



City of
Peterborough

To: Members of the Peterborough Environmental Advisory Committee

From: Ken Hetherington, Chief Planner

Meeting Date: September 15, 2021

Subject: Report PEAC21-021
Final Draft Official Plan

Purpose

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

Recommendation

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

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

Budget and Financial Implications

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

Background

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

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

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

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

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

- supporting a strong and diverse economy.

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

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

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

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

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

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

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

Submitted by,

Ken Hetherington
Chief Planner

Contact Name

Brad Appleby
Supervisor, Development Planning
Phone: 705-742-7777 Ext. 1886
Toll Free: 1-855-738-3755 Ext. 1886
E-Mail: bappleby@peterborough.ca

Attachments

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

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

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

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

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

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

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

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

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	minor infill development and the establishment of additional residential units and garden suites			
3.3.7.e	Strategic Growth Areas to focus on accommodating intensification and/or higher intensity mixed-uses in a more compact built form . Major development/redevelopment opportunities may include infill, brownfield sites, the expansion or conversion of existing buildings, greyfields, or the development of new mixed-use, higher density corridors and centres serving emerging greenfield communities. The City will encourage appropriate development applications within the Strategic Growth Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f	Strategic Growth Areas include Urban Growth Centre and will be planned to achieve an average gross density of 150 residents and jobs per hectare combined by 2031 or earlier, through intensification of under-developed parcels of land and redevelopment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f.ii	Accommodate and support the transit network at the regional scale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.f.iii	To serve as a high-density major employment centre	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.i	Development proposals with Strategic Growth Areas will accommodate transit-supportive densities and promote active transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.ii	Include a diverse mix of uses, including affordable and accessible housing, to support existing and planned transit service levels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.iii	Accommodate alternative development standards , such as reduced parking requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.iv	Minimize land uses and built form that would adversely affect the achievement of transit-supportive densities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.3.7.g.viii	Promote land use and built form transitions and urban design approaches that protect areas of natural heritage sensitivity .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.2.b.iii	Existing public service facilities located in or near Strategic Growth Areas and are easily accessible by active transportation and transit shall be the preferred location for community hubs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.1.2.e	When development, redevelopment , site alteration and/or infrastructure is proposed that	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	has potential to impact natural heritage features not previously investigated or mapped as part of the natural heritage system, a preliminary natural heritage feature screening will be required to determine whether any natural heritage features exist on or adjacent to the subject site that meet the criteria for natural heritage system Level A, B, or C. If natural heritage features are identified that meet the criteria, an Environmental Impact Statement will be required in accordance with the policies of this Plan and approved by the City in consultation with the Conservation Authority and any agency having jurisdiction. Any identified features will be added to the Natural Areas Designation and protected			
4.1.3.a	Protecting public health and considering the increasing risks associated with climate change are critical to the social well-being, environmental sustainability, and long-term prosperity of the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.b	Hazard lands include both natural and human-made hazards. Development will be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards, and hazardous sites	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.d	Development shall be directed away from areas identified on Schedule F: Natural Heritage System and Environmental Constraints	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.e	Some buildings, structures and lots are existing within or adjacent to a floodplain and/or erosion hazard limits as identified by the Conservation Authority. The expansion of an existing building or structure within or adjacent to hazardous lands will generally not be supported . Redevelopment or relocation within or adjacent to hazardous lands may be permitted subject to the approval of the Conservation Authority.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.g	Development adjacent to flood or erosion prone area may be subject to a setback from the Regulatory Flood or the stable top of bank.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.h	In hazardous lands , development and site alteration will be restricted to protect the public.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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4.1.3.i	Development in hazardous forest types for wildland fire shall be directed to areas outside of the identified lands . Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1.3.j	When reviewing an application for development, or other applicable process, the City shall consider the potential impacts of climate change that may increase the risk associated with natural hazards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.1.c.ii	Encourage residential intensification and infill development in residential areas where the impacts of development on existing uses can be minimized and where development can efficiently utilize existing municipal services and facilities;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.iv	Residential development designations promotes active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.vi	The provision of adequate vehicular and bicycle parking, buffering, and landscaping	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.c.viii	The appropriate protection of natural features and ecological functions of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.c.ix	The incorporation of sustainability features , including green infrastructure, green building practices, energy conservation measures and renewable/alternative energy systems in residential development designations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.d.f	Multi-unit low-rise residential built forms must provide for adequate on-site amenity spaces, active transportation routes and on-site waste pickup	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.g.i	New low-rise buildings shall provide adequate landscaping, and stormwater management features including low impact development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2.2.i.ii	New mid-rise residential shall have convenient access to public transit . If convenient access to public transit is not possible, the development may be supported where it has convenient access to high quality active transportation routes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.2.2.i.iii	New mid-rise residential shall provide adequate landscaping, on-site waste pickup, buffering and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Policy No.	Policy Summary	CED	Mitigation	Adaptation
4.3.1.b.vi	Require that all development within the Central Area be transit-supportive and pedestrian-oriented , incorporating high-quality design to support active transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.e.ii	Central Area shall provide appropriate protection of natural features and ecological functions of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.1.e.ix	Central Area shall provide the development is transit-supportive and pedestrian-oriented,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.h	City may consider reduced parking requirements for any development within the Central Area, as supported by appropriate parking studies and the proximity of the subject lands to transit facilities and well-connected active transportation routes, in the Central Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.m.ii	New mid-rise residential shall have convenient access to public transit . If convenient access to public transit is not possible, the development may be supported where it has convenient access to high quality active transportation routes , subject to the City's approval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.m.iii	New mid-rises shall provide adequate landscaping, and bicycle parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.1.m.iv	New mid-rise shall be located in proximity to amenities, such as parks , open space, active transportation routes and other public service facilities, services and amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.o.ii	New high rises be at a highly accessible location - connected to the active transportation network , including sidewalks; within 250 metres of an existing or planned public transit route ; and generally within 500 metres of schools, commercial facilities and/or parks, open space and/or other public service facilities, services and amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.1.o.iii	New high rise be on a site of suitable size for the proposed development, and shall provide adequate landscaping and bicycle parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.2.d.iv	Downtown core area designation shall include active transportation linkages	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.4.f.i	Industrial Conversion Area Designation should include active, pedestrian-oriented uses, particularly retail and service commercial uses, are preferred at grade level,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
4.3.4.f.ii	Industrial Conversion Area Designation should include active transportation linkages throughout the Industrial Conversion Area,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.4.d.iv	Industrial Conversion Area shall provide active transportation linkages with adjacent districts, both within and adjacent to the Central Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.6.ii	Downtown Open Space Designation may include horticultural uses including community gardens, garden plots and nursery gardening	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.7.c.vi	Little Lake South District Designation will add additional trees and greenery while preserving views	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.7.c.xi	Little Lake South District Designation will improve amenities for pedestrians and cyclists and link to broader walking and cycling networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.3.8.c	All buildings will be flood proofed to the Regulatory Flood level where practical. Where it is not technically or economically feasible or practical to flood proof to the Regulatory Flood level, the minimum flood proofing level will be the average of the 100 Year Flood level and the Regulatory Flood level in Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.d	All buildings or structures shall be designed such that their structural integrity is maintained during a Regional Storm within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.g	Communal and/or special needs housing, hospitals, day care centres, or other similar uses for which flooding could pose a significant danger to the inhabitants shall not be permitted below the Regulatory Flood level within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.h	Land uses associated with services such as those provided by fire, police and ambulance stations and electrical substations which would be impaired during a flood emergency as a result of flooding, or failure of flood proofing measures, shall not be permitted below the Regulatory Flood level within Jackson Creek Special Policy Area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3.8.i	Building services such as electrical and heating systems shall be located above the Regulatory Flood elevation, but where this is not possible, building services shall be flood proofed to the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	support active transportation and public transit use			
