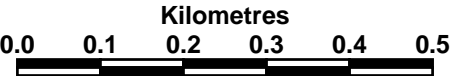


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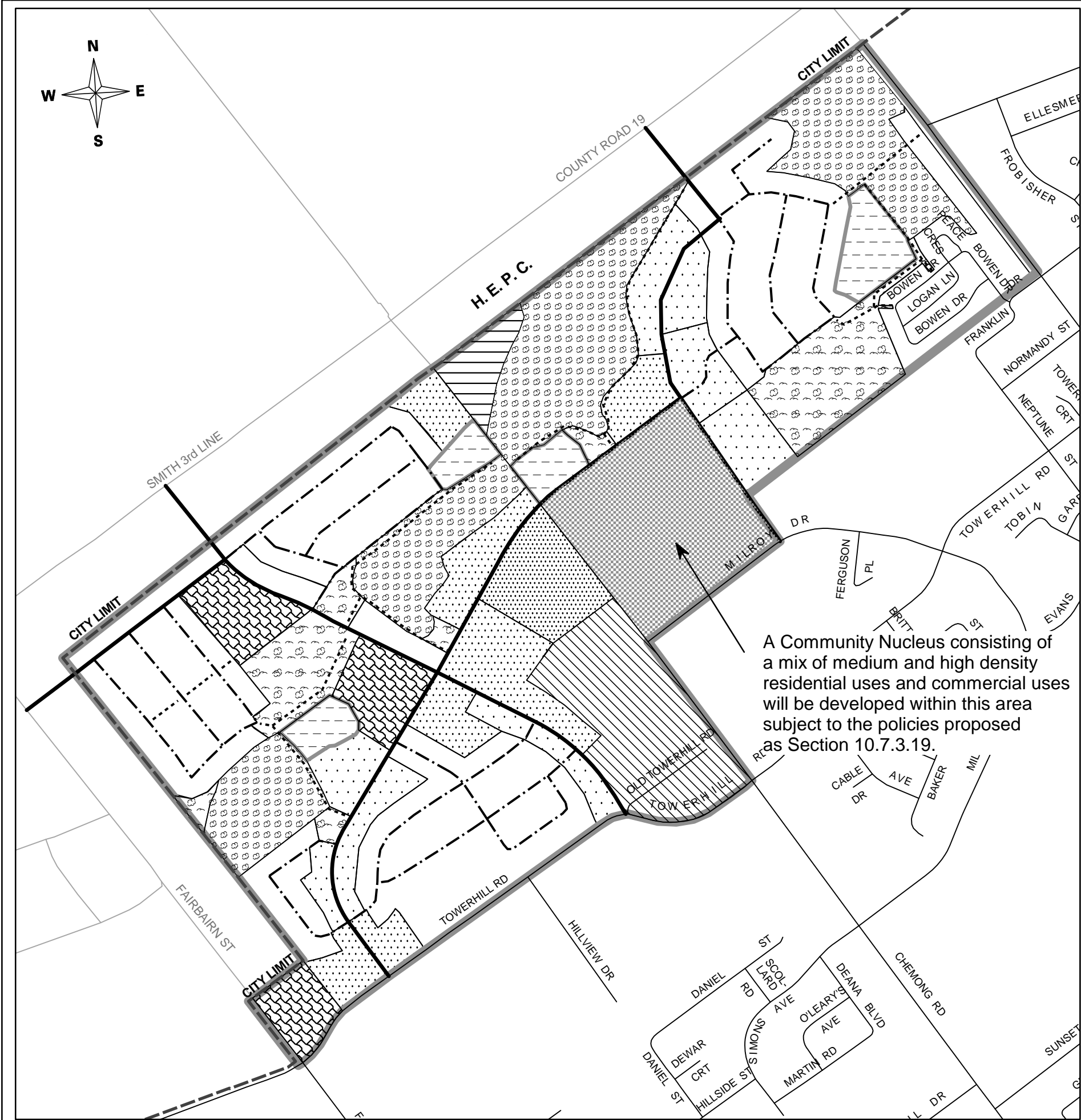
Chemong Secondary Plan

Legend

- Trail/Walkway
- Collector
- Local
- High Density Residential
- Medium Density Residential B
- Medium Density Residential A
- Low Density Residential
- Community Nucleus
- Major Open Space
- Other Open Space
- Public Service
- Service Commercial
- Special Purpose Retail
- Storm Water Management
- Secondary Plan Limit



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Proposed Secondary Plan Policies

10.7 CHEMONG SECONDARY PLAN

10.7.1 The Chemong Secondary Land Use Planning Area is generally bounded by County Road 19 / Third Line of Smith Township, Fairbairn Street, Towerhill Road, Milroy Drive and Hilliard Street. The actual limits of the Planning Area are as shown on Schedule “F” – Key Map to Secondary Land Use Plans and on Schedule “P” of the Official Plan. It is the policy of Council that land within the Chemong Secondary Land Use Plan shall be developed in accordance with the land use pattern shown on Schedule “P”. Reference shall also be made to the policies of section 10.7 in addition to other policies of the Official Plan. The land use categories of Schedule “P” shall have the same meaning as in the Official Plan or Zoning By-law.

10.7.2 Objectives of the Plan

Council adopts the following objectives for the Chemong Secondary Land Use Plan:

- 10.7.2.1 To establish a complete community for the undeveloped lands within the City that are generally bounded by County Road 19 / Third Line of Smith Township, Fairbairn Street, Towerhill Road, Milroy Drive and Hilliard Street that includes 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.
- 10.7.2.2 To recognize the Planning Area as a substantial new development area and identify the need to anticipate development impacts on the surrounding neighbourhood and take reasonable actions to mitigate adverse impacts.
- 10.7.2.3 To establish a complete transportation system that integrates the Planning Area with the surrounding community by accommodating the needs of pedestrians, cyclists, transit users and motorists.
- 10.7.2.4 To establish a community open space system which preserves environmental features within the Planning Area including the headwaters of Bear’s Creek and a headwater area for Jackson Creek.
- 10.7.2.5 To establish a servicing strategy to link services in the Secondary Plan Area with services in the City in a cost effective manner and ensure

adequate standards are maintained for all services.

10.7.3 DEVELOPMENT POLICIES

Development of the Chemong Secondary Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

- 10.7.3.1 The land use designations applied to lands within the Chemong Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” – Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” – Holding Provisions are removed.
- 10.7.3.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule “P”- Chemong Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.
- 10.7.3.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.
- 10.7.3.4 Development of the Designated Greenfield Area portion of the Planning Area as identified on Schedule A-1 of this Plan will be planned to achieve a minimum average density of 50 residents and jobs per hectare combined. To achieve this, notwithstanding the provisions of Sections 4.2.2.1, 4.2.2.2 and 4.2.2.3, residential areas shall be planned for the following minimum densities:

Designation	Minimum Density (units/ha)
Low Density	20
Medium Density "A"	30
Medium Density "B"	45
High Density	90

- 10.7.3.5 When reviewing development proposals, the City will require development proponents to assess the internal and external sanitary servicing needs of the proposal to the satisfaction of the City Engineer and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
- 10.7.3.6 Development approvals will not be granted until a water servicing strategy has been prepared to the satisfaction of Peterborough Utilities Services Inc.
- 10.7.3.7 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.
- 10.7.3.8 When reviewing development proposals, the City will have regard for the existing natural features of the Secondary Planning Area, particularly the headwater areas of Bear's Creek and Jackson Creek. Development proposals adjacent to these features shall define, through the preparation of an Environmental Study as described in Section 3.3.7, the limit of the Natural Area, development setback requirements, and the limit of any flood plain within the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to the City at no cost.
- 10.7.3.9 The City may require the dedication of additional open space lands outside of the lands designated "Major Open Space" to facilitate useable parkland and linear open space systems.
- 10.7.3.10 Prior to any grading, construction or tree removal, the City may require the submission of detailed natural features/vegetation studies, tree assessment and preservation plans (which will include an inventory of existing mature trees on site and identify measures for respecting these trees), hydrogeological studies and archaeological assessment studies when reviewing development proposals. Development approvals will be conditional upon the completion of required studies and implementation of necessary works.
- 10.7.3.11 All development shall protect against adverse water quantity and quality impacts on existing downgradient groundwater users through the implementation of appropriate mitigation measures and monitoring as conditions of approval.

- 10.7.3.12 Due the absence of flood plain modelling, proponents shall undertake the required modelling to the satisfaction of the Authority. All lands deemed to be flood plain shall be zoned Open Space District 1 and shall be deemed to be designated as Flood Plain on Schedule "C" – Natural Areas and Flood Plain without amendment to this Plan.
- 10.7.3.13 The Chemong Secondary Plan and Functional Planning Study and the Detailed Flood Reduction Studies prepared for Bear's Creek and Jackson Creek and the recommendations contained therein will serve as the basis for completing stormwater management plans, including water quality and quantity measures for the Planning Area. Development approvals will be granted, subject to the approval of detailed stormwater management reports, which will include a landscaping plan to be completed by a qualified landscape architect, for the stormwater management facilities. For any areas of development greater than 1 ha, a water balance shall be completed to determine annual infiltration levels. Where infiltration levels greater than 25% of the annual precipitation exist, compensation such as infiltration measures or reduced impervious coverage shall be incorporated into the proposed stormwater management solution.
- 10.7.3.14 When reviewing development proposals, the City will require development proponents to assess the internal and external road servicing needs of the proposal to the satisfaction of the City Engineer, consistent with the City's Comprehensive Transportation Plan, and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
- 10.7.3.15 Development approvals in the Secondary Plan area shall not be granted beyond the year 2021 or an overall anticipated population of 3900 residents, whichever occurs first, without an updated review of the transportation network needs for accommodating full build-out of the Secondary Plan area and, if deemed necessary by the Director of Utility Services, an amendment to the Comprehensive Transportation Plan.
- 10.7.3.16 Where a Municipal Class Environmental Assessment is required to construct new or upgrade existing road and wastewater collection infrastructure necessary for servicing the internal and external needs of a proposed development, the Assessment shall be completed by the City in accordance with the requirements of a Municipal Class Environmental Assessment and City policies and procedures prior to the approval of proposed development.

