



City of
Peterborough

To: Members of the General Committee

From: Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

Meeting Date: November 1, 2021

Subject: Report IPSPL21-036
Adoption of the new Official Plan for the City of
Peterborough

Purpose

A report to recommend the adoption of a new Official Plan for the City of Peterborough.

Recommendations

That Council approve the recommendations outlined in Report IPSPL21-036 dated November 1, 2021, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That Council adopt the Final Draft Official Plan as appended to Report IPSPL21-035 dated October 4, 2021 and the revised excerpts in Exhibit A of this Report IPSPL21-036 as the new Official Plan for the City of Peterborough dated November 2021;
- b) That the By-law to adopt the new City of Peterborough Official Plan, November 2021, attached as Exhibit B to report IPSPL21-036 be approved;
- c) That Planning Division staff submit the Council-adopted Official Plan for the City of Peterborough, November 2021, to the Ontario Minister of Municipal Affairs and Housing for final approval in accordance with Section 17(22) of the **Planning Act**;

- d) That in accordance with Section 26(7) of the **Planning Act** and subsection 7.7. of Ontario Regulation 543/06: Official Plans and Plan Amendments, Council declares to the Approval Authority, being the Ontario Minister of Municipal Affairs and Housing, that the Council-adopted City of Peterborough Official Plan, November 2021:
- i. is consistent with policy statements issued under subsection 3(1) of the **Planning Act**;
 - ii. conforms or does not conflict with any applicable Provincial plan or plans; and,
 - iii. has regard to the matters of Provincial interested listed in Section 2 of the **Planning Act**;
- e) That the current City of Peterborough Official Plan (By-law 1981-150) and all amendments thereto, be repealed at the end of the day on which the new City of Peterborough Official Plan is sanctioned by the Approval Authority;
- f) That the Township of Smith Official Plan (Township By-law 1994-46) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 1998 and January 1, 2008, be repealed at the end of the day on which the new City of Peterborough Official Plan is sanctioned by the Approval Authority;
- g) That the Township of Otonabee Official Plan (Township By-law 12-85) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 1998, be repealed at the end of the day on which the new City of Peterborough Official Plan is sanctioned by the Approval Authority;
- h) That the Township of Otonabee-South Monaghan Official Plan (Township By-law 2004-70) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 2008 and January 1, 2013, be repealed and revoked at the end of the day on which the new City of Peterborough Official Plan is sanctioned by the Approval Authority; and
- i) That Planning Division staff present an Official Plan Implementation Strategy to Council within one year of the City of Peterborough Official Plan, November 2021 coming into effect.

Budget and Financial Implications

There are no budget and financial implications related to the recommendations in this report. The City of Peterborough Official Plan, November 2021 (“the Plan”) does, however, include commitments to complete a variety of studies, assessments, secondary land use plans, master plans, strategies and guidelines to facilitate implementation of the Plan. Funding for these initiatives will be outlined in an Implementation Strategy to be prepared for the Plan and will be considered through the City’s annual budget approval process.

Pursuant to subsection 26(9) of the **Planning Act**, the City is required to amend its Zoning By-law within three years of the Plan coming into effect. The Zoning By-law update is included in the approved 2021 capital budget (Reference No. 5-1.05).

Background

In accordance with subsection 17(13) of the **Planning Act** (the **Act**) and Ontario Regulation 352/02, the City of Peterborough is required to adopt and maintain an Official Plan. Official Plans are over-arching policy documents that establish a comprehensive framework for guiding land use decisions. Official Plans shape community development by setting goals, objectives and policies for managing and directing physical change and its effects on the social, economic, built and natural environment. Typically, Official Plans plan for growth over a 20-year period, or longer, as directed by Provincial policy. The Plan affects our everyday lives by guiding where and how housing, employment and other land uses and associated infrastructure and services will locate. Because Official Plans are implemented over long time periods, they are typically intentionally written with flexibility to accommodate changing community and Provincial priorities and development trends over the plan’s lifespan. The City’s current Official Plan was adopted by By-law 1981-150 on December 7, 1981 and was approved by the Minister of Municipal Affairs and the Ontario Municipal Board in multiple phases between 1982 and 1987.

Pursuant to section 2 and subsection 3(5) of the **Act**, Official Plans are required to have regard for matters of Provincial interest, be consistent with Provincial policy, and conform with applicable Provincial plans. Furthermore, under subsection 24(1) of the **Act**, where an Official Plan is in effect, all public work undertaken and all by-laws passed by the municipality must conform with the Official Plan. In accordance with subsection 17(1) of the **Act**, the Minister of Municipal Affairs and Housing (the Minister) is the approval authority for the City’s Official Plan.

Section 26 of the **Act** requires the City to regularly review and update its Official Plan to ensure it conforms or does not conflict with Provincial plans, has regard for the matters of Provincial interest listed in section 2 of the **Act**, and is consistent with Provincial policy statements issued under subsection 3(1) of the **Act**. Such reviews also provide

an opportunity for the City to ensure the Official Plan reflects changes in community priorities with respect to land use planning. In accordance with subsection 26(1.1) of the **Act**, the City is required to review its Official Plan within 10 years of it coming into effect and at least every five years thereafter, unless the plan is being replaced with a new Official Plan. Furthermore, as part of any official plan review, subsection 26(3) of the **Act** requires the City to hold a special meeting of council, open to the public, to discuss the revisions that may be required to the Plan.

Key Dates

As described in Report IPSPL21-035 dated October 4, 2021, the City's current official plan review began in 2011.

- On March 4, 2013, Council held a special public meeting under subsection 26(3) of the **Act** to discuss revisions that may be required to the plan. At that meeting, Council received a Potential Policy Directions Report (Report PLPD13-014) summarizing the key messages heard during public consultation to date and potential policy revisions to the Official Plan. Following further public consultation, staff determined that a new official plan would be the most effective way to refresh the City's planning policy.
- In June 2019, a first draft of the new Official Plan was released for public review on the City's website and on ConnectPtbo. The engagement process leading to that draft, and the feedback received thereafter, is detailed in report IPSPL21-035. Almost concurrent with the first draft Official Plan release, the Province issued a new Growth Plan for the Greater Golden Horseshoe (the Growth Plan).
- In 2020, that Growth Plan was amended and the Province issued a new Provincial Policy Statement (PPS). Additionally, in 2020, the Province released a new Land Needs Assessment methodology pursuant to the Growth Plan that requires all municipalities in the Greater Golden Horseshoe to rationalize their official plan land use allocations by quantifying the amount of land needed to accommodate anticipated growth to 2051.
- Considering both community feedback and changing Provincial policies, revisions to the June 2019 draft Official Plan were required. In July 2021, these revisions were captured in a Final Draft Official Plan and released for public review. In accordance with the **Places to Grow Act**, the Minister has established July 1, 2022 as the deadline for all municipalities to update their official plans to bring them into conformity with the Growth Plan.
- On October 4, 2021, Council received the Final Draft Official Plan for information as part of Report IPSPL21-035. The Plan addresses the requirements of the **Act**, the PPS and the Growth Plan, as well as community priorities. As detailed in the report, the Plan was developed through extensive public engagement and

consultation with staff from the Ministry of Municipal Affairs and Housing (MMAH), MMAH's partner ministries, and the Ontario Growth Secretariat. Report IPSPL21-035 outlined the key features and policy directions of the plan as well as the results of the City's Land Needs Assessment.

Final Phase Engagement

Following the July 2021 release of the Final Draft Official Plan, additional consultation was undertaken as follows:

- July 22, 2021 – presentation to the Official Plan Working Group;
- August 23, 2021 – electronic circulation to Official Plan Technical Working Group;
- September 1 and 2, 2021 – four online public open houses;
- September 14, 15 and 16, 2021 – presentations to the Arenas, Parks and Recreation Advisory Committee, the Peterborough Environmental Advisory Committee, and the Planning Advisory Committee;
- September 28, 2021 – presentation to the Official Plan Natural Heritage Task Force;
- October 21, 2021 - Public Open House pursuant to subsection 17(16) of the **Act**; and,
- Meetings with specific landowners as requested.

As of the writing of this report, over 50 written submissions have received from the community on the Final Draft Official Plan.

Comments and questions received during the September 2021 public open house sessions were detailed in Exhibit C of report IPSPL21-035. A detailed matrix of written community comments and City advisory committee comments received since July 2021, and staff's response, is attached hereto in Exhibit C.

Adjustments made to the Final Draft Official Plan

In response to comments received on the July 2021 Final Draft Official Plan, staff have made several minor revisions to the Plan since being received by Council on October 4th. These revisions, attached hereto in Exhibit A, update the Plan to:

- Clarify the historical importance of water resources and acknowledge the ongoing climate change emergency and the rising cost of housing as challenges being faced by the community in Section 1.1 – Context;

- Elevate the profile of climate change in the Plan's vision statement in Section 2.1;
- Adjust Section 2.2 – Guiding Principles – to give greater prominence to responding to climate change (Sections 2.2.1 iv., 2.2.2 a., 2.2.4);
- Update Schedule A – Urban Structure – and Section 3.3 – Planning for Growth in an Urban Structure – to reflect the Natural Areas and to remove the Strategic Growth Area from the lands north of Nassau Mills Road at Armour Road in favour of a Neighbourhood classification (Sections 3.3.1 b. and 3.3.2 d.);
- Adjust the list of permitted uses in the Major Institutional Designation to better reflect uses permitted under the current Official Plan by including food service and other hospitality services as well as recreation and cultural facilities associated with a major institution (Section 4.2.3 d.);
- Revise Schedule B – Land Use Plan – to designate the lands north of Nassau Mills Road, between the Otonabee River and the Trent-Severn Waterway, and certain lands east of University Road and south of Pioneer Road as Major Institutional save and except for any areas within 30m of a shoreline which remain Major Open Space or any area within the Natural Areas designation;
- Adjust Section 4.3 – The Central Area – to strengthen the maintenance, review and implementation of the Central Area Master Plan including a listing of detailed Central Area improvement strategies identified in the current Master Plan (Sections 4.3.1 b, 4.3.1 c. xii., and 4.3.1 y.);
- Clarify that large-scale food stores are permitted in the Major Mixed-Use Corridor designation subject to other policies in the plan (Section 4.4.2 b.);
- Clarify the need for conservation of cultural heritage resources (Section 4.5.1 m. vii., 5.1.4);
- Include a site-specific policy in Section 4.5.3 – General Employment Designation – to provide permission for a gaming club or casino at 3800 Fisher Drive consistent with the existing Official Plan (Section 4.5.3 e.);
- Update Table A – Natural Heritage Feature Minimum Vegetation Protection Zones – to treat unevaluated wetlands in a manner consistent with Provincially Significant Wetlands;
- Adjust Section 5.4.2 – Buildings and Sustainable Design – to strengthen the City's leadership role in promoting green building design and construction and encourage electric vehicle charging infrastructure and passive house building designs (Section 5.4.2 f.);

- Clarify the significance of public art (Section 5.4.3 a.);
- Edit Section 5.5 – The Urban Forest – to clarify the City’s current woodland and tree canopy cover and the future tree canopy cover target, and to ensure consistency with the Urban Forest Strategic Plan or any updates thereto, and clarify implementation details (Sections 5.5 a., c., d., and e.);
- Clarify in Section 6.0 – Infrastructure Policies – that infrastructure plans and priorities will be established by infrastructure master plans including a Transportation Master Plan, a Water Master Plan and a Wastewater Master Plan which may require subsequent review and update of the Official Plan (Sections 6.0 a., 6.1.3 b., 6.2.2 b., 6.2.3 g., 6.2.3 i.);
- Adjust Section 6.1.4 – Water Resources – to maintain consistency with Schedule H – Source Water Protection (Section 6.1.4 j.) – and the Trent Source Protection Plan (Sections 6.1.4 k. xvi., 6.1.4 k., l., u. and w., 7.21.2 vii.);
- Adjust Schedule H – Source Water Protection – to remove any elements of the schedule that extend beyond the City limit;
- Adjust Section 6.2.2 – General Policies (Transportation) – to clarify that Schedules D – Road Network Plan – and E – Bikeways and Trails Network Plan – do not attempt to delineate all future roadways and bikeways and that future facilities may be delineated through a transportation master plan, detailed secondary plan, plans of subdivision and/or an environmental assessment and added to the schedules as part of an Official Plan Amendment;
- Ensure the continued implementation of the City’s Sidewalk Strategic Plan in Section 6.2.3 – Active Transportation – as well as recognize the maintenance and implementation of a cycling master plan (Section 6.2.3 s.);
- Relocate policy requirements for sidewalks on public and private roads from Section 6.2.4 – Complete Streets – to Section 6.2.3 – Streetscapes/Sidewalks;
- Adjust Section 8.2 – Definitions – to maintain consistency with the Trent Source Protection Plan and the City’s Woodland Conservation By-law; and,
- Make minor wording corrections/adjustments/clarifications throughout the document (Sections 2.2.3 b. vi. and x, 4.1.2 e., 4.3.2 g., 5.1.7 b., 6.2.1 d.iii, 7.3.6 e. v., 7.21.2 ii., and 8.2.).

In staff’s opinion, the proposed edits to the Final Draft Official Plan are minor in nature and serve to strengthen the Plan’s response to climate change, clarify the Plan’s role in infrastructure planning, and reflect either existing land use permissions that are intended to carry forward or planned land uses that have been subject to extensive

community consultation. In considering this report, staff recommend that Council adopt the final Draft Official Plan as appended to Report IPSPL21-035 dated October 4, 2021 and the revised excerpts in Exhibit A of this Report IPSPL21-036 as the new Official Plan for the City of Peterborough. Once adopted, staff will consolidate revisions into one document for submission to the Province. The consolidated document will be made available on the City's website and in electronic format.

Conformity with Provincial Plans and Policy Statements

Pursuant to section 2 subsection and 3(5) of the **Act**, the Official Plan must have regard for matters of Provincial interest, be consistent with the PPS, and conform with the Growth Plan. To ensure these requirements are met, the City has had several meetings staff from MMAH, their partner ministries and the Ontario Growth Secretariat and has sought feedback and guidance on both policy development and the City's Land Needs Assessment prepared pursuant to the Growth Plan.

In a letter dated March 20, 2020, the MMAH commented on the June 2019 version of the Draft Official Plan. The comments were generally positive and included 73 specific recommendations and/or suggestions to strengthen PPS and Growth Plan conformity, clarify perceived inconsistencies within the document, reinforce the Plan's position on certain issues, and reflect Provincial guidelines and infrastructure planning. All Provincial comments contained in that letter were either incorporated in the July 2021 Final Draft Official Plan or were resolved in subsequent meetings and email correspondence with MMAH staff.

Additionally, in a letter dated December 6, 2019, the Otonabee Region Conservation Authority (ORCA) commented on the June 2019 Draft Official Plan. As a commenting body on land use planning issues, ORCA fulfills several roles:

- The delegated authority from the Minister of Natural Resources and Forestry to represent Provincial interests regarding natural hazards identified in Section 3.1 of PPS including flood and erosion hazards;
- A service provider to the City under a partnership agreement to provide technical advice on natural heritage matters;
- A regulatory authority under Ontario Regulation 167/06: Otonabee Region Conservation Authority: Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses; and,
- The Risk Management Official and Risk Management Inspector on behalf of the City of Peterborough for implementation of the Trent Source Water Protection Plan prepared under the **Clean Water Act**, 2006.

ORCA made several recommendations and comments intended to strengthen consistency with the PPS and clarify wording and intent. All of ORCA's comments were either incorporated into the July 2021 Final Draft Official Plan or were resolved in subsequent meetings and emails. Furthermore, in comments received October 8, 2021, ORCA provided specific recommendations to ensure consistency with the Trent Source Protection Plan which have been included in the recommended edits detailed in Exhibit A. As a member of the Official Plan Working Group, ORCA has participated extensively in the Official Plan's development.

Section 2.2.1.6 of the Growth Plan required the City to undertake a Land Needs Assessment (LNA) following a Provincially-established methodology to quantify the amount of land required to accommodate the population and employment forecasts in Schedule 3 of the Growth Plan. In February 2021, MMAH staff confirmed that the City's draft LNA addressed the Province's Land Needs Assessment Methodology, 2020. In May 2021, staff presented preliminary results from the draft LNA to Council (Report IPSPL21-016) and received direction from Council to finalize the LNA and Official Plan by focusing required land uses within the City's existing boundary. Upon completion, the final LNA was received by Council and its results were summarized in Report IPSPL21-035.

When a municipality adopts a new official plan, Section 26(7) of the **Planning Act** and subsection 7.7 of Ontario Regulation 543/06: Official Plans and Plan Amendments requires the municipality to declare to the Approval Authority (in Peterborough's case, the Minister) that the proposed Official Plan:

- a. is consistent with policy statements issued under subsection 3(1) of the **Planning Act**;
- b. conforms or does not conflict with any applicable Provincial plan or plans; and,
- c. has regard to the matters of Provincial interest listed in Section 2 of the **Planning Act**;

Based on staff's incorporation of MMAH and ORCA's constructive feedback into the Official Plan, it is staff's opinion that the Final Official Plan, with the edits attached hereto in Exhibit A consolidated, is consistent with the PPS and the Growth Plan and has regard to the matters of Provincial interest. When adopted, the Plan will fulfill the Minister's July 1, 2022, deadline for conformity with the 2019 Growth Plan, as amended.

Approval Process:

Upon approval of the recommendations made herein, General Committee's motion and the adopting by-law will be included on the November 29, 2021 Council meeting agenda for ratification and passing respectively. Once General Committee's motion of November 1, 2021 is ratified and the adopting by-law is passed, the Plan and all

documentation required by section 7 of Ontario Regulation 543/06 will be forwarded to the MMAH for review and approval.

During the Ministerial review period:

- 1) A notice will be issued on the Environmental Registry of Ontario website (ero.ontario.ca) seeking public comment on the Plan. MMAH will allow comments for a period of 30 days.
- 2) After MMAH public commenting period, the Ministry will review the Plan for consistency and/or conformity with Provincial legislation, policies and plans as well as review any public comments received.
- 3) Once the Ministry's review is complete, the Minister will issue a decision on the Plan. The Minister could approve the Plan as adopted, modify and approve the Plan, or deny approval of all or part of the Plan.
- 4) The Minister's decision on the Plan is final and is not subject to appeal in accordance with Section 17(36.5) of the **Planning Act**.
- 5) With the Minister's approval, the Plan will come into effect the day after notice of the Minister's decision is made.

Implementation

Once the Official Plan is approved by the Minister, the City will have three years to update its Zoning By-law to ensure it conforms with the Plan. In accordance with subsection 22(2.1) of the **Planning Act**, no person or public body shall request an amendment to the Plan within two years of it coming into effect unless Council declares by resolution that such requests are permitted. Furthermore, once the new Plan is in effect, all public work undertaken and all by-laws passed by the City must conform with the Plan.

The new Official Plan is a foundational document that establishes the policy framework for completing future studies, master plans, secondary plans, and guidelines that implement the Plan's vision, principles and policy directions. As such initiatives are completed in the future, recommendations from those studies, plans and guidelines may inform future amendments to the Plan. As previously noted, the Plan will need to be reviewed, at a minimum, within 10 years of coming into effect and at least every 5 years thereafter until it is replaced with another new official plan.

Future Work and Applications in Transition

Exhibit D lists commitments made by the Plan for future work. The commitments being made are varied and will require funding over the Plan's lifespan. To help coordinate completion of these commitments, staff propose to prepare an Official Plan

Implementation Strategy for Council's review within one year of the Plan coming into effect.

Since the Final Draft Official Plan was released in July, 2021, several landowners with existing or pending planning applications have questioned how their applications will be processed if they are deemed complete under the current Official Plan. Of particular concern are instances where the new Official Plan may limit or remove development opportunities that would have otherwise been considered under the current Official Plan. Examples of this could include properties designated for residential use under the current Official Plan transitioning to an employment or rural transitional designation in the new Plan or locations where the natural heritage system has grown in the new Plan.

As noted, once the new Plan is in effect, any by-law passed by the City, such as a Zoning By-law, must conform with the Plan. Accordingly, should an application that has been deemed complete under the current Official Plan not receive a decision until after the new Official Plan is in effect, any decision on that application will need to conform with the new Plan unless Council deems it appropriate to consider an amendment to the new Plan within two years of it coming into effect.

Conversely, should an application in progress receive a decision prior to the new Official Plan coming into effect, that decision will be made in accordance with the current Official Plan. Should a property receive a decision under the current Plan that will conflict with the new Official Plan, the City will be obligated to update the Zoning By-law on that property within three years of the new Plan coming into effect.

Presently, staff is ensuring that all prospective applicants are advised of these transition details.

Summary

The new Official Plan is a significant milestone for the City. The culmination of ten years' work, the Plan seeks to build a complete, resilient and environmentally sustainable city that is equitable and accessible for residents and visitors alike over the next thirty years. The Plan provides tools for addressing today's pressing issues such as climate change and housing affordability and the flexibility to adapt to future needs through periodic reviews and ongoing completion of implementation tools such as master plans and secondary plans.

The Plan is intended to harness the opportunity presented by growth and change to provide a high quality of life, support a strong diverse economy, and promote a unique and vibrant sense of place. The Plan has been developed with significant public engagement and with the support of staff at MMAH, their partner ministries, and the Ontario Growth Secretariat.

In staff's opinion, the Plan is consistent with Provincial policy, conforms with applicable Provincial plans, and positions the City well for addressing any growth-related challenges that may arise. Adoption of the Plan will help ensure the City meets its legal obligation for Provincial plan conformity as required by the **Planning Act** and the **Places to Grow Act**. The Minister has established July 1, 2022 as the deadline for all municipalities to update their official plans to bring them into conformity with the Growth Plan. Although the Plan is a milestone for the City, it is also a starting point for a much longer implementation process that will unfold over the next three decades. As the Plan matures, it will become an evolving, living document that is reviewed and updated to respond to issues of the day.

Submitted by,

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Commissioner of Infrastructure and Planning Services

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Attachments

- Exhibit A – Recommended Edits to the Draft Final Official Plan, July 2021
- Exhibit B – Draft By-law to adopt a new Official Plan for the City of Peterborough
- Exhibit C – Summary of written and Advisory Committee comments received, July – October 7, 2021
- Exhibit D – Summary of future work commitments made in the Final Official Plan
- Exhibit E – Notice of Public Meeting



City of Peterborough Official Plan

~~July~~ November 2021

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Appendix I: The Natural Heritage System Background Study

In 1850, the modern City of Peterborough was incorporated. Early development capitalized on available hydroelectric powerwater resources which ~~fostered~~ led to hydroelectric power and industrial development. While the City has retained this industrial legacy, its local economy continues to diversify by supporting a range of business sectors, including the knowledge-based, service, aviation, aerospace, entrepreneurial, and cleantech sectors.

Today, the City is a single-tier municipality known as “the Gateway to the Kawarthas” in recognition of its key location on the Trent-Severn waterway, which links Lake Ontario to Georgian Bay through the Kawartha Lakes system. Peterborough’s landscape is defined by an abundance of natural features as well as drumlins and landforms created by glaciation, such as the Otonabee and Jackson spillways. The Otonabee River, Jackson Creek and Trent Canal characterize three greenways which form an interconnected network of trails and open space throughout the City.

Peterborough’s historic downtown opens to Little Lake, providing a scenic waterfront and a marina that allows boaters easy access to the core. Tourists are attracted to the Peterborough Lift Lock, the Canadian Canoe Museum, and to numerous cultural venues, festivals and sporting events in the City. The City is the urban hub of the northeast portion of the Greater Golden Horseshoe (GGH) and is the focus of the broader region for health, education, industry, commerce, entertainment and other services. Peterborough is home to a number of large institutions that serve a much broader area, including Trent University, Fleming College and the Peterborough Regional Health Centre. The Peterborough Airport, located outside of City boundaries, supports business activities both within the City and in nearby municipalities.

The City has an older average demographic and smaller average household size than many other GGH communities. Based on prevailing demographic trends, it is expected that the City’s population growth will be driven by immigration and intra-provincial migration, where residents move to Peterborough from elsewhere in the province. Along with an increasingly diverse and aging population, Peterborough faces a number of challenges including climate change, which Council has declared to be an emergency, rising costsassociated with climate change, cost of living and housing, economic restructuring, and advancements in technology. These challenges represent a turning point in which the community needs to plan and respond to rapid change and uncertainty. The City of Peterborough’s Official Plan will guide the strategic decisions that manage the effects on the social, economic, built and natural environment and support the achievement of the vision for the City.

2.0 VISION AND GUIDING PRINCIPLES

2.1 Vision Statement

2.1.1 Establishing a Vision

- a. The City of Peterborough undertook an extensive community consultation program to provide a comprehensive foundation for the direction of this Plan. Together with Provincial policies and strategic planning documents prepared by the City, this valuable input has directly shaped the Vision, Guiding Principles and general direction of this Official Plan. The Vision and Guiding Principles in this Section are intended to guide growth and land use planning decisions by reflecting local priorities, knowledge, preferences and aspirations. The Vision expresses an aspirational future for the City, and the more detailed direction to achieve this future is articulated in the Guiding Principles. The policies of this Plan have been developed to work together to achieve the Vision and Guiding Principles as Peterborough continues to grow and evolve to 2051.
- b. The Vision for Peterborough's future is articulated in the following [aspirational](#) statement:

Peterborough is a prosperous community, distinctive in its natural beauty, cultural heritage, and strong sense of community. As a leader in [resilience responding to climate change, resilience planning](#) and environmental sustainability, planning in Peterborough uses infrastructure and land efficiently, promotes healthy lifestyles and incorporates green initiatives to increase the City's adaptive capacity. The City will continue to develop as a complete, [resilient](#) and connected community that provides a high quality of life, supports a strong and diverse economy and promotes a unique, vibrant sense of place. Peterborough is equitable and accessible for all residents and visitors and celebrates its engaged, inclusive and diverse community.

2.2 Guiding Principles

- a. Guiding Principles provide more detailed action statements that represent a clear commitment from the City on how the Vision is to be achieved over time. While the Guiding Principles have been categorized here for clarity, they are interconnected and will contribute to achieving multiple objectives throughout the City.

2.2.1 Complete Community

- a. A **complete community** is one that meets people's needs for daily living throughout their lifetime by providing convenient access to a mix of jobs, services, housing, food, **public service facilities**, open space, and transportation choices. Peterborough will continue to grow as a **complete community** by:
 - i. Fostering an inclusive and accessible community by providing a balanced mix of land uses including a range of housing, employment, commercial, **public service facilities**, infrastructure, a range of transportation modes, and access to parks and open spaces;
 - ii. Undertaking growth management in accordance with Provincial policies and Plans, including the achievement of intensification targets in the **Delineated Built-Up Area** and density targets in **Designated Greenfield Areas** and in downtown Peterborough's **Urban Growth Centre**;
 - iii. Encouraging the provision of a mix of uses to support daily needs and providing access to a full range of transportation modes at the neighbourhood level;
 - 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 promoting an overall reduction of the City's carbon footprint in response to a changing climate, reducing land consumption and maximizing the efficiency and cost effectiveness of infrastructure investments;

- v. Encouraging and supporting the provision of a full range and mix of housing options throughout the City to meet the needs of all residents throughout their lives. New development and redevelopment should address shifting household structures, provide for **affordable** and **accessible housing** units and maximize the number of residential units which are in close proximity to **active transportation** and transit routes, shops and services, and **public service facilities**. Higher density forms of housing may also enhance life-cycle options and increase housing affordability; and,
- vi. Supporting a high quality of life by encouraging initiatives that improve social and spatial equity, ensure that residents have access to health and social services and healthy food options, and promote a high quality **public realm** and compact built form.