4.4.3	Minor Mixed-Use Corridor Designation recognizes areas that are primarily low-rise residential, but that also function as part of the connective spine of the City. Minor Mixed-Use Corridors provide pedestrian, cyclist and transit-oriented places through investment in infrastructure, as well as modest residential intensification, infill and redevelopment, with particular attention to the adjacent context	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.d.iii	In Employment Districts optimize the efficient use of existing and new infrastructure and land for employment growth through redevelopment, infill and intensification and facilitate the development of transit-supportive built form	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.d.v	Improve the functional relationship and compatibility between industrial establishments and other adjacent uses, including through enhanced active transportation and transit networks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.l	In Employment Districts the City will encourage the design and built form of new development to be transit-supportive, compact and active transportation-friendly	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.1.m.vi	Reviewing development applications the City will regard appropriate protection of natural features and ecological functions of the Natural Heritage System from negative impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5.1.m.vii	The City will consider sustainable design elements in development review	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5.2.e.i	Prestige Employment Designation shall encourage existing and proposed transportation facilities including goods movement facilities and corridors and public transit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.5.3.	General Employment Designation shall be developed where is existing or planned infrastructure, including active transportation facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.6.1.a	The City recognizes the important contribution that natural heritage features and their associated ecological functions. Benefits include flood moderation, erosion control, air quality improvements, pollination services, genetic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	resources, recreation opportunities and human health.			
4.6.1.b	Developing a Natural Heritage System approach is the preferred method to protecting natural heritage features and their associated ecological functions that maintains connections among natural heritage features, so that their existing ecological functions are maintained or enhanced. Protecting an interconnected system can facilitate adaptations that contribute to the resiliency of habitats and organisms when faced with threats associated with a changing climate.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.1.e.i	Provide protection from the impacts of development on natural heritage features and their associated ecological functions that are of Provincial significance and additional natural areas which local importance or value in complementing the urban environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.1.e.iii	Enhance connectivity between the Natural Heritage System and the established trail system, and establish new linear connections	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.6.1.e.iv	Promote diversity in the approach to urban development in proximity to the Natural Heritage System by appropriate conservation techniques and, where they exist, the integration of natural heritage features and their associated ecological functions in ways that improve the quality of both the urban and natural environments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.i	Natural Areas Designation protect the health and water quality of the Otonabee River Watershed and all of the subwatersheds within the City;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.ii	Natural Areas Designation conserve biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.iii	Natural Areas Designation protect natural heritage features and their associated ecological functions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.a.iv	Natural Areas Designation Protect surface and underground water resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.f	Regional connections are areas that provide a general pathway of connectivity between the City's Natural Heritage System and the County's Natural Heritage System. It is the intent that the connectivity function be maintained and where possible enhanced in the vicinity of these areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6.2.k.i	Development and site alteration will not be permitted in Level A Provincially Significant	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	Wetlands, Significant Woodlands, Significant Life Science Areas of Natural or Scientific Interest or Significant Wildlife Habitat in natural features			
5.2.3.a.ii	Housing supply shall support all forms of residential intensification , including additional residential units, and redevelopment in appropriate locations, with an emphasis on Peterborough's Strategic Growth Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.3.a.iv	Promoting new housing at densities which efficiently use land, resources, infrastructure and public service facilities, and which support the use of active transportation and transit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.i	Promote infill development, which includes higher density housing forms got affordable housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.ii	Encourage the development of smaller dwelling units , where housing is considered more affordable due to lower construction costs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.e.vi	Ensure that affordable housing flexible to permit or explore a range of innovative housing types and sizes, including additional residential units, accessory dwelling units, garden suites, cohousing, tiny homes, communal housing and life-lease housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.h.	The location of affordable housing units will have regard for the proximity of transit and active transportation routes ,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.2.4.k.i	Affordable housing infill housing shall be designed to be compatible with adjacent properties and be sensitive to the continuity of the existing residential streetscape;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.1.b	The City will manage municipally-owned land in an environmentally conscientious manner. This may include the preparation of management plans to address practices such as the reservation of natural buffer strips in relation to water courses and the limitation of pesticides, herbicides and road salt being applied on lands adjacent to natural heritage features	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3.3.c.vi	Regional Parks should be accessible with public transit and active transportation .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.4.b.ii	Community Parks should be accessible with public transit and active transportation ;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.3.7.d.iii	New parks be designed such that they provide 40 per cent of the area of the park in tree canopy by	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