- 10.7.3.17 The City will cooperate with the County and the Township of Smith-Ennismore-Lakefield and other affected authorities to ensure that any any roadway improvements beyond the City's boundary that are required to serve the Secondary Plan area are done in accordance with any applicable County or Township Transportation Plan.
- 10.7.3.18 Notwithstanding Section 4.2.6.4, Local Commercial uses will generally be encouraged to locate on the lower floors of Medium and High Density residential uses, and will generally be oriented toward the Collector Street Network.
- 10.7.3.19 The Community Nucleus identified on Schedule P will be developed with a mix of residential and commercial uses that together serve as a focal point for the Chemong Community in accordance with the following principles:
- a) The Community Nucleus will be designed to reinforce its role as the focal point of the Chemong Secondary Plan community and to distinguish itself from the function of the adjacent Portage Shopping Node through strategic orientation of buildings and access points, integration with the Chemong neighbourhood, and urban design;
 - b) The Community Nucleus will contain a mix of medium and high density residential uses in order to achieve an overall minimum average density of 45 units per hectare consistent with the Medium Density "B" designation;
 - c) Up to 8,000 square metres (86,100 square feet) of Neighbourhood Commercial floor space as described in Section 4.3.5.3 of this Plan will be permitted within the Community Nucleus;
 - d) Up to 4,000 square metres (43,050 square feet) of Special Purpose Retail floor space as described in Section 4.3.4.3 of this Plan will be permitted within the Community Nucleus at a location adjacent to a Major Shopping Centre designation as illustrated on Schedule "I";
 - e) Notwithstanding Section 4.3.5.5, Council will encourage the creation of a neighbourhood-serving food store as an integrated part of the Community Nucleus generally having a floor area not exceeding 4,000 square metres (43,050 square feet) after 2015 or at a time deemed appropriate by Council as market conditions warrant; and,

- f) Approvals for site specific development proposals within the Community Nucleus will not be available until a comprehensive urban design plan for the entire Community Nucleus is approved by Council to implement the design principles outlined in Section 10.7.3.19 a).
- 10.7.3.20 Pursuant to Section 4.2.3.9 of this Plan, the City will encourage the development of secondary suites in areas designated for Low Density Residential use on Schedule P. The development of secondary suites will be controlled through the application of Zoning By-law regulations.
- 10.7.3.21 Where development within the Secondary Plan area is subject to site plan control in accordance with Section 3.8 of this Plan, Council may require the submission of drawings mentioned in paragraph 2 of Subsection 41(4) of the Planning Act, R.S.O. 1990, c. P.13, as amended, including drawings that are sufficient to display matters relating to, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design insofar as they relate to exterior design.
- 10.7.3.22 On-road bikeways will be provided on all City Collector Roadways within the Secondary Plan area.

***CHEMONG
SECONDARY PLAN***

Date: November 30, 2009
Prepared by: Planning Division
City of Peterborough

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1.0 INTRODUCTION

The purpose of a secondary plan is to establish detailed land use planning policies for identified planning areas. A secondary plan provides a comprehensive basis for guiding the future development of an area and allows for an examination of development issues such as transportation and servicing requirements, recommended residential densities, open space and parkland requirements, protection of environmentally sensitive lands and details related to commercial, industrial and institutional land uses.

Sections 9.5.1 and 9.5.2 of the Official Plan state the following:

9.5.1 Secondary Plans shall be prepared for any major physical, social or economic issue, for any major development or redevelopment, or for any area within the municipality for which it is deemed necessary to undertake a comprehensive study and to formulate detailed policies and/or plans which they feel have not been adequately detailed in this plan or are at variance with this plan.

9.5.2 Secondary Plans will further detail, among other things, servicing requirements, open space and parkland requirements and calculations, street layout, transit and road policy, location and density of housing, details on the type and location of institutional uses, location and type of commercial uses and/or industrial uses.

The purpose of the Chemong Secondary Plan is to add a new schedule, “Schedule “P” Chemong Secondary Land Use Plan” to the Official Plan in order to implement a development pattern for the Planning Area and guide new development in the Planning Area.

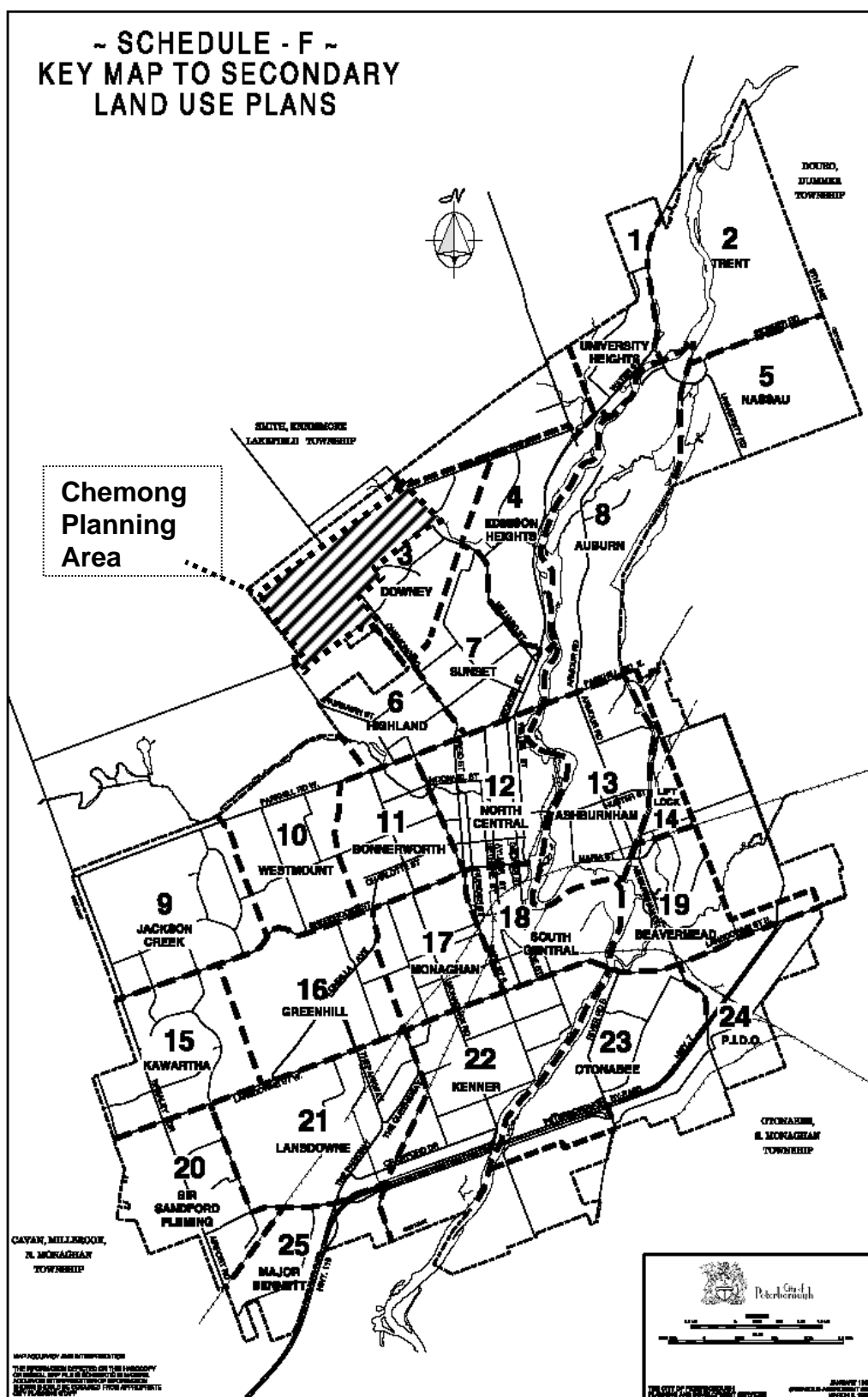
2.0 PLANNING CONTEXT

2.1 Location

The Chemong Planning Area is located at the northern limit of the City as illustrated in Figure 1. The area is generally bounded by Fairbairn Street to the west, a 120 metre (400 foot) wide 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.

Figure 1



2.2 The Planning Area

The Chemong Secondary Plan area consists of approximately 172 hectares (425 acres) of land that was primarily 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 bordered by Towerhill Road (medium capacity arterial street) and Milroy Drive (high capacity collector street) to the south and Hilliard Street (medium capacity arterial street) to the east. Additionally, Third Line, a Township Road, and County Road 19, County-designated collector road, are both located adjacent to the northern limit of the previously-noted hydro-electric power corridor, just beyond the City's northern boundary. Fairbairn Street, located approximately 120 metres west of the Planning Area, is a low capacity arterial street.