2.2.2 Environmental Stewardship and Sustainability

- a. Part of a comprehensive response to a changing climate includes the promotion of environmental sustainability, which ~~Environmental sustainability~~ means meeting the resource and service needs of current and future generations without compromising the health of the ecosystems that provide them. Peterborough will ensure that development contributes to a more sustainable environment over the long term by:
 - i. Considering the environmental implications of all future municipal planning decisions to ensure that potential impacts and opportunities are properly considered and acted upon;
 - ii. Improving the access of residents and their connection to natural and green spaces;
 - iii. Identifying, protecting, restoring and enhancing **natural heritage systems**, functions and resources using a **watershed** approach;
 - iv. Taking a leadership role in encouraging and promoting **green buildings**, infrastructure resilience, and sustainable development practices that mitigate and adapt against climate change;
 - v. Protecting water quality, water quantity and sensitive surface water features;
 - vi. Fostering the conservation of energy and the use of renewable and alternative energy systems;

- vi. Acknowledging the importance of the local Indigenous language, known as Anishinaabemowin in Ojibwa, and including Indigenous place names on the landscape of the City;
- vii. Providing opportunities for Indigenous placemaking and working with Indigenous communities to celebrate and commemorate Indigenous history and/or culture in public spaces;
- viii. Creating new, unique and vibrant spaces, including focal points, landmarks, and gateways that support social interaction;
- ix. Involving residents, Indigenous communities and stakeholders in the decision-making process through continuous, mutually respectful, meaningful and inclusive engagement; and,
- x. Defining memorable spaces with the use of relevant public art.

2.2.4 Well-Connected with Options for Mobility

- a. Peterborough is a social, cultural and economic hub, made possible by its ability to move people and goods throughout the city and region. An efficient, integrated and **multi-modal** transportation system provides choice for easy, accessible travel by facilitating all forms of transportation, including **active transportation**, transit, automobile, rail, air and water. Fostering a **multi-modal**, linked transportation system enhances the community's economic competitiveness, fosters active and healthy lifestyles, facilitates social and economic inclusion, and supports a comprehensive response to a changing climate by promoting, and promotes environmental and economic sustainability. Peterborough will create a more linked community by:
 - i. Integrating land use planning with **multi-modal** transportation planning;
 - ii. Planning for an improved and safe transit and **active transportation** system, including through pedestrian-oriented development, **complete streets** design and enhanced infrastructure to increase a modal shift towards sustainable transportation options;
 - iii. Directing growth and development to areas with existing infrastructure and to **Strategic Growth Areas** that provide a range of services in convenient locations and encourage **active transportation** and transit use;
 - iv. Providing new linkages between key destinations and the **multi-modal** transportation network;

- d. Growth will be managed by the City through the development approval processes provided in 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 of this Plan. All planning approvals will be evaluated on the basis of:
 - i. Conformity with the relevant policies of this Plan;
 - ii. Conformity/consistency with relevant Provincial policies, legislation, municipal standards and by-laws;
 - iii. Consistency with any applicable City approved Design Guidelines or Development Standards;
 - iv. Confirmation of the availability of adequate municipal infrastructure and public and private utilities; and,
 - v. Confirmation of the availability of adequate **public service facilities**.

3.3 Planning for Growth in an Urban Structure

3.3.1 Introduction

- a. **Schedule A: Urban Structure** identifies, conceptually, the urban structure of the City of Peterborough as it evolves throughout the 21st Century. It identifies a number of key geographic components of the City that assist in articulating where and how growth will occur, in accordance with Provincial policy, and that will consequently influence Peterborough's success in achieving its stated Vision for the future. **Schedule B: Land Use Plan** identifies the specific land use designations which regulate how new development can occur, with associated policy frameworks outlined in Section 4.
- b. Peterborough will continue to develop as a **complete community** by managing growth in a logical and well-defined urban structure, as depicted on **Schedule A: Urban Structure** which, at the highest level, consists of:
 - i. The **Delineated Built-Up Area**;
 - ii. The **Designated Greenfield Area**;
 - iii. The **Natural Areas**; and

g. The Natural Areas is located throughout the City and is a defining element of the City's urban structure. These areas will be protected from development and will be enhanced over time to ensure that significant natural heritage features and their associated ecological functions are protected.

g-h. The Rural Transitional Area will continue to contribute to the overall urban structure of the City, but its role in accommodating growth is limited. It is expected that the Rural Transitional Area will, at some point in the future, be identified as **Designated Greenfield Area**, in order to accommodate residential and/or employment growth beyond the 2051 horizon of this Plan.

3.3.3 The Delineated Built-Up Area

- a. The **Delineated Built-Up Area** will be the focus of a significant portion of the City's future growth through appropriate intensification in locations where infrastructure capacity exists or can be readily improved. Intensification will facilitate development that is more compact and mixed-use, supports complete communities, makes efficient use of land and resources, responds to changing housing needs, optimizes the use of existing and planned infrastructure, supports public transit and **active transportation**, contributes to improving air quality and promotes energy efficiency.
- 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.
- c. Peterborough's **Delineated Built Boundary** is identified on **Schedule A: Urban Structure**. It represents the City's developed urban area as of June 16, 2006 and the former hamlet of Coldsprings. The **Delineated Built Boundary** is an administrative boundary to facilitate implementation and monitoring of the growth management policies of this Plan. The **Delineated Built Boundary** defines the **Delineated Built-Up Area** of the City, and includes the following components:
 - i. **Strategic Growth Areas;**
 - ii. Neighbourhoods; and,
 - iii. Employment Districts.

4.2.3 Major Institutional Designation

Intent

- a. The Major Institutional Designation is intended for institutional uses that are of a community or regional scale. Major Institutional Designation uses are intended to be integrated into the City fabric, and are a fundamental component of a **complete community**.
- b. The Major Institutional Designation primarily consists of Trent University, Sir Sandford Fleming College, and the Peterborough Regional Health Centre, recognizing the importance of these major institutions to the City and the wider region. This Designation does not preclude the establishment of new major institutions or separate colleges and facilities and may include the development of clusters for innovation and technology-driven entities.
- c. Major institutions, particularly post-secondary institutions, are important both as resources and key players in a changing and increasingly knowledge-based economy.

Permitted Uses

- d. Permitted uses on lands within the Major Institutional Designation, as identified on **Schedule B: Land Use Plan**, may include the following:
 - i. Research and development facilities;
 - ii. Manufacturing and employment uses that are related to a research and development facility or are compatible with the intent of this Designation;
 - iii. Places of worship; and,
 - iv. Complementary uses, such as residential, convenience retail, small scale office, day care facilities, service commercial, financial and personal service, food service and other hospitality services, uses, and recreational and cultural facilities may also be permitted provided ~~those uses~~ they primarily serve the needs of those persons associated with a major institution.

4.3 The Central Area

4.3.1 Introduction

Intent

a. The Central Area is identified on **Schedule B: Land Use Plan**, with the more refined designations for the Area identified on **Schedule C: Central Area Plan**. The Central Area is the historic heart of the community and will continue to develop as a multi-faceted, mixed-use activity centre for the City and surrounding region. It is a focus for office, administrative, art, cultural and entertainment uses as well as a diverse range of retail facilities and services serving both regional and local residents. The Central Area is also the focus for government activities, community and recreational uses, higher density and specialized forms of housing, heritage sites and buildings, tourism and hospitality facilities, and the home of several key industries. The success and health of the Central Area are contingent upon a concentration of residents, workers and visitors, with supporting amenities to encourage a vibrant living and visiting experience that radiates outwards. The Central Area is a place that attracts investment.

~~a.b.~~ The Central Area Master Plan, as amended from time to time, has been in effect since 1991. The Central Area Master Plan has informed the development of this Plan and includes a host of strategic actions.

Objectives

~~b.c.~~ The objectives of this Plan with respect to the Central Area are to:

- i. Promote the Central Area's function as a regional service centre providing a broad range of activities, goods and services to meet the diverse needs of its own resident population, local work force, business and institutional sectors and visitors, as well as those in a widespread regional area who look to Peterborough for a range and depth of facilities and functions;
- ii. Maintain the economic vitality, historic and community value of the Central Area by encouraging the development and rehabilitation of the area for a diverse range of uses, while promoting the appropriate conservation of its **cultural heritage resources**;

- iii. Undertake, through direct municipal action, a program of ongoing improvements to the Central Area that:
 - Enhance its efficiency, convenience, safety and accessibility for all residents and visitors;
 - Improve the appearance of the **public realm** and the activities it accommodates, including through streetscape improvements, universal design and waterfront and riverside enhancement projects;
 - Upgrade/expand municipal infrastructure and facilities; and,
 - Build/provide **active transportation** infrastructure and transit facilities;
- iv. Increase the amount and intensity of residential uses within the Central Area by supporting multi-unit residential and mixed-use developments;
- v. Support the continued viability of Peterborough’s vibrant arts community, as well as small and/or locally scaled retail and business uses;
- vi. Require that all development within the Central Area be **transit-supportive** and pedestrian-oriented, incorporating high-quality design to support **active transportation**, and creating a strong **public realm**, which includes built form, architectural details, landscaping and signage to create a sense of place;
- vii. Encourage opportunities for new major office and institutional uses within the Central Area, particularly a post-secondary institutional facility and/or campus/satellite campus;
- viii. Allow the ongoing evolution of the retail sector within the Central Area to occur with a minimum of policy interventions with respect to the amount and type of space/facilities;
- ix. Encourage opportunities for new tourist uses within the Central Area;
- x. Encourage new development to use structured parking and accommodate a mix of uses, including a range of housing types, institutional, community and **service commercial uses**, to support the development of a **complete community** easily accessible to the surrounding communities by a range of transportation modes; ~~and,~~

xi. Recognize and enhance the ecological, hydrologic and cultural significance of the Otonabee River, Little Lake and Jackson Creek; and,

xii. Implement and periodically update the Central Area Master Plan.

Designations

d. The Central Area, as identified on **Schedule C: Central Area Plan** includes the following land use designations:

- i. Downtown Core Area Designation;
- ii. Business District Designation;
- iii. Industrial Conversion Area Designation;
- iv. Downtown Neighbourhood Designation;
- v. Downtown Open Space Designation;
- vi. Little Lake South District Designation; and,
- vii. Jackson Creek Special Policy Area.

General Policies Applicable Throughout the Central Area

e. In order to maintain and enhance the breadth, depth and continued viability of the Central Area, the City will prioritize development which fulfills the following functions:

- i. Small-scale higher-order retail facilities such as specialty shops, which attract and serve residents from throughout the City and surrounding region;
- ii. All forms of office uses including business, government and professional offices;
- iii. **Service commercial uses** and community facilities including recreational facilities;
- iv. Cultural, arts and entertainment facilities including cinemas and theatres;
- v. Post-secondary institutional facilities and/or a campus/satellite campus.
- vi. Hospitality and tourism facilities;

- vii. Conference/convention facilities;
 - viii. A mix of higher density housing options, including **affordable** housing; and,
 - ix. Retail commercial uses that support residential uses in the Central Area and nearby areas, such as **large-scale food stores**, drug and convenience shopping uses, personal services and other facilities.
- e.f. Anticipated development throughout the Central Area is intended to promote economic revitalization within the context of historic preservation, recognizing the potential for adaptive re-use, redevelopment and intensification. In addition, when considering an application for a development within the Central Area, the following shall be considered:
- i. All development shall be identified as **compatible development**;
 - ii. The appropriate protection of natural features and ecological functions of the **Natural Heritage System** from negative impacts;
 - iii. Identified on-site or adjacent **cultural heritage resources** are appropriately **conserved** and compatibility with the heritage built form is achieved;
 - iv. The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;
 - v. On-site amenity space is provided in a manner that reflects or improves upon the existing patterns of private and public amenity space in the vicinity;
 - vi. The development is **transit-supportive** and pedestrian-oriented, and uses high quality design to create a strong **public realm**;
 - vii. Streetscape patterns, including block lengths, setbacks and building spacing are maintained, except where prevailing patterns detract from the quality of the Central Area; and,
 - viii. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no undue, adverse impacts on the City's sewer, water, stormwater management and transportation systems.

- f.g. The **Urban Growth Centre**, as identified on **Schedule C: Central Area Plan** will be planned to achieve a gross density of 150 residents and jobs combined per hectare by 2031 or earlier.
- g.h. In most instances, lands within the Central Area will be pre-zoned to permit the full range of uses contemplated for various areas subject to Site Plan Approval and other implementation processes. This Plan promotes developments that are mixed-use, either a mixture of permitted uses on an individual site, or within individual buildings.
- h.i. Exemptions may be granted from all or part of the off-street parking required by a proposed development in the Central Area in exchange for the payment of **cash-in-lieu** of parking. In addition, the 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, to the satisfaction of the City.
- i.j. Where appropriate and deemed necessary to meet parking needs, the City may seek opportunities to create new, public, structured parking facilities within the Central Area to facilitate intensification, particularly of existing surface parking lots. The City will explore a range of strategies, including direct City action and through public private partnerships.
- j.k. Low-rise residential uses shall be located on Local Roads and Collector Roads. The maximum building height for low-rise residential uses shall be 3 storeys. The appropriate lot coverage will be identified by the Zoning By-Law. Built-forms that are considered low-rise residential include:
- i. Detached, duplex and semi-detached dwellings;
 - ii. Triplexes, quadruplexes and street and block townhouse dwellings;
 - iii. Apartment buildings; and,
 - iv. **Additional residential units.**
- k.l. Multi-unit low-rise residential built forms must provide for adequate on-site amenity spaces and on-site waste pickup.

l.m. Mid-rise residential uses shall generally be greater than 3 storeys, but no higher than 6 storeys. Built-forms that are considered mid-rise residential include:

- i. Stacked townhouse dwellings;
- ii. Apartment buildings; and,
- iii. Other cluster or multiple unit dwellings.

m.n. New mid-rise residential uses may be rezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:

- i. Have direct access to a Collector or Arterial Road. If direct access to such a road is not possible, the development may gain access to the Collector or Arterial Road from a Local Road, subject to the City's approval;
- ii. 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;
- iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site vehicle and bicycle parking, and buffering;
- iv. Be located in proximity to amenities, such as parks, open space, schools, shopping, **active transportation** routes and other **public service facilities**, services and amenities;
- v. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
- vi. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas;
- vii. Not cause a traffic hazard; and,
- viii. Provide for adequate on-site amenity spaces and on-site waste pickup.

4.0. High-rise residential uses shall be greater than 6 storeys in height. Built-forms that are considered high-rise residential include:

- i. Apartment buildings; and,
- ii. Other multiple unit dwellings.

e.p. New high-rise residential uses may be rezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:

- i. Have direct access to a Collector or Arterial road. If direct access to such a road is not possible, the development may gain access to the Collector or Arterial Road from a Local Road, subject to the City's approval;
- ii. 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;
- iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site vehicle and bicycle parking and buffering;
- iv. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
- v. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas. The City shall encourage underground vehicular parking facilities for all high-rise residential developments;
- vi. Not cause a traffic hazard; and,
- vii. Provide for adequate on-site amenity spaces and on-site waste pickup.

- p.q. The maximum building height for each designation shall only be achieved subject to:
- i. The application of appropriate landscape treatments, setbacks, step backs and/or generally a 45 degree angular plane, which are to be further articulated within the Zoning By-Law. For streets with a historic character, step backs shall be required above the prevailing historic street wall height, to the satisfaction of the City; and,
 - ii. The provisions of any applicable Heritage Conservation District or Heritage Impact Assessment will establish appropriate maximum building heights. The City will complete a Heritage Conservation District study for the Central Area.
- q.r. Within the Central Area additional building height may be considered by the City on a site by site basis through an Official Plan Amendment where it can be demonstrated that the proposed development is considered **compatible development**.
- r.s. The City shall identify **public realm** improvement priorities and establish incentive programs, such as a Community Improvement Plan, to assist the private sector in improving their properties and to encourage the intensification of the Central Area.
- s.t. The City will encourage a high standard of design and will continue to rely on the Central Area Master Plan as a basis for the evaluation of Site Plan Applications. The City may also develop Urban Design Guidelines for the Central Area to help evaluate applications.
- t.u. The City will continue to work with the Business Improvement Areas and individual landowners to encourage the maintenance and improvement of existing buildings and facilities throughout the Central Area.
- u.v. The City will ensure that adequate financial resources are available to maintain and improve existing public facilities within the Central Area, including programs to ensure that these areas maintain a public image of quality and cleanliness and foster civic pride.
- v.w. Drive-through facilities shall not be permitted in the Central Area.
- x. Where permitted, home occupations, **additional residential units** and **neighbourhood supportive uses** shall be in conformity with the respective policies of the Residential Designation of this Plan.

- y. The Central Area Master Plan has identified the following strategies that will be implemented throughout the course of this Plan:
- i. The creation of a Public Square, a multi-purpose outdoor venue for gatherings and community celebrations.
 - ii. The promotion of a “Downtown First” philosophy for public investment in municipal cultural and entertainment facilities, evidenced by:
 - The pursuit of a permanent off-street venue for a downtown Farmer’s Market, initially in the Public Square.
 - The pursuit of a downtown location alternative for the Peterborough Museum and Archives in order to enhance the critical mass required for a more successful tourism offering.
 - The active encouragement of more central Downtown locations for the Canadian Canoe Museum and an expanded Art Gallery.
 - iii. The active promotion, in cooperation with Trent University and Fleming College, of a Downtown solution for expanded or modified academic programs, or as institutional facility issues change.
 - iv. The preparation of neighbourhood plans for distinct residential areas in the Downtown Neighbourhood Designation, reflecting the unique planning opportunities and challenges of each neighbourhood.
 - v. The development of an enhancement strategy for the Aylmer/Bethune corridor to promote a positive environment for investment and a safe interface between the Downtown Core Area and the Downtown Neighbourhood Designations. As a component of the enhancement strategy, establish a future for the Bethune Street right-of-way.
 - vi. The commitment to advocate for a change in Provincial school funding policy so that local School Boards have the financial capacity to retain midtown schools in Peterborough.
 - vii. The proactive planning of the Industrial Conversion Area for long-range and intensive redevelopment purposes, and residential uses in particular.
 - viii. The assignment of priority to the completion of the Otonabee River Trail connections to Downtown.

- ix. The establishment of a north-south walkway/cycling corridor serving the Central Area connecting the Trans Canada Trail at Brock Street and Bethune to the Extension of the Crawford Trail at Townsend Street and Bethune, as part of the refreshed Bethune Street right-of-way.
- x. The assignment of priority to the renewal of the Charlotte Street right-of-way from Water Street to Park Street.
- xi. The resolution of a sustainable municipal funding solution for an appropriate level of maintenance and safety.
- xii. The implementation of the conclusions of the Jackson Creek Flood Reduction Environmental Assessment on an accelerated basis.
- xiii. The expansion of the municipal off-street parking supply in the Hunter Street East Business District (Village BIA Area).
- xiv. The investigation of opportunities to establish additional off-street parking supply in the new Café District (Hunter Street).
- xv. The comprehensive pre-zoning of all properties in the Central Area, excluding the Downtown Neighbourhood area until neighbourhood plans are prepared pursuant to policy 4.3.1(y)(iv), to fulfill the full opportunity envisioned by the Official Plan and the neighbourhood plans.
- xvi. The implementation of a program to refresh the "Downtown" brand.
- xvii. The development of a Downtown-specific Tourism Development Strategy.
- xviii. The completion of an urban design program to celebrate the gateways to the Central Area.
- xix. The establishment of a developer/staff task team to identify the barriers to downtown development and a program for regulatory reform.
- xx. The adoption of a Community Improvement Plan for the Central Area.
- xxi. Refresh existing Implementation Plans in the following areas to account for the physical expansion of the "Downtown" to the "Central Area":
 - Site and Building Design Guidelines
 - Residential Intensification Study
 - Streetscape Design Guidelines

xxii. Develop new Implementation Plans in the following areas to support the growth implications of "Places to Grow":

- Servicing Capacity and Constraints Study
- Open Space Needs Analysis

xxiii. Respond to the Findings of Parallel Planning Initiatives including:

- The Transportation Plan Update
- The Peterborough Policy Response to Places to Grow
- The Little Lake Master Plan
- Municipal Cultural Plan
- Heritage Conservation Plan

- g. Notwithstanding any other height related policy of this Plan, development on lands abutting the intersection of Charlotte Street and George Street North shall generally match the cornice line (2.5 storeys) of the Market Hall building to the satisfaction of the City.



4.3.3 Business District Designation

Intent

- a. The Business District Designation includes clusters of commercial establishments with diverse ownerships and tenants along a major street and is distinguished by built form rather than land use. The Business District Designation generally includes small scale commercial uses operating from less intensively developed sites. It is the intent of this Plan that the Business District Designation will accommodate new intensification which will introduce mixed-use developments and contribute to higher quality site design and streetscapes.

- ix. Higher priority is generally given to locating active commercial uses at-grade, at intersections with a Collector or Arterial Road and at corner properties, rather than locating these commercial uses at mid-block locations.
- g. Development in the Mixed-Use Corridors shall generally be part of a comprehensively planned project with some common parking and/or loading facilities and shared ingress and egress. Freestanding buildings are also permitted on individual sites, provided they do not adversely affect access or traffic circulation within the broader Mixed-Use Corridors.
- h. Where permitted, home occupations, **additional residential units** and **neighbourhood supportive uses** shall be in conformity with the respective policies of the Residential Designation of this Plan.

4.4.2 Major Mixed-Use Corridor Designation

Intent

- a. The lands within the Major Mixed-Use Corridor Designation are intended to represent a key commercial component of the Urban Structure, and will be designed as focal points for **major retail facilities** and other associated commercial development. This Plan focuses on broadening the mixture of land uses within the Major Mixed-Use Corridor Designation, and promoting good urban design and high quality architecture and landscapes. Lands within the Major Mixed-Use Corridor Designation are considered to be key destinations for the existing and planned transit and **active transportation** systems.

Permitted Uses

- b. Permitted uses on lands with the Major Mixed-Use Corridor Designation, as identified on **Schedule B: Land Use Plan**, may include the following:
 - i. Retail and **service commercial uses**, including large-scale food stores subject to the policies of this Plan;
 - ii. Restaurants;
 - iii. **Automobile-focused uses**;
 - iv. Office uses;

- m. In reviewing development applications, the City shall have regard for:
- i. The appearance of frontages, in terms of building design and materials, landscaping, signs and accessory structures;
 - ii. Access location and design, parking area screening, and the layout of loading and truck manoeuvring areas;
 - iii. The location and screening of any permitted outside storage areas;
 - iv. The exposure of industrial developments and activities to more sensitive abutting land uses;
 - v. Effective integration of any accessory uses, particularly accessory retail components;
 - vi. The appropriate protection of natural features and ecological functions of the **Natural Heritage System** from negative impacts;
 - vi.vii. Identified on-site or adjacent cultural heritage resources are appropriately conserved; and,
 - vi.viii. Sustainable design elements.
- n. Development within the Employment Districts shall be subject to Site Plan Approval, in accordance with the policies of this Plan.

Permitted Uses

- b. Permitted uses on lands within the General Employment Designation, as identified on **Schedule B: Land Use Plan**, may include the following:
- i. Warehousing and logistics facilities;
 - ii. Processing and manufacturing in wholly enclosed buildings;
 - iii. Artisan studios, galleries and associated retail sales facilities;
 - iv. Micro-breweries and micro-distilleries and associated retail sales and hospitality facilities;
 - v. Research and development facilities, including data processing businesses;
 - vi. Recreational facilities and health clubs;
 - vii. **Business service establishments;**
 - viii. **Automobile-focused uses;**
 - ix. Office uses associated with any other permitted use;
 - x. Limited ancillary uses;
 - xi. Limited retail sales of products manufactured, processed or assembled on the premises; and,
 - xii. Contractor and construction premises.
- c. In addition to the permitted uses of the General Employment Designation, the south portion of the property known municipally as 300 The Parkway may be used for service commercial uses, restaurants, retail commercial uses requiring large sites for display or storage areas, hotels, and other hospitality and tourism services as specified in the Zoning By-Law.
- d. In addition to the permitted uses of the General Employment Designation, the property known municipally as 485 The Parkway may be used for a membership warehouse club.

- e. In addition to the permitted uses of the General Employment Designation, the property known municipally as 3800 Fisher Drive may be used for a gaming club or casino. Such facility shall not include a live performance venue or theatre but may include live music and other performing acts ancillary to the operation of the gaming club or casino.

Development Policies

d.f. The following locational and design features are to be applied to permitted **automobile-focused uses**:

- i. Gas bars should be limited to no more than two at any intersection; and,
- ii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties.

e.g. An application for conversion of a site or area identified as General Employment on **Schedule B: Land Use Plan** shall be considered through an Official Plan Amendment accompanied by a study that demonstrates to the satisfaction of the City that:

- i. The conversion will not adversely affect the overall viability of the adjacent employment generating land uses;
- ii. The application has considered the opportunity to replace the jobs that the subject site/area accommodates, or has the potential to accommodate;
- iii. The application provides opportunities on the subject site/area for the accommodation of other employment generating land uses that may be appropriate to mitigate the defined impact on adjacent sensitive land uses;
- iv. The conversion will not create a land use conflict and/or assists the City in resolving an existing, defined land use conflict; and,
- v. There is existing or planned infrastructure, including **active transportation** facilities, and **public service facilities** to accommodate the proposed conversion.

4.6 Natural Heritage System

4.6.1 Introduction

Intent

- a.b. The City recognizes the important contribution that **natural heritage features** and their associated ecological functions make to the community's unique identity and to the creation of a vibrant, livable City. The **Natural Heritage System** is made up of **wetlands, woodlands, valleylands, watercourses, significant wildlife habitat, areas of natural and scientific interest** and the **linkages** between **natural heritage features**. Benefits provided by a functional **Natural Heritage System** include, but are not limited to: flood moderation, erosion control, air quality improvements, pollination services, genetic resources, recreation opportunities and human health. The intrinsic value of natural areas and the flora and fauna that inhabits natural areas are highly valued by the community. Further, it is acknowledged that water and **wetlands** are sacred and are of utmost importance to the Michi Saagiig Nation.
- b.c. Developing a **Natural Heritage System** approach is the preferred method to protecting **natural heritage features** and their associated ecological functions. A **Natural Heritage System** approach recognizes the interdependence of features and functions, and thus seeks to maintain connections among **natural heritage features**, so that their existing ecological functions are maintained or enhanced. In this **Natural Heritage System**, the existing patterns of natural heritage features have been incorporated along with the identification of Regional Connections on **Schedule F: Natural Heritage System and Environmental Constraints** which provide general pathways of connectivity between the City's **Natural Heritage System** and the County's **Natural Heritage System**. 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.
- c.d. The **Natural Heritage System** ensures that an appropriate balance is struck between protecting the key elements of the natural environment and the need to accommodate and manage future growth in a sustainable and healthy environment.
- d.e. It is the intent of this Plan that a comprehensive, functional and resilient **Natural Heritage System** is implemented through strong planning policies that identify and maintain long-term sustainability of the valuable natural heritage resources within the City, recognizing **linkages** between and among **natural heritage features and areas**, surface water features and ground water features.

Objectives

- e.f.** The **Natural Heritage System** contains **natural heritage features** and their associated ecological functions that are identified for preservation within the urban environment of the City. The **Natural Heritage System** also includes policies that identify minimum **vegetation protection zones** and lands which physically link **natural heritage features** and their associated ecological functions in order to achieve the following objectives:
- 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, in the view of the City, have local importance or value in complementing the urban environment;
 - ii. Provide access, where appropriate, to the **Natural Heritage System** for the purposes of environmental education, traditional harvest, and nature-based recreation, and integrate nature-based recreation opportunities within parks and along walking trails and bicycle routes that facilitate **active transportation**;
 - iii. Enhance connectivity between the **Natural Heritage System** and the established trail system including the Rotary Greenway Trail, Jackson Park Trail and the Trans-Canada Trail System, and establish new linear connections associated with the Bethune Street Corridor, Bears Creek, Byersville Creek and Harper Creek; and,
 - 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.

Designations

- f.g.** The **Natural Heritage System** includes:
- i. The Natural Areas Designation, which comprises of **natural heritage features, vegetation protection zones**, as well as linkages.

Permitted Uses

[j.i.](#) Permitted uses on lands within the Natural Areas Designation, as identified on **Schedule B: Land Use Plan**, may include the following, subject to the results of an Environmental Impact Study:

- i. Conservation uses;
- ii. Trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
- iii. Buildings or structures appropriate and supportive of trails and other associated passive recreational opportunities and facilities;
- iv. Buildings or structures necessary for flood or erosion control; and,
- v. Existing lawful uses, restricted to their geographic location as of the date of the passing of this Plan.

[j.k.](#) Permitted uses within vegetation protection zones may include the following subject to an assessment of negative impacts undertaken through an Environmental Impact Study:

- i. Conservation uses;
- ii. Trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
- iii. Buildings or structures necessary for flood or erosion control; and,
- iv. Existing lawful uses, restricted to their geographic location as of the date of the passing of this Plan.

