Special Purpose Retail use. Through the creation of the Community Nucleus, the Secondary Plan policies propose to maintain the ability to develop larger format retail uses as contemplated under the existing Official Plan designation subject to the special urban design and mixed use considerations that apply to the entire Community Nucleus area.

#### Location of the Community Nucleus

On the conceptual version of the Secondary Plan that was distributed to technical agencies for preliminary comment, the location of the Community Nucleus was not specifically defined. Instead, it was shown with the potential to be located on either the east or west side of Chemong Road, at the proposed collector street. Since that time, staff evaluated the merits of the two possible locations and identified the east side of Chemong Road as the preferred location.

In consideration of the full build-out of the entire planning area, staff note that the area west of Chemong Road could have approximately 1400 more residents than the area to

the east. Additionally, with the designation of large public service sites west of Chemong Road, including one along the proposed east-west collector street, locating the Community Nucleus west of Chemong Road would present an opportunity to develop synergy with other community-serving non-residential uses than would be available east of Chemong Road.

Notwithstanding that the Secondary Plan contains more developable land west of Chemong Road, staff anticipate that development will actually proceed quicker on the east side of Chemong Road based on known development interests and the sanitary servicing requirements for the Secondary Plan Area. In July 2009, City Council endorsed population projections prepared in support of the Major Transportation Plan Update that anticipated the area east of Chemong Road achieving full build out between 2026 and 2031; development of the area west of Chemong Road, on the other hand, is anticipated peak beyond 2031.

As the focal point of the community, it is important that the Community Nucleus be established earlier in the neighbourhood's development rather than later; doing so will allow the neighbourhood to grow around that focal point naturally rather than attempt to superficially create a focal point after the completion of substantial residential development and the formation of community relationships and movement patterns. Additionally, as the Chemong Planning Area attempts to depart from traditional suburban development patterns, the early establishment of the Community Nucleus is expected to act as a catalyst for the intensified residential housing forms that are planned both within and in proximity to the Nucleus.

It is recognized that no matter which side of Chemong Road the Community Nucleus is located on, there are areas on both sides of Chemong Road that are located beyond a typical walking distance (500 metres) for the average person. That said, locating the Community Nucleus at the intersection of Chemong Road and the proposed east-west collector will situate it close to the overall centre of the population distribution within the Secondary Plan area and will provide enhanced opportunities for pedestrian, cycling and transit accessibility.

### Food Retailing and the Community Nucleus

Concurrent with the planning of the Chemong Secondary Plan, Council has been asked to consider the merits of allowing additional food store uses both within the proposed Community Nucleus area (by Mason Homes Limited and Loblaw Properties Limited) and in the nearby vicinity (Walmart). Although staff have yet to form an opinion on Mason Homes' request, as detailed in Reports PLPD09-054A and PLPD09-060A, staff have recommended that Walmart be permitted to expand their existing store to accommodate approximately 4,087 square metres (44,000 square feet) of additional

food retailing space and that Loblaw Properties Limited's request to establish a stand-alone food store of approximately 4,251 square metres (45, 700 square feet) at the northerly intersection of Milroy Drive and Chemong Road be deferred until it can be considered in light of the approval of the Chemong Secondary Plan and, in particular, the policies associated with the Community Nucleus.

Should Council approve the Walmart proposal and defer the Loblaw Properties Limited proposal, capacity would exist in the Peterborough market area to accommodate an additional food store in the proposed Community Nucleus by approximately 2016 as demonstrated in a Retail Market Analysis Peer Review prepared for the City by urbanMetrics in August, 2009. However, should Council approve the Loblaw Properties Limited proposal in advance of adopting the Chemong Secondary Plan, the Loblaw Properties Limited site could develop as a stand alone site and would not be required to achieve either the level of integration and accessibility with the surrounding neighbourhood nor the mix of commercial and residential uses contemplated for the Community Nucleus.

Typically, food stores serve as anchors to Neighbourhood Centres because they provide those goods and services that are most regularly required by a neighbourhood. However, food stores are also powerful traffic generators that typically attract other retailers and services seeking to capitalize on the consumer base that food stores draw. As seen at the planned neighbourhood centre at Woodglade Boulevard and Sherbrooke Street, such centres are difficult to develop if a food store anchor is not provided.

Staff believe that in order for the Community Nucleus to act as a viable focal point for commercial and residential activity for the new community, a food store anchor is required. Should a food store develop in the Community Nucleus area without full integration with the rest of the Nucleus, the opportunity to provide local serving commercial uses for the Secondary Plan would be limited as well as the ability to develop the Nucleus as a hub for alternative modes of travel. For the Community Nucleus to truly act as a neighbourhood focal point and to aid in creating a complete community for the Chemong Planning Area, integration both within the Nucleus and with the surrounding community is critical.

The proposed policies for the Community Nucleus encourage the establishment of a neighbourhood serving food store after 2015 or as warranted by the market as an integrated part of the Nucleus.

## SUMMARY

It is staff's position that the proposed Schedule 'P' – Chemong Secondary Plan is based on sound background data compiled through the Functional Planning Study exercise. Although there remain technical issues related to the implementation of future servicing requirements, these issues will be resolved through either the formal public consultation process for the proposed plan or as development plans are processed. The purpose of the Chemong Secondary Plan and the associated policy section is to provide an overall framework and guideline for future development in the Planning Area.

Submitted by,

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**Malcolm Hunt, Director,**  
Planning and Development Services

Prepared by,

Concurred with,

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**Brad Appleby,**  
Planner, Subdivision Control  
& Special Projects

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**Ken Hetherington,**  
Manager, Planning Division

Contact Name:

Brad Appleby  
Planner, Subdivision Control and Special Projects  
Planning & Development Services  
Phone – (705) 742-7777 Ext. 1886  
Fax – (705) 742-5218  
E-Mail – bappleby@peterborough.ca

Attachments:

Exhibit A – Draft Schedule 'P' – Chemong Secondary Plan  
Exhibit B – Draft Official Plan Section 10.7 – Chemong Secondary Plan  
Exhibit C – Draft Chemong Secondary Plan Justification Report  
Exhibit D – Chemong Planning Area Boundaries  
Exhibit E – Downey West Secondary Land Use Map