Chemong Road, a high capacity arterial street, bisects the Planning Area into two distinct halves. The east half is constrained by the headwaters of the Bears Creek which flows south into the City at the extreme east end of the Planning Area. A large mixed wood lot is also located in this area. The west half is part of two drainage areas with the eastern portion contributing to the Bears Creek Subwatershed and the western area being part of the Jackson Creek Subwatershed.

The area is relatively level to rolling with steeper areas adjacent to two drumlin features, one located west of Chemong Road, near Third Line, and the other located east of Chemong Road, near Milroy Drive.

Presently, most of the Planning Area is either vacant or used for agricultural purposes with the exception of existing development along the west sides of Hilliard Street and Chemong Road and a pocket of residential 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 at the intersection of Towerhill Road and Old Towerhill Road and approximately 7.8 ha of land located at the extreme southeast corner of the Planning Area are being developed 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.

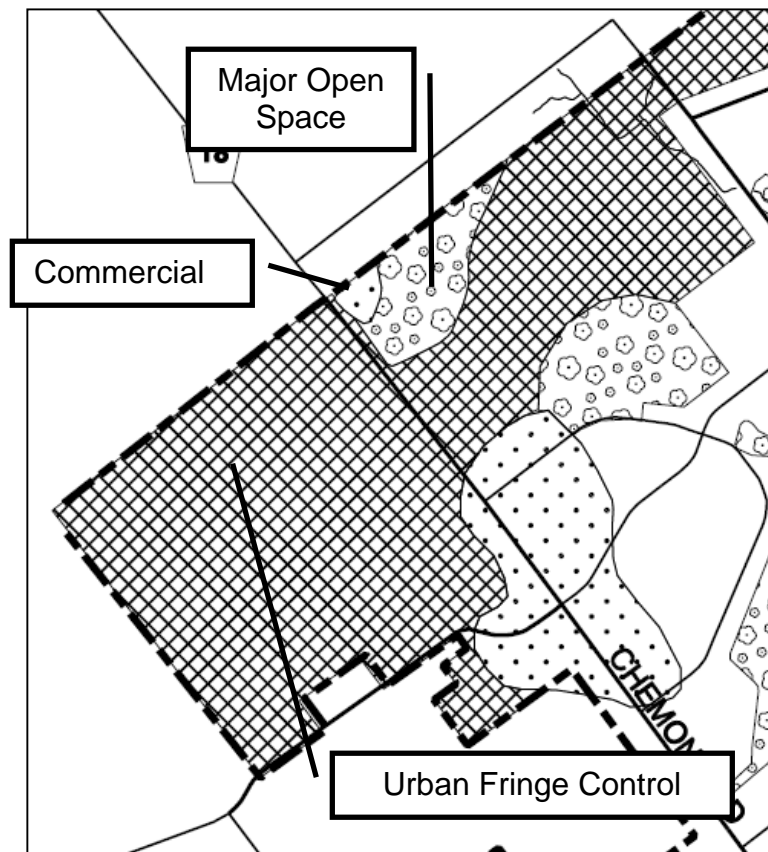
Of the 172 ha of land within the planning area, approximately 164 ha is located outside the Built Boundary established by the Growth Plan for the Greater Golden Horseshoe. Of the land located outside the Built Boundary,

approximately 138 ha is located outside of environmental or flood plain features and is considered Designated Greenfield Area (DGA). This area is comprised of parts of 9 properties.

The majority of the lands within the plan area that were annexed from Smith Township since 1998 are subject to the “Urban Fringe Control Area” designation from the former Township Official Plan (as reflected on Schedule “A” to the City Official Plan; see Figure 2). However, through Official Plan Amendment 111, the existing automobile dealership located on Chemong Road near County Road 19 was designated “Commercial” on Schedule “A” – Land Use and “Service Commercial” on Schedule “I” – Commercial Area of the City Official Plan. Additionally, through Official Plan Amendment 112, much of the headwater area for Bear’s Creek was designated as “Major Open Space” on Schedule “A” – Land Use and “Natural Areas and Corridors” on Schedule “C” – Natural Areas and Flood Plain.

Figure 2

Excerpt of Schedule “A” – Land Use
City of Peterborough Official Plan



2.3 Objectives of the Plan

Annexation of the Chemong Planning Area was premised on the need to accommodate future residential expansion of the City. 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 opportunity for development in the area by investigating 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 in May, 2006 (PLPD06-031).

With the Chemong Functional Planning Study complete, the City is initiating the Chemong Secondary Plan to adopt a development scenario for the Planning Area to achieve the following objectives:

- i) To establish a complete community for the undeveloped lands within the City that are west of Hilliard Street and north of Towerhill Road, Milroy Drive and the former (pre-1998) City boundary that includes 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) To recognize the Planning Area as a substantial new development area and identify the need to anticipate development impacts on the surrounding neighbourhood and take reasonable actions to mitigate adverse impacts;
- iii) To establish a complete transportation system that integrates the Planning Area with the surrounding community by accommodating the needs of pedestrians, cyclists, transit users and motorists.
- iv) To establish a community open space system which preserves environmental features within the Planning Area including the headwaters of Bear's Creek and a headwater area for Jackson Creek.
- v) To establish a servicing strategy to link services in the Secondary Plan Area with services in the City in a cost effective manner and ensure adequate standards are maintained for all services.

3.0 THE PLAN

3.1 Introduction

The proposed Chemong Secondary Plan is presented on Schedule 1 to this report. The Secondary Plan illustrates a conceptual transportation network and land use designations to be incorporated into the Official Plan as Schedule "P."

The following sections of this report will describe the proposed Chemong Secondary Plan.

3.2 Transportation Network

The Planning Area is bordered by a Medium Capacity Arterial Street and a High Capacity Collector Street to the south (Towerhill Road and Milroy Drive respectively), and by a Medium Capacity Arterial Street to the east (Hilliard Street). Additionally, Third Line, a Township Road, and County Road 19, a County-designated Collector Road, are both located adjacent to the northern limit of the hydro-electric power corridor, just beyond the City's northern boundary. Fairbairn Street, located approximately 120 metres west of the Planning Area, is designated as a Low Capacity Arterial Street. Chemong Road, a High Capacity Arterial Street, bisects the Planning Area into east and west halves.

With the exception of Chemong Road and the streets associated with subdivision plan 45M-231, no streets presently exist within interior of the Planning Area. Consequently, the Chemong Secondary Plan identifies the development of a new local and collector street system throughout the Planning Area to disperse traffic from new development in the area to Chemong Road, Towerhill Road, Milroy Drive, Fairbairn Street, County Road 19 and Third Line. Generally, collector streets will be designed with a 26 metre right of way while local streets will have a 20 metre right of way.

Improvements to the external road network have been considered as part of the 2002 Peterborough Comprehensive Transportation Plan Update (Stantec Consulting Ltd.), the Transportation Component of the Chemong Functional Planning Study (IBI Group Ltd.), and in additional updates to the Chemong Functional Planning Study dated June 2005 and January 2008 (Earth Tech Canada Inc.). Generally, the extent of transportation network improvements required depends on whether additional road capacity is provided by constructing a road in the Parkway right-of-way north of Parkhill Road.

Assuming that The Parkway would be completed without a new bridge crossing over Jackson Park, and an approximate build out of 4400 residents in the Chemong Planning Area to 2021, the Comprehensive Transportation Plan Update recommended the following network improvements in 2002:

Immediate Term:

- Widen Chemong Road to a 5 lane high capacity arterial between Parkhill Road and the Parkway right-of-way; and,
- Extend The Parkway as a 2 lane medium/high capacity arterial from Water Street/Cumberland Avenue to Fairbairn Street.

Short-Term (by 2011):

- Widen Chemong Road to a 5 lane high capacity arterial between:
 - the Parkway right-of-way and the north leg of Milroy Drive; and,
 - County Road 19/Third Line and Lindsay Road (County Road 1); and,
- Improve the intersections of the future Parkway road allowance at Parkhill Road and Monaghan Road at Parkhill Road as determined through a Class Environmental Assessment.

Mid-Term (by 2021):

- Improve Fairbairn Street and Third Line/County Road 19 as 2 lane low to medium capacity arterials from Towerhill Road to Cumberland Avenue.

Long Term (beyond 2021)

- Widen Parkhill Road to a 4 lane low/medium capacity arterial between Park Street and Television Road;
- Widen The Parkway east of Chemong Road as a 4 lane medium/high capacity arterial; and
- Extend County Road 19/Third Line east from Hilliard Street to Water Street in order to serve as the northern leg of a long-term west Peterborough by-pass.

The Comprehensive Transportation Plan Update was adopted by Council in October 2002. Since that time, Chemong Road has been widened to 5 lanes between The Parkway right-of-way and Towerhill Road and the City has included the widening of Chemong Road between Parkhill Road and The Parkway right-of-way in the 2009 – 2018 Capital Budget estimates for 2011 (Project No. 5-2.08).

Subsequent to the Comprehensive Transportation Plan Update, analyses undertaken as part of the Chemong Functional Planning Study investigated the transportation network needs associated with full build out of the Chemong and Carnegie Planning Areas and various states of completion of the Parkway including the cancellation of the Parkway in its entirety north of Parkhill Road. These analyses assumed a full build out population of approximately 3900 to 4400 for the Chemong Planning Area and implementation of all other Comprehensive Transportation Plan Update recommendations. Assuming the Parkway is constructed, IBI Group recommended that Chemong Road be widened to 5 lanes and include intersection improvements from Parkhill Road to Towerhill Road, that County Road 19/Third Line be widened to a 2 lane arterial standard, and that the extension of County Road 19 east of Hilliard Street to Water Street be investigated.