Development Policies

4.1. The establishment of any permitted use shall demonstrate, through the required Environmental Impact Study, conformity with the below criteria for the applicable Level:

- i. For Level A features, notwithstanding the permitted uses identified above, an Environmental Impact Study shall consider the protection of features and functions associated with the **Natural Heritage System** as paramount. Development and **site alteration** will not be permitted in Level A **Provincially Significant Wetlands**, Significant **Woodlands**, Significant Life Science **Areas of Natural or Scientific Interest** or **Significant Wildlife Habitat** in natural features. In accordance with Provincial and Federal requirements, development and site alteration may be permitted in Level A **Fish Habitat** or Level A **Habitat of Endangered or Threatened Species**.
- ii. For Level B features, additional uses may be considered where it can be demonstrated to the satisfaction of the City, in consultation with the **Conservation Authority** and any other agency having jurisdiction:
 - That there is no negative impact to the function of the features within the overall **Natural Heritage System**;
 - That a net gain of **Natural Heritage System** function will be achieved through compensation; and,
 - That conformity with Provincial and Federal policies/regulations is achieved.
- iii. For Level C features, additional uses may be considered where there is an opportunity to replicate **Natural Heritage System** functions elsewhere on-site or within the City as well as conform with Provincial and Federal policies/regulations.
- iv. For Regional Connections, additional uses that maintain or enhance connectivity within the **Natural Heritage System** may be considered.
- v. For Proximity Linkages, additional uses that maintain or enhance connectivity function through various solutions established through site specific investigation and an Environmental Impact Study to determine the location and dimensions best suited to the **Natural Heritage System** function may be considered.

- 4.m.** In addition to those permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted within lands designated as Natural Areas, including the vegetation protection zone for a **natural heritage feature**, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study and provided they are in conformity with Federal and Provincial requirements.
- 4.n.** When an Environmental Impact Study has determined the need for a vegetation protection zone (or buffer), the vegetation protection zone area shall be added to the Natural Areas Designation to protect its ecological and hydrological functions.
- 4.o.** A **vegetation protection zone** shall be established in accordance with Table A. The width of the **vegetation protection zone** is to be determined by a site-specific Environmental Impact Study when development or site alteration occurs within 120 metres of a Level A, B or C natural heritage feature and shall be of sufficient width to protect the feature and its functions from the negative impacts associated with the proposed development or site alteration. Where a site-specific Environmental Impact Study establishes the need for a **vegetation protection zone** that exceeds the minimum width specified in **Table A**, the larger recommended protection zone shall be established.

Table A: Natural Heritage Feature Minimum Vegetation Protection Zones

Feature	Minimum Vegetation Protection Zone Width
Provincially Significant Wetlands <u>or</u> Unevaluated Wetlands	30 metres
Non-Provincially Significant Wetlands <u>-or</u> Unevaluated Wetlands <u>that are not included in a</u> <u>that have been excluded from a</u> wetland evaluation as per the Ontario Wetland Evaluation System for Southern Ontario	15 metres
Woodlands	10 metres from dripline
Valleylands	10 metres in conjunction with Conservation Authority requirements
Permanent and Intermittent Watercourses (Cool/Cold Water)	30 metres
Permanent and Intermittent Watercourses (Warm Water)	15 metres
Naturally Occurring Waterbodies	15 metres
Significant Wildlife Habitat	To be determined through an Environmental Impact Study
Provincially or Regionally Significant Life Science or Earth Science Areas of Natural and Scientific Interest	To be determined through an Environmental Impact Study
Habitat for Threatened or Endangered Species	To be determined through application of the appropriate legislation

e.p. No development or site alteration may be permitted within the Natural Areas Designation and the associated vegetation protection zones, except with the approval of the City, in consultation with the **Conservation Authority** and any other agency having jurisdiction. Where development and/or site alteration is proposed within the Natural Areas Designation, the City shall require that an Environmental Impact Study be prepared that demonstrates conformity with the requirements of the **Natural Heritage System** Level that may be affected.

p.g. Where **fish habitat** and/or the **habitat of endangered species and/or the habitat of threatened species** are identified, the required Environmental

Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.

~~q.r.~~ Existing legal non-conforming uses within the Natural Areas Designation are permitted and may be replaced if destroyed by natural causes. An application, except where prohibited by Provincial policy, for the expansion or enlargement of such structures and uses may be considered by the City, subject to the submission of an Environmental Impact Study, in consultation with the **Conservation Authority** and any other agency having jurisdiction. The application shall demonstrate conformity with the requirements of the **Natural Heritage System** Level that may be affected.

~~r.s.~~ The City shall recognize all existing planning approvals as of the effective date of this Plan that were supported by an Environmental Impact Study. Where an existing planning approval is within the Natural Areas Designation, but has not yet been developed, the City will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their supporting ecological and hydrological functions.

In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval, further Environmental Impact Study requirements may be waived by the City. Where changes to existing planning approvals are requested, the City may require that an Environmental Impact Study be carried out to ensure conformity with the requirements of the **Natural Heritage System** Level that may be affected.

~~s.t.~~ The removal or destruction of a **natural heritage feature** or any associated ecological function by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Natural Areas Designation. Restoration, to the satisfaction of the City with reference to the site alteration by-law in consultation with the **Conservation Authority** and any other agency having jurisdiction, will be required where the removal or destruction of a **natural heritage feature** or any associated ecological function by unauthorized development or site alteration has occurred.

~~t.u.~~ Significant changes to the Natural Areas Designation may only be considered through an Official Plan Amendment supported by an Environmental Impact Study.

~~u.v.~~ Minor adjustments to the boundary of the Natural Areas Designation in accordance with the Level classification may be facilitated through an Environmental Impact Study without the need to amend this Plan. Where a minor adjustment to the boundary of the Natural Areas Designation is approved by the City, in consultation with the **Conservation Authority** and any other

agency having jurisdiction, the adjacent land use designation as identified on **Schedule B: Land Use Plan** shall apply, without the need to amend this Plan.

- v-w. Lands within the Natural Areas Designation may be dedicated to the City or other public authority, subject to the approval of the City, without cost and shall not be considered as part of the required parkland dedication.
- w-x. The City, in coordination with appropriate parties, will evaluate all of the **wetlands** within the City following the Ontario Wetland Evaluation System for Southern Ontario to determine significance. Prior to evaluation of a wetland by the City, a landowner may complete an evaluation following the Ontario Wetland Evaluation System for Southern Ontario to determine significance.
- *y. Where a negative impact is unavoidable within a Level B **Natural Heritage System** feature, then the City at its sole discretion, and in consultation with the **Conservation Authority** and any other agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, development and site alteration will only be considered if it can be demonstrated that a **net gain of Natural Heritage System** function will be achieved through compensation (e.g., replacement, restoration, and/or enhancement) as well as conformity with Provincial and Federal policies/regulations.
- y-z. Where the proposed establishment of any permitted use within a Level C **Natural Heritage System** feature is anticipated to result in a negative impact, the City at its sole discretion, and in consultation with the **Conservation Authority** and any other agency having jurisdiction, may accept an approach that replicates the functions to be removed elsewhere within the City, in conformity with Provincial and/or Federal requirements.

Agri-Tourism Uses

- r. Uses such as farm tours, petting zoos, hay rides and sleigh rides, processing demonstrations, small-scale farm theme playgrounds and small-scale educational establishments that focus on farming instruction are permitted in the Rural Transitional Area Designation as an accessory use on a commercial farm subject to the Zoning By-law, and in consideration of the following criteria:
 - i. The use and any activity area associated with the use is suitably set back from all lot lines;
 - ii. The type and level of traffic generated by the use is compatible with the character of the area and the function of adjacent roads; and,
 - iii. The operator of the agri-tourism use permanently resides on the property, however a limited number of employees of seasonal or permanent nature may be permitted.

5.1.4 Heritage Impact Assessments

- a. Applications for development or site alteration of a property that is a listed or designated **built heritage resource**, or adjacent to a designated **built heritage resource**, will require a Heritage Impact Assessment to the satisfaction of the City. The requirement to prepare a Heritage Impact Assessment may also apply to previously unknown or undocumented heritage resources that are discovered during the pre-consultation, development application stage or construction stage. The Heritage Impact Assessment shall demonstrate how the heritage values, attributes and integrity of the property are to be **conserved** during development or site alteration and how any negative impacts will be mitigated.
- b. The heritage attributes of a property as defined in a Heritage Impact Assessment shall be maintained or enhanced through the sensitive planning of additions, alterations, renovation and restoration or site alteration.
- c. Where an application for development or site alteration is of a minor nature, the City, in consultation with the Peterborough Architectural Conservation Advisory Committee and Indigenous Communities as applicable, may waive the requirement to complete a Heritage Impact Assessment, or scope the study requirements accordingly.
- d. All Heritage Impact Assessments will be prepared by a qualified professional retained by the proponent in accordance with the City's requirements and approved by the City in consultation with the Peterborough Architectural Conservation Advisory Committee and Indigenous Communities as applicable. The City may require that a peer review of the work completed by the proponent's consultant team be carried out, to be paid for by the proponent.

- i. It is the policy of the City to keep confidential the existence and location of **archaeological resources** to protect against vandalism, disturbance, and the inappropriate removal of resources. The City will maintain current **archaeological resource** data and locations, from the Provincial archaeological database, under the provisions of a Municipal-Provincial Data Sharing Agreement. These site data and locations will be maintained for the purpose of heritage conservation planning and development review and will be updated periodically as new **archaeological resources** are identified.
- j. The City may, in partnership Indigenous Communities and relevant stakeholders, prepare an Archaeological Management Plan, to be reviewed on the same schedule as this Plan. A Contingency Plan will also be prepared, with the advice of a licensed archaeologist and the Province and adopted by By-Law, for emergency situations to protect **archaeological resources** that are accidentally discovered or are under imminent threat(s).

5.1.7 Heritage Master Plan

- a. A Heritage Master Plan may be prepared by the City to provide an overarching strategy for the identification, conservation and management of **cultural heritage resources** within the City, including those identified on the Heritage Register and unidentified and/or potential heritage properties, districts, landscapes and character areas. The Heritage Master Plan will outline policies, programs and strategies to conserve significant **cultural heritage resources**.
- b. The preparation of a Heritage Master Plan is to be prepared by the City, in consultation with the Peterborough Architectural Conservation Advisory Committee with direct representation of all Indigenous Communities having interest, as identified by the City.

- vii. New Regional Parks should be designed with a minimum of 25 per cent of the perimeter exposed to Arterial or Collector Roads. Variations will only be considered on the basis of the specific role or focus of the park identified by the Arenas, Parks and Recreation Advisory Committee and/or the 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture;
- viii. Special focus parks should be designed to ensure that activities in certain parts of the park do not detract from the primary focus of the park;
- ix. Where Regional Parks incorporate river banks, **wetlands**, significant woodlots and other environmentally sensitive features, the design of the park should be respectful of and sensitive to these **natural heritage features**;
- x. Regional Parks can celebrate arts, history and culture;
- xi. Regional Parks may celebrate and/or acknowledge Indigenous placemaking/history; and,
- xii. Regional Parks that accommodate large public gatherings and sport tournaments should include public washroom facilities, as well as off-street parking facilities and other relevant amenities, wherever possible.

5.3.4 Community Parks and Other Open Spaces

Purpose

- a. Community Parks attract visitors from beyond their immediate neighbourhood and from across the City. Although the focus of Community Parks is typically on higher level outdoor sports facilities, they can also accommodate a wide variety of other active and passive culture and recreation facilities and features. Community Parks can be partially or completely comprised of **natural heritage features**. They can also contain large-scale landscape features to enhance urban aesthetics in high profile locations.

Planning + Design Guidelines

- b. The following planning and design guidelines apply to Community Parks and Other Open Spaces:

5.4.2 Buildings and Sustainable Design

- a. New development shall be designed so that buildings reinforce street edges, have main entrances from the sidewalk and have a ground floor design and uses that help provide interest at ground level. Facades facing public streets should be articulated to provide interest and have significant windows; blank walls shall not face streets.
- b. Buildings should be located and designed to screen parking from the **public realm**. In general, parking and servicing access should be located to the rear of buildings, or in parking structures screened from the street.
- c. New development is encouraged to emphasize key gateways through the location and design of public space, adjacent buildings and public art.
- d. Building heights should be designed to appropriately transition to adjacent areas through application of a 45 degree angular plane or as otherwise directed by Urban Design Guidelines established by the City.
- e. Mid-rise and high-rise buildings are encouraged to be designed to minimize shadow and wind impacts. High-rise buildings are further encouraged to incorporate a podium base to define and frame the street edge, topped by a tower with a smaller floor plate to mitigate impacts on the surrounding area.
- f. The City ~~should~~will take a leadership role in promoting **green building** design and construction and encourage the private sector to consider the following for all new building designs:
 - i. Include 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;
 - 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;

- 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 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;
- iv. Promote water conservation by including the 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;
- v. Use regionally and locally sourced building materials to the greatest extent possible in new construction, and divert construction waste from landfills;
- vi. Include three stream waste collection capability in all multi-residential buildings;
- vii. 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;
- viii. Bird-friendly design measures for predominantly glass buildings, particularly those adjacent to the **Natural Heritage System** or waterways; ~~and,~~
- ix. Electric vehicle charging infrastructure; and,
- ~~ix-x.~~ Carbon neutral, passive house or net zero energy building designs.



5.4.3 Public Art

- a. The City of Peterborough recognizes that public art adds significant value to the cultural, social, aesthetic and economic vitality of the community. the value of public art that reflects the diversity of the community, provides unique attractions for citizens and visitors, and strengthens community pride. Public art that fosters community pride identity through interpreting by capturing local history, traditions and culture, including Indigenous artwork, is encouraged in all public and privately owned, but publicly accessible spaces.
- b. Public art is encouraged throughout the City, particularly in areas of cultural significance and in parks, urban squares, plazas, gateways and civic building sites, as well as integrated in public works, for the purpose of enhancing Peterborough's unique sense of place, history and culture. The City will also encourage private developers to introduce public art installations as part of developments.

- c. The City will adopt policies and procedures for the implementation of a successful public art program which will contribute to a strong civic identity. The City will encourage the inclusion of Indigenous artwork as part of any public art program, in consultation with local Indigenous Communities.
- d. The City will consider public art throughout the planning and design stages of City construction or renovation projects and other appropriate capital projects.
- e. The City will pursue public-private partnerships with businesses to establish public art.

5.5 The Urban Forest

- a. The **urban forest**, which includes trees and shrubs on public and private lands, provides ecological benefits that support natural area functions and assists in mitigating against climate change and the urban heat island effect. The City further recognizes the importance of the **urban forest** in maintaining the natural image of Peterborough. As of 2020, the City's woodland cover was 16 per cent and its overall tree canopy cover was 27 per cent. It is the intent of this Plan to increase woodland cover and tree canopy cover over the timeframe of this Plan.
- b. The City is committed to managing the **urban forest** by promoting community stewardship and strategic practice to preserve, renew and enhance this essential resource and recognizes the Urban Forest Strategic Plan as the mechanism by which **urban forest** management is guided.
- 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 achieve an overall tree canopy cover of 35 per cent by 2051 or an alternate target as prescribed by the Urban Forest Strategic Plan, whichever is greater~~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.~~ The City's Restoration and Enhancement Strategy will guide stewardship activities and priority areas for enhancement. To this end, the City shall:
 - i. Implement the Restoration and Enhancement Strategy and street tree and naturalization programs to increase urban tree canopy cover; and,

- ii. Require the planting of trees on-site or in proximity to the site in all City infrastructure-related works, where feasible.

- 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 adapted to this region, preferably native species, 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.
- 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 an increase in overall tree canopy cover over time.
- f. The City will regulate the cutting of trees, require the replacement of any trees which must be removed, and require protection of trees during site development or construction where appropriate. Tree planting and replacement will be used as a means of enhancing the **Natural Heritage System** where appropriate.
- g. It is the City's intention that where trees must be removed, they be replaced on the same site. Trees will be replaced in accordance with the City's tree by-laws. If it is not feasible to replant trees on the same site, a **cash-in-lieu** fee of equivalent value will be paid to the City to support replanting trees on other available sites as determined by the City.
- h. Development and redevelopment of City owned open space and parkland associated with school yards involving the removal of trees will require a comprehensive shade audit as part of the plan.
- i. Where trees are removed as a result of municipal development or infrastructure works, trees will be replaced in accordance with the City's tree by-laws. If it is not feasible to replant trees in the same location, the City will replant trees on other available municipally owned land or private land with consent of the owner.
- j. The City will require the submission of a Tree Inventory and Protection Plan as a condition of a development application. The Tree Inventory and Protection Plan will identify the trees proposed to be removed, their condition, justify the need for their removal, specify a replacement/replanting program, and identify mitigative measures to protect remaining trees.
- k. In an effort 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.

- ii. Avoiding development or land use patterns which may create environmental, public health or safety concerns;
 - iii. Recognizing, protecting and, where possible, enhancing **natural heritage features** and their ecological and hydrologic functions;
 - iv. Planning for increased densities and a greater mixture of uses to create a more efficient, **transit-supportive**, walkable and bikeable community;
 - v. Promoting zero or low carbon and energy efficient built forms and the use of renewable energy;
 - vi. Providing increased mobility options that promote walking, cycling and transit to reduce dependence on automobiles and improve air quality; and,
 - vii. Protecting water quality and quantity, including promoting best practices for stormwater management and **low impact development**.
- d. New planning, engineering and conservation concepts need to be considered and incorporated, particularly related to climate change, energy conservation and **green infrastructure**. The City shall encourage and provide policy direction on the following:
- i. The implementation of strategies or initiatives related to water conservation, energy conservation, air quality protection and integrated waste management opportunities;
 - 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;
 - iii. The promotion of innovative residential and public building designs that contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices; and,
 - 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.
- e. To 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.

6.0 INFRASTRUCTURE POLICIES

- a. This section sets out the City's general policies governing the planning and provision of municipal infrastructure. Detailed information on infrastructure plans and priorities ~~are contained in~~ will be established by supporting City Plans including ~~the~~ Transportation Master Plan, Water Master Plan, ~~and~~ Wastewater Master Plan and a Stormwater Plan. As this Plan requires a close link and relationship between land use planning and infrastructure planning and development, a review of this Plan may lead to a review of the supporting plans, and vice versa.

6.1 Servicing and Utilities

6.1.1 Introduction

- a. Municipal services and utilities, which support the day-to-day needs of residents, businesses and visitors, are an essential part of a complete and healthy community. This includes ensuring the economical and efficient provision of adequate domestic water supply, storm and sanitary sewers, stormwater management, solid waste collection services, and utilities for energy and communications/ telecommunications. While the City does not have jurisdiction for the provision and maintenance of all the aforementioned services and utilities, the City will work collaboratively with all service providers to ensure that appropriate facilities and infrastructure are in place.

Objectives

- b. The objectives of the City with respect to servicing and utilities are to:
 - i. Provide services, infrastructure and utilities in a co-ordinated, efficient, and cost-effective manner that is integrated with planning for growth so that these services meet the City's current and projected needs;

- I. All lots shall have frontage onto a public road. Lots that do not have frontage and direct access to a public road, which is maintained year round, shall be placed in an appropriate zone in the Zoning By-Law, which identifies the limited service aspects of these areas. This does not apply to condominium roads.

6.1.3 Water and Waste Water Systems

- a. All new development within the City shall be connected to municipal water, sanitary sewers and a stormwater drainage system, unless otherwise specifically exempted by the policies of this Plan.

b. The City will prepare and update a Water Master Plan and Wastewater Master Plan to inform this Plan. The Official Plan will be amended accordingly to implement the conclusions and recommendations of the Water and Wastewater Master Plans.

b.c. The capacity of the sewage treatment plant and water treatment plant will be expanded as required to accommodate the population and development projected in this Plan.

e.d. 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, in accordance with the policies of this Plan.

d.e. The City will prepare and update, as appropriate, studies to assess City-wide or area-specific sanitary sewer capacity, and/or review studies prepared and submitted by developers or third parties, in order to determine requirements for upgrades and maintenance, and plan for long term needs.

e.f. New development will be responsible for the installation of all necessary localized sanitary sewer services, which will meet the City's standards and specifications. Sanitary sewer services shall be designed, constructed and maintained to:

- i. Provide adequate service to the proposed development;
- ii. Accommodate full development of the drainage area;

- iii. Utilize gravity flow wherever possible, to avoid the need for pumping stations;
- iv. Protect the natural characteristics of the landscapes in which they are located;
- v. Provide for sufficient depth and capacity to serve those areas which may ultimately be connected; and,
- vi. Consider infiltration/inflow and downstream capacity issues.

f.g. The City shall ensure that all water and sanitary sewer services are provided in a manner that:

- i. Can be sustained by the water resources upon which such services rely;
- ii. Is financially viable and complies with all regulatory requirements;
- iii. Protects human health; and,
- iv. Allows lot creation only where there is confirmation of sufficient reserve municipal water and sanitary sewer service capacity.

g.h. Pumping stations may be considered as an alternative option to gravity based sanitary servicing where gravity options are not feasible. Details such as feasibility, cost analysis, operation and maintenance, downstream capacity, and related studies shall be determined by the City as part of the development approvals process.

Where a pumping station is proposed by an owner/applicant to service a proposed development, the cost related to the feasibility studies, environmental assessment, design, construction and start-up, operation and maintenance including monitoring, removal and decommissioning, and the integration of the system with the permanent servicing solution will be the responsibility of the developer.

h.i. The City will monitor the quality and quantity of industrial sewage effluent entering the municipal sanitary sewage system, to control its impact on the operation and capacity of the waste water collection and treatment system and on the receiving **watercourse**. All effluent shall meet the standards of the City Sewer Use By-Law. Where this is not possible, an agreement with the City is required in accordance with the By-Law.

Source Water Protection

j.i. **Schedule H: Source Water Protection** identifies the Vulnerable Area, or more specifically the Intake Protection Zones, [Wellhead Protection Areas](#), [Significant Groundwater Recharge Areas and Highly Vulnerable Aquifers](#) for the Peterborough Municipal Drinking Water System as defined under the Clean Water Act, 2006 and in accordance with the approved Trent Source Protection Plan and Assessment Report. Specific land use activities are identified which are or would be a significant drinking water threat if undertaken in the Vulnerable Area. To protect the intake municipal drinking water sources, significant drinking water threat activities are subject to policies set out in the Trent Source Protection Plan which was developed under the Clean Water Act, 2006.

j.k. The following land use activities shall be prohibited in the Intake Protection Zones 1 and 2 (IPZ-1 and IPZ-2) where they would constitute a significant drinking water threat, unless otherwise stated in the Trent Source Protection Plan:

- i. The establishment, operation or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage;
- ii. The management or storage of **agricultural source material** or application of **agricultural source material** to land;
- iii. The handling, storage or application of **non-agricultural source material** to land;
- iv. The handling, storage or application of **commercial fertilizer** to land;
- v. The handling, storage or application of pesticides to land;
- vi. The handling or storage of road salt;
- vii. The storage of snow;
- viii. The handling and storage of fuel;
- ix. The handling and storage of a dense non-aqueous phase liquid;
- x. The handling and storage of an organic solvent;
- xi. The management of runoff that contains chemicals used in the de-icing of aircraft;

- xii. An 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;
- xiii. The use of land as livestock grazing or pasturing land, an **outdoor confinement area** or a **farm-animal yard**;
- xiv. Maintenance of mown grass for parks and recreation purposes that facilitate the congregation of waterfowl near water; ~~and,~~
- ~~xv.~~ xv. The establishment, operation or maintenance of a waste disposal site within the meaning of Part V of the Environmental Protection Act and the activity would not require a **Prescribed Instrument**; ~~and,~~
- ~~xv.xvi.~~ xvi. The establishment and operation of a liquid hydrocarbon pipeline.
- k. A development application on lands within an Intake Protection ~~Zone~~ Zone-1 or 2 as identified on **Schedule H: Source Water Protection** will be subject to the following:
 - ~~i.~~ i. —The proponent will be required to pre-consult with the **Risk Management Official**; ~~and,~~
 - ~~ii.i.~~ ii.i. ~~The complete application will be circulated to the **Risk Management Official** for review and consideration; and,~~
 - ~~iii.ii.~~ ii.ii. A Notice under Section 59(2) of the Clean Water Act, 2006, as amended, from the **Risk Management Official** is a required item for a complete application.
- l. ~~Land uses that will create **Transport Pathways** should not be permitted within the Intake Protection Zone-1. New land uses, including the creation of new lots and transport pathways, should not be permitted within the Intake Protection Zones unless it can be demonstrated that the land use activities do not pose a significant drinking water threat and conform to the policies of the Trent Source Protection Plan.~~
- m. New development within the Intake Protection Zones will be serviced by a municipal waste water collection system where such a connection is feasible given financial and technical constraints. Where such a connection is not feasible, new development will be serviced by a waste water collection system constructed to the standards of the Ontario Building Code to ensure that the activity is not a significant drinking water threat.

- u. The City will ensure the development and implementation of an ongoing education and outreach program which will seek to educate anyone engaging in an activity that is or would be a significant drinking water threat and may include:
 - i. The location of Vulnerable Areas;
 - ii. Best management practices that can minimize or eliminate the impacts of the subject activities on the drinking water source; and,
 - iii. Opportunities for funding under the Ontario Drinking Water Stewardship Program or other applicable incentive programs.
- v. The City will provide an annual report to the Source Protection Authority regarding source protection initiatives in accordance with the Trent Source Protection Plan and the Clean Water Act, 2006.
- w. In accordance with the Clean Water Act, 2006, the approved Trent Assessment Report identifies all Intake Protection Zones, Wellhead Protection Areas, Significant Groundwater Recharge Areas and Highly Vulnerable Aquifers within the Source Protection Area and the relevant circumstances where an activity or condition is or would be a significant, moderate, or low drinking water threat. Within the City of Peterborough, such vulnerable drinking water areas in the Assessment Report include:
 - i. Intake Protection Zone 1 (IPZ-1): The primary protection zone the most vulnerable area for surface water intakes due to its proximity to the intake and is based on setbacks from the intake pipe and the area within a 120 metre setback of the high water mark of the related surface water body.~~The area immediately adjacent to the intake and is considered the most vulnerable area for surface water intakes due to its proximity to the intake.~~
 - ii. The Intake Protection Zone 2 (IPZ-2): A secondary protective zone that generally extends upstream of the IPZ-1 and is defined as the area within and around a surface water body or transport pathway that may contribute water to an intake within two hours of a contamination event. Where the IPZ-2 abuts land, the area within a 120 metre setback of the high water mark of the related surface water body is included in the delineation.
 - iii. Intake Protection Zone 3 (IPZ-3): A protective zone where early warning activities such as monitoring may be effective and the area within each surface water body that may contribute water to the associated intake. Where the IPZ-3 abuts land, the area within a 120

6.2 Transportation: A Linked Community

6.2.1 Introduction

- a. Successful communities are supported by planning public streets, spaces and facilities to be safe, accessible, inclusive and equitable, to foster social interaction and health, to facilitate community connectivity, and to meet the needs of pedestrians, cyclists, transit users and motorists.
- b. The City's transportation system is intended to move goods and people in a safe, efficient and economical manner. The system may include roads, public transit, pedestrian linkages, bicycle routes, multi-use trails and air and rail facilities.
- c. Land use planning and the transportation system will be developed as complementary parts of this Plan to ensure efficient and practical accessibility throughout the city. Efficient use will be made of existing and planned transportation infrastructure.

Objectives

- d. The development of the City's transportation system shall be directed to achieve the following objectives:
 - i. To develop, support and maintain a convenient, accessible, affordable and integrated transportation system that incorporates and accommodates **active transportation**, public transit and vehicular traffic;
 - ii. To encourage the use and development of all modes of transportation, considering such factors as land use, economics, growth and urban form, economic development, affordability, greenhouse gas emission reductions, and energy conservation, to provide access to services and facilities throughout the City;
 - iii. To plan for a more balanced transportation system which supports and encourages the increased use of public transit, cycling and pedestrian facilities and active transportation;
 - iv. To have regard for the overall quality of life of all residents and visitors in the provision of transportation services and facilities;
 - v. To provide a transportation system with appropriate connections between City, regional and Provincial transportation systems; and,

- vi. To implement appropriate, selective Transportation Demand Management (TDM) measures in order to affect how, when and by what mode travel is conducted within the City.