Policy No.	Policy Summary	CED	Mitigation	Adaptation
6.1.3.e.iii	New development will be responsible for the installation of sanitary sewer services shall be designed, constructed and maintained to utilize gravity flow wherever possible, to avoid the need for pumping stations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.1.3.e.vi	New development sanitary sewers will consider infiltration/inflow and downstream capacity issues	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.3.f.i	The City shall ensure that all water and sanitary sewer services are provided in a manner that can be sustained by the water resources upon which such services rely	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.a	The City occupies nine primary watersheds and the benefits of healthy watersheds include: safe drinking water, greater adaptive capacity in the face of climate change, erosion control, flood mitigation , fish and wildlife habitat and nature-based recreation opportunities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.ii	The City will lead the implementation of watershed planning initiatives , that meet water quality and quantity objectives for the watershed Watershed planning will protect and enhance existing geology, hydrology, hydrogeology,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.iv	geomorphology, limnology, aquatic and terrestrial habitats and the quality, quantity and function of groundwater recharge areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.c.vi	Watershed planning where practical, will facilitate modifications to existing neighbourhoods to ensure better hydrologic and water quality function	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.d	The City will promote the efficient and sustainable use of water resources , including practices for water conservation and sustaining water quality. Such practices may include encouraging educational initiatives, supporting other agencies with programs related to water conservation , sustaining water quality, incorporating stormwater management best practices , including green infrastructure and/or low impact development and considering technological and other system improvements to address such issues as inflow and infiltration of sanitary sewers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.e	Development and site alteration will be restricted in or near sensitive surface water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	features and sensitive groundwater features such that these features and their related hydrologic functions will be protected, improved or restored.			
6.1.4.f	The City will require hydrogeological assessments in support of all major development applications , to maintain infiltration, recharge , and peak flow rates relative to existing conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.i	The City will protect, improve or restore the quality and quantity of water by using the watershed as the ecological meaningful scale for integrated and long term planning	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.ii	Minimizing potential negative impacts , including cross-jurisdictional and cross-watershed impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.iii	Identifying water resource systems consisting of groundwater features, hydrologic functions , natural heritage features and areas, and surface water features which are necessary for the ecological and hydrological integrity of the watershed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.iv	Implementing restrictions on development and site alteration to protect, improve or restore vulnerable surface water and groundwater , sensitive surface water features and sensitive groundwater features, and their hydrologic functions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.vi	Promoting planning for efficient and sustainable use of water resources , including through practices for water conservation and sustainable water quality, such as water demand management and water recycling	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.h.vii	Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.j.xii	Source drinking water protection that included activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body; an activity that reduces the recharge of an aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.4.o	The City shall plan to minimize the amount of impervious surfaces that may require the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy No.	Policy Summary	CED	Mitigation	Adaptation
	application of road salt located within the Intake Protection Zones			
6.1.4.r	The City will implement a maintenance program for existing stormwater management facilities within the Intake Protection Zones , which will prioritize regular inspections, maintenance and asset management activities to ensure they are being adequately maintained such that the facility is not a significant drinking water threat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.a	The stormwater management , including quantity and quality control and low impact development features , form an integral and important part of development, redevelopment and public works.