In 2005, Earth Tech Canada Inc. noted in a report following the IBI report that with the Parkway in place:

- Fairbairn Street (between the Parkway and Parkhill Road) would operate at capacity even if it were widened to 4 lanes;
- westbound Parkhill Road (east of Chemong Road) and northbound Hilliard Street (between Towerhill Road and the Parkway) will approach their operating capacities; and,
- Chemong Road, south of Sunset Boulevard, may need widening to 5 lanes.

At that time, Earth Tech also noted that without the Parkway in place:

- Chemong Road may require widening to beyond the planned 5 lanes from Parkhill Road to County Road 19;
- County Road 19/Third Line may need widening beyond a 2 lane arterial standard;
- Lily Lake Road may require capacity enhancements; and,

- the intersection of Towerhill Road / Lily Lake Road / Fairbairn Street will require signals and additional turning lanes.

Building upon their previous conclusions, in 2008 Earth Tech assessed a number of different network improvement scenarios to accommodate full build out of Chemong Planning Area without the Parkway and concluded that, of the scenarios tested, a combination of the following additional improvements would best accommodate the anticipated traffic demands:

- complete all area improvements as planned in the 2002 Major Transportation Plan with the exception of the Parkway;
- widen Parkhill Road to 4 lanes between Water Street and Fairbairn Street;
- widen Water Street to 6 lanes between Hilliard Street and Carnegie Avenue;
- widen George Street and Water Street to 3 lanes each between Parkhill Road and Hilliard Street;
- widen Third Line/County Road 19 and Fairbairn Street to 4 lanes between Hilliard Street and Lily Lake Road; and,
- realign Cumberland Avenue as shown on Schedule “B” – Roadway Network of the Official Plan to meet County Road 19 at Hilliard Street.

Notwithstanding these recommended improvements, the City’s current development charge by-law makes provision to fund only transportation infrastructure projects that are included in the 2002 Comprehensive Transportation Plan Update. Consequently, any transportation network improvements recommended through the Chemong Functional Planning Study that are not reflected in the City’s Comprehensive Transportation Plan will need to be included through an update to the plan.

Furthermore, the Comprehensive Transportation Plan Update and the transportation analyses undertaken as part of the Chemong Functional Planning Study anticipate a full build-out population of approximately 3900 residents and a time horizon of 2021 whereas the Secondary Plan, as will be detailed later in this document, anticipates a full build-out population of approximately 6400 residents and a time horizon beyond 2021. Consequently, as development proceeds in the Secondary Plan Area, continued monitoring of the external road network will be required to ensure that required external upgrades are coordinated with planned development. This will be done through the preparation of traffic impact studies by

proponents prior to the approval of development.

Prior to the approval of development beyond an anticipated population of 3900 or by year 2021, an update of the City's Comprehensive Transportation Plan will be required to identify additional road network improvements to accommodate full build out of the Secondary Plan. Where the Secondary Plan requires the development of new or the alteration of existing roads within the jurisdiction of the County of Peterborough and the Township of Smith-Ennismore-Lakefield, the City will work collaboratively with its neighbouring municipalities to ensure that the needs, standards and processes of each municipality are respected. Where such work requires approval through a Municipal Class Environmental Assessment, the City shall complete the assessment prior to granting development approval for areas that are dependent on the proposed work.

Presently, Peterborough Transit serves the immediate vicinity with three routes: Route 1, Route 2 and Route 3. Route 1 travels along Hilliard Street, at the eastern limit of the Planning Area, on its way between Downtown and Trent University. Route 2 travels along Towerhill Road (east of Chemong Road) and Milroy Drive, south of Portage Place Mall, as it connects the Chemong Road commercial area to Downtown via St. Paul's Street/Barnardo Avenue and Reid Street. Route 3 travels along Chemong Road and Towerhill Road (west of Chemong Road) as it connects the Chemong Road commercial area to downtown via Fairbairn Street and Park Street.

Collector Roads within the Plan Area will be designed to accommodate cycling lanes and the future expansion of transit service as it becomes warranted in accordance with the City's Public Transit Business Plan. Additionally, walkways and trails will be strategically located to facilitate pedestrian access to existing transit services.

Sidewalks are currently not available within the Plan Area. Sidewalks and/or walking trails will be provided along both sides of all new streets, including cul-de-sacs with 30 or more dwelling units, in accordance with City policy.

The Secondary Plan is designed to maximize pedestrian and cycling accessibility by aligning Protected Natural Areas, Open Space and Parkland in a manner to allow for the development of a centrally-located trail throughout the Plan Area. Additionally, the proposed local street network, with the aid of strategically placed walkways and parkland/open space, is aligned to maximize pedestrian accessibility to key destinations in the Plan Area such as community parks, potential school sites, and City recreation facilities.

3.3 The Environmental Component

In July 2002 Ecoplans Limited prepared an assessment of the natural environment for the Chemong Functional Planning Study. The assessment concluded that there are no identified areas of Natural and Scientific Interest (ANSI) or Environmentally Sensitive Areas within the Plan Area. Additionally, no Endangered, Rare or Provincially Significant plant or animal species have been found on site.

The Plan Area contains a portion of Bear's Creek and its headwater. The headwater area, located along County Road 19 near Hilliard Street, extends west within the hydro-electric power corridor and crosses under Chemong Road, just south of the existing automobile dealership, ultimately terminating in a wooded area approximately 375 metres west of Chemong Road. East of Chemong Road, the headwater is characterized by swamp/marsh habitat. Within the Plan Area, Bear's Creek is not known to support fish populations except near its crossing under Hilliard Street. Downstream of the Plan Area however, Bear's Creek does support baitfish and therefore this function needs to be protected through the land use planning process.

Near Fairbairn Street, the Plan Area also contains a swampy area that forms the headwater of a tributary that flows to Jackson Creek. Though the area is not known to provide fish habitat, its ecological significance relative to the surrounding area warrants its protection.

Accordingly, the two headwater areas are identified on the Secondary Plan as Natural Areas to be protected from development. Through the review of future development proposals, proponents will be required to undertake additional field review to refine Natural Area limits, confirm setbacks, and assess any potential road or trail crossing locations of the Natural Areas to ensure that their form and function are protected. Additionally, proponents will be required to confirm the limits of the floodplain within the Plan Area as development proposals are assessed and any such areas will be appropriately zoned to prohibit development.

To accommodate development, a stormwater management strategy is required in order to ensure that, post-development, existing on-site groundwater and base flow characteristics are preserved, surface and ground water quality is protected, erosion is not increased in Bear's Creek or the Jackson Creek tributary, flooding potential is not increased on-site or down stream of the plan area, and that an appropriate diversity of aquatic life and opportunities for human use will be maintained within the plan area.

The stormwater management overview/analysis prepared for the Chemong Functional Planning Study recommends four centralized stormwater

management ponds; three within the Bear's Creek watershed, and one within the Jackson Creek watershed. Within the Bear's Creek watershed, a 0.7 ha pond is recommended adjacent to the west side of Chemong Road, immediately north of the Bear's Creek headwater area, a 1.4 ha pond is recommended adjacent to the east side of Chemong Road, just south of the Bear's Creek headwater, and a 0.9 ha pond is recommended near the eastern limit of the Plan Area, adjacent to the Bear's Creek headwater area. The recommended pond for the Jackson Creek tributary headwater is to be approximately 1.2 ha in size and located adjacent to the eastern limit of that headwater area.

Since the Chemong Functional Planning Study was complete, the City of Peterborough has completed the Bear's Creek Detailed Flood Reduction Study (XCG Consultants, February, 2008) and has approved the construction of a 2.7 ha stormwater management pond as part of the approval of Plan of Subdivision 45M-231. The facility, which was designed in accordance with the recommendations of the Flood Reduction Study, supersedes the facility that was recommended in the Functional Planning Study for the eastern portion of the Plan Area.

Additionally, the City of Peterborough is currently undertaking a detailed Flood Reduction Study for the Jackson Creek watershed and once complete all new development in the watershed will be required to implement the study's recommendations.

Prior to the approval of any development application within the Secondary Plan Area, the City will require proponents to submit a detailed stormwater management report prepared in accordance with the Ministry of Environment's Stormwater Management Planning and Design Manual (2003), the Chemong Functional Planning Study, Stormwater Management Assessment prepared by McCormick Rankin Corporation (July 2002) and, as applicable, the Bear's Creek Detailed Flood Reduction Study or the Jackson Creek Flood Reduction Study.

3.4 The Servicing Component

As noted previously, the majority (62%, or 106 ha) of the Chemong Secondary Planning Area drains to the Bear's Creek watershed while a lesser portion (38%, or 66 ha) located primarily near Fairbairn Street and along Towerhill Road in the western half of the Planning Area drains to the Jackson Creek watershed.

Presently, there are no trunk sanitary services within the Chemong Secondary Plan Area. Local sanitary sewers are located along Chemong

Road, south of the northern Milroy Drive intersection, within Hilliard Street, southeast of Cumberland Avenue, through the Milroy Park from Ferguson Place/Milroy Drive, and within the currently developing registered plan of subdivision 45M-231.