6.2.2 General Policies

- a. The City's transportation system will be planned to:
 - i. Be safe, energy efficient and fully accessible;
 - ii. Offer 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;
 - iii. Provide connectivity among transportation modes for moving people and goods; and,
 - iv. Address future projected needs within the City in consultation with the County of Peterborough, neighbouring municipalities and other levels of government.

b. The City will prepare and update a Transportation Master Plan to inform this Plan. The Official Plan will be amended accordingly to implement the conclusions and recommendations of the Transportation Master Plan.

b.c. The City supports land use planning that is integrated with safe and efficient transportation systems for the movement of people and goods. Where feasible, Transportation Demand Management (TDM) strategies will be employed to create a more balanced and efficient **multi-modal** transportation system that addresses current and future needs and reduces single-occupancy vehicle travel. The TDM strategy may include carpooling programs, preferential parking, transit pass incentives, cycling incentives, provision of shuttles and walking programs. The City's goals with respect to TDM will be further achieved through the following strategies:

- i. Approval of increased height and density on transit corridors to support more frequent service;
- 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; and,
- iii. Connecting various modes of transportation, including connections which cross jurisdictional boundaries.

- ~~e.d.~~ The primary function of public rights-of-way shall be for the movement of people and goods, while also providing appropriate access to infrastructure and adjacent properties, supporting public gathering space and social interaction, and accommodating recreational activities. The maintenance of an adequate right-of-way width to accommodate all planned modes of transportation for a public street shall also consider the placement of utility and communication services in both aboveground and underground locations, as well as the placement of appropriate landscape/streetscape features, **low impact development** features, traffic management devices and signage.
- ~~e.e.~~ Transportation infrastructure shall be designed and located to maximize safety and energy efficiency, and to minimize the impact on the **Natural Heritage System**.
- ~~e.f.~~ The City shall coordinate with the Province, the County, the railway companies, inter-city bus companies and other authorities, in order to provide an effective regional transportation system, adequate external roadway capacity, suitable access to and from the City, and to preserve and enhance the urban environment and function of the City.
- ~~f.g.~~ The City will plan for and protect transportation corridors, planned corridors and major goods movement facilities over the long term to meet the current and projected needs of the City's population and businesses. Specific means of achieving that goal include the following:
- i. Development within the planned corridors will be limited to types of development that will not preclude or negatively affect the use of the corridor for its intended purpose;
 - ii. New development proposed on adjacent lands to existing or planned corridors will be compatible with the long term purpose of the corridor and will be designed to avoid or mitigate any negative impacts on both the adjacent use and the corridor;
 - iii. In consultation with the County of Peterborough and neighbouring townships, the City will plan for uses near the airport and major intersections of Highway 7-115 so that major goods movement facilities (including the airport) will be protected over the long term;
 - iv. Any sensitive land uses that may be permitted near a major goods movement facility will be appropriately separated, designed or buffered to ensure the long term use of the facility in accordance with Provincial guidelines, and,

- v. Wherever feasible, protecting and re-using abandoned corridors in a manner that preserves their linear connectivity.

~~g.h.~~ The planned locations of Arterial Roads, Collector Roads and bicycle routes are shown on **Schedule D: Road Network Plan** and **Schedule E: Trails and Bikeways Network Plan**. The locations of facilities and intersections illustrated on **Schedule D: Road Network Plan** are approximate and as areas are developed, it may be necessary to alter their alignment or location. Such alterations shall not require an amendment to this Plan provided that:

- i. The roadway classification is not altered;
- ii. The alteration is recommended as a result of a Secondary Plan process, the approval of a draft plan of subdivision, or a Class Environmental Assessment process; and,
- iii. The adjacent land use designations are not affected in any significant way as determined by the City.

~~h.i.~~ **Schedule D: Road Network Plan** and **Schedule E: Bikeways and Trails Network Plan** does not attempt to comprehensively delineate all future roadways, bikeways and trails. ~~within future Secondary Planning Areas at the outer edge of the City.~~ Future roadways, bikeways and trails in these planning areas may be delineated through the completion of a transportation master plan, ~~and/or a~~ detailed Secondary Plans, plans of subdivision and Environmental Assessments, and incorporated into **Schedules D and/or E: Road Network Plan** as part of an Official Plan Amendment.

~~i.j.~~ New development shall consider the needs of emerging online retail and transportation trends. This includes, but is not limited to, ensuring that sufficient space is provided to accommodate ride-sharing drop-off zones, short-term parking for frequent delivery vehicles, bicycle parking and charging stations for electric vehicles.

Municipal Active Transportation Plan

- g. ~~Walking and cycling are recognized by the City as viable modes of transportation for a variety of trips that are in the range of 5 kilometres or less. Other personal motorized and non-motorized modes of transportation (such as scooters and e-bikes) are also viable transportation modes within the Peterborough context, in appropriate locations. To facilitate growth in these modal choices, t~~The City should develop a Municipal Active Transportation Plan, either independently or part ~~of~~^{as} a Transportation Master Plan. The Municipal Active Transportation Plan shall include, at a minimum, requirements for:
- i. Sidewalks/trails in new development;
 - ii. New sidewalks and trails, and enhancements to existing sidewalks and trails in the built-up areas;
 - iii. Dedication of lands in new development to complete future road and multi-use trail connections;
 - iv. Cycling and pedestrian safety measures (bike lanes, signage);
 - v. Implementation of Accessibility for Ontarians with Disabilities Act standards; and,
 - vi. Secure bicycle racks and shelters, with appropriate connections to buildings.

Streetscapes/Sidewalks

- 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. Particular regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes, and for safe transfers on and off of transit vehicles.
- 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 ~~implement a Sidewalk Strategic Plan to address fragmented sidewalks and lack of connectivity within existing residential areas~~^{identify fragmented sidewalks and lack of connectivity within existing residential areas as part of a sidewalk strategic plan.}

- k. Streetscaping elements shall be provided throughout the community. They shall be designed to be consistent and complementary to the character of the community. Streetscaping elements may include a unified furnishings palette and a paving pattern that denotes which transportation modes have priority. The streetscaping palette shall include, but is not limited to:
- i. Street lighting;
 - ii. Street trees;
 - iii. Landscape plantings;
 - iv. **Low impact development** features;
 - v. Street furnishings; and,
 - vi. Signage/wayfinding.
- l. The City should develop an active urban street tree planting program which shall include:
- i. Locations and distribution of street trees;
 - ii. Appropriate tree species; and,
 - iii. Design and planting specifications.
- m. The requirements of the Accessibility for Ontarians with Disabilities Act shall be incorporated into the design or re-design of all sidewalks, including geometric standards, placement of furniture and landscaping, use of curb cuts and ramps, drainage and route signage.
- n. Sidewalks shall be required on all public roads as follows:
- i. On both sides of Arterial and Collector Roads;
 - ii. On both sides of all Local Roads, including culs-de-sac with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.
- Sidewalks will also be required on at least one side of new condominium private roads and public or private lanes. Where the City determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required.



Multi Use Trails

6.0 The City will continue to expand and enhance its trails system to promote connectivity, mobility, accessibility and **active transportation** within and between neighbourhoods, Employment Districts, public service facilities and the waterfront. Any proposed trail within the Natural Areas Designation or the associated minimum vegetation protection zone will require the approval of the City, subject to the policies of this Plan.

[n.p.](#) In developing a comprehensive multi use trails network throughout the City, the following will apply:

- i. The multi-use trails network will include and link to trails within the **Natural Heritage System**, stormwater management facilities, parks and open spaces and the sidewalks and bike lanes within the street network;
- ii. Rights-of-way for the multi-use trails network that are not already on public lands, will be dedicated to the City as part of the land requirements for transportation through new development;
- iii. Multi-use trails, where within the street right-of-way, will generally be separated from the road right-of-way by a landscaped area; and,
- 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, including the requirement to utilize native, non-invasive plant materials.

e.g. The multi-use trails network shall be designed to:

- i. Be of a sufficient width to accommodate all users, of all abilities, and to accommodate two-direction travel;
- ii. Meet the requirements of the Accessibility for Ontarians with Disabilities Act, including with respect to slopes;
- iii. Encourage water infiltration;
- iv. Include wayfinding/directional signage throughout;
- v. Provide, at trail heads, and at regular intervals along the route, benches, waste and recycling receptacles and bicycle racks;
- vi. Minimize vehicular crossings, but where they do cross, provide clear signage and appropriate curb-cuts and safety measures; and,
- vii. Accommodate lighting that is energy efficient (e.g. PV, LED), Dark Sky/Nighttime Friendly compliant, and adequate for vehicular, cyclist and pedestrian requirements, where deemed appropriate.



Cycling Infrastructure

p.r. The Bikeway Network illustrated on **Schedule E: Trails and Bikeways Network Plan** is comprised of a network of on- and off-road routes for cycling and other forms of non-motorized vehicular movement that shall be provided as part of or separate from streets to minimize conflict with motorized vehicles and pedestrians.

e.s. The City shall continue to provide for the development of connected bikeways by:

- i. Implementing the **Schedule E: Trails and Bikeways Network Plan** as per the recommendations of the Transportation Master Plan [and/or Cycling Master Plan](#);
- ii. Ensuring that all new development proposals and infrastructure works provide bikeways and support facilities, such as bicycle parking, in accordance with **Schedule E: Trails and Bikeways Network Plan** and the Transportation Master Plan [and/or Cycling Master Plan](#);
- iii. Maintaining the surface condition, including repair and clearing, markings and signage of on- and off-road bikeways;

- iv. Ensuring that bikeway design and implementation is coordinated with pedestrian routes and open space systems as well as access to public transit;
- v. ~~Preparing-Updating~~ and implementing a cycling master plan associated with **Schedule E: Trails and Bikeways Network Plan**; and,
- vi. Considering the connectivity of the City's active transportation network to the Province-wide Cycling Network identified by the Province.

~~f.t.~~ Proposed development or improvement to transportation facilities along routes designated as Bikeways on **Schedule E: Trails and Bikeways Network Plan** shall incorporate appropriate design measures to improve conditions for accommodating non-motorized forms of travel. Specifics of such designs will be required to be included as part of Class Environmental Assessments, site plans or development agreements involving properties along such routes.

~~s.u.~~ Wherever possible, bicycle and pedestrian networks will be separated from each other, physically and/or through use of surface markings, signage and/or other means, to avoid potential conflicts.

~~t.v.~~ The City will prepare road or area-specific cross-sections to illustrate required components of the right-of-way, where appropriate.

6.2.4 Complete Streets

- a. A **complete street** is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including cyclists, pedestrians, transit riders, and motorists, appropriate to the function and context of the facility.
- 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.
- c. Improvements, road reconstruction and standards will follow, as much as possible, the most recently adopted Transportation Master Plan, and the

- vii. Prepare a Complete Streets Guide that outlines statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for cyclists and pedestrians, and that provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of all users, including cyclists, pedestrians, and transit users. The Complete Streets Guide should include consideration of:
- Reduced right-of-way and traffic lane widths;
 - Permission for on-street parking;
 - A hierarchy of bike lanes, from fully separated to demarcated to sharrows;
 - Requirements for wider sidewalks and mid-block pedestrian crossings;
 - Requirements for transit amenities; and,
 - The use of design features such as curb bump-outs, enhanced medians and boulevards and defined standing areas for pedestrians and/or cyclists at intersections.

~~f.a. Sidewalks shall be required on all public roads as follows:~~

- ~~i. On both sides of Arterial and Collector Roads;~~
- ~~ii.i. On both sides of all Local Roads, including cul-de-sac with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.~~

~~Sidewalks will also be required on at least one side of new condominium private roads and public or private lanes. Where the City determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required.~~

- b. The City and County will ensure that streets and roads provide required groundside access to and from the Airport, and link where appropriate to other area transportation services.

- iv. The promotion of development in a logical, contiguous manner in order to achieve a compact, pedestrian-friendly and healthy urban form.
- d. Until such time as a required Secondary Plan is approved for an area, the City may permit only limited land division and/or development, and only where such development it is in conformity with this Plan and where the outcome of the Secondary Plan is not prejudiced, to the satisfaction of the City.
- e. Secondary Plans shall generally address the following:
 - i. Patterns of land use, land use designations and built form;
 - ii. Connectivity and integration with existing developed or planned development areas of the City;
 - iii. Urban design and sustainable design;
 - iv. The **Natural Heritage System**;
 - v. **Cultural heritage resources** and **archaeological resources**;
 - vi. Transportation, including transit and **active transportation** facilities;
 - vii. Municipal infrastructure planning and design;
 - viii. **Public service** facility requirements;
 - ix. Phasing of development;
 - x. Water resources, including surface and groundwater, **watershed** and sub-watershed studies and stormwater management plans;
 - xi. Demographic analysis;
 - xii. Implementation of specific policies of this Plan;
 - xiii. Conformity with the policy frameworks of the Provincial Growth Plan and this Plan; and,
 - xiv. Any other matters deemed appropriate by the City.

- ii. **Cultural Heritage Resources** and **Archaeological Resources:**
 - Cultural Heritage Impact Assessment;
 - Archaeological Assessment;
 - Cultural Heritage Conservation Plan; and,
 - Structural Engineering Report;
- iii. Transportation:
 - Transportation Study;
 - Traffic Impact Study;
 - Parking, Pedestrian and Sidewalk Analysis;
 - Parking Study; and,
 - Travel Demand Management Plan;
- iv. Servicing and Infrastructure:
 - Site Servicing Plan;
 - Site Grading Plan;
 - Stormwater Management Studies/Plan;
 - Hydrogeological and Geotechnical Study;
 - Sediment and Erosion Control Plan;
 - Private Servicing Study;
 - Fire Suppression Analysis;
 - Water and Wastewater Servicing Capacity/Feasibility Study, including downstream capacity analysis; and,
 - Water Quality Impact Assessment;
- v. Development Impacts:
 - Noise Impact Study/Noise Assessments and Feasibility Studies;
 - Vibration Impact Study;
 - Land Use Compatibility Study;
 - Dust and/or Odour Impact Study;
 - Agricultural Impact Analysis;
 - Photometric Report and Plan;
 - Public Accommodation Study; and,
 - Environmental Site Assessment;

- vi. Financial and Market Impacts:
 - Retail Market Analysis;
 - Commercial Needs Study;
 - Economic Impact Study;
 - Municipal Financial Impact Assessment;
 - Infrastructure Cost Assessment; and,
 - Long Term Maintenance Cost Assessment;
 - vii. Planning:
 - Planning Justification Report;
 - Affordable Housing Report;
 - Rental Housing Conversion Assessment;
 - Urban Design Report and Streetscape/Public Realm Plan;
 - ~~Notice to Proceed Restricted Land Use Notice from~~ issued by the **Risk Management Official** for the City and Risk Management Plan;
 - Strategy for public consultation; and,
 - Health Assessment; and,
 - viii. Plans and Drawings:
 - Site Plan or Concept Plan in accordance with City requirements, including a digital submission;
 - Tertiary Plan;
 - Subdivision Plan or Condominium Plan in accordance with City requirements, including a digital submission;
 - Building Elevation Drawings;
 - Angular Plane Analysis;
 - Shadow Impact Study; and,
 - Accessibility Analysis.
- b. All required reports and/or studies shall be prepared in accordance with any applicable standards or specifications, and be completed by qualified professional consultants retained by and at the expense of the applicant. The City may require a peer review by the appropriate public agency or professional consultant retained by the City at the applicant's expense.

Agricultural Source Material

Includes a variety of materials that may be sources of nutrients or pathogens such as:

- a. Manure produced by farm animals, including bedding materials;
- b. Runoff from farm-animal yards and manure storages;
- c. Wash water that has not been mixed with human body waste;
- d. Organic materials produced by intermediate operations that process the above materials (e.g., mushroom compost);
- e. Anaerobic digestion output that does not include sewage biosolids or human body waste;
- f. Materials produced by aquaculture; and,
- g. Regulated compost that is derived from compost containing dead farm animals.

Archaeological Resources

Includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

Areas of Natural and Scientific Interest (ANSI)

Means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Automobile-Focused Uses

A building or business, or portion thereof, which caters primarily to the needs of automobiles, including, but not limited to the provision of fuel/gas, parts or products, repairs or servicing, facilities or services for washing, drive-throughs and the sale, lease or rental of automobiles of all types.

Brownfield Site

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

Built Heritage Resources

A building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an [Aboriginal-Indigenous](#) community. **Built heritage resources** are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, Provincial and/or Federal registers.

Business Service Establishment

An establishment servicing primarily the operational needs of the business community including: employment services, customs services, marketing services, collection and credit services, appraisal services, advertising and graphic services, accounting and bookkeeping services, research and training services, office equipment and computer services, data processing services, courier services, property management services, security services, janitorial services, and studio and communication services.

Cash-in-Lieu

A payment of money in lieu of a conveyance otherwise required under the Planning Act.

Commercial Fertilizer

Synthetic substances containing nitrogen, phosphorus, potassium or other chemicals intended for use as a plant nutrient or other substances that are intended to improve the physical condition of soils or to aid in plant growth or crop yields.

Community Hub

A central access point for a range of needed health and social services, along with cultural, recreational, and open spaces. Every community hub is unique and is defined by local needs, services and resources.

Community Energy Plan

A strategic plan developed with the objectives of attracting investment in the energy sector, ensuring a reliable energy supply, and reducing the environmental impacts associated with energy generation and consumption.

Compatible Development

Compatible development is not development that is the same as, or even similar to existing development in the vicinity. Compatible development is development that enhances the character of the surrounding community without causing any undue, adverse impacts on adjacent properties including, but not limited to, consideration of Provincial guidelines relating to Land Use Compatibility and Environmental Noise.

Complete Communities

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and **public service facilities**. **Complete communities** are age-friendly and may take different shapes and forms appropriate to their contexts.

Developable Land Area

The area of the property less the area occupied by protected **natural heritage features**, and any related **vegetation protection zone**.

Development (not bolded in text)

The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process; or
- b. works subject to the Drainage Act.

Drinking Water Threat

An activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water, and includes an activity or condition that is prescribed by the regulations as a drinking water threat under the Clean Water Act, 2006.

Ecological Function

The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment Land Employment

Jobs accommodated in primarily low-rise industrial-type building space and multiples, the vast majority of which are located within business parks and industrial areas.

Excess Lands

Vacant, unbuilt but developable lands within settlement areas but outside of **delineated built-up areas** that have been designated in an official plan for development but are in excess of what is needed to accommodate forecasted growth to the horizon of this Plan.

Endangered Species

Means a species that is listed or categorized as an "Endangered Species" on the official Provincial species at risk list or Schedule 1 of the Federal Species at Risk Act, as amended from time to time.

Ephemeral Watercourse

Water flows for a short period of time in response to localized precipitation (e.g. spring freshet or storm events). Surface water channel is above the local groundwater table.

Farm-Animal Yard

An enclosure for livestock, deer, elk or game animals that is not an outdoor confinement area.

Fish Habitat

As defined in the Fisheries Act, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flood plain

For **river, stream and small inland lake systems**, means the area, usually low lands adjoining a watercourse, which has been or may be subject to **flooding hazards** (PPS,2020).

Floodway

For **river, stream and small inland lake systems**, means the portion of the **flood plain** where development and site alteration would cause a danger to public health and safety or property damage (PPS,2020).

Highly Vulnerable Aquifer

An aquifer on which external sources have or are likely to have a significant adverse effect, and includes the land above the aquifer.

Infill Housing

Any project that builds new housing in an already established neighbourhood, such as:

- a. Demolishing one single-family home and building a new one on the same lot;
- b. Building a duplex where a single-family home once stood;
- c. Putting up a row of townhouses where one or more single-family homes stood previously; or,
- d. Constructing a new building on a vacant lot.

Infrastructure (not bolded in text)

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

Intake Protection Zone

An area that is related to a surface water intake and within which it is desirable to regulate or monitor drinking water threats. The vulnerable area delineated around surface water intakes for municipal drinking water systems and is comprised of subzones. The IPZ-1 (subzone) is the area immediately adjacent to the intake and is considered the most vulnerable area due to its proximity to the intake. The IPZ-2 is a secondary protection area that is located upstream of the IPZ-1 and represents the extent to which a contaminant could travel to the municipal intake within 2 hours of a release (due to a spill or leak).

Intermittent Watercourse

Water flows for several months during the year because of a connection with seasonally high groundwater table or flow contributions from **wetlands**. Typically flow typically ceases during the summer months (July and August).

Large-scale food store

A retail establishment specializing in food products with a Gross Floor Area greater than 1,500 square metres. This definition includes warehouse membership clubs, department stores and other retailers with more than 1,500 square metres of selling area devoted to food and grocery items.

Linkage/Corridor

One Hundred Year Flood Level

Means

- a. for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equalled or exceeded in any given year;
- b. in the connecting channels (St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers), the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year; and
- c. for large inland lakes, lake levels and wind setups that have a 1% chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the one hundred year flood level is based on the highest known water level and wind setups (PPS,2020).

Outdoor Confinement Area

An enclosure for livestock, deer, elk or game animals that has the following characteristics:

- a. It has no roof, except as described in paragraph 3.
- b. It is composed of fences, pens, corrals or similar structures.
- c. It may contain a shelter to protect the animals from the wind or another shelter with a roof of an area of less than 20 square metres.
- d. It has permanent or portable feeding or watering equipment.
- e. The animals are fed or watered at the enclosure.
- f. The animals may or may not have access to other buildings or structures for shelter, feeding or watering.

Permanent Watercourse

Continuous year-round surface flow occurs in most years. Baseflow conditions are supported by year-round groundwater discharge and/or **wetland**/surface storage areas.

Personal Service Commercial

A building or part thereof used for the furnishing of personal services to individual persons, including a barber, hairdresser, beautician, tailor, dressmaker, shoemaker, self-service laundry, self-service dry cleaning establishment, dry cleaning depot - Class 2 or suntanning shop, but specifically excluding a use as a body massage parlour or an adult entertainment parlour.

Risk Management Official

The Risk Management Official appointed under Part IV of the Clean Water Act, 2006. The Risk Management Official is responsible for making decisions about risk management plans and risk assessments and must meet the prescribed criteria in the regulations under the Clean Water Act, 2006 and is responsible for implementing source protection plan policies that utilize tools set out under Part IV of the Clean Water Act to manage significant drinking water threats.

River, stream and small inland lake systems

Means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event (PPS,2020).

Semi-natural Features

Natural features that require human management to persist in the current form.

Sensitive

In regard to surface water features and ground water features, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants (PPS,2020).

Service Commercial Use

A building or structure or part thereof where clerical, business, professional and administrative services such as banking, accounting, insurance, investment and financial planning, land use planning, engineering or architectural services or the services of other consultants are provided and may include personal service uses such as florists, dry cleaning, tailors, travel agents, hair salons, day spas, and shoe repair ~~and video stores~~, but shall not include any Adult Entertainment Use.

Significant Drinking Water Threat, Existing

- a. An activity being undertaken as of and prior to, January 1, 2015;
- b. An agricultural activity undertaken at some time between January 1, 2005 and January 1, 2015; or
- b.c. As otherwise established by the current source protection plan;

With respect to an existing significant drinking water threat, a matter is deemed to have commenced prior to January 1, 2015:

- a. In the case of a request for an official plan amendment, on the day the request is received;
- b. In the case of an official plan, an amendment to it or a repeal of it, on the day the bylaw adopting the plan, amendment or repeal is passed;
- c. In the case of a zoning bylaw or an amendment to it, on the day the bylaw is passed;
- d. In the case of an application for an amendment to a zoning bylaw, an approval of development in a site plan control area under subsection 41 (4) of the Planning Act, an application for a minor variance under section 45 of the Planning Act, an application for the approval of a plan of subdivision under section 51 of the Planning Act or an application for the approval of, or an exemption from an approval of, a condominium under section 9 of the Condominium Act, 1998, an application for a consent under section 53 of the Planning Act, on the day the application is made; or,
- e. In the case of an application to amend or revoke an order under section 47 of the Planning Act, on the day the application is made; Chapter 4: Policies Trent Source Protection Plan 27; or,
- e.f. As otherwise established by the current source protection plan.

Significant Drinking Water Threat, Future

An activity that is to commence after January 1, 2015 and is not an existing activity.

Significant Groundwater Recharge Area

A type of Vulnerable Area defined under the Clean Water Act, 2006, within which it is desirable to regulate or monitor drinking water threats that may affect the recharge of an aquifer.

Strategic Growth Areas

Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed-uses in a more compact built form. Strategic Growth Areas include **Urban Growth Centres, major transit station areas**, and other major opportunities that may include infill, redevelopment, **brownfield sites**, the expansion or conversion of existing buildings, or **greyfields**. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as Strategic Growth Areas.

Surface Water Feature

Means water-related features on the Earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, **wetlands**, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics (PPS,2020).

Threatened species

Means a species that is listed or categorized as a "Threatened Species" on the official Provincial species at risk list or Schedule 1 of the Federal Species at Risk Act, as amended from time to time.

Transit-Oriented

Development which is designed to be well connected and integrated with transit systems, helps to make transit use more efficient, comfortable and attractive, provides quality pedestrian amenities to support the walk to and from transit services and generates ongoing demand for transit ridership.

Transit-Supportive

Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

Transport Pathway

means a condition of land resulting from human activity that increases the vulnerability of a raw water supply of a drinking water system. Transport pathways may include, but are not limited to, the following: For groundwater systems:

- a. Wells or boreholes;
- b. Unused or abandoned wells;
- c. Pits and quarries;
- d. Mines;

e. Construction activities involving deep excavations (such as building foundations, basements, parking garages);

f. Underground storm sewer, sanitary sewer & water distribution system infrastructure.

Tree (not bolded in text)

Woody vegetation that can grow to a minimum of 6-4.5 metres in height and a minimum diameter at breast height (DBH) of 7.5 centimetres at maturity. Excluded are: European Buckthorn (*Rhamnus cathartica*), Glossy Buckthorn (*Rhamnus frangula*), Staghorn Sumac (*Rhus typhina*) and Common Lilac (*Syringa vulgaris*).

Unevaluated Wetland

Wetlands that have not been evaluated using the Ontario Wetland Evaluation System or that have been considered for inclusion in an evaluation and rejected.

Universal Design

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Urban Forest

A collection of trees that grow within an urban area or any human settlement. Trees may be naturally occurring or planted and may exist as mixtures of individual trees, woodlots or forest, riparian complexes and fields in various stages of succession toward a tree-dominated landscape.

Urban Growth Centre

Existing or emerging downtown areas shown in Schedule 4 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe and as further identified by the Minister on April 2, 2008.

Valleylands

A natural area that occurs in a depression within the landscape that has two sides and that has water flowing through or standing for some period of the year. For the purposes of the policy of this Official Plan, Significant Valleylands and valleylands exclude built-up valleyland areas within the City of Peterborough. These areas may still be subject to **Conservation Authority** regulations.

Vegetation Protection Zone

A vegetated buffer area surrounding a **natural heritage feature** that is intended to protect the feature and their ecological and hydrological functions from the negative impacts of adjacent land uses.

Vulnerable Area

An area defined under the Clean Water Act for the purpose of protecting the quality and quantity of drinking water sources, now and in the future.~~The area around a municipal drinking water source where activity may be a significant drinking water threat, now or in the future.~~

Watercourse

An identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Watershed

An area that is drained by a river and its tributaries.

Watershed Planning

Planning that provides a framework for establishing goals, objectives, and direction for the protection of water resources, the management of human activities, land, water, aquatic life, and resources within a **watershed** and for the assessment of cumulative, cross-jurisdictional, and cross-**watershed** impacts.

Watershed planning typically includes: **watershed** characterization, a water budget, and conservation plan; nutrient loading assessments; consideration of climate change impacts and severe weather events; land and water use management objectives and strategies; scenario modelling to evaluate the impacts of forecasted growth and servicing options, and mitigation measures; an environmental monitoring plan; requirements for the use of environmental best management practices, programs, and performance measures; criteria for evaluating the protection of quality and quantity of water; the identification and protection of hydrologic features, areas, and functions and the inter-relationships between or among them; and targets for the protection and restoration of riparian areas.