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.b.ii	Stormwater management will prevent and limit flood risk for both new development and existing built up areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.b.iii	Stormwater management will maintain and enhance the natural hydrologic cycle , including the promotion of water balance, volume control and low impact development ;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.d	All new development in the City shall utilize stormwater management techniques to control the quality of run-off and control erosion and sedimentation during and after construction in order to minimize adverse effects on the receiving body of water. The City's Watershed Plan, Flood Reduction Master Plan and Engineering Design Standards will guide the quality and quantity control criteria	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.e	Stormwater quality control , shall be implemented for new development to incorporate low impact development techniques, green infrastructure and other innovative methodologies to minimize changes to the water balance on the development site by reducing peak flow and runoff volumes , and provide appropriate quality and quantity control of runoff at the source	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.1.5.f	The City encourages development proponents to propose innovative stormwater management works , including but not limited to, underground stormwater storage and source control techniques, to control stormwater quality and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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6.2.3.l.ii	The City should develop an active urban street tree planting program which shall include appropriate tree species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.n	The City will continue to expand and enhance its trails system to promote connectivity, mobility, accessibility and active transportation within and between neighbourhoods.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.3.o.iv	Where a multi-use trail is adjacent to, and within the prescribed minimum vegetation protection zones (or buffer) of the Natural Heritage System, it will be designed to avoid impacts on the features and ecological and hydrologic functions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.p.iii	The multi-use trails network shall be designed to encourage water infiltration	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.2.3.p.vii	The multi-use trails network shall accommodate lighting that is energy efficient (e.g. PV, LED), Dark Sky/Nighttime Friendly compliant, and adequate for vehicular, cyclist and pedestrian requirements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.4.b	In the design of all roads, regard will be given to the provision of adequate space and safety measures for pedestrians and cyclists , and for safe transfers on and off transit vehicles. Specific road requirements shall be determined at the detailed design stage and in addition to traffic demand, be based upon considerations such as the preservation of trees and overall effect upon the streetscape	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.4.f	Sidewalks shall be required on all public roads and required on at least one side of new condominium private roads and public or private lanes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.a.i	Transit planning will address the densities that are supportive of transit and commensurate with the type and frequency of transit service planned for the area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.a.ii	Transit planning will address road pattern and related pedestrian and cycling network that provide for direct pedestrian and cycling access to transit routes and stops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.2.5.f.i	The City will require that development proposals be designed to facilitate easy access to public transit by ensuring that all new development forms and street patterns support the use of	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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7.3.6.e.vi	Secondary Plans shall address transportation, including transit and active transportation facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.3.6.e.x	Secondary Plans shall address water resources, including surface and groundwater, watershed and sub-watershed studies and stormwater management plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.i	Site Plan Approval will be used in accordance with Section 41 of Planning Act as a means of achieving well-designed, functional, accessible, safe and sustainable built form and public space.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.ii	Site Plan Approval will include without limitation design elements within and/or adjacent to the City right-of-way, bicycle parking facilities, public transit facilities, landscaping including trees, shrubs and/or hedges, and waste, recycling and composting containers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.7.d.iii	Site development works and site design including, without limitation erosion and sedimentation control, landscaping, revegetation, pedestrian access and bicycle facilities, active transportation routes and connections, including to transit stops, sidewalks and bicycle lanes, and stormwater management design and areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.8.1.iv	The City, when considering applications for plans of subdivision , will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of subdivision that meet the following criteria: The plan will not adversely impact upon the transportation system and will support public transit, cycling and walkability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7.8.1.v	Subdivision Plan will not adversely impact the Natural Heritage System	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.8.2.b.iv	The City, when considering applications for plans of condominium , will have regard for the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of condominium that meet the following criteria the plan will not adversely impact upon the	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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7.21.2.a.i	Planning Act for applications for an Official Plan Amendment, the City may also require the submission of additional information and material to assist in the review of an application before the application is deemed complete. This additional information will be identified in the required pre-consultation meeting and may include Environmental/Natural Heritage/Natural Hazards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7.21.2.a.iii	Planning Act for applications for an Official Plan Amendment, may include Transportation:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>