The area within the Secondary Plan that drains to Bear's Creek and a portion of the Plan area that drains to Jackson Creek is located within a much larger area that is planned to be serviced by the Northern Trunk Sanitary Sewer (Northern Trunk) which is located within the right-of-way planned for The Parkway and currently terminates at Hilliard Street. As part of the Water and Sanitary Servicing Options Study prepared for the Chemong Functional Planning Study (Richardson Foster Ltd., December 2004), a number of recommendations were made to upgrade the Northern Trunk and its downstream receivers in order to service both the Chemong and Carnegie Planning Areas. These upgrades include:

- Extending the Northern Trunk as a 525mm sewer along Hilliard Street from its current terminus in the Parkway right-of-way (where it is 825mm in diameter) to the southeast corner of the Chemong Planning Area;
- Upsizing the Chemong Road Trunk Sewer in the areas of Highland Road / Bellevue Street and Brookdale Crescent / Chesterfield Avenue from 600mm in diameter to 675mm;
- Upsizing the Bethune Street Trunk Sewer between McDonnell Street and Charlotte Street and then east to Aylmer Street from 750mm to 900mm; and,
- Upsizing the Aylmer Street Trunk Sewer between Dalhousie Street and Perry Street from 900mm to 1050mm.

To date, the required upgrades have been made to the Aylmer Street Trunk Sewer however the remainder of the recommended upgrades remain to be implemented.

The cost of extending the Northern Trunk sewer along Hilliard Street will be shared between development proponents and the City. Specifically, proponents will be responsible for the cost of extending the trunk as a 300mm line while the City, through area-specific development charges, will be responsible for the additional cost to provide the line as a 525mm sewer. This cost, along with the cost of the various downstream upgrades to the existing trunk sewer system, is included in the City's development charge by-law as a project to be funded by the area-specific development charge for the Chemong Planning Area and, as applicable, the Carnegie Planning Area.

Prior to the approval of any development within the Secondary Plan Area, proponents will be required to undertake servicing studies to the City's satisfaction to determine the timing of the required external sewer upgrades.

Within the Secondary Plan Area, trunk sewers ranging in diameter from 375mm to 450mm will be installed at the plan of subdivision development stage along the planned collector roads to drain the area to the Northern Trunk Sewer at the southeast limit of the Plan. In accordance with the City's definition of local services, development proponents will be responsible for the cost of installing trunk sewers within the development area up to 300mm in size and the City will be responsible for the cost of increasing the size beyond 300mm. The cost of oversizing sewers within the Secondary Plan area has been assessed and included in the City's development charge by-law as a project to be funded by the area-specific development charge for the Chemong Planning Area.

At the west limit of the Secondary Plan, there are approximately 25 ha of land that are located below an elevation of 260 metres above sea level (masl) and are therefore outside of the catchment area for the Northern Trunk Sewer. Rather than direct flow from this area by gravity to the Park Street Trunk Sewer which is operating at or near capacity, the Chemong Functional Planning Study recommended the construction of a pump station and forcemain at the intersection of Towerhill Road and Fairbairn Street to pump flow into the Northern Trunk Sewer. Prior to the approval of any development within the Plan Area west of Chemong Road, proponents will be required to confirm the need for the recommended pump station and forcemain. Proponents of development that requires the pump station and forcemain will be required to design and construct the works to the City's satisfaction as a condition of development approval.

In 2008 the Peterborough wastewater treatment plant (WWTP) was expanded to support a total estimated population of 96,000. Although sufficient capacity exists to service the Chemong Plan area, ongoing monitoring of the reserve capacity at the WWTP will be necessary as it services development throughout the City. Prior to the approval of any development application, proponents will be required to confirm that sufficient reserve capacity exists in the WWTP to service the proposed development.

With respect to water servicing, the Chemong Planning Area is contained entirely within Pressure Zone 3N and can be serviced via existing watermains located within Chemong Road, Towerhill Road, and Hilliard Street. Should development of the Chemong Planning Area require additional water capacity, such capacity can be provided by the existing Cumberland Avenue Pump Station which is currently only used for emergency situations.

Areas above a ground elevation of 275 masl such as the highest portions of the two drumlins within the Plan Area may experience a static water pressure that is lower than Peterborough Utilities Services Inc.'s (PUSI) standard. In such areas, a 25mm copper water service will be required to individual lots. Prior to the approval of any development above 275 masl, proponents will be required to prepare and implement a servicing strategy to the City's satisfaction.

Within the Plan Area and/or in the immediate vicinity such as along Towerhill Road, Fairbairn Street, Hillview Drive, County Road 19 and Hilliard Street there are a number of properties that are privately serviced. Any future development in the Plan Area shall be designed to protect the quality and quantity of the water supply for existing private wells in the Area.

3.5 The Land Use Component

Presently, the Planning Area is largely a rural area that is either vacant or used for agricultural purposes; pockets of single detached dwellings exist along Hilliard Street, Chemong Road, and Towerhill Road. At the southeast corner of the Planning Area, Plan of Subdivision 45M-231 is currently being developed for 96 single detached units and a large stormwater management facility.

The Growth Plan for the Greater Golden Horseshoe requires the City to plan to achieve a minimum average density of 50 residents and jobs per hectare in the DGA (excluding environmental features where the Growth Plan or the Provincial Policy Statement prohibits development). Within the Chemong Planning Area, approximately 164 ha of land are considered to be DGA of which approximately 138 ha are located outside of development constraint areas such as floodplain and wetlands. Therefore, In order to achieve an average density of 50 residents and jobs over this area, a minimum of approximately 7000 residents and jobs combined must be accommodated within this area at full build out.

Notwithstanding that approximately 138ha of the Plan Area is considered DGA and is located outside of development constraint areas, not all of this land is anticipated for full urban development. Specifically, the pocket of existing homes along Towerhill Road and the existing automobile dealership on Chemong Road are anticipated to remain. Together, these areas are approximately 3.8 ha in size. Additionally, lands required for parkland, open space purposes, roads, stormwater management facilities are not available for residential or employment purposes and therefore the actual density of the developed portions of the secondary plan area will be higher than 50 residents and jobs per hectare.

In order to develop a diverse range and mix of housing types, local shopping and recreation opportunities as encouraged by the Growth Plan for the Greater Golden Horseshoe, the following land uses are proposed for the Secondary Plan:

Table 1

Land Use	Minimum Density (units/ha)	Approximate Land Area of Use (ha)	% of Designated Greenfield Area	% of Secondary Plan Area
Residential Low Density	20	40.1	29%	23%
Residential Low Density (existing, DGA)	n/a	2	1%	1%
Residential Low Density (existing, Built Area)	n/a	2	n/a	1%
Residential Medium Density A	30	11.5	8%	7%
Residential Medium Density B	45	11.7	8%	7%
Residential High Density	90	3.7	3%	2%
Public Service	n/a	6.6	5%	4%
Community Nucleus	45	11.4	8%	7%
Service Commercial (existing)	n/a	1.9	1%	1%
Special Purpose Retail (DGA)	n/a	5.3	4%	3%
Special Purpose Retail (Built Area)	n/a	3.1	n/a	2%
Major Open Space (excluded from DGA)	n/a	27.1	n/a	16%
Local Open Space / walkways	n/a	11.1	8%	6%
Stormwater Management	n/a	5.5	4%	3%
Roads	n/a	29.1	21%	17%
TOTAL		172.1	100%	100%

Given the minimum densities assumed in the table above, low density areas are generally expected to accommodate a mix of single and semi-detached/duplex dwellings on lots ranging in width from 9.1 to 15.2 metres (30 to 50 feet). The residential portion of Plan of Subdivision 45M-231 which is currently being developed at the southeast corner of the Secondary Plan contains a variety of lot sizes and widths and provides an average density of approximately 20 units per hectare. Medium Density “A” areas are expected to accommodate, at a minimum, row housing with lot widths of under 8 metres (26 feet) while Medium Density “B” areas are expected to accommodate, at a minimum, low and mid rise apartment, condominium, and multi-suite residence uses. Areas designated for High Density uses are expected to accommodate medium and high rise apartment, condominium, and multi-suite residence uses.

Additionally, the proposed Secondary Plan policies allow for the creation of secondary suites or accessory apartments as of right within dwelling units developed in low density areas of the Secondary Plan. A secondary suite is a private, self-contained unit within an existing dwelling. Generally, municipalities are required to encourage the creation of secondary suites throughout existing built up areas. However, secondary suites can also assist the City to achieve the required minimum density target for the DGA and to provide a much needed supply of affordable rental apartment units. Based on the experience of other Ontario municipalities that permit secondary suites as of right, it is anticipated that up to 10% of all low density units will have a

secondary suite.

Based on these assumed densities and the approximate land area designated for each use, the Chemong Planning Area can be expected to accommodate a minimum of approximately 2600 residential units as follows:

- 800 Low Density units;
- 80 Secondary Suites;
- 350 Medium Density “A” units;
- 530 Medium Density “B” units;
- 330 High Density units; and,
- 510 Medium Density Units within the Community Nucleus.

Assuming an average household size of 2.9 persons for low density residential, 2.5 persons for medium density residential, 1.7 persons for high density residential (consistent with the assumptions used in land use planning component of the Chemong Functional Planning Study), and 4.2 persons for dwellings with secondary suites, the anticipated unit yield translates to an estimated population of approximately 6400 residents; thus almost achieving the required minimum of 50 residents and jobs combined per hectare.

From an employment perspective, 2006 Census figures show that approximately 5.5% of Peterborough’s total population work in a home-based job. Assuming this rate will also apply in the Plan Area, it is anticipated that a minimum of approximately 350 home-based jobs will be accommodated within the DGA portion of the Secondary Plan Area.