Watershed planning is undertaken at many scales, and considers cross-jurisdictional and cross-**watershed** impacts. The level of analysis and specificity generally increases for smaller geographic areas such as sub-**watersheds** and tributaries.

Wave uprush

Means the rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline (PPS,2020).

Wellhead Protection Area

[A type of Vulnerable Area defined under the Clean Water Act, 2006, that is related to a wellhead and within which it is desirable to regulate or monitor drinking water threats.](#)

Wetlands

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. Four main categories of wetland are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands.

Wildlife Habitat

Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodland

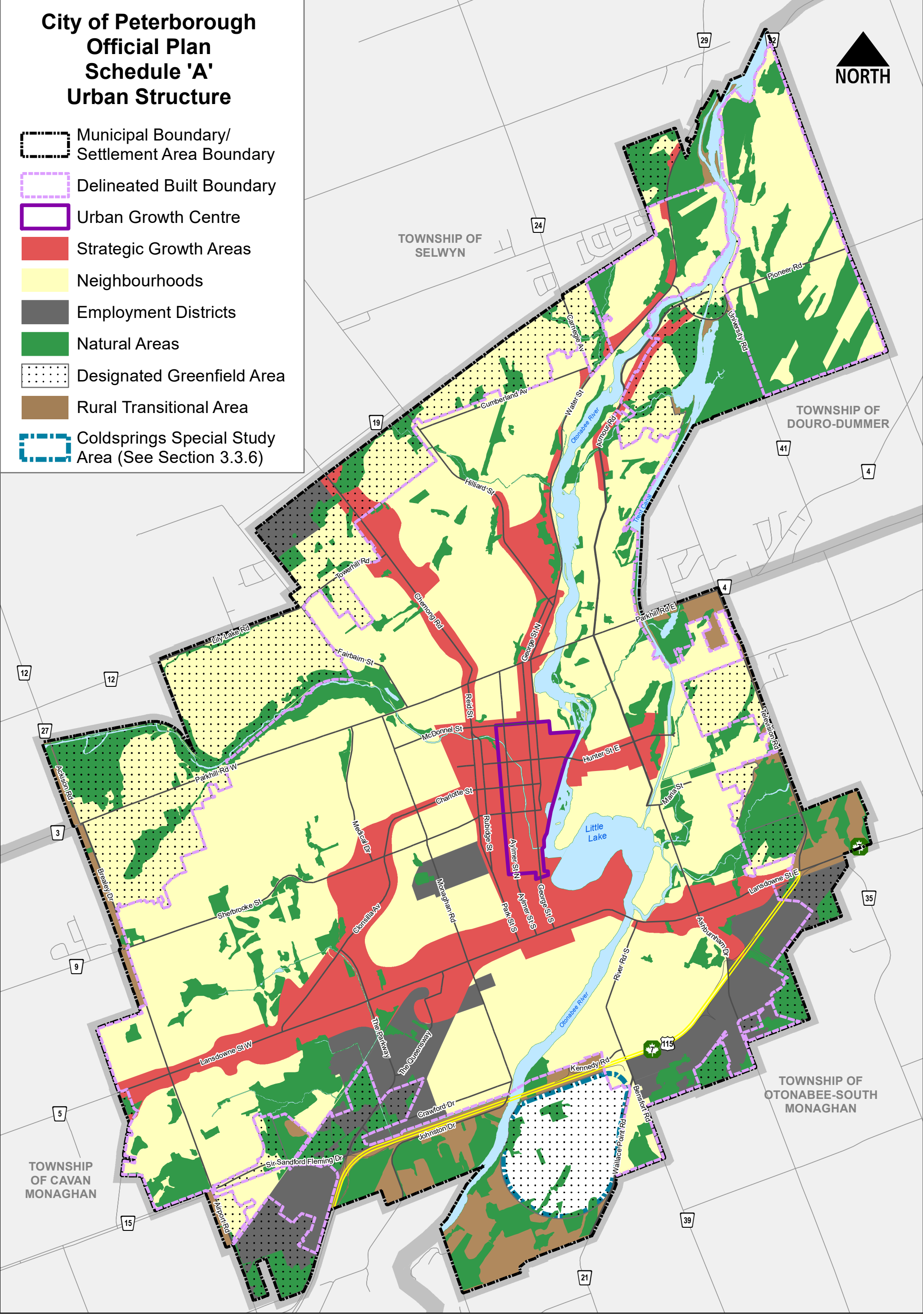
All treed areas greater than 0.2 hectares determined by dripline, includes woodlots and forested areas, including treed **wetlands**, other than a cultivated fruit or nut orchard or a plantation established for the purpose of producing Christmas trees or nursery stock. The following Ecological Land Classification (ELC) Community Classes and Series are also considered woodland:

- a. Forest – coniferous forest (FOC), mixed forest (FOM) or deciduous forest (FOD);
- b. Swamp – coniferous swamp (SWC), mixed swamp (SWM) or deciduous swamp (SWD); and;
- c. Cultural – cultural woodland (CUW) or cultural plantation (CUP).

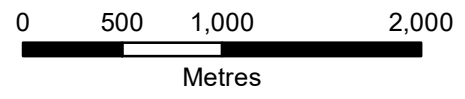
Treed areas separated by more than 20 metres or bisected by a roadway will be considered to be separate woodland areas. When determining the limit of a woodland, continuous agricultural hedgerows and woodland fingers or narrow woodland patches will be considered part of a woodland if they have a minimum average width of at least 40 metres and narrower sections have a length to width ratio of 3 to 1 or less (i.e., no more than 3 times longer than the average width of the narrow section). -Internal undeveloped openings 20 metres or less in width are included in the calculation of woodland area. Internal undeveloped openings more than 20 metres wide but less than 0.2 hectare in area would be included in the calculated woodland area.

City of Peterborough Official Plan Schedule 'A' Urban Structure


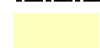










-  Municipal Boundary/
Settlement Area Boundary
-  Delineated Built Boundary
-  Urban Growth Centre
-  Strategic Growth Areas
-  Neighbourhoods
-  Employment Districts
-  Natural Areas
-  Designated Greenfield Area
-  Rural Transitional Area
-  Coldsprings Special Study
Area (See Section 3.3.6)

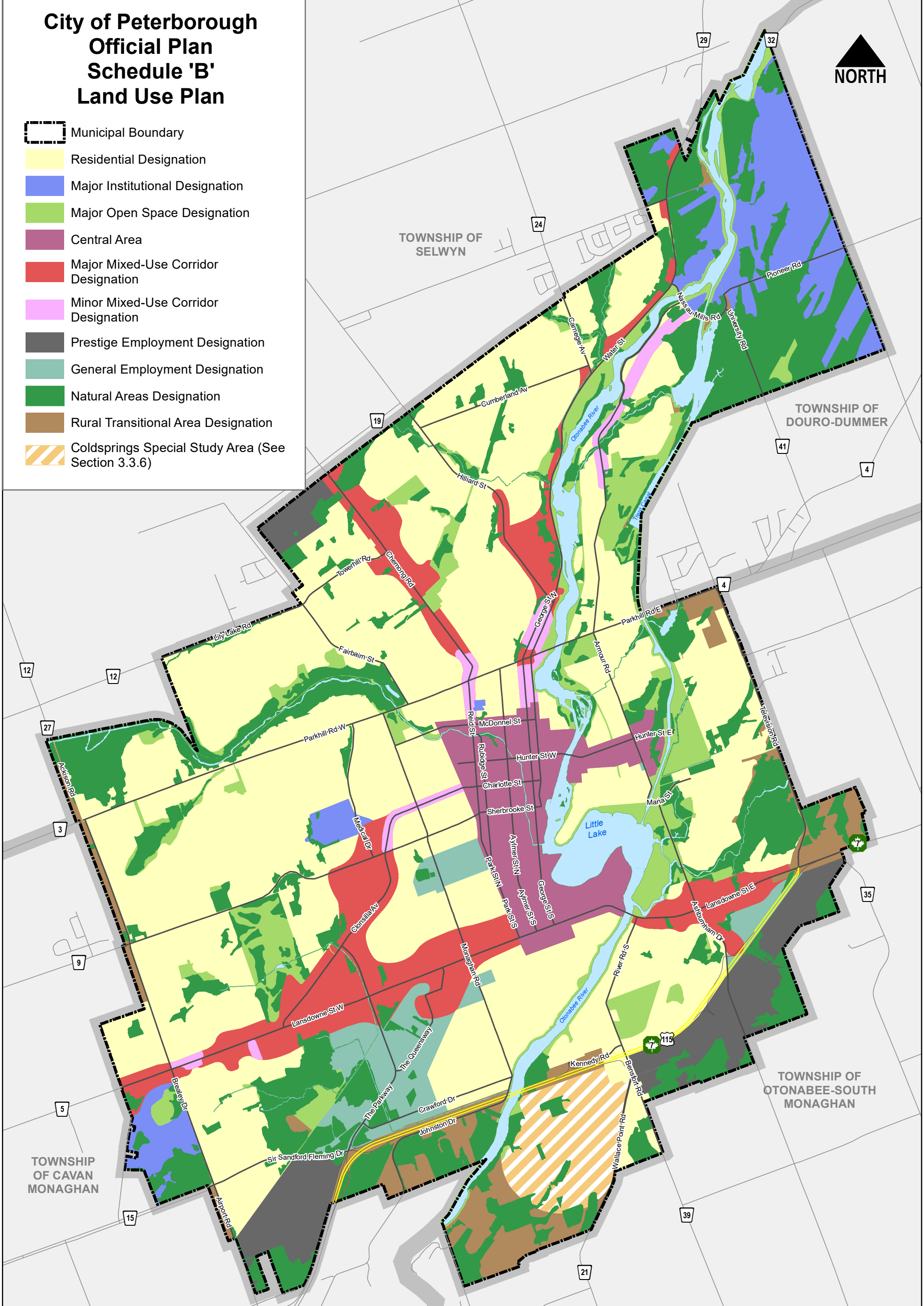


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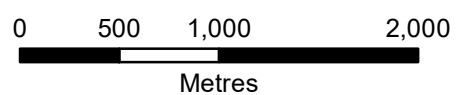


City of Peterborough Official Plan Schedule 'B' Land Use Plan

-  Municipal Boundary
-  Residential Designation
-  Major Institutional Designation
-  Major Open Space Designation
-  Central Area
-  Major Mixed-Use Corridor Designation
-  Minor Mixed-Use Corridor Designation
-  Prestige Employment Designation
-  General Employment Designation
-  Natural Areas Designation
-  Rural Transitional Area Designation
-  Coldsprings Special Study Area (See Section 3.3.6)










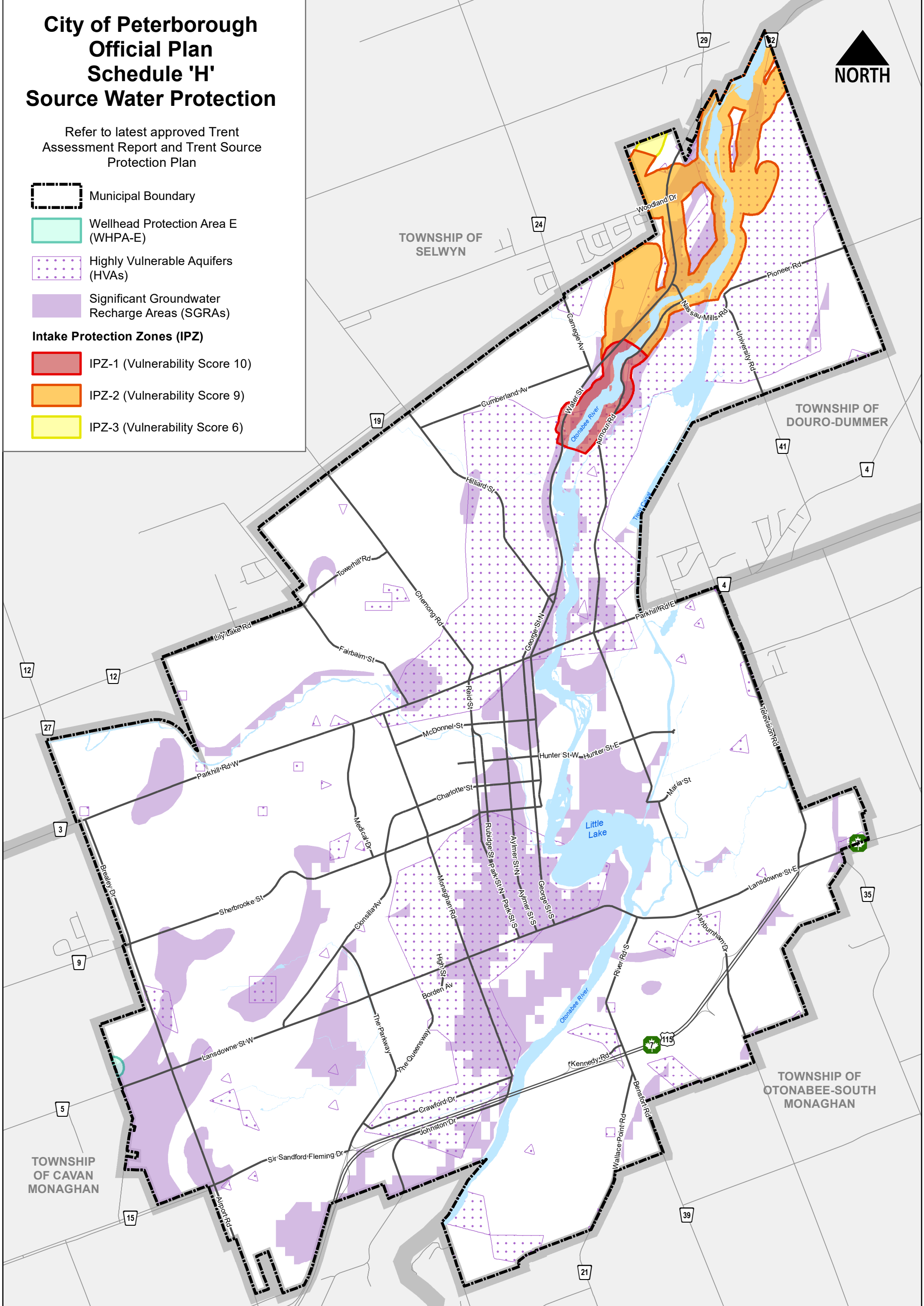
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City of Peterborough Official Plan Schedule 'H' Source Water Protection

Refer to latest approved Trent Assessment Report and Trent Source Protection Plan

-  Municipal Boundary
 -  Wellhead Protection Area E (WHPA-E)
 -  Highly Vulnerable Aquifers (HVAs)
 -  Significant Groundwater Recharge Areas (SGRAs)
- Intake Protection Zones (IPZ)**
-  IPZ-1 (Vulnerability Score 10)
 -  IPZ-2 (Vulnerability Score 9)
 -  IPZ-3 (Vulnerability Score 6)



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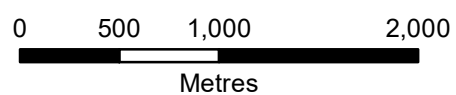


Exhibit B - Report IPSPL21-036



City of
Peterborough

The Corporation of the City of Peterborough

By-Law Number 21-[Clerk's Office will assign the number]

Being a By-law to Adopt an Official Plan for the City of Peterborough

WHEREAS Section 17 of the Planning Act, R.S.O. 1990, c. P. 13, as amended (the Planning Act), requires municipalities, including The Corporation of the City of Peterborough, to prepare and adopt an Official Plan and submit it to the Minister of Municipal Affairs and Housing for approval;

AND WHEREAS The Corporation of the City of Peterborough currently has in effect an Official Plan, as amended, which was adopted by By-law 1981-150 on December 7, 1981 and was approved in parts by the Minister of Municipal Affairs and Housing on May 27, 1982, Sept. 1, 1982 and Sept. 6, 1984 and by the Ontario Municipal Board on December 17, 1984, March 2, 1986 and February 23, 1987;

AND WHEREAS pursuant to a municipal restructuring Order made under the Municipal Act, R.S.O. 1990, c. M.45 and approved by the Minister of Municipal Affairs and Housing on March 27, 1997, the Township of Smith Official Plan, the Township of Otonabee Official Plan, and the Township of Otonabee-South Monaghan Official Plan as they apply to the lands annexed to the City of Peterborough January 1, 1998 and January 1, 2008, became Official Plans of the City of Peterborough and shall remain in force until amended or repealed to provide otherwise;

AND WHEREAS pursuant to a municipal restructuring Order made under the Municipal Act, 2001, S.O. 2001, c. 25 and approved by the Minister of Municipal Affairs and Housing on September 19, 2012, the Township of Otonabee-South Monaghan Official Plan as it applied to the lands annexed to the City of Peterborough January 1, 2013 became an Official Plan of the City of Peterborough and shall remain in force until amended or revoked to provide otherwise;

AND WHEREAS The Corporation of the City of Peterborough has undertaken an Official Plan Review, including a municipal comprehensive review pursuant to the Growth Plan for the Greater Golden Horseshoe, as amended, and has prepared a new City of Peterborough Official Plan, November 2021, which includes the lands annexed to the City on January 1, 1998, January 1, 2008 and January 1, 2013, in accordance with Sections 17, 21 and 26 of the Planning Act, to replace the current Official Plans applicable to the City of Peterborough with a new Official Plan that conforms with provincial plans, has regard to matters of provincial interest and is consistent with policy statements issued under the Planning Act;

NOW THEREFORE The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. In accordance with Section 17(22) of the Planning Act, the new City of Peterborough Official Plan, November 2021, as set out in Schedule "A" attached hereto, is hereby adopted.
2. The Clerk is hereby authorized and directed to give notice of adoption of the new City of Peterborough Official Plan, November 2021, pursuant to Section 17(23) of the Planning Act.
3. The Clerk is hereby authorized and directed to forward the new, Council-adopted City of Peterborough Official Plan, November 2021, and other required documentation to the Ministry of Municipal Affairs and Housing, pursuant to Section 17(31) of the Planning Act, for the approval of the new Official Plan.
4. In accordance with Section 17(38.1) of the Planning Act, the new Official Plan shall take effect on the day after the day it is approved.
5. The current City of Peterborough Official Plan (By-law 1981-150), and all amendments thereto, is hereby repealed at the end of the day on which the new Official Plan is approved.
6. The Township of Smith Official Plan (By-law 1994-46) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 1998 and January 1, 2008, is hereby repealed at the end of the day on which the new Official Plan is approved.
7. The Township of Otonabee Official Plan (By-law 12-85) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 1998, is hereby repealed at the end of the day on which the new Official Plan is approved.
8. The Township of Otonabee-South Monaghan Official Plan (By-law 2004-70) and all amendments thereto, as applied to the lands annexed to the City of Peterborough on January 1, 2008 and January 1, 2013 is hereby repealed and revoked at the end of the day on which the new Official Plan is approved.

By-law read a first, second and third time this 29th day of November, 2021.

Diane Therrien, Mayor

John Kennedy, City Clerk



What We Heard: Advisory Committees Consultations

City of Peterborough Official Plan Update

October 2021

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1.0 Introduction

This is a summary of questions and comments from the advisory committees of Council on the draft Official Plan released in July 2021 and the City’s respective responses. City Planning Staff met with the Arenas, Parks and Recreation Advisory Committee, Peterborough Environmental Advisory Committee and Planning Advisory Committee at the meetings held on September 14th, 15th and 16th, 2021 respectively.

2.0 Arenas, Parks, and Recreation Advisory Committee

#	Comment/Question	City’s Response
1	With respect to climate change - this council declared climate emergency. Through the document, as we continue to go through public consultation - will there be more prominent changes?	The Official Plan is a high-level policy document. While there are specific climate change policies in the document, it is also important to acknowledge that several policy directions like intensification, promoting active transportation and protecting the natural heritage system seek to make Peterborough a greener city without specifically mentioning the phrase ‘climate change’.

What We Heard: Advisory Committees Consultations - Post Draft OP Release

#	Comment/Question	City's Response
2	Affordable housing from 10 to 20 percent. We can't mandate developers on Rent Geared to Income (RGI) housing. Do we have a vehicle to mandate it?	The definition of affordable housing for the purposes of the Official Plan is the definition from the Provincial Policy Statement. The Planning Act does not enable the City with the tools to mandate affordable housing through inclusionary zoning. In addition to the proposed policies, there are enabling policies for additional residential dwelling units, mix of housing types, and the opportunity to provide financial incentives where appropriate.
3	What is the difference between lodging housing vs secondary suites?	<p>A secondary suite is a self-contained residential unit with a private kitchen, bathroom facility and sleeping area and living area within a dwelling or within a structure that is accessory to a dwelling with access gained either through a separate entrance or common area.</p> <p>A Small Lodging House (SLH) is a type of dwelling unit that contains between 5 and 10 bedrooms and does not function as a single house-keeping unit. An owner of an SLH will need to prove zoning compliance to obtain a business licence and the SLH must pass an inspection in accordance with the City's Rental Dwelling Unit Licensing By-law. A large lodging house has between 11-30 bedrooms.</p>

What We Heard: Advisory Committees Consultations - Post Draft OP Release

#	Comment/Question	City's Response
4	Where can we find the priority parks for rejuvenation? Ten (10) neighbourhood parks were identified in the Municipal Open Space and Parks Study.	The Municipal Parks and Open Space Study was completed to identify gaps in access to neighbourhood parkland, provide strategies to address the gaps and evaluate city-owned open space to recommend sites to be considered for parkland. Upgrades to existing park facilities will be considered through the capital budget process undertaken by Council each year.
5	What happens to Parks that seek a heritage designation? i.e. the Courthouse Park.	Policies enabling the study of heritage resources are included in Section 5.1 (Cultural Heritage) of the Official Plan. Identifying priorities will be done through the Heritage Preservation Office in consultation with the Peterborough Architectural Conservation Advisory Committee, property owners and residents. If Council approves a heritage designation for a park, any development or action that would impact the property would need to be supported by a Heritage Impact Assessment and approved by Council.
6	What are the benefits of A Place to Grow: Growth Plan for the Greater Golden Horseshoe policy?	Some of the benefits of GGH policy are: <ul style="list-style-type: none"> • Centralized directive curb sprawl; • Supporting the creation of complete communities; • Managing growth to optimize infrastructure; and, • Supporting economic development.

3.0 Peterborough Environmental Advisory Committee

#	Comment/Question	City's Response
1	The final draft is an impressive document that is well balanced and holistic in addressing competing land use priorities.	Thank you. Noted.
2	The language should be strengthened (i.e. “encourage” and “consider” to “shall” or “will” statements). PEAC believes the Official Plan is a better document where it is specific and more prescriptive.	Every sentence in the draft Official Plan has been reviewed in terms of the strength of the language. Municipalities are given authority in provincial legislation to compel on certain policy statements, but not all statements. It has been the approach of this draft Plan to use the strongest language where it has the authority to do so, and to soften the language (e.g., consider/encourage/may) where no full authority is provided to require or impose an outcome.
3	Radical changes need to be made in the early years of the Official Plan if we plan to reach a decarbonized future by 2051	Some policies within the Official Plan have immediate effects, other policies are more long-term. The Official Plan includes a number of policies which address the reduction of carbon including, but not limited to, promoting intensification and high-density mixed-use development along arterial roads, supporting active transportation and transit usage, and supporting the creation of complete communities by permitting neighbourhood-supportive uses in the Residential designation.

#	Comment/Question	City's Response
4	<p>Climate change must appear early in the document and be a key feature of the Official Plan emphasizing:</p> <ol style="list-style-type: none"> 1. The urgency of the climate crisis with an affirmation of the city's commitment to action upheld by the land use policies enshrined in this Official Plan 2. Recognition that Climate Change is one of the most important factors influencing the health, safety, and future prosperity of our community 3. Highlight the influence that climate change will have on planning and infrastructure looking outward to the end of the plan in 2051 4. State the targets and dates from city council's 2019 Climate Change Emergency Declaration, and highlight that our first greenhouse gas emissions milestone is in 2030, which is only 9 years away from this new Official Plan. 	<p>Additional policy language was added to give greater prominence to responding to climate change, more specifically, Section 1.1 – Context, vision statement in Section 2.1, and Section 2.2 – Guiding Principles. It is also important to acknowledge that several policy directions like intensification, promoting active transportation and protecting the natural heritage system also supports objectives related to climate change. Section 5.7 also acknowledges the need to adopt climate change mitigation and adaption measures to enhance the resiliency of its built and natural environments.</p> <p>The City's climate change targets have already been endorsed/adopted by Council and it is not necessary to duplicate the targets into the Official Plan. Therefore, it is on the public record that those targets are the City's objectives – there is not any added benefit of adding that same language to the Official Plan.</p>

#	Comment/Question	City's Response
5	<p>The Official Plan needs to address the changes that are coming in terms of alternative fuel sources, modes of transportation, green infrastructure and low impact development.</p>	<p>The draft Official Plan sets the framework around various modes of transportation, green infrastructure and low impact development.</p> <p>The incorporation of sustainability features, including green infrastructure, green building practices, energy conservation measures and renewable/alternative energy systems is a development criteria that shall be used when reviewing every development application or intensification in the residential designation (see Section 4.2.2 c). The City is also committed to creating a Stormwater Management Plan that incorporates appropriate low impact development and green infrastructure (Section 6.1.5 h)</p>
6	<p>PEAC believes that the Official Plan should address how the goals of the plan are monitored and evaluated.</p>	<p>The Official Plan establishes a framework and includes policies that enable on-going monitoring of the effectiveness of this Plan as well its commitments (Section 7.3.3 a). The Plan will need to be reviewed, at a minimum, within 10 years of coming into effect and at least every 5 years thereafter until it is replaced with another new official plan. It is envisioned that an implementation strategy will be established to guide priorities, work schedule, and initiatives, including monitoring.</p>

What We Heard: Advisory Committees Consultations - Post Draft OP Release

#	Comment/Question	City's Response
7	<p>Although the plan does include many elements to encourage active transportation and public transit, it seems to be based on the premise of automobile supremacy. Parking is mentioned 130 times, bicycle parking only 13. Vehicular access is still prioritized over transit and active transportation.</p>	<p>The Plan states that development shall include context appropriate on-site vehicular and bicycle parking, as required in the Zoning By-Law (Section 6.2.7 Parking).</p> <p>Detailed requirements for both vehicle parking and bicycle parking spaces for new development will be established in the Zoning By-law. A new Zoning By-law is required to be approved by the City within three years of adopting a new Official Plan.</p>
8	<p>The plan does not fully acknowledge the massive change in fuel source that will occur between now and 2051. Electric vehicle charging stations are mentioned only once in the plan. Gas bars are specifically allowed in 4.5.3 e) General Employment Designation though they should be limited to two at an intersection.</p>	<p>This Plan sets out a framework through Section 6.2.6 (Road Network) where locations of electric vehicle charging stations would be considered through a more detailed Master Plan such as the Transportation Master Plan. The Plan also requires that new development consider the needs of emerging transportation needs including, but not limited to electric vehicle charging stations.</p>

What We Heard: Advisory Committees Consultations - Post Draft OP Release

#	Comment/Question	City's Response
9	<p>Section 5.7 on Climate Change contains weak language (5.7 b) – The City should “consider” developing strategies to reduce GHG emissions and improve resiliency, etc.</p>	<p>Every sentence in the draft Official Plan has been reviewed in terms of the strength of the language. Municipalities are given authority in provincial legislation to compel on certain policy statements, but not all statements. It has been the approach of this draft Plan to use the strongest language where it has the authority to do so, and to soften the language (e.g., consider/encourage/may) where no full authority is provided to require or impose an outcome, although said outcome is desired.</p>
10	<p>Few details on climate adaptation. Section 4.1.3 j) on Hazard Lands states “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.” This seems like it needs more direction on how exactly this will be done.</p>	<p>Policies regarding hazard lands have been revised in consultation with the Otonabee Region Conservation Authority (ORCA). The policy is also consistent with Section 3.1.3 of the Provincial Policy Statement where “planning authorities shall consider the impacts of climate change that may increase the risk associated with natural hazards.” The Ministry of Natural Resources and Forestry also provides technical guidance material on natural hazards.</p>

#	Comment/Question	City's Response
11	<p>The plan directs with varying strength of language the creation of a range of policies, plans and programs. Section 7.3.3 on Monitoring says only: "Monitoring and measuring performance will be conducted through both available qualitative and quantitative measures. The results from monitoring activities may be used to inform future policy direction and updates to this Plan." How and how frequently will monitoring be conducted? Here are a list of the plans, programs and policies I identified (not complete), along with the type of language used (will, shall, should consider etc):</p> <ul style="list-style-type: none"> • Complete Streets Guide (will 6.2.4 e vii) • Sidewalk strategic plan (shall 6.2.3 i) • Economic development strategy which may include consideration of Smart City Strategies(will 7.3.4 Planning studies) • Stormwater plan (will develop 6.1.5 h) • Community Benefits Charge Study (will 7.14) • Development Charge background study (will 7.15) • Urban design guidelines for mid-rise and high rise development (may prepare 5.4.1 h) • policies and procedures for the implementation of a successful public art program (sill adopt 5.4.3 c) 	See response to comments #6 and #9 of this table.