Furthermore, the DGA portion of the Secondary Plan contains two sites for potential future elementary schools and approximately 12.5 ha of land for commercial purposes. Based on City research conducted for the document *Planning Peterborough to 2031: How the Growth Plan for the Greater Golden Horseshoe will affect the City of Peterborough* (April, 2009) it is assumed that two schools will accommodate 30 jobs each and that commercial lands will develop at an average density of 43 jobs per hectare. Based on these assumptions, an additional 600 jobs could be accommodated in the DGA portion of the Secondary Plan. In total, the DGA portion of the Secondary Plan can accommodate a minimum of approximately 7350 residents and jobs as currently planned thus achieving an average minimum density of

approximately 53 residents and jobs per hectare.

Within the existing Built-up Area of the secondary plan area as established by the Growth Plan for the Greater Golden Horseshoe, there are approximately 8.5 hectares of land is comprised of existing low density residential development along Hilliard Street (2 ha), existing households and businesses along the west side of Chemong Road (3.4 ha), north of Towerhill Road that are currently designated as Service Commercial and Special Purpose Retail on Official Plan Schedule "I" but are intended for redevelopment as Special Purpose Retail in the Secondary Plan, and 3.1 ha of land along the north side of Milroy Drive, opposite Potage Place Mall that is currently designated for Special Purpose Retail uses but is intended to be incorporated into the proposed Community Nucleus.

In order to maintain the character of the existing residential areas, the Secondary Plan generally identifies low density residential uses for areas adjacent to existing residential development. Medium density residential uses are introduced primarily along the proposed collector streets and high density uses are concentrated along both Chemong Road and in close proximity to proposed commercial and school development along the designated collector streets.

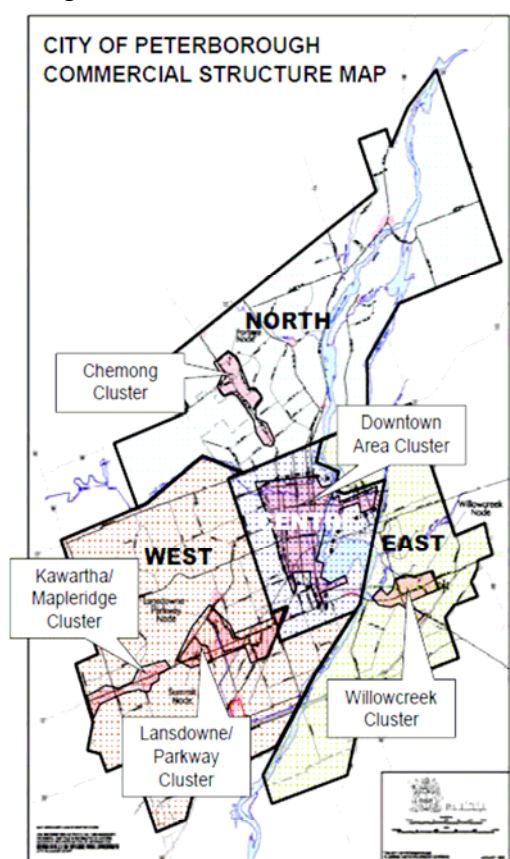
West of Chemong Road, major open space and parkland opportunities are provided in an east-west direction through the centre of the Plan Area in order to coincide with the protected headwaters of Bear's Creek and Jackson Creek, required stormwater management facilities, and the proposed school sites. East of Chemong Road, major open space is concentrated on the north and east side of the Plan Area to coincide with the Bear's Creek headwater.

In 2001 the City prepared a strategic plan for arts, culture and recreation called Vision 2010. Through the process of developing Vision 2010, soccer was identified as the sport with the most pressing need for facilities within the City. To address the shortage of soccer facilities within the community, the Board of Parks and Recreation recommended that the City pursue an expansion to Milroy Park which is located adjacent to the southeast portion of the Secondary Plan area to provide additional soccer pitches that would complement the baseball diamond and two soccer pitches already on-site. Through discussions amongst staff and with the affected property owner, the planned expansion will consist of two "all weather" soccer pitches, additional parking facilities, a clubhouse building and playground facilities. The planned expansion is reflected on the Secondary Plan as a 5.5 ha block designated for "Other Open Space" purposes and is currently included in the City's budget as Project No. 6-1.01.

Trail and walkway facilities are planned throughout the Secondary Plan area to enhance access to open space areas, parks and key pedestrian destinations such as schools and commercial areas.

In April 2009, Council received a Retail Market Analysis prepared for the City by urbanMetrics Inc. which quantified future retail and service commercial space requirements for the City to 2026, identified the most appropriate distribution of space by major store category, recommended the most appropriate geographical distribution of this space, and, recommended the most appropriate retail formats to serve the Peterborough community in the future. The study notes that the North District of the City (see Figure 3), which includes the Chemong Secondary Plan Area, has a noticeably smaller proportion of the City's existing commercial floor space than the western and central areas of the City. Additionally, the study notes that the North District lacks representation of certain non food-store retail formats such as home furnishings, building materials and garden stores and has a relative lack of service retail floor space (e.g. finance, insurance, health care, goods repair/maintenance, personal care services, professional services). To address these deficiencies, the study recommends that opportunities be provided to enhance the availability of local serving retail facilities at the neighbourhood level throughout the City and that future retail growth in each district of the City be justified by population growth.

Figure 3



The Secondary Plan addresses part of the need for new commercial space in the City's north district to 2026 as identified in the urbanMetrics study by designating enough land to accommodate approximately 24,700 square metres (266,000 square feet) of new commercial floor space in addition to approximately 4,000 square metres (43,000 square feet) of commercial floor space that could be developed under existing Official Plan designations at the corner of Milroy Drive and Chemong Road. With the exception of the existing automotive dealerships (2.6 ha) that are located along Chemong

road at the northern limit of the Plan Area and at the intersection of Towerhill Road and Old Towerhill Road, commercial development is provided at two general locations: a mixed use site along the east side of Chemong Road, between Milroy Drive and the planned new east-west collector street, and a 11.4 ha site along the west side of Chemong Road, opposite Milroy Drive, that anticipates the consolidation and redevelopment of the existing commercially-designated properties at that location with additional lands to the west.

Given the need for additional local serving retail facilities in the north portion of the City, and the objective of creating a complete community in the Planning Area, the plan proposes to establish a “Community Nucleus” along the east side of Chemong Road, between Milroy Drive and the planned east-west collector street. The Community Nucleus is intended to provide a mix of commercial and residential uses that will serve as the focal point for the new community. Although the site is proximate to the Portage Shopping Node, its function should remain distinct from the node and therefore the planned use and design of the site must define and reinforce the site’s relationship to the new community.

Generally, the Community Nucleus will contain a mix of medium and high density residential uses to achieve an overall average density of 45 units per hectare throughout the entire area and accommodate up to 8,000 square metres (86,100 square feet) of Neighbourhood Commercial floor space and up to 4,000 square metres (43,050 square feet) of Special Purpose Retail floor space adjacent to the Portage Mall (a designated Major Shopping Centre). To recognize the unique intent of this planned area, the Community Nucleus will be identified as a Special Policy Area on both Schedule “E” – Residential Density and Schedule “I” – Commercial Area.

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 detrimentally effecting the function of the Portage Shopping Node.

Special Purpose Retail areas, on the other hand, are intended to locate near

Major Shopping Centres in order to complement the retail uses offered by augmenting the smaller retail facilities provided by Major Shopping Centres with proximate locations for larger format retail stores, thus helping to meet the shopping needs of Peterborough and the surrounding regional area. 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 special urban design and mixed use considerations that will apply to the entire Community Nucleus area.

With its mandated land use mix, the Community Nucleus is intended to be a unique focal point for the Chemong community. However, 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. Additionally, the proposed policies require that such design be demonstrated to Council's satisfaction in the form of a comprehensive urban design plan prior to the approval of any development within 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.

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. Accordingly, with the support of Retail Market Analysis work prepared by urbanMetrics for the City on March and August, 2009, 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.

On the west side of Chemong Road, the Secondary Plan shows a site that is sized to accommodate approximately 180,000 square feet of larger format

retail uses under the Special Purpose Retail designation. This additional commercial floor space will help address a need for larger format retailing in the north portion of the City as evidenced in the city-wide Retail Market Analysis prepared by urbanMetrics in March, 2009. The proposed site would round-out the northwest quadrant of the Portage Shopping node, consolidate all commercial lands north of Towerhill Road and west of Chemong Road under the Special Purpose Retail designation, and provide the opportunity to coordinate vehicular access with the existing intersection of Chemong Road and Milroy Drive and with accesses to Portage Place Mall. The existing properties along Chemong Road in this area are currently designated for Service Commercial uses on Schedule “I” – Commercial Area and Schedule “L” – Downey West Secondary Land Use Map while the lands between Old Towerhill Road and Towerhill Road are currently designated Special Purpose Retail on both Schedule “I” and Schedule “L”. Accordingly, Schedule “I” will need to be amended to reflect the use of the lands for Special Purpose Retail while Schedule “L” will need to be amended to remove the lands from the Downey Secondary Plan.