#	Comment/Question	City's Response
	<ul style="list-style-type: none"> • Sustainable Neighbourhood Action Plans (consider – 5.7 b) • climate change policies to apply to capital works projects (consider- 5.7 b) • strategies to reduce ghg emissions and improve resiliency (consider – 5.7 b) • GHG inventories and forecasts (consider- 5.7 b) • Monitoring and reviewing GHG emission reduction targets (consider 5.7b) • 5.7 d) contains a large number of initiatives and programs for the City to “encourage and provide policy direction on”, including water conservation, energy conservation, air quality protection, integrated waste management, energy efficiency, alternative energy strategies, district energy generation, renewable energy systems, distribution and demand management plans, land use and urban design standards to support energy conservation, promotion of innovative residential and public building designs that contribute to low carbon designs, green infrastructure and low impact development. • Community Energy Plan and/or Green Development Standards (may consider the development 5.7 e) • Watershed Plan and Implementation Plan (will prepare 6.1.4 b) 	

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#	Comment/Question	City's Response
	<ul style="list-style-type: none"> • Municipal active transportation plan, either independently or as part of a Transportation Master Plan (should develop 6.2.3) • urban street tree planting program (6.2.3 I) 	
12	<p>5.5 (a) How is woodland cover and tree canopy cover measured? is this as a percentage of total municipal lands within the borders? If so, has the 700+ acres for the Trent Severn and Otonabee systems been incorporated? If these things haven't been incorporated (where trees other than mangroves simply cannot grow) then the metric being used is flawed. Also, why the specific reference to "woodland cover" here (as this is covered by the Woodland Tree By Law rather than the Urban Forest By Law) and this is the only reference to "woodland" (defined as over 1ha in size) within this section of the Plan draft?</p>	<p>The percentages are measured over the total area within the city's boundary. Woodland cover is referenced in this section because it is a component of the City's overall tree canopy cover.</p>

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#	Comment/Question	City's Response
13	<p>5.5 (b) Again, the mechanisms to measure this within the Urban Forest Strategic Plan have been highlighted, such as the over-reliance on canopy cover measurements above most all else. I.e: species, canopy position, overall form and function, etc. Be careful not to miss the urban forest for the trees. If renewal is already occurring, or if the canopy is of undesirable and infrastructure damage-prone trees, isn't removal a benefit to the City?</p>	<p>Comment is noted.</p>
14	<p>The policy language in Section 5.5(c) regarding the tree canopy target is very awkward. Should be strengthened for an official plan especially where words like "shall" are involved.</p>	<p>This policy has been rephrased to improve clarity – “In addition, the City shall achieve an overall tree canopy cover of 35 per cent by 2051 or an alternate target as prescribed by the Urban Forest Strategic Plan, whichever is greater.”</p>
15	<p>5.5 (c) (ii) “Require the planting of trees in all City infrastructure-related works”</p> <p>This is a very general statement that, while it sounds good, does not mesh well with infrastructure "all" of the time. I highly recommend it be changed to "wherever practical, pragmatic, and feasible"</p>	<p>Added clarification to indicate “on-site or in proximity to the site, where feasible” to this policy.</p>

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#	Comment/Question	City's Response
16	<p>5.5 (d) "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"</p> <p>Again, this sounds great, but is contradictory. There are many species that are not native to this region that are much more climate adaptable than the options we currently have. This is *literally* what assisted migration under climate change speaks to, and these species are not considered "native" to this area. This has been widely discussed in the literature and described in great detail. I feel that there is a potential contradiction in the direction supplied here, especially over the planning term of the Plan, in regards to Climate Change.</p>	<p>Revised this policy to state that trees shall be of a species adapted to this region and provide preference for native species.</p>

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#	Comment/Question	City's Response
17	<p>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</p> <p>Over what temporal scale? If measured too closely, every time that a tree is cut, there is a net loss. Again, specifics. These statements sound great, but for those of us who deal with these things these words can become highly problematic in the everyday work of trying to meet the goals and objectives as stated here.</p>	<p>This policy has been revised to clarify that the intent is to increase overall tree canopy cover over time.</p>

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#	Comment/Question	City's Response
18	<p>5.5 (f) Why trees that *must* be removed? I can think of many abandoned lots where there is 100% tree cover currently and the city has provided the support for infill development. If there is language here saying "require the replacement of trees that must be removed" (and the next item describes that they be replaced on the same site or provide cash in lieu), then there is a significant disincentive to pursuing abandoned site development within city limits. Right? Again, this sounds nice but doesn't provide much room for pragmatic approaches such as offsetting.</p> <p>Also, what about trees that are a huge issue for infrastructure to either the landowner or the City? Trees *do naturally regenerate and we have seen how little the City projections recognize this. I see a major issue with people seeing trees in the light of a liability rather than a green infrastructure benefit and killing them before they reach the size deemed to be a "tree" by the city (and I hope City staff does as well). This is generally called a "perverse incentive" and is a classic policy-development pitfall.</p>	<p>Comment is noted.</p>

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#	Comment/Question	City's Response
19	<p>5.5 (g) This is highly prescriptive and does not recognize the ability to provide alternative approaches to meet the objectives of the Tree By Laws, such as planting on other sites under the same ownership or through an agreement with another landowner, which would still accomplish the same objectives. I feel this is far too narrowly focused and does not meet the test of good policy development in forestry.</p>	<p>Comment is noted. No changes are recommended.</p>
20	<p>5.5 (i) "Where trees are removed as a result of municipal development or infrastructure works, trees will be replaced in accordance with the City's tree by-laws. If it is not feasible to replant trees in the same location, the City will replant trees on other available municipally owned land or private land with consent of the owner."</p> <p>By my reading thus far, the City can do this but the landowner cannot. Is that incorrect?</p>	<p>This statement is correct.</p>

#	Comment/Question	City's Response
21	<p>5.5 (j) "The City will require the submission of a Tree Inventory and Protection Plan as a condition of a development application. The Tree Inventory and Protection Plan will identify the trees proposed to be removed, their condition, justify the need for their removal, specify a replacement/replanting program, and identify mitigative measures to protect remaining trees."</p> <p>Again, very absolute language here which is a big pitfall in policy development. What about those areas where the City or a landowner wants to do something where other primary goals of the Official Plan or Climate Change Emergency Declaration can be realized? The way these statements read is "will" which provides for very little nuance and pragmatic approaches that meet objectives. Take the example of an abandoned lot covered with buckhorn and poplars (very common). The landowner wishes to turn this into a public composting and waste diversion project. They only own one acre. Under this Plan and the way that it reads, this likely will not be able to occur because of the trees, despite the overwhelming benefit of the project as the landowner cannot replace those trees on this small property.</p>	<p>Comment is noted.</p>

#	Comment/Question	City's Response
22	<p>Although there is no order of priority implied in the order of the policies, place climate change as the first section as climate change adaptation will be critical.</p>	<p>No change recommended. The Plan is not intended to be read as individual, stand-alone Sections addressing specific topics, but rather must be read as a whole to support successful city-building. For any individual part to be properly understood, this Plan must be read as a whole and there is no implied priority in the order in which policies appear in the document.</p>
23	<p>Climate change, population growth and density, and the economy will be three of the major drivers of a future Peterborough. The United Nations' Intergovernmental Panel on Climate Change report released in the summer of 2021 is unambiguous that climate change is a 'code red for humanity'. All levels of governments, communities and citizens must take action to reduce greenhouse gas emissions (mitigation), and just as importantly, prepare for the change that climate will bring (adaptation). There will be warmer temperatures, an increased likelihood of more frequent and intense weather events, and greater natural hazards risks for Peterborough. The City of Peterborough must take climate change mitigation and adaptation actions to reduce impacts to city lands, infrastructure, assets and services, and to ensure the well-being of its residents.</p>	<p>See response to comment #4 of this table.</p>

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#	Comment/Question	City's Response
24	<p>On September 23, 2019, City Council declared a climate change emergency that recognized there is a need to achieve a target of 45 percent reduction in greenhouse gas emissions by 2030 and reach net zero emissions by 2050. The city will:</p> <ul style="list-style-type: none"> a. Achieve at least a 45 percent reduction in greenhouse gas emissions by 2030, and reach net zero emissions by 2050; b. Report annually to city council and the public, Peterborough greenhouse gas emission levels; c. Implement city actions identified in climate change mitigation and/or adaptation plans, policies, declarations, or strategies adopted by city council; d. Prepare and implement a multi-year city infrastructure, assets and services climate change adaption plan, including a risk assessment, priorities and cost estimates so that city decision makers and the public understand what is required to prepare for climate change impacts; e. Integrate climate change into municipal decision-making processes that inform the way Peterborough is planned, developed, used, rehabilitated and/or maintained. 	See response to comment #4 of this table.

#	Comment/Question	City's Response
25	<p>Recommendation to add the following policy:</p> <p>A commitment to maintaining and expanding parklands and greenspaces within the city limits is critical to the health and well-being of its residents and even more so in light of proposed increases in population size and density, and as a tool to mitigate and adapt to climate change. The city will:</p> <ol style="list-style-type: none"> Achieve a target of 4 ha per 1,000 residents of parklands by maintaining existing parks and developing new ones; Maintain at least 20 percent of its lands as greenspace (i.e., parks, trails, urban forests, natural heritage areas, floodplains); Plan and hold lands for regional or community parks in greenfield areas prior to allowing development. 	<p>The Parks Development Standards establishes the appropriate target of parkland in relation to the population. The draft Plan was developed to be consistent with the Municipal Parks and Open Space Study from February 2020, notably the park hierarchy, and planning and design standards. Section 7.12 outlines the requirements regarding parkland dedication in accordance with the Planning Act.</p>
26	<p>Recommendation to add the following policy: The city will allow community gardens (either vegetable or flower) on any designation of parkland in Peterborough, or in open spaces (with the exception of natural heritage areas) to provide food production spaces, contribute to the well-being of residents, foster a connection to the land, and add to the sense of neighbourhood.</p>	<p>Community gardens are listed as permitted uses in the Major Open Space (Section 4.2.4) and Downtown Open Space (Section 4.3.6) designations. Section 5.3.2 Provision of Parkland also states that the City will provide a public park system that provides opportunities for community gardens. The facilities provided at each park is established through the recommendations of the Strategic Plan for Recreation, Parks, Arenas and Culture/Park Development Standards.</p>

#	Comment/Question	City's Response
27	<p>Recommendation to add the following policy: The city will examine the feasibility of designated brown field spaces, such as General Electric, becoming parklands.</p>	<p>The draft Official Plan contains language acknowledging key strategic development and investment areas and potential financial and planning tools, particularly the General Electric Lands. A policy was also added in both the Central Area and the Employment Lands Designation sections for the preparation of Urban Design Studies for lands with significant redevelopment potential.</p>
28	<p>Recommendation to add the following policy: To realize its target of 35 percent forest canopy by 2051, the city will implement an accelerated inventory and planting plan for trees on municipal lands during the first 10 years of this plan, and continue to systematically inventory, plan and plant trees in the remaining years.</p>	<p>Section 5.5(c) states that the City will implement the Restoration and Enhancement Strategy and street tree and naturalization programs to increase urban tree canopy cover. Specific details on how the City will work to achieve its target for tree canopy cover will be considered in the Urban Forest Strategic Plan and the Restoration and Enhancement Strategy.</p>
29	<p>Recommendation to add the following policy: The city will monitor and report on the state of its established natural heritage sites on a ten-year sampling cycle in order to measure the effectiveness of environmental stewardship, and the impacts of climate change on the natural heritage system.</p>	<p>No change recommended - It is generally advisable to avoid stating specific timelines for specific initiatives in the policies. Section 7.3.2 (Monitoring) indicates that the City will undertake performance measurement in a variety of ways including, but not limited to municipal performance measures reporting.</p>

4.0 Planning Advisory Committee

#	Comment/Question	City's Response
1	In the intent section for Central Area land use designation Public Service Facilities are not included. Why?	Public Service Facilities are permitted in all designations, except the Natural Areas designation.
2	Where are community development policies that are explicitly orientated towards arts and culture sector?	References to arts and culture are found throughout the Official Plan. A decentralized location was intentional because Arts and Culture fits into the many aspects and sections of the Official Plan.
3	Lodging houses and shelters are not specifically named in the Official Plan. Why?	Section 5.2.3 provides consideration for special needs housing, having to permit and facilitate all forms of housing. Group homes form part of this group as well. Policies for public service facilities are in Section 4.1.2.
4	Does the definition of special needs housing cover emergency and transition housing in the definition? If not, should be specified/added.	No changes recommended – the definition is consistent with the Provincial Policy Statement.
5	What are the process and timelines for Zoning By-law Amendment?	The Planning Act requires a new Zoning By-law to be approved by the City within three years of the new Official Plan taking effect.

#	Comment/Question	City's Response
6	<p>What are some of the commitments as a result of the new Official Plan? And how will the community be involved?</p>	<p>A number of policy commitments are identified in the Plan, including but not limited to:</p> <ul style="list-style-type: none"> - Preparing secondary plans for Strategic Growth Areas; - Evaluating all of the wetlands within the City; - Undertaking a Restoration and Enhancement Strategy; - Increasing tree canopy cover to a minimum of 35% of the total land area; - Completing a Heritage Conservation District study for the Central Area; - Continuing to develop connected bikeways by implementing the trails and bikeways network shown in Schedule E as per the recommendations of the Transportation Master Plan; and, - Preparing an Employment Land Strategy and economic development strategy. <p>Several policy commitments outline the need to engage the public and stakeholders. It is envisioned that the commitments of the Official Plan will be reviewed as part of the annual budgetary process and may be supported with an implementation strategy to guide priorities, work schedule, and project scope including community engagement.</p>

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#	Comment/Question	City's Response
7	One of the challenges identified is the affordable housing. What is affordable?	<p>Affordable housing is a term that has multiple meanings to different stakeholders. In the case of the Official Plan, the definition of affordable comes from the Provincial Policy Statement.</p> <p>Most of the time, the reference to affordable housing we hear is in reference to forms of subsidized housing.</p> <p>Prior to Bill 108, the province provided a tool in a form of inclusionary zoning that would have allowed us to mandate the type of housing. However, with the latest revisions to the Planning Act, encourage/consider is the strongest language at our disposal today. In addition to the policies around affordable housing, we also have policies for allowing up to two additional residential units (i.e., secondary suites) to help mitigate affordable housing.</p>
8	Does the prediction of new housing starts and the affordable housing target correspond with the goal of providing the affordable housing in the Housing and Homelessness Plan?	<p>Definition of affordability in the Official Plan comes from the Provincial Policy Statement. Housing and Homelessness Plan has a different definition and therefore targets a different level of housing affordability. However, it is a policy of the Plan that the City will strive to achieve the targets for the provision of affordable housing identified in the Housing and Homelessness Plan, specifically affordable housing for low- and moderate-income households and for those requiring support services.</p>



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Introduction

This is a summary of questions and comments received by City staff after the release of the draft Official Plan in July 2021 and the City's respective responses. Please note that some comments have been listed verbatim and others are summarized and this comment matrix captures those comments received as of October 7, 2021.

Individual Written Submissions

#	Comment/Question	City's Response
1	<p>It would be good to have the area from Parkhill to Dafoe Drive, including Leahy's Lane [to Spencley's Lane] and, the Curtis Subdivision, east of Armour south to Swanston created as a heritage district in the Official Plan. Many homes in this area date to 1860, perhaps earlier. The Curtis Subdivision is quite interesting in that it used War Era house designs but clad these house designs with their own brick from their brick yard. Almost all the houses in this proposed heritage district, especially those on the east side of Armour in a state of threat owing to their large lots. A second heritage district could be considered for that area south of Swanston and Dufferin between the canal and the river. Again, there are a great deal of very early houses from 1860 [maybe earlier] within this area north of Hunter.</p>	<p>Policies enabling the study of heritage resources are included in Section 5.1 (Cultural Heritage) of the Official Plan. The Heritage Preservation Office will determine priorities in consultation with the Peterborough Architectural Conservation Advisory Committee, property owners and residents.</p>

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#	Comment/Question	City's Response
2	<p>Further to the comments previously written about the consideration of "The Auburn" and Curtis Subdivision, the other immediate heritage district would be Burnham Point. Burnham Point has a deep history in Peterborough, from the time that the Town Council allowed the Burnham's to connect the area with fill connecting small islands into a contiguous point of land.</p> <p>It has been a golf course, and, in the 1900's a sawmill/lumber yard.</p> <p>It is now a mixture of War Era homes. Some were created under the "Wartime Housing Plan" and some under the "Victory Housing Plan". To determine which is which would take an extensive search. It would be just as simple to designate Burnham Point as a "War Era Housing Heritage District".</p>	<p>Please see response #1 of this Matrix.</p>

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#	Comment/Question	City's Response
3	<p>Could you please help me find the maximum building heights for the Schedule "C" Central Area Plan?</p>	<p>The heights are organized based on general built form, low-rise, mid-rise, and high rise. All development types must meet compatibility policies outlined in this plan, policy 4.3.1 (p)</p> <p>Downtown Core Area Designation (identified in Salmon color) is limited to 8 storeys. Minimum 2 storeys.</p> <p>Business District Designation (identified in blue color) is limited to 6 storeys. Minimum 2 storeys.</p> <p>Industrial Conversion Area Designation is limited to 12 storeys. Minimum 2 storeys.</p> <p>Downtown Neighbourhood Designation is limited to 6 storeys.</p> <p>Little Lake South District Designations: Sub Area 1 – maximum varies between 6 Storeys and 3 storeys based on intersections. Please refer to 4.3.7 for detail. Sub Area 2 – limited to low rise development type only.</p>

#	Comment/Question	City's Response
4	<p>I am writing to you because I am concerned that wetland protection is not being taken seriously in the Draft Official Plan 2021.</p> <ol style="list-style-type: none"> 1. Unevaluated wetlands have lower buffers than provincially significant wetlands in Table A. <p>In addition to this, Dianne Saxe reported that there was a 260-year backlog for wetland evaluations across Ontario. While there is a promise to evaluate all wetlands, this is unrealistic and has not happened because of Council votes on some developments.</p> <ol style="list-style-type: none"> 2. I am disappointed to see bogs and fens in category B as they cannot be replaced. 3. A 120-meter buffer around wetlands would provide developers with greater certainty. An example would be the twin pad arena. I do not believe that 15- and 30-metre buffers are adequate for protecting the function of wetlands because of wildlife and habitat protections. <p>I also have concerns that under 4.6.2(b)(i) Natural Areas Designation that habitat of endangered species may be developed or altered including in level A natural heritage areas. There was a study from the University of Waterloo which shows that small wetlands are important in reducing</p>	<p>Table A has been revised to increase the minimum vegetation protection zone for unevaluated wetlands (that have not been rejected from evaluation under the Ontario Wetland Evaluation System) to 30 metres, similar to provincially significant wetlands. The recommendations of an approved site-specific Environmental Impact Study (EIS) will prescribe appropriate buffer widths, which may be no less than the minimum prescribed in Table A. An EIS will be required for any development application located within 120 metres of a natural heritage feature, which may be subject to peer review.</p> <p>Development and site alteration may be permitted in Level A Habitat of Endangered or Threatened Species only in accordance with Provincial and Federal requirements.</p>

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#	Comment/Question	City's Response
	<p>phosphorous however, some of these wetlands are in the lowest category of protection.</p>	
5	<p>I and several my acquaintances (all seniors, all homeowners, all west end taxpayers) are deeply disappointed in the reduction of the recommended 160 km of new bike lanes to just 80 km. Throughout these many months of Covid, bicycle sales have soared, and more people than ever are now utilizing the trails and bike lanes currently in place. The addition of the massive new subdivision on Lily Lake Rd and other proposed building sites around the city are indications of incredible population growth over the next 20 years. It is shortsighted for a community to not provide the infrastructure necessary to meet the obvious demands of such growth and to make the community environmentally progressive, safe, and appealing to those living in, moving to, or visiting the region. Cycling considerations in no way negate the need for well paved roads and sidewalk repairs but instead become part and parcel of what should be considered priorities in the city's development. I appreciate the financial commitment required to meet the needs of the community and can only imagine what those costs will be if deferred. All too</p>	<p>Improvements to the cycling network to be reviewed in the Transportation Master Plan and Cycling Master Plan. Both the Transportation Master Plan and The Cycling Master Plan are still underway and subsequent amendments may be required to the Official Plan to reflect the recommendations.</p> <p>Section 6.2.3 (Active Transportation) states that the City shall continue to provide for the development of bikeways by implementing the bikeway network as per the recommendations of the Transportation Plan and ensuring that all new development proposals and infrastructure works provide bikeways and support facilities.</p>

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#	Comment/Question	City's Response
	<p>often Peterborough postpones the inevitable and is caught paying far more than necessary when no longer able to delay action. In this regard, the projected new swimming pool at Morrow Park should also be built now, allowing for our new recreational facilities to be completed and opened together.</p>	
6	<p>GE peaked at 6000 employees and now has a very small number employees. Several stoplights were put up in my opinion, to facilitate the large employee base. Please have them evaluated to see if some of them can be removed or replaced with stop signs to improve traffic flow.</p> <p>Secondly, after a certain time at night, I suggest 11 o'clock, could the traffic lights be programmed to flashing red and flashing amber to allow the main routes to flow with traffic in a better more efficient manner.</p>	<p>Traffic light control and signals are outside the scope of the Official Plan. Traffic light control and signals as well as changes in population and jobs are considered as part of the Transportation Master Plan.</p>

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#	Comment/Question	City's Response
7	<p>Could you clarify how you intend to have the 45 angular planes applied for side streets, lanes and corners? There are lots of ways I see different municipalities applying this.</p> <p>I am also not clear on when you anticipate the rezoning of areas to take effect.</p>	<p>Specific interpretation of the use of angular planes and other urban design elements to support compatible development will be established through the creation of Urban Design Guidelines.</p> <p>The Zoning By-law is required to undergo a comprehensive review, to be brought into conformity with the new Official Plan, within 3 years of the Plan's approval.</p>

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#	Comment/Question	City's Response
8	<p>The first major flaw is that work on the Transportation Plan is going ahead before completion of the City's overall Official Plan - a good example of putting the cart before the horse!</p> <p>The second flaw is the apparent absence of any consideration of the impact on transportation of Covid-19. For example, more people working at home means less traffic.</p> <p>The third flaw is the apparent assumption of a 50% increase in the City's population – which would be an environmental disaster, in my view. You should be doing all you can to maintain the City's population at its present level, which would be the best way to preserve most residents' presently comfortable lifestyle.</p> <p>Finally, talk about unacceptable traffic congestion in Peterborough is a joke! There is none! Residents of Toronto or Ottawa would love to live with what local planners deem as intolerable congestion. Congestion only needs to be addressed when causing serious economic/financial losses.</p>	<p>All municipalities that are subject to the policies of the Growth Plan are required to complete their Municipal Comprehensive Review, to bring local plans into conformity with the Growth Plan, by July 2, 2022. Staff received direction from Council to complete the Official Plan process by the end of 2021. Policy changes contemplated in the draft new Official Plan have been reviewed by Transportation staff and will be incorporated into their Transportation Master Planning process. Subsequent amendments may be required to the Official Plan to reflect the recommendations of the Transportation Master Plan.</p> <p>The Transportation Master Plan will recommend upgrades, improvements or new roads based on projected use and anticipated level of service based on future development patterns. The Transportation Master Plan is intended to be completed by March 2022.</p> <p>The City is required to plan and accommodate the population and employment forecasts in Schedule 3 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, at a minimum.</p>

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#	Comment/Question	City's Response
9	<p>Peterborough's Waterways are a wonderful resource that should be accessible for everyone in the wider community to enjoy, but 6 floors on George or Crescent Streets will destroy the view for many of residents.</p> <p>Many of us are disabled, some of our residents are so disabled that they never leave their apartments. Gazing through a window at the lake is one of the few pleasures that some of us still have left. The loss of our most precious view of the Lake would be traumatizing in the extreme for all concerned here. We love our view of Little Lake and want to keep it.</p> <p>Residents have additional concerns expressing concerns regarding waterfront height limits south of central area of 8 storeys and 6 storeys in the Central Area Designation.</p> <p>84 people signed a petition in this regard.</p>	<p>Little Lake South Designation contemplates a maximum of 6 storeys along George and Lake Streets to a maximum of 3 storeys at the corner of Lock and Romaine Streets. This reflects the height provisions in the Land Use and Urban Design Study adopted by Council for the Special Policy Area identified in the current Official Plan Schedule J.</p> <p>Community consultation was central to the study process and included consultation with City Council, the Downtown Business Improvement Area, committees, telephone interviews with major landowners, City staff and the public. Due to the growing development pressures in the area, the objective of the study was to make recommendations which would direct growth while preserving neighbourhood characteristics that were important to residents and visitors.</p>

What We Heard: Written Submissions Post Draft OP Release

#	Comment/Question	City's Response
10	<p>I am concerned about the reliance and quality of Environmental Impact Studies especially considering that in the report Back to Basics there was a 260-year backlog of wetland evaluations. Section 4.6.2.d.i says that unevaluated wetlands over 0.5 hectares fit into Category B and not A. There is a disincentive to evaluate wetlands. In addition to this I believe all bogs and fens should be moved to category A.</p>	<p>Please see response #4 of this Matrix. Further, the policies of the Plan do not rely on an Environmental Impact Study for NHS protection. Natural features or functions that meet one of the three level designations receive the corresponding level of protection regardless of an Environmental Impact Study or mapping.</p>

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#	Comment/Question	City's Response
11	<p>With regards to Schedule D Road Network Map: Armour Road at the north end is designated a high-capacity road and yet farther south, it becomes labelled as a medium capacity road. It is a busy road and becoming busier every year with both TASS cars and buses as well as Trent cars as buses. Wouldn't it make sense to label it a high-capacity road all the way down?</p> <p>And Parkhill Road at the intersection with Armour Road needs to have long left turning lanes in all directions (i.e. from and to north and south as well as east and west) and if possible and advanced green lights as well. That would help alleviate long lines of cars and buses being backed up awaiting turning. You already have that for vehicles coming from south and turning to west, and coming from west and turning to north, why not add in for those going from north turning to east and east turning to south?</p>	<p>A City-wide Transportation Master Plan is to be completed by 2022. Any changes to the proposed road network will be reflected in the Official Plan through an amendment to the Road Network schedule.</p>

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#	Comment/Question	City's Response
12	<p>What changes are going to be made at the intersection of Armour Road and Hunter Street in preparation for the opening of the new school?</p> <p>There will be dozens of buses as well as parents in cars going through there. It's on a hill so winter snow and ice will complicate things. And that new apartment building on the corner will add cars via its underground parking garage.</p>	<p>Please see response #11 of this Matrix.</p>
13	<p>I was pleased to see the tree canopy growing from 30 to 35% by 2051.</p> <p>Are there details on how we are going to get there?</p>	<p>The minimum canopy target of 35% (or otherwise specified in the Urban Forest Strategic Plan) is supported by the woodland protection policies described under the natural heritage framework in Section 4.6.2 of the draft Official Plan. The draft Official Plan also directs that the City shall implement a Restoration and Enhancement Strategy to guide stewardship activities and priorities, street tree and naturalization programs to increase tree canopy cover, require tree plantings in all City infrastructure-related works and regulate the cutting and replacement of trees. The development of a Restoration and Enhancement Strategy and Land Securement Fund to acquire lands within the Natural Areas designation are identified commitments of the draft Official Plan. Other details will be found in the Urban Forest Strategic Plan.</p>

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#	Comment/Question	City's Response
14	<p>At yesterday evening's Zoom you mentioned that the new DRAFT OP contains a new schedule for road allowances. Am I correct in assuming that the new schedule assembles existing road allowances, rather than stipulating new ones?</p>	<p>Schedule I: Road Allowance Widths describes the width of right-of-way required by the City to implement the Transportation Master Plan.</p> <p>The Planning Act empowers municipalities to acquire land for road widening purposes as a condition of various planning approvals, provided the roadway to be widened and the extent of the widening is described in the Official Plan. As such, where a property is the subject of an application for planning approval and abuts a road right-of-way that does not meet the expected width as described in Schedule I, it is intended that the developer convey sufficient land to the City to meet the described width.</p> <p>Further amendments may be made to this Schedule based outcomes on the Transportation Master Plan.</p>

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#	Comment/Question	City's Response
15	<p>As per section 3.3.6 can you advise us</p> <ol style="list-style-type: none"> 1. What are other community uses? 2. What is Compatible Development? 	<ol style="list-style-type: none"> 1. Other community uses include residential uses as well as non-residential uses which serve the population (e.g., commercial, retail, institutional). It is noted that the Coldsprings Special study area is not a designation, specific uses and designations would be identified through a Secondary Plan. 2. Compatible development is a defined term in this Plan: "Compatible development is not development that is the same as, or even similar to existing development in the vicinity. Compatible development is development that enhances the character of the surrounding community without causing any undue, adverse impacts on adjacent properties including, but not limited to, consideration of Provincial guidelines relating to Land Use Compatibility and Environmental Noise."