Local commercial uses are generally permitted in all residentially designated areas. However, new local commercial facilities are generally intended to be located in a freestanding building or small scale plaza in accordance with Section 4.2.6.4 of the Official Plan. Given the density of development planned along the collector roads in the Secondary Plan area and Plan’s intent to accommodate all modes of transportation and, in particular, encourage active forms of transportation, the Secondary Plan policies encourage local commercial uses to locate in the lower floors of High and Medium Density residential uses and to have a building orientation toward the collector street network.

Relative to greenfield development that has occurred in Peterborough over the last 40 to 50 years, the Secondary Plan presents a shift in land use mix and density in order to achieve the intent of the provincial Growth Plan. Recognizing that good urban design and architectural character is a key factor in ensuring the success of intensified development, the Planning Act was amended in 2007 enable municipalities to address, through the site plan approval process, matters relating to the exterior character, scale, appearance and design features of buildings, and their sustainable exterior design subject to enabling policies being included the Official Plan. The Secondary Plan includes policy to enable the City to address such matters through site plan approval for development within the plan area.

4.0 IMPLEMENTATION

In order to implement the initiatives of the proposed Chemong Secondary Plan,

amendments to the Official Plan are required. Policy additions are proposed to describe the objectives of the Secondary Plan and outline specific development policies. The policies related to the Chemong Secondary Plan will be added to Section 10 of the Official Plan, which was added to the Plan as a policy sub-section for secondary plans as they are developed.

In addition to the policy additions, the Secondary Plan, presented as Schedule 1 of this report is proposed to be added as Schedule “P” to the Official Plan. As a result of the adoption of the new Chemong Secondary Plan, amendments will also be required to Schedule “A” - Land Use, Schedule “B” – Roadway Network, Schedule “B(a)” – Bikeway Network, Schedule “C” – Natural Areas & Floodplain, Schedule “D” – Development Areas, Schedule “E” – Residential Density, Schedule “F” – Key Map to Secondary Plans, Schedule “I” – Commercial, and Schedule “L” – Downey West Secondary Land Use Map to implement the Secondary Plan.

4.1 Proposed Policies for the Chemong Secondary Plan

10.7 CHEMONG SECONDARY PLAN

- 10.7.1 The Chemong Secondary Land Use Planning Area is generally bounded by County Road 19 / Third Line of Smith Township, Fairbairn Street, Towerhill Road, Milroy Drive and Hilliard Street. The actual limits of the Planning Area are as shown on Schedule “F” – Key Map to Secondary Land Use Plans and on Schedule “P” of the Official Plan. It is the policy of Council that land within the Chemong Secondary Land Use Plan shall be developed in accordance with the land use pattern shown on Schedule “P”. Reference shall also be made to the policies of section 10.7 in addition to other policies of the Official Plan. The land use categories of Schedule “P” shall have the same meaning as in the Official Plan or Zoning By-law.

10.7.2 Objectives of the Plan

Council adopts the following objectives for the Chemong Secondary Land Use Plan:

- 10.7.2.1 To establish a complete community for the undeveloped lands within the City that are generally bounded by County Road 19 / Third Line of Smith Township, Fairbairn Street, Towerhill Road, Milroy Drive and Hilliard Street that includes 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.
- 10.7.2.2 To recognize the Planning Area as a substantial new development area and identify the need to anticipate development impacts on the surrounding neighbourhood and take reasonable actions to mitigate adverse impacts.
- 10.7.2.3 To establish a complete transportation system that integrates the Planning Area with the surrounding community by accommodating the needs of pedestrians, cyclists, transit users and motorists.
- 10.7.2.4 To establish a community open space system which preserves environmental features within the Planning Area including the headwaters of Bear's Creek and a headwater area for Jackson Creek.
- 10.7.2.5 To establish a servicing strategy to link services in the Secondary Plan Area with services in the City in a cost effective manner and ensure adequate standards are maintained for all services.

10.7.3 DEVELOPMENT POLICIES

Development of the Chemong Secondary Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

- 10.7.3.1 The land use designations applied to lands within the Chemong Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and "H" – Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal

servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City's uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and "H" – Holding Provisions are removed.

- 10.7.3.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule "P"-Chemong Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.
- 10.7.3.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.
- 10.7.3.4 Development of the Designated Greenfield Area portion of the Planning Area as identified on Schedule A-1 of this Plan will be planned to achieve a minimum average density of 50 residents and jobs per hectare combined. To achieve this, notwithstanding the provisions of Sections 4.2.2.1, 4.2.2.2 and 4.2.2.3, residential areas shall be planned for the following minimum densities:

Designation	Minimum Density (units/ha)
Low Density	20
Medium Density "A"	30
Medium Density "B"	45
High Density	90

- 10.7.3.5 When reviewing development proposals, the City will require development proponents to assess the internal and external sanitary servicing needs of the proposal to the satisfaction of the City Engineer and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
- 10.7.3.6 Development approvals will not be granted until a water servicing strategy has been prepared to the satisfaction of Peterborough Utilities Services Inc.

- 10.7.3.7 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.
- 10.7.3.8 When reviewing development proposals, the City will have regard for the existing natural features of the Secondary Planning Area, particularly the headwater areas of Bear's Creek and Jackson Creek. Development proposals adjacent to these features shall define, through the preparation of an Environmental Study as described in Section 3.3.7, the limit of the Natural Area, development setback requirements, and the limit of any flood plain within the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to the City at no cost.
- 10.7.3.9 The City may require the dedication of additional open space lands outside of the lands designated "Major Open Space" to facilitate useable parkland and linear open space systems.
- 10.7.3.10 Prior to any grading, construction or tree removal, the City may require the submission of detailed natural features/vegetation studies, tree assessment and preservation plans (which will include an inventory of existing mature trees on site and identify measures for respecting these trees), hydrogeological studies and archaeological assessment studies when reviewing development proposals. Development approvals will be conditional upon the completion of required studies and implementation of necessary works.
- 10.7.3.11 All development shall protect against adverse water quantity and quality impacts on existing downgradient groundwater users through the implementation of appropriate mitigation measures and monitoring as conditions of approval.
- 10.7.3.12 Due the absence of flood plain modelling, proponents shall undertake the required modelling to the satisfaction of the Authority. All lands deemed to be flood plain shall be zoned Open Space District 1 and shall be deemed to be designated as Flood Plain on Schedule "C" – Natural Areas and Flood Plain without amendment to this Plan.
- 10.7.3.13 The Chemong Secondary Plan and Functional Planning Study and the Detailed Flood Reduction Studies prepared for Bear's Creek and Jackson Creek and the recommendations contained therein will serve as the basis for completing stormwater management plans, including water quality and quantity measures for the Planning Area.

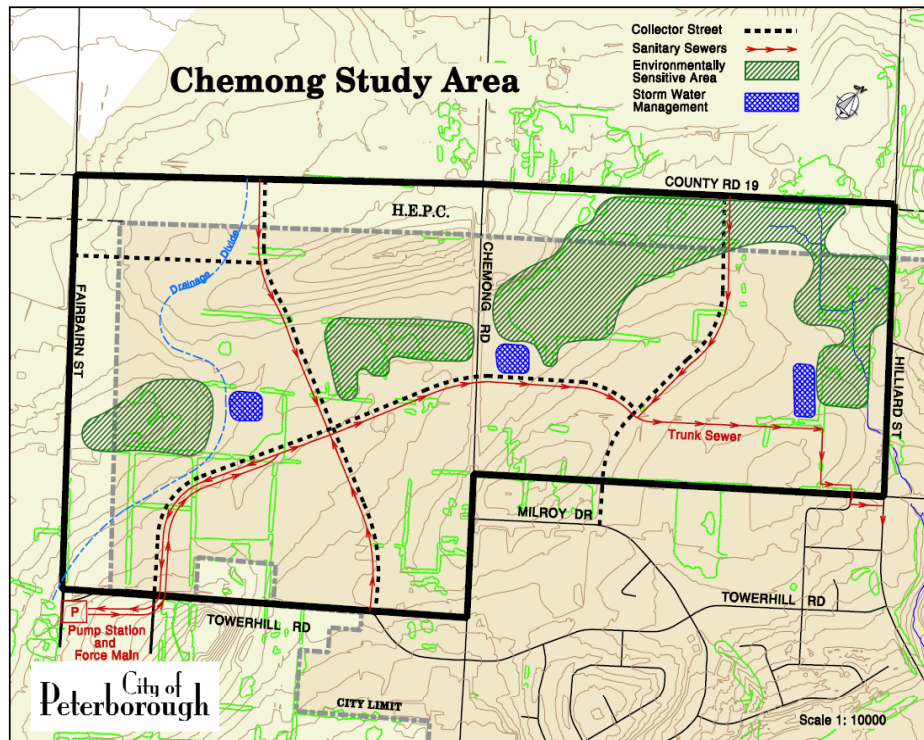
Development approvals will be granted, subject to the approval of detailed stormwater management reports, which will include a landscaping plan to be completed by a qualified landscape architect, for the stormwater management facilities. For any areas of development greater than 1 ha, a water balance shall be completed to determine annual infiltration levels. Where infiltration levels greater than 25% of the annual precipitation exist, compensation such as infiltration measures or reduced impervious coverage shall be incorporated into the proposed stormwater management solution.

- 10.7.3.14 When reviewing development proposals, the City will require development proponents to assess the internal and external road servicing needs of the proposal to the satisfaction of the City Engineer, consistent with the City's Comprehensive Transportation Plan, and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
- 10.7.3.15 Development approvals in the Secondary Plan area shall not be granted beyond the year 2021 or an overall anticipated population of 3900 residents, whichever occurs first, without an updated review of the transportation network needs for accommodating full build-out of the Secondary Plan area and, if deemed necessary by the Director of Utility Services, an amendment to the Comprehensive Transportation Plan.
- 10.7.3.16 Where a Municipal Class Environmental Assessment is required to construct new or upgrade existing road and wastewater collection infrastructure necessary for servicing the internal and external needs of a proposed development, the Assessment shall be completed by the City in accordance with the requirements of a Municipal Class Environmental Assessment and City policies and procedures prior to the approval of proposed development.
- 10.7.3.17 The City will cooperate with the County and the Township of Smith-Ennismore-Lakefield and other affected authorities to ensure that any roadway improvements beyond the City's boundary that are required to serve the Secondary Plan area are done in accordance with any applicable County or Township Transportation Plan.
- 10.7.3.18 Notwithstanding Section 4.2.6.4, Local Commercial uses will generally be encouraged to locate on the lower floors of Medium and High Density residential uses, and will generally be oriented toward the Collector Street Network.

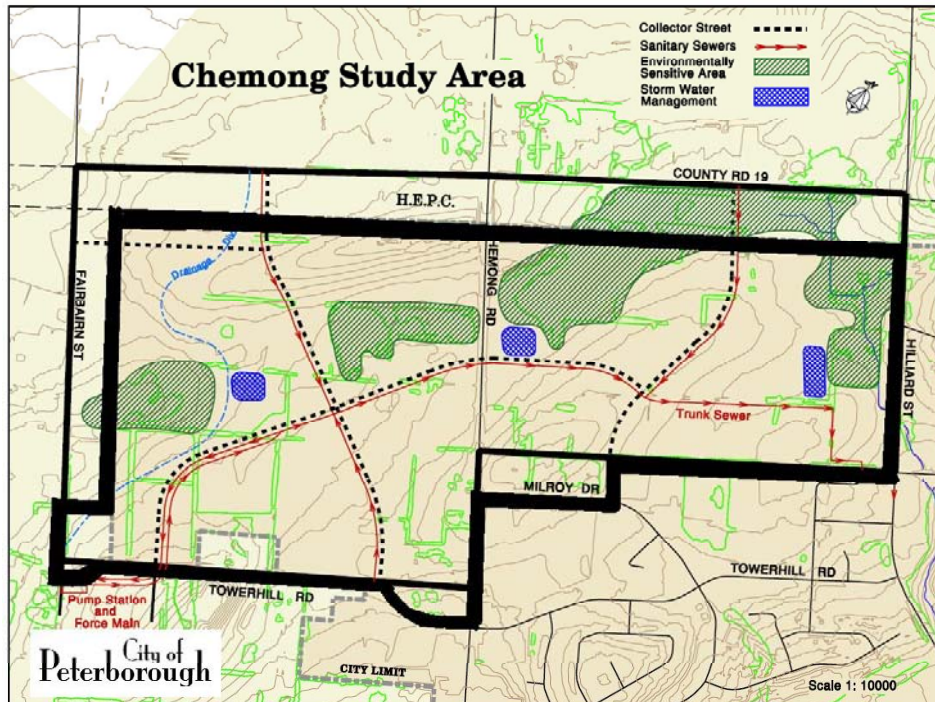
- 10.7.3.19 The Community Nucleus identified on Schedule P will be developed with a mix of residential and commercial uses that together serve as a focal point for the Chemong Community in accordance with the following principles:
- a) The Community Nucleus will be designed to reinforce its role as the focal point of the Chemong Secondary Plan community and to distinguish itself from the function of the adjacent Portage Shopping Node through strategic orientation of buildings and access points, integration with the Chemong neighbourhood, and urban design;
 - b) The Community Nucleus will contain a mix of medium and high density residential uses in order to achieve an overall minimum average density of 45 units per hectare consistent with the Medium Density “B” designation;
 - c) Up to 8,000 square metres (86,100 square feet) of Neighbourhood Commercial floor space as described in Section 4.3.5.3 of this Plan will be permitted within the Community Nucleus;
 - d) Up to 4,000 square metres (43,050 square feet) of Special Purpose Retail floor space as described in Section 4.3.4.3 of this Plan will be permitted within the Community Nucleus at a location adjacent to a Major Shopping Centre designation as illustrated on Schedule “I”;
 - e) Notwithstanding Section 4.3.5.5, Council will encourage the creation of a neighbourhood-serving food store as an integrated part of the Community Nucleus generally having a floor area not exceeding 4,000 square metres (43,050 square feet) after 2015 or at a time deemed appropriate by Council as market conditions warrant; and,
 - f) Approvals for site specific development proposals within the Community Nucleus will not be available until a comprehensive urban design plan for the entire Community Nucleus is approved by Council to implement the design principles outlined in Section 10.7.3.19 a).
- 10.7.3.20 Pursuant to Section 4.2.3.9 of this Plan, the City will encourage the development of secondary suites in areas designated for Low Density Residential use on Schedule P. The development of secondary suites will be controlled through the application of Zoning By-law regulations.

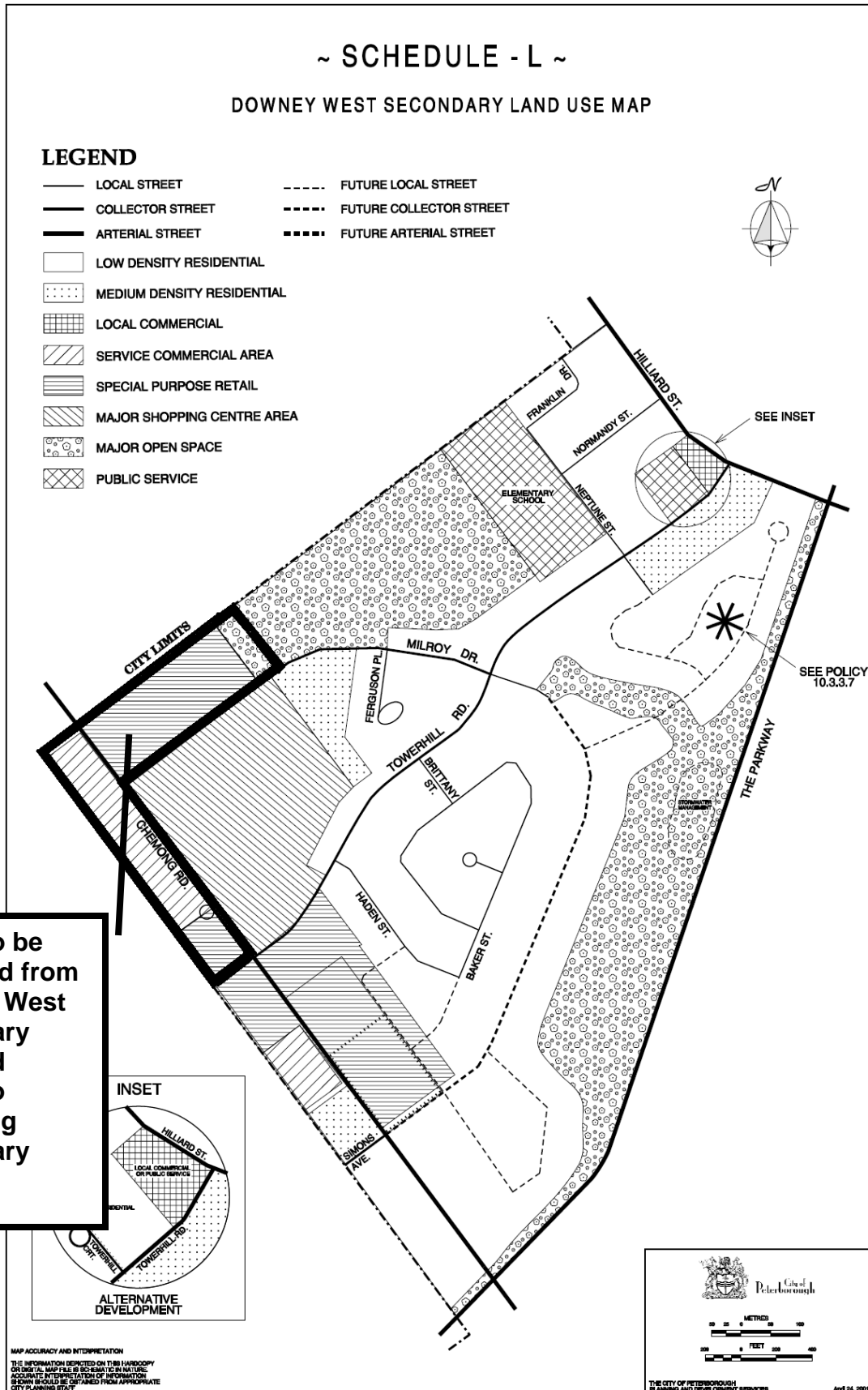
- 10.7.3.21 Where development within the Secondary Plan area is subject to site plan control in accordance with Section 3.8 of this Plan, Council may require the submission of drawings mentioned in paragraph 2 of Subsection 41(4) of the Planning Act, R.S.O. 1990, c. P.13, as amended, including drawings that are sufficient to display matters relating to, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design insofar as they relate to exterior design.
- 10.7.3.22 On-road bikeways will be provided on all City Collector Roadways within the Secondary Plan area.

Chemong Functional Planning Study Area Limit



Chemong Secondary Plan Area Limit





Lands to be
Removed from
Downey West
Secondary
Plan and
added to
Chemong
Secondary
Plan