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#	Comment/Question	City's Response
16	<p>The draft OP Vision Statement, beyond naming the year 2051, omits any qualitative reference to the reality of a very different future given the climate emergency.</p> <p>May I respectfully suggest that including wording such as “<i>a City well-positioned to respond to the climate crisis</i>” be included, for instance, in the Vision Statement (p.9) to strengthen it.</p>	<p>The vision statement in Section 2.1 was revised to elevate the profile of climate change: “Peterborough is a prosperous community, distinctive in its natural beauty, cultural heritage, and strong sense of community. As a leader in [responding to climate change, resilience planning] and environmental sustainability, planning in Peterborough uses infrastructure and land efficiently, promotes healthy lifestyles and incorporates green initiatives to increase the City’s adaptive capacity. The City will continue to develop as a complete and connected community that provides a high quality of life, supports a strong and diverse economy and promotes a unique, vibrant sense of place. Peterborough is equitable and accessible for all residents and visitors and celebrates its engaged, inclusive and diverse community.”</p>

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#	Comment/Question	City's Response
17	<p>The OP will influence municipal land use planning for a long time. Does it meet the pending unprecedented food, economic and demographic pressures? In the very Introduction to the Plan (p. 2) for instance, climate change is merely listed equal to cost of living, economic, restructuring and advancements in technology, not acknowledging its unique status as the “turning point” around which all the others move. Climate Change should be positioned as the framework within or priority under which the whole OP is to be considered.</p>	<p>Section 1.1 (Context) was revised to acknowledge the ongoing climate change emergency as challenges being faced by the community. Section 5.7 (Climate Change) includes policies for climate change that will be used to inform the City's decision making.</p> <p>In addition, Section 2.2.2 (Environmental Stewardship and Sustainability) states that Peterborough will ensure that development contributes to a more sustainable environment over the long term by “Taking a leadership role in encouraging and promoting green buildings, infrastructure resilience, and sustainable development practices that mitigate and adapt against climate change”</p>

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#	Comment/Question	City's Response
18	<p>The food security of any city is threatened by severe climate impacts e.g. prolonged drought, heat. To the criteria of the provincial <i>Growth Plan</i> land use designations, Council might consider adding the criteria of food growing land to land use designations within city boundaries under p. 9, d) “additional criterion/criteria established by Council; and other considerations as a result of public consultation.”</p> <p>Also, language in S. 5.6 that Food Production within the section on Climate Change could be strengthened by saying that the City “<i>shall identify and designate</i>” rather than just “encourage and support” local food activities, urban agriculture and increased production and access to local food sources.</p>	<p>Policies regarding local food production contemplates the expanded use of City land for growing food including edible landscapes (Section 5.6). Agricultural and agricultural-related uses will continue to be permitted on lands within the Rural Transitional Area designation.</p>
19	<p>It is suggested that the lens of climate change be used in land use designations not only to “assess the quantity of land needed to accommodate ... population and employment forecasts” but adding assessment of “accommodating climate impact mitigation.”</p>	<p>Identification of employment and community area land needs are set out by the Land Needs Assessment Methodology issued by the Province as part of the Growth Plan.</p>

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#	Comment/Question	City's Response
20	<p>S. 5.2.3.a and v (p.140) references “development standards.” Given the City’s own goals in its Climate Change Action Plan (CCAP), development standards could include OP-embedded references for measurable residential emission reductions guided by an updated CCAP and ongoing climate change science.</p>	<p>Cross-referencing has been minimized in the structure of this Plan to support the overall readability of the document. Targets set out by CCAP are subject to change with ongoing climate change science and are instead expressed through a framework of policies set out in Climate Change Section (5.7) as well as collective policies throughout the Plan to achieve intensification, transit-supported development, and protection of existing Natural Heritage System & Source Water Protection.</p>

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#	Comment/Question	City's Response
21	<p>It is good to see a higher target for affordable housing in the most recent OP draft. However, true affordability will only be greatly assisted locally if Council understands and uses the leverage available in the Implementation “tools” (Section 7.) of the OP.</p> <p>A municipality relies heavily on federal and provincial housing funding and programs as well as their inadequate definition of “affordable”. Secondary Plans, Master Plans, Council-approved policy and the Implementation “tools” of the OP can help bring affordability down to the level where rental housing becomes <i>truly</i> affordable to the incomes of those on Ontario Works and the Ontario Disability Support Program. (Councilor Clarke will be aware of precedent for such an approach in early 2000’s Council “Taking Charge” policies). I urge you to use all these tools of the OP to achieve that level of rental affordability as one of the ways to reduce homelessness.</p>	<p>Definition of affordability is set out by the Provincial Policy Statement.</p> <p>Currently, the Planning Act does not have a tool to allow municipalities like Peterborough to impose affordable housing and/or subsidized housing via inclusionary zoning. Bill 108 limited the application of inclusionary zoning policies to Protected Major Transit Station Areas and an area subject to a Development Permit System – neither of which apply to the City of Peterborough.</p> <p>The Plan encourages affordable housing and sets out a higher target than the previous Plan.</p>

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#	Comment/Question	City's Response
22	<p>The Plan puts heavy focus on growth and economic factors. Social, environmental, and arts areas continue to be merely “considered” rather than supported with clear standards, targets and commitments.</p> <p>Truly affordable Housing, better public transport, urban intensification with greenspace protection/enhancement, and a loosening of by-laws to allow for home-based business enterprises - especially homegrown food, are all important to us and not clearly prioritized in the plan.</p>	<p>The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.</p> <p>Section 2.2.3 (Vibrant and Unique) acknowledges Peterborough is home to a vibrant arts, culture and heritage community that includes a vibrant theatre scene; hundreds of cultural workers, producers, and organizations</p> <p>Official Plan sets out a flexible framework for Home Occupations. Specific regulations related to home occupations will be reviewed as part of the Comprehensive Zoning By-law Update that will occur once the new Official Plan is in effect.</p>
23	<p>An OP is a municipality’s highest and best document. Care should be taken to ensure it contains strong, focused policies to guide us to 2051 and beyond. I feel the OP is too long and there are too many ‘feel good’ statements and not enough policy direction (e.g. “encourage” shows up 63 times).</p>	<p>Every sentence in the draft Official Plan has been reviewed in terms of the strength of the language. Municipalities are given authority in provincial legislation to compel on certain policy statements, but not all statements. It has been the approach of this draft Plan to use the strongest language where it has the authority to do so, and to soften the language (e.g., consider/encourage/may) where no full authority is provided to require or impose an outcome.</p>

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#	Comment/Question	City's Response
24	<p>I would suggest removing the repetition of minor issues. For example, the OP repeats “home occupation” numerous land use designations (Chapter 4). I would suggest putting a simple policy about where home occupations are permitted in 4.2.2 o. and let the zoning bylaw do the work of saying this or that home occupation is permitted here but not there.</p> <p>I notice a similar repetition about waste collection/storage facilities in various sections in Chapter 4. I would suggest developing this as an urban design policy and put it in section 5.4.</p> <p>Another similar example is “not cause a traffic hazard.” Make that a general policy and say it once. As it is now, the OP reads more like a zoning bylaw than a broad policy document to guide development for the next decades.</p>	<p>Generally, throughout the editing process, effort has been made to consolidate repeating policies and avoiding adding additional explanatory text to reduce length, but allow a balance with detailed direction per each designation.</p>

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#	Comment/Question	City's Response
25	<p>Being so long with sections that are not policy, the good policies get lost. For example, do we really need 3.2c? or 3.3.7h? 3.3.2d starts out as something fundamental, but then the following two subsections are too wishy-washy ("facilitates" "supports") – what does this mean? Can you hold developers to this? What would happen if 3.3.7f was edited to say "The Urban Growth Centre will further be planned:" and then remove "as" and "to" from each subsection?</p>	<p>Some explanatory text is included in the Plan to support the overall readability of the document.</p> <p>The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.</p>

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#	Comment/Question	City's Response
26	<p>I understand that there is a different process for plans that impact Natural Heritage Systems versus those that impact Natural Heritage features. Would it be possible to enhance the rigor of those plans for areas with or near natural areas to include a review by an advisory committee or sub-committee with naturalist expertise?</p> <p>Given the fact that our Natural Heritage is central to what makes Peterborough unique we need additional oversight and engagement to ensure its conservation.</p>	<p>The scope and mandate of the Peterborough Environmental Advisory Committee was determined through Council and is further defined in the terms of reference established in By-Law Number 19-052. Changes to the terms of reference for that advisory committee or establishment of a sub-committee would need to be discussed and determined through Council.</p> <p>Further, the City may require peer review of any Preliminary Natural Heritage Feature Screening and Environmental Impact Study submitted to the City as part of a development application. The draft Official Plan also contains policy commitments for the preparation of a Restoration and Enhancement Strategy and environmental impact study guidelines in consultation with the Otonabee River Conservation Authority, Indigenous communities and other appropriate stakeholders. One of the objectives to community engagement described in the Plan is to provide equitable opportunity for a wide demographic to be informed and involved on planning matters, Sections 7.1 and 7.2 (Public Consultation and Community Engagement)</p>

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#	Comment/Question	City's Response
27	<p>How will the City monitor the achievements and how will the public be kept informed?</p>	<p>Section 7.3.2 (Monitoring) commits to monitoring and measuring performance. That section speaks to monitoring to determine if the implementation of the policies fulfills the overall Vision, Guiding Principles and Objectives of this Plan.</p> <p>The more detailed policy reports and plans that come out of the Official Plan (e.g. Climate Change Action Plan, Urban Forest Strategic Plan) will outline monitoring guidelines related to their specific targets and desired outcomes. A number of targets related to housing are currently monitored and made available in the City's Residential Monitoring Reports on the City's website. The Province of Ontario also periodically monitors the implementation of the Growth Plan through a set of performance indicators.</p>
28	<p>Individual Comment:</p> <p>Although there is no order of priority implied in the order of the policies, place climate change as the first section as climate change adaptation will be critical.</p>	<p>No change recommended. The Plan is not intended to be read as individual, stand-alone Sections addressing specific topics, but rather must be read as a whole to support successful city-building. For any individual part to be properly understood, this Plan must be read as a whole and there is no implied priority in the order in which policies appear in the document.</p>

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#	Comment/Question	City's Response
29	<p>Climate change, population growth and density, and the economy will be three of the major drivers of a future Peterborough. The United Nations' Intergovernmental Panel on Climate Change report released in the summer of 2021 is unambiguous that climate change is a 'code red for humanity'. All levels of governments, communities and citizens must take action to reduce greenhouse gas emissions (mitigation), and just as importantly, prepare for the change that climate will bring (adaptation). There will be warmer temperatures, an increased likelihood of more frequent and intense weather events, and greater natural hazards risks for Peterborough. The City of Peterborough must take climate change mitigation and adaptation actions to reduce impacts to city lands, infrastructure, assets and services, and to ensure the well-being of its residents.</p>	<p>Added reference to Context section to frame the issues around climate change. However, the general approach has been to avoid adding additional explanatory text to create a more concise document. Ample discussion around climate change is provided throughout the Official Plan.</p> <p>It is also important to acknowledge that several policy directions like intensification and promoting active transportation seek to make Peterborough a greener city without specifically mentioning the phrase 'climate change'.</p>

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#	Comment/Question	City's Response
30	<p>On September 23, 2019, City Council declared a climate change emergency that recognized there is a need to achieve a target of 45 percent reduction in greenhouse gas emissions by 2030 and reach net zero emissions by 2050. The city will:</p> <ul style="list-style-type: none"> a. Achieve at least a 45 percent reduction in greenhouse gas emissions by 2030, and reach net zero emissions by 2050; b. Report annually to city council and the public, Peterborough greenhouse gas emission levels; c. Implement city actions identified in climate change mitigation and/or adaptation plans, policies, declarations, or strategies adopted by city council; d. Prepare and implement a multi-year city infrastructure, assets and services climate change adaption plan, including a risk assessment, priorities and cost estimates so that city decision makers and the public understand what is required to prepare for climate change impacts; e. Integrate climate change into municipal decision-making processes that inform the way Peterborough is planned, developed, used, rehabilitated and/or maintained. 	<p>Additional policy language was added to give greater prominence to responding to climate change, more specifically, Section 1.1 – Context, vision statement in Section 2.1, and Section 2.2 – Guiding Principles. It is also important to acknowledge that several policy directions like intensification, promoting active transportation and protecting the natural heritage system also supports objectives related to climate change. Section 5.7 also acknowledges the need to adopt climate change mitigation and adaption measures to enhance the resiliency of its built and natural environments.</p> <p>The City's climate change targets have already been endorsed/adopted by Council and it is not necessary to duplicate the targets into the Official Plan. Therefore, it is on the public record that those targets are the City's objectives – there is not any added benefit of adding that same language to the Official Plan.</p>

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#	Comment/Question	City's Response
31	<p>Recommendation to add the following policy:</p> <p>A commitment to maintaining and expanding parklands and greenspaces within the city limits is critical to the health and well-being of its residents and even more so in light of proposed increases in population size and density, and as a tool to mitigate and adapt to climate change. The city will:</p> <ul style="list-style-type: none"> a. Achieve a target of 4 ha per 1,000 residents of parklands by maintaining existing parks and developing new ones; b. Maintain at least 20 percent of its lands as greenspace (i.e., parks, trails, urban forests, natural heritage areas, floodplains); c. Plan and hold lands for regional or community parks in greenfield areas prior to allowing development. 	<p>The Parks Development Standards establishes the appropriate target of parkland in relation to the population. The draft Plan was developed to be consistent with the Municipal Parks and Open Space Study from February 2020, notably the park hierarchy, and planning and design standards. Section 7.12 outlines the requirements regarding parkland dedication in accordance with the Planning Act.</p>

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#	Comment/Question	City's Response
32	<p>Recommendation to add the following policy: The city will allow community gardens (either vegetable or flower) on any designation of parkland in Peterborough, or in open spaces (with the exception of natural heritage areas) to provide food production spaces, contribute to the well-being of residents, foster a connection to the land, and add to the sense of neighbourhood.</p>	<p>Community gardens are listed as permitted uses in the Major Open Space (Section 4.2.4) and Downtown Open Space (Section 4.3.6) designations. Section 5.3.2 Provision of Parkland also states that the City will provide a public park system that provides opportunities for community gardens. The facilities provided at each park is established through the recommendations of the Strategic Plan for Recreation, Parks, Arenas and Culture/Park Development Standards.</p>
33	<p>Recommendation to add the following policy: The city will examine the feasibility of designated brown field spaces, such as General Electric, becoming parklands.</p>	<p>The draft Official Plan contains language acknowledging key strategic development and investment areas and potential financial and planning tools, particularly the General Electric Lands. A policy was also added in both the Central Area and the Employment Lands Designation sections for the preparation of Urban Design Studies for lands with significant redevelopment potential.</p>
34	<p>Recommendation to add the following policy: To realize its target of 35 percent forest canopy by 2051, the city will implement an accelerated inventory and planting plan for trees on municipal lands during the first 10 years of this plan, and continue to systematically inventory, plan and plant trees in the remaining years.</p>	<p>Section 5.5(c) states that the City will implement the Restoration and Enhancement Strategy and street tree and naturalization programs to increase urban tree canopy cover. Specific details on how the City will work to achieve its target for tree canopy cover will be considered in the Urban Forest Strategic Plan and the Restoration and Enhancement Strategy.</p>

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#	Comment/Question	City's Response
35	<p>Recommendation to add the following policy: The city will monitor and report on the state of its established natural heritage sites on a ten-year sampling cycle in order to measure the effectiveness of environmental stewardship, and the impacts of climate change on the natural heritage system.</p>	<p>No change recommended - It is generally advisable to avoid stating specific timelines for specific initiatives in the policies. Section 7.3.2 (Monitoring) indicates that the City will undertake performance measurement in a variety of ways including, but not limited to municipal performance measures reporting.</p>

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#	Comment/Question	City's Response
36	<p>Recommendations that:</p> <ol style="list-style-type: none"> 1. Maniece Avenue be designated as a low-capacity collector or local road because of its design, the number of driveways entering onto the street, and issues with the intersections at both ends of the street, rather than a future high-capacity collector. There will be better traffic flow to use a Maria Street extension, or a high-capacity collector through Ashborough Village to connect Television Road and Ashburnham Drive. Maria Street extension has the space assigned for it, no driveways, width for multi-modal traffic, and no sewer or water lines. 2. A high-capacity collector through Ashborough Village will be designed from the start and take traffic from both this subdivision and Burnham Meadows, allow public transit to enter the area, and build multi-modal connections. 	Please see response #11 of this Matrix.

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#	Comment/Question	City's Response
37	<p>Petition request:</p> <ol style="list-style-type: none"> 1. increasing minimum vegetation Protection zones of all unevaluated and Provincially Significant wetlands to 120 meters and adding them to Category A in Table A Natural Heritage Feature Minimum Vegetation Protection Zones so that standards for unevaluated wetlands and provincially significant wetlands are identical 2. to move bogs and fens to Category A 3. removing allowances to develop or alter habitat of endangered or Threatened species in Category A protected areas <p>Signed by 61 Peterborough Residents</p>	See response to comment #4.
38	<p>On the south side of the tower, I have an ugly site to look at. The previous "Diversified building" has gone from abandoned dump site that finally was demolished. It is now cleared out, but has large ugly cement blocks to close the entrance and the property unmaintained, with grass and weed never attended for a few years now.</p>	<p>Property standards and maintenance is outside the scope of the Official Plan; the Property Standards By-law enforces a set of general repair and safety standards, which are the minimum physical conditions which private properties and structures must meet for the maintenance of all buildings, dwellings and open spaces within the City of Peterborough.</p>

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#	Comment/Question	City's Response
39	<p>On the north side of the tower, there is a property owned by a private developer, again unmaintained for years with weeds and grass. it's ugly and a hangout for drug dealers, homeless and teen parties behind the tower on summer days. I know the tower itself is under maintenance and that's fine, it's a two-year project and glad when the work will be completed.</p>	<p>Please refer to response #38.</p>
40	<p>My neighbour to the north (now sold and moved) has not maintained her boulevard for years. There's an old fence outside of the property on the boulevard, overgrown trees and brush, rotted trees, garbage.. I can't see coming out of my driveway and often come close to being hit by oncoming traffic. I made complaints with the city but nothing was done. This is a safety issue and the city ignores it and their reply is "we're very busy".</p>	<p>Please refer to response #38.</p>

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#	Comment/Question	City's Response
41	<p>Since I moved here in 2008, I heard that the street was going to be rebuilt but it's still in disrepair and not very well maintained in the winter. I was told there is not enough room to put a street with 2 sidewalks, that is correct. What I don't understand is why the city is not looking at putting a one way running south. There would be enough for the street and one sidewalk. If it runs south then there is no left or right turns on Sherbrooke, that would eliminate traffic accidents as well, and people fishtailing coming up the hill. As you are the planning comity, I beg you to put High street on your project list. There is a traffic survey at the moment, I'm very hopeful something will get done, but there was a traffic survey years ago and nothing happened yet, I've been here 13 years.</p>	<p>A City-wide Transportation Master Plan is to be completed by 2022. Any changes to the proposed road network will be reflected in the Official Plan through an amendment to the Road Network schedule.</p>

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#	Comment/Question	City's Response
42	<p>This area has children walking to Prince of Wales school and Kenner as well. We are close to the hospital and mall which generate a lot of traffic. We have a senior home, and many seniors from Royal garden walk up here for exercise. I see them sometimes waiting by a puddle on the side of the road as there is no sidewalk and have a hard time walking on the unmaintained roadside. This street is a tragic accident in the making, something needs to be done.</p>	<p>The Plan requires sidewalks on all public roads as follows:</p> <ul style="list-style-type: none"> i. On both sides of Arterial and Collector Roads; ii. On both sides of all Local Roads, including culs-de-sac with 30 or more residential units, and any cul-de-sac having a through pedestrian connection. <p>Sidewalks will also be required on at least one side of new condominium private roads and public or private lanes. Where the City determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required.</p> <p>Where sidewalks are missing along existing streets, new sidewalks are provided according to need as identified in the Sidewalk Strategic Plan. Each year, the City builds about 2 km of new sidewalks along existing streets.</p>
43	<p>Lands north of Hilliard, in my opinion, provides numerous opportunities to take the locational advantages of being on the rivers edge and their near proximity to retail and commercial services to be offered in downtown Peterborough via George and Water Streets to support:</p> <ul style="list-style-type: none"> -higher residential developments; and, -integrated commercial spaces within some of the residential developments 	<p>The subject area is identified as a Strategic Growth Area which supports higher density residential development and commercial uses.</p>

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#	Comment/Question	City's Response
44	<p>From my perspective the river's edge provides a unique and wonderful opportunity for Water Street to accommodate more intensive developments on the west side and real potentials for an expanded open space system on the east, or the river side, to create an attractive, rich and inviting boulevard environment north of the intersection of Water and George towards the zoo.</p>	<p>Section 5.4.1 states that "The City recognizes that there are many components that contribute to the City's unique and vibrant sense of place for both residents and visitors to the community. These include Peterborough's riverfront location on the Otonabee River and the Trent-Severn Waterway; its heritage resources, cultural amenities, rolling topography, scenic natural areas and waterfront trails; and the City's distinctive public areas such as Little Lake, the Central Area, the Lift Lock and Jackson Park. In its approval of new development or redevelopment, the City will build on and enhance the amenity of these valued places, wherever possible."</p>
45	<p>In principle 4 to 6 storey residential development should in my view be welcomed and encouraged over much of the developable lands.</p> <p>This would also address the opportunity for existing retirement projects to update and expand those facilities and the redevelopment the single use commercial properties over the longer term.</p>	<p>This is generally captured in the land use designations within Strategic Growth Areas. Policies within the Residential designation also provide considerations for mid and high rise residential development.</p>
46	<p>There are some smaller fragmented properties on the east side of Water that should be acquired by the municipality for the purpose of expanded open spaces.</p>	<p>The lands between Water St and the Otonabee River have been designated Major Open Space and Natural Areas. Section 5.4 (Urban Design) states that 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.</p>

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#	Comment/Question	City's Response
47	<p>If these ideas were seen to be of merit there should, in my view, be the undertaking comprehensive planning exercise to guide the design and development of this corridor north to the Peterborough Zoo. The opportunities to acquire the few residential properties on the riverside north of the intersection of Water and George should also be examined and adopted as a part of a land acquisition plan. I see the opportunities for Water Street being redesigned as a pedestrian boulevard with mixed uses on the west side and an expansive linear public open space together with pedestrian/cycling link on the river side north of the commercial uses above Hilliard extended . (Canmore has being implementing a simple path system that is of an attractive and very functional design from the perspectives of urban design.) Such a study exercise should also consider including updating the zoning bylaw so as to more readily advance the use and zone provisions where appropriate to see the implementation of the planning study over the life of the official plan.</p>	<p>See response to Comment #46. Water Street North of Central Area is identified as a Strategic Growth Area. It is the intention to develop Secondary Plans for the subject lands as outlined in the Section 7.3.6 (b) (Secondary Plans).</p>

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#	Comment/Question	City's Response
48	<p>This comment relates to the removal of Provincially Significant Wetland, as a specific designation, associated with your Official Plan.</p> <p>A Provincially Significant Wetland constitutes part of the Natural Heritage Area. The Official Plan Review suggests that the Provincially Significant Wetlands should not be shown as a specific land use associated with the Natural Heritage features.</p>	<p>Provincially Significant Wetlands are part of the Natural Areas Designation and are not required to be specifically identified on the schedules.</p>
49	<p>Provincially Significant Wetlands have a specific role. In that context, there are different consequences which flow from the designation of property as a Provincially Significant Wetland. The City has had over 11 years to appropriately map and delineate the boundaries and also engage in the appropriate classifications of Provincially Significant Wetlands within the Municipality. That should be undertaken and completed prior to the adoption of the Official Plan. Furthermore, the Official Plan should not be adopted, as proposed, without showing the Provincially Significant Wetlands as a sub-set geographic area in the Natural Heritage designations. For example, Section 2.1.4 of the Provincial Policy Statement notes that development and site alterations shall not be permitted in Significant Wetlands. Significant Wetlands has a specific definition pursuant to the Provincial Policy Statement.</p>	<p>See response to comment #48. Further, the City will conduct evaluation of all wetlands as per Section 4.6.2 (w) to identify their significance.</p>

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#	Comment/Question	City's Response
50	<p>This commentary relates to Section 6.1.7 Extension Beyond City Limits. The sub-paragraph (a) which contemplates the extension of City services being sanitary sewer, water supply, and other municipal utility services beyond the City boundaries should not be undertaken without an Official Plan Amendment. This also applies within the context of any services incidental to the City owned facilities such as the Peterborough Airport. As a consequence, the proposed change in wording from the existing Official Plan as noted in Section 6.1.7 (a) is the subject of objection. Many parties, including City ratepayers, the Township of Cavan Monaghan, the County of Peterborough, and other Townships would be significantly impacted by the extension of such services beyond the City boundaries.</p>	<p>Comment is noted.</p>

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#	Comment/Question	City's Response
51	<p>This letter constitutes an objection to the designation of any of the subject property shown on Schedule "B", west of Chemong Road, and noted as Prestige Employment Designation. This is not an appropriate area for Prestige Employment Designation. It does not satisfy the criteria of both the Growth Plan and the Provincial Policy Statement in that context. The subject proposed area is not in close proximity to major infrastructure. Specifically, it is in the north end of the City of Peterborough, and a substantial distance from Highway 115 which represents the major corridor in reference to heavy truck movement.</p>	<p>Comment is noted.</p>
52	<p>The Transportation Plan Review is being undertaken by the City. It is premature to consider any designation until the Transportation Plan Review is undertaken and completed. Of specific note, the City's designation of the Parkway route as a component of the City's Official Plan and Transportation Plan Review has now been reactivated as a consequence of this proposal. Phasing policies in terms of appropriate orderly and sequential development have not been reflected in terms of this designation, nor has the appropriate criteria for Infrastructure Planning been assessed incidental to this designation.</p>	<p>Please refer to response #8.</p>

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#	Comment/Question	City's Response
53	It is completely premature to consider this designation [Prestige Employment], and the Parkway route and its completion has been reactivated as a major transportation concern associated with the proposed Prestige Employment Designation, as noted on the attached Schedule.	Please refer to response #8.

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#	Comment/Question	City's Response
54	<p>This letter constitutes an objection to the Coldsprings Special Study Area as shown in Schedule 'B' to the Land Use Plan of the City of Peterborough. In addition, the concerns extend to Schedule 'A' Urban Structure and the reference to the Coldsprings Study Area and the Policies of Section 3.3.6. Both Schedules 'A' and 'B' are attached hereto delineating the area now proposed for the Coldsprings Special Study Area. The Study area needs to be expanded to include all specific transportation corridors that would relate to the Coldsprings area. This specifically includes the confluence of Bensfort Road, Wallace Point Road, Highway 115, and any service, collector, or local roads to fulfill the appropriate Transportation Plan for this area.</p>	<p>The Growth Plan states that municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities. The intent of the Special Study Area is to do additional studies to determine the appropriate urban structure and land uses. Through the secondary plan process, there will be additional studies (e.g., soil and water studies, land use compatibility studies, environmental studies) and the buffers between residential and employment uses will be determined. The integration of industrial uses with the surrounding area must be done in accordance with the Province's land use compatibility and noise guidelines. The adoption of secondary plan will require additional public consultation.</p> <p>Section 3.3.6 states that the lands identified as Coldsprings Special Study Area are approximate and does not constitute as a land use designation.</p>

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#	Comment/Question	City's Response
55	The Policies of Section 3.3.6 are vague. The Policy criteria does not accord with the Growth Plan Policies, nor the Provincial Policy Statement. Specific Phasing Policies need to be identified, and particular concern emphasized in reference to Transportation Planning, and sequential and orderly development.	Please refer to response #54.
56	The Coldsprings Special Policy Area should include a clear prohibition that there will be no Prestige Employment Designation, no General Employment Designation, nor any other Industrial Designation for any lands within the Special Study Area.	The intent of the Coldsprings Special Policy Area is to eventually delineate approximately 80 hectares of Prestige Employment to fulfil employment area land need identified in the Land Needs Assessment. Additional studies are required to delineate appropriate urban structure and land uses.
57	The Study Area should be expanded to include the northeast quadrant in association with Bensfort Road and Wallace Point Road, and also the lands on the east side of Wallace Point Road	Section 3.3.6 states that the lands identified as Coldsprings Special Study Area are approximate and does not constitute as a land use designation.
58	No changes should be implemented by way of Schedule 'D' until the Transportation Plan Review is fully complete and has gone through the full public process.	Please refer to response #8.

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#	Comment/Question	City's Response
59	<p>The enclosed Schedule 'D' effectively deletes what has been referenced in the past as the completion of the Parkway route. Schedule 'D' provided herein effectively has the old Parkway route end at Sherbrooke Street. The existing designation in the present Plan denotes a road corridor for a future Parkway.</p>	<p>Road improvements will be assessed through the Transportation Master Plan. Changes will be made accordingly to the Draft Official Plan - it is not the intent of the Official Plan policies to preconceive the outcomes of the Transportation Master Plan and/or Environmental Assessment process.</p>
60	<p>The existing Parkway route is delineated on Schedule 'B' of the City's existing Road Network Plan. The deletion of the Parkway route is problematic. It is now particularly problematic since the City is proposing an Employment Area Designation to certain lands west of Chemong Road and on the northern boundary of the City's Settlement Area. That particular proposed land use invites the consideration of retaining the Parkway route designation, and actually implementing phasing policies, and infrastructure improvements by way of planned coordination with land uses in the norther quadrant of the Municipality.</p>	<p>See responses to Comments #8 and #59.</p>
61	<p>The existing Official Plan includes Table 1: Residential Development by Secondary Land Use Plan Areas. The draft City of Peterborough Official Plan released July 2021 for consideration appears to delete Table 1. Will Table 1 be deleted?</p>	<p>Relevant secondary Plans have been migrated over from the existing Official Plan to the Section 9.0 Secondary Plans of the new Official Plan. Table 1 is no longer relevant/needed.</p>

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#	Comment/Question	City's Response
62	In the absence of Table 1, will there be guidance or direction as it would relate to residential development in regard to each Secondary Plan Area?	Please refer to response #61.
63	<p>The special policy should, at a minimum, specify the following for General Electric:</p> <ul style="list-style-type: none"> a) Industrial conversion of this property is to be discouraged; b) No use shall be allowed, and reflected in a Zoning By-Law Amendment initiated by the City, until a record of site condition (as defined pursuant to applicable law) is produced demonstrating that the subject property, and any potential migration of contaminants, has been completely and fully remediated; c) Other uses, including open space, natural areas, park land, and compatible activities be encouraged to develop at the subject property. 	<p>The Draft Official Plan describes the criteria required to consider conversion in Section 4.5.3. Section 4.1.2 states that in all designations, excluding the Natural Areas Designation, public parks, playfields, institutional and quasi-institutional uses and other public service facilities which provide services directly to all properties in the City, or to the immediate neighbourhood, shall be permitted, subject to conditions.</p>

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#	Comment/Question	City's Response
64	<p>The Land Needs Assessment undertaken and released by the City of Peterborough in June, 2021 made note that the future use of the General Electric property is uncertain due to potential environmental contamination, cultural heritage value, and other complexities associated with the site. However, at this point in time, in order to ensure that the property is appropriately remediated, the Special Policy Area should be adopted which could facilitate and encourage the requisite remediation needed for this property.</p>	<p>The subject lands are identified as a key strategic development and investment area which shall be the focus for the implementation of a range of financial and planning tools.</p>
65	<p>3 years ago, the conversations I had with the city was that this area/region [Coldsprings] was going to be designated residential as the city grows. Timing was based on how much the city needed to expand which I understand but this change that's been proposed is absolutely not the same direction I had discussed with the municipality previously.</p>	<p>This is noted.</p>

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#	Comment/Question	City's Response
66	<p>My overarching belief about the plan is that it should be scrapped. It has much less to do with the people that already live in this city, and much more about what the provincial government wants from us. Its target is people that do not live here much more than people that do live here. This would all be OK, but the problem is that we have been targeted to become suburban.</p> <p>I know there is a transportation plan being developed in tandem to the city plan, but this needs to be said. The plan for development east of East City is disaster in the making. Any access from the east will meet bottlenecks at every turn. It will turn into another North End traffic disaster. How long has it been since the residents there have way more cut through traffic than is reasonable. Do we need more North End Parkway type of problems.</p>	<p>Comment is noted. Please see response #8.</p>

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#	Comment/Question	City's Response
67	<p>Even if I personally approved of the plan goal to increase our population, this plan does it in a way that is going to have a negative effect on our quality of life. The land available is right under our noses. It is the area around Lansdowne and the Parkway. Right now it is nothing but giant parking lots and relatively small one story buildings. Instead use it for giant high rise structures with malls on the first and second floors. This location is idea for those wanting to commute to Toronto. Additionally Toronto style density with shopping reduces the need for cars. Low income people will have more for rent if they can achieve their mobility goals without a car. It is also better than using the city downtown given the latter can be developed with tourism in mind. The L&P intersection and area is already a mammoth eye sore. No one loses if it is transformed.</p>	<p>The draft Plan identifies Strategic Growth Areas as the focus of intensification, which support the achievement of the prescribed Urban Growth Centre (UGC) density target and annual residential intensification target. Strategic Growth Areas include the Central Area and Mixed-Use Corridors. These areas are identified on Schedule A: Urban Structure and Schedule B: Land Use Plan.</p> <p>There is a focus on alternative modes of transportation and getting people out of cars (e.g., transit, walking and cycling). The Plan also focuses on establishing an urban structure that will support an enhanced transit system over time (e.g., though the identification of strategic growth areas – corridors and centres that form the basis of an enhanced transit system). In addition, there are policies promoting active transportation supportive facilities and transit supportive development.</p>

Bousfields (On behalf of Brookfield)

#	Comment/Question	City's Response
1	<p>We have concerns with the City's identification of these lands as excess lands and the application of the Rural Transition Area designation. Brookfield/BPH intends to develop these lands for residential and mixed uses within the horizon of the plan. With respect to residential or Community Area growth, the City's Land Needs Assessment assumes that the City will only grow to the minimum population forecast of 125,000 by 2051, whereas the Growth Plan directs that these forecasts are a minimum (Policy 5.2.4.2). Further, the Land Needs Assessment assumes that residential growth from 2021 to 2051 will be accommodated through 50% intensification in the delineated built-up area and 50% in designated greenfield areas. Our clients and their consultants have concerns with the reliance on current development trends to develop a future forecast as well as the blending of trends for development in the delineated built-up area and the Designated Greenfield Areas to justify an increase in apartment units for the future housing supply (despite referencing high demand for single-detached dwellings).</p>	<p>The land needs assessment has been completed in accordance with the minimum requirements of the Growth Plan and the identification of employment and community land needs meets the requirements of the Land Needs Assessment Methodology.</p>

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#	Comment/Question	City's Response
2	<p>In the City's June 2021 Land Needs Assessment report, the conclusion is that the City will have a deficit of employment lands over the horizon of the plan (Section 3.6). As such, <i>excess lands</i> would only be a consideration for residential lands and not employment lands. Employment lands, including Brookfield/BPH's lands, should not be considered <i>excess lands</i> and not redesignated Rural Transitional Areas.</p>	<p>Comment is noted.</p>

Biglieri Group

#	Comment/Question	City's Response
1	<p>The location [Chemong Area] of the Prestige Employment Designation will permit the orderly, sustainable, and appropriate development of prestige employment and general employment land uses through appropriate buffering and separation provided by existing environmental features and future mitigation measures;</p>	<p>Comment is noted.</p>
2	<p>The location [Chemong Area] of the Prestige Employment Designation allows for access to the Future Municipal Roadway Corridor, as identified on Schedule D Road Network Plan of the Draft OP. Access to Fairbairn Street and Line Road 3 from the North Parcel can be achieved to enhance access to both the local and regional economies without negatively impacting more sensitive land use typologies that exist and are planned for the nearby community;</p>	<p>Comment is noted.</p>

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3	<p>[Chemong Area] designated as <i>Neighbourhoods Designation</i> and may allow the orderly development of community and neighbourhood land uses that support the development of a sustainable, walkable, and complete community that will maintain a good transition to the community and neighbourhood uses currently existing</p>	<p>Comment is noted.</p>
4	<p>[Chemong Area] holds opportunity for intensification along Chemong Road. This future intensification can be complimented by a mix of land uses in the interior of the block, including a mix of residential typologies and open spaces;</p>	<p>Comment is noted.</p>
5	<p>The future development of the [Chemong Area] will assist in reaching the population and employment targets as set out by the City of Peterborough Official Plan Draft (July 2021) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Office Consolidation, August 2020).</p>	<p>Comment is noted.</p>

Cassels (On Behalf of Brookfield)

#	Comment/Question	City's Response
1	<p>We are aware that the City released its Land Needs Assessment report, dated June 2021. In Table 27 of the report, a summary of the development under construction, draft approved and under review is provided for Designated Greenfield Areas. It is not clear if Brookfield's application has been included as a project under review.</p>	<p>Applications that have been deemed complete are considered in the land needs assessment.</p>
2	<p>In context of the City's draft policy direction on Rural Transitional Areas, the location of these lands is appropriate for development and development would not be constrained by physical features. For these reasons, these lands should not be redesignated as Rural Transition Area.</p>	<p>Comment is noted.</p>

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#	Comment/Question	City's Response
3	<p>Further, we have concerns with the analysis in the Land Needs Assessment, including how the amount of <i>excess lands</i> in the City has been determined. With respect to residential or Community Area growth, the Land Needs Assessment assumes that the City will only grow to the minimum population forecast of 125,000 by 2051, whereas the Growth Plan directs that these forecasts are a minimum (Policy 5.2.4.2). Further, the Land Needs Assessment assumes that residential growth from 2021 to 2051 will be accommodated through 50% intensification in the delineated built-up area and 50% in designated greenfield areas. Our clients and its consultants have significant concerns with the reliance on current development trends to develop a future forecast as well as the blending of trends for development in the delineated built-up area and the Designated Greenfield Areas to justify an increase in apartment units for the future housing supply (despite referencing high demand for single-detached dwellings).</p>	<p>The land needs assessment has been completed in accordance with the minimum requirements of the Growth Plan and the identification of employment and community land needs meets the requirements of the Land Needs Assessment Methodology.</p>
4	<p>We request that the City revise the draft Official Plan to revise the <i>excess lands</i>.</p>	<p>Comment is noted.</p>

Kawartha Pine Ridge District School Board

#	Comment/Question	City's Response
1	<p>4.2 Neighbourhoods</p> <p>It is noted in the preamble to this designation that Neighbourhoods is focused on residential land uses, but also includes public service facilities, parks, institutional uses (emphasis added) and supportive local retail and service commercial uses. Neighbourhoods includes a number of land use designations, specifically Residential Designation. The majority of KPR schools are located within the Residential Designation. Further, KPR owns property (1555 Glenforest Boulevard) within this designation which is intended for a school to be built upon.</p>	<p>In Section 4.1.2(a), schools and institutional uses are listed as permitted uses, subject to criteria, in all designations except for the Natural Areas Designation.</p>
2	<p>4.2.2 Residential Designation</p> <p>According to Section 4.2.2 the Residential Designation is intended to accommodate a wide range of housing forms as well as other land uses that are integral to, and supportive of a residential environment (emphasis added).</p> <p>Permitted uses within this designation does not specifically identify institutional uses (i.e., secondary and elementary schools). This designation does</p>	<p>Please see response #1 of this Matrix.</p>

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#	Comment/Question	City's Response
	<p>include neighbourhood supportive uses, which is defined as “uses which are complementary, serve the needs of local residents and support the development of a walkable and complete community and which do not create an adverse impact on the surrounding residential uses.” It is KPRs opinion that this does not include institutional uses (i.e., secondary and elementary schools).</p> <p>KPR respectfully requests that the City consider the addition of “secondary and elementary schools” as a permitted use within the Residential designation. This addition would be supported by Section 4.2.2 p. (referenced below).</p> <p>KPR also supports the notion of active transportation and transit while mitigating the adverse impacts on traffic and the surrounding transportation system (Section 4.2.2 c. iv.) Further, KPR supports the notion of schools being accessed via active transportation routes from all parts of the surrounding residential area (Section 4.2.2. p. vi.)</p>	

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#	Comment/Question	City's Response
3	<p>Section 4.2.2 p. - Policies for Secondary and Elementary Schools KPR is pleased to see policies specific to secondary and elementary schools; and have no issues of concerns related to the specific policies. We have noted that there is no specific reference to secondary and elementary schools as a permitted use within the residential designation.</p>	<p>Please see response #1 of this Matrix.</p>

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#	Comment/Question	City's Response
4	<p>Sections 4.4 Mixed-Use Corridors & 4.4.2 Major Mixed-Use Corridor Designation KPR has noted that Section 4.4.1 a) and b) references institutional uses as appropriate land uses within this designation. Mixed Use Corridors are further subdivided into Major Mixed-Use Corridor Designation and Minor Mixed-Use Corridor Designation.</p> <p>According to Schedule C, two (2) of KPRs schools, Adam Scott Collegiate Vocation Institute and Adam Scott Intermediate School, are situated within this designation.</p> <p>According to Section 4.4.2 b) permitted uses do not include secondary or elementary schools. This is of concern to KPR as the existing school uses have not been recognized. We respectfully request that the City consider the addition of “existing secondary and elementary schools” as a permitted use, noting that, “where permitted, secondary and elementary schools shall be in conformity with the respective policies of the Residential Designation of this Plan.”</p>	Please see response #1 of this Matrix.
5	4.3 The Central Area & 4.3.2 Downtown Core Area Designation KPR notes that within the Central Area, new development which accommodates a mix of	Please see response #1 of this Matrix.

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#	Comment/Question	City's Response
	<p>uses, including a range of housing types, institutional (emphasis added), community and service commercial uses, to support the development of a complete community easily accessible to the surrounding communities by a range of transportation modes is encouraged. KPR would interpret institutional uses to include secondary and elementary schools.</p> <p>The Central Area is further divided into several designations including the Downtown Core Area Designation.</p> <p>According to Schedule C, one (1) of our schools, Kaawaate East City Public School, and the Peterborough Alternative Education Centre are both situated within this designation.</p> <p>Permitted uses with the Downtown Core Area do not include secondary and elementary schools. This is of concern to KPR as the existing school use has not been recognized. We respectfully request that the City consider the addition of “existing secondary and elementary schools including alternative education centres” as a permitted use, noting that, “where permitted, secondary and elementary schools shall be in conformity with the respective policies of the Residential Designation of this Plan.”</p>	

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#	Comment/Question	City's Response
6	<p>4.7 The Rural Transitional Area Designation. According to Schedules A & B, one (1) of our schools, James Strath Public School, is situated within this designation. Permitted uses with the Rural Transitional Area Designation do not include secondary and elementary schools. This is of concern to KPR as the existing school use has not been recognized. KPR would respectfully request that the City consider the addition of "existing secondary and elementary schools" as a permitted use, noting that, "where permitted, secondary and elementary schools shall be in conformity with the respective policies of the Residential Designation of this Plan."</p>	<p>Please see response #1 of this Matrix.</p>
7	<p>Lily Lake Secondary Plan. KPR has optioned a site within the Lily Lake planning area which appears to be designated residential. As noted on page one of this letter - secondary and elementary schools should be permitted within this designation.</p>	<p>Please see response #1 of this Matrix.</p>

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#	Comment/Question	City's Response
8	<p>Specific Land Use Designation. Can the City please confirm the designation Kawartha Heights Public School (11 Kawartha Heights Blvd.) as it appears it may be situated with in the Minor Mixed-Use Designation. KRP would respectfully request it be situated with in the Residential designation. KPR thanks you for considering our comments.</p>	<p>The Kawartha Heights Public School Lands are situated in the Major Mixed Use Designation. As per response #1, Schools are permitted in all designations except for Natural Heritage System Designation.</p>

Peterborough Bicycle Advisory Committee

#	Comment/Question	City's Response
1	<p>When reading the vision statement, one obtains the impression it could reflect the aspirations of any city in Ontario. It is not place-based, nor does it reflect those attributes, challenges, and qualities that are specific to Peterborough. For example, attributes that bless our city—the presence of rivers and canals and dramatic views (thanks to the drumlin topography of our “City of Seven Hills”) are nowhere to be seen in the vision. How do we celebrate and conserve these features that individually and collectively define no other city? The Vision should embrace them. The vision should also build on those trends, opportunities, and challenges that we recommend be identified in a more rigorous Context section.</p>	<p>No change recommended - The vision speaks to all residents and visitors. The approach here is to avoid adding additional explanatory text to create a more concise document. The vision statement speaks to the City as “distinctive in its natural beauty.”</p>

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#	Comment/Question	City's Response
2	<p>The draft plan features many policies conditioned (and made conditional) with such wording as “may,” “should,” and “consider.” Most glaring in this regard is the climate change section, where three of four policy areas contain no commitment to the actions listed. We find this approach to be seriously lacking, and particularly so for a crisis of such urgency as climate change—one for which the City declared a climate emergency in November 2019. This urgency has only accelerated with the recent IPCC report. We provide more detailed suggestions to correct these deficiencies in the points below.</p>	<p>The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.</p>
3	<p>We support the provision of active transportation to schools (p vii, pg. 51 top), and recommend this commitment to active transportation extend to post-secondary institutions as well.</p>	<p>Policy 4.2.3.(e)(iv) speaks to providing access to public transportation and/or active transportation routes when evaluating applications for post-secondary institutions.</p>
4	<p>We would like to see more robust policies concerning bicycle parking in key areas, such as the downtown, major cultural hubs, institutions, large employers, and destination shopping areas. Some facilities (such as shopping centres, big box stores, mixed-use corridors, and grocery stores) should accommodate cargo bikes and trailers to encourage the transport of goods by active transportation.</p>	<p>Policy 6.2.7 speaks to provision of adequate bicycle parking for all permitted uses. Policy 6.2.2 (i) (General Policies) speak to provision of short-term bicycle parking for new development to accommodate the emerging online retail and transportation trends.</p>

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#	Comment/Question	City's Response
5	For example, "adequate parking" as highlighted in policy j) for Major Mixed-Use Corridors (pg. 90) should apply equally to bicycle parking as it does to automobile parking and should be made explicit in the policy. The same applies to policy h) on pg. 94 under Minor Mixed-Use Corridors, and for policy i) (pg. 97) under Employment Districts.	Please see response #4.
6	Key employment nodes as represented by large business and institutional centres should be required to provide change-room facilities for active transportation commuters	Standards for building interiors are outside the scope of the Official Plan; however, the Official Plan would not preclude this type of initiative.
7	Under policy d, v) (pg. 96) under Employment Districts, we recommend a requirement for adequate bike parking and change rooms for larger businesses.	Please see responses #4 & #6.

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#	Comment/Question	City's Response
8	<p>The lack of any policy requiring active transportation access in the Prestige Employment District is mystifying; it applies in all other employment areas. This omission is more perplexing given the fact policy i) (pg. 101) requires transit access. As many knowledge workers value active transportation, we urge the City to include requirement for active transportation, adequate bicycle parking, and change room facilities in Prestige Employment District policies. We expect such a policy would be viewed favourably by prestige businesses to attract high quality employees.</p>	<p>Please see response #4.</p>
9	<p>One policy addition P-BAC suggests in relation to “sliver parks” is the removal of small righthand ramp lanes to create such parks—as was undertaken at the Armour and Queen intersections with Hunter St. on either side of the Hunter Street Bridge. We see an opportunity at, for example, the intersection of Queen and Simcoe streets. Other opportunities may exist.</p>	<p>The draft Plan was developed to be consistent with the Municipal Parks and Open Space Study from February 2020, notably the park hierarchy, and planning and design standards. The determination of need and location for more parks and outdoor recreation facilities will be established through the recommendations of the Parks Development Standards/Strategic Plan for Recreation, Parks, Arenas and Culture.</p>
10	<p>In Section 5.7, Climate Change (pg. 165), we are perplexed by the lack of any reference to the City's November 2019 declaration of a climate emergency. We strongly believe this declaration should be a major driver of official plan policy. We</p>	<p>Section 1.1 (Context) has been revised to acknowledge the declaration of a climate emergency.</p> <p>Targets are set out by more specific policies such as Climate Change Action Plan (CCAP). Targets set out by</p>

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	<p>elaborate below as active transportation provides a low-cost, effective way to help make the transition to a low-carbon economy:</p> <ol style="list-style-type: none"> 1. The preamble speaks of having to “consider” climate impact; this is much too weak a statement. It is imperative that we do so. 2. The climate plans referenced date from 2012 and 2015. Given the rapidity of change in the climate—one emphasized in the recent IPCC report—we urge a policy mandating an update or overhaul of existing climate change plans to help adapt to and mitigate the accelerating deterioration of stable climate conditions. 3. Policy b) states the City “should consider” a number of measures; policy c) is not a policy and does nothing to commit the City to undertaking the actions that follow; and policy e) states the City “may consider” several actions. The result? Three of the four climate policies may never be implemented. Given the gravity of the climate crisis, the City should commit to the actions described under these policies. 	<p>CCAP are subject to change with ongoing climate change science and are instead expressed through a framework of policies set out in Climate Change (Section 5.7) as well as collective policies throughout the Plan to achieve intensification, transit-supported development, and protection of existing Natural Heritage System & Source Water Protection.</p> <p>The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.</p>

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#	Comment/Question	City's Response
11	We note that Section 6.2, Transportation, makes no reference to the Transportation Master Plan or the Cycling Master Plan. Both should be referenced as the guiding documents for official plan policy in this area	Disagree with this comment – the Transportation Master Plan and Cycling Master Plan are referenced in the document. However, additional references to the Cycling Master Plan has been added.
12	We consider the list of factors driving multi-modal transportation listed under Objective d ii (Pg. 188) incomplete. We recommend the following factors be added: climate change, air quality, physical and mental health, and social and economic equity.	The approach has been to avoid additional explanatory text for a more concise document. However, Section 6.2.1 (iv) speaks to having regard to the quality of life for all residents and visitors with respect to providing multi-modal transportation.
13	To objective iii, we recommend adding “intermodal” to “balanced.” Connections between modes will be a key ingredient in both encouraging and facilitating a reduction in automobile use.	No changes recommended. There is language throughout the document which speaks to connectivity (e.g., Section 6.2.2 “The City’s transportation system will be planned to: Provide connectivity among transportation modes for moving people and goods”.
14	Policy 6.2.2.a.i (pg. 189) describing the attributes of the city’s transportation system should add the following: socially and economically equitable; and serve all ages and abilities.	No changes recommended. Current policy language achieves recommended intent.
15	Policy iii [6.2.2.a]. This section should replace “between” with “among.”	No changes recommended. Current policy language achieves recommended intent.

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#	Comment/Question	City's Response
16	We appreciate the direction of the active transportation policy section (pg. 192). We recommend the system not only be balanced as described under policy b), but that it be integrated as well.	See response to #13.
17	<p>The Municipal Active Transportation Plan described on pg. 193 should reference the Cycling Master Plan as a key building block.</p> <p>Policy vi should require change room facilities in larger buildings.</p>	<p>The City's Cycling Master Plan is already underway. The policy speaks to creating a Municipal Active Transportation Plan.</p> <p>In regard to sub-policy vi, this is generally outside the scope of the Official Plan; however, the Official Plan would not preclude this type of initiative.</p>
18	The active street tree program referenced under policy l) (pg. 194) is not very "active" given the conditional "should" stated in the policy. The policy should commit the City to undertake the plan; consider relocating this policy to the Climate Change section.	The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.
19	The Cycling Infrastructure section (pg. 196) should reference the Cycling Master Plan as its foundation.	Additional references to the Cycling Master Plan have been made to the Cycling Infrastructure section.
20	Policy r.ii should add the Cycling Master Plan to the Transportation Master Plan already referenced.	Reference to the Cycling Master Plan has been added.

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#	Comment/Question	City's Response
21	Likewise, policy s) (pg. 197) referencing design guidelines for cycling infrastructure should also reference the Cycling Master Plan.	No changes recommended.
22	<p>P-BAC is pleased to see the commitment to the “Complete Streets” concept. We have some suggestions to strengthen the implementation of this concept:</p> <ol style="list-style-type: none"> 1. Policy c) should reference the Cycling Master Plan in addition to the Transportation Master Plan. 2. Policy d) should not “balance” the needs of different road users, but “integrate” these needs into the design and operation of complete streets. 3. P-BAC strongly supports the commitment of policy e) to embed Complete Streets design into all rebuilt and new arterial, collector, and local roads. We further suggest that the Complete Streets approach incorporate context-sensitive design that accounts for, respects, and seeks to improve the public realm environment next to abutting land uses. 4. We are pleased to see reference to “travelers of all ages and abilities” in policy e (pg. 198) but believe there should be a stronger commitment than “consider.” We 	<ol style="list-style-type: none"> 1. Please see response #17. 2. Please see response #13. 3. The plan states that the road network serving the Peterborough community will be developed under the principle of complete streets, with appropriate facilities which balance the needs of pedestrians, cyclists, transit users, and motorists. 4. Please see response #12.

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#	Comment/Question	City's Response
	<p>suggest wording along the lines of “accommodate the needs of travelers of all ages and abilities wherever possible.” We also suggest convenience and safety be incorporated as factors underlining this policy.</p>	

Peterborough Greenspace Coalition & Friends of Jackson Park

#	Comment/Question	City's Response
1	<p>Specifically, Peterborough Greenspace Coalition and Friends of Jackson Park ask that the Official Plan include the below statement in the <i>Interpretation Section 8.1 paragraph (a)</i> of the Official Plan: “Nothing in this Plan authorizes the extension of the Parkway.”</p>	<p>The need for a new roads will be assessed through the Transportation Master Plan and changes will be made accordingly to the Official Plan. It is not the intent of the Official Plan policies to preconceive the outcomes of the Transportation Master Plan and/or Environmental Assessment process.</p>

Reimagine Peterborough

#	Comment/Question	City's Response
1	<p>We were expecting a more comprehensive public engagement at this stage with an opportunity to have community input considered, including on new policies. We note that Council approved the “engage” level of consultation and, while documents seemed largely ready in May, this draft OP was released in the heart of the summer while Council and so many of us were on vacation and preparing for the fall. The City’s website invites feedback and “conversation” from the public, yet it indicates no timeline for doing so and informally is characterized simply as “information”. There are new or significantly altered pieces in the Plan which have not had any previous public review (including deletion of most Secondary Plans), and there are new Natural Heritage Study and Land Needs Assessment documents with extensive detail and background. In light of the substantial amount of information released at the end of July, Reimagine sought review by various local leaders and organizations. We have integrated their input with our analysis in this preliminary submission, possibly to be supplemented later.</p>	<p>The City hosted four online community information sessions on September 1 and 2, 2021. The City is also hosting another public open house on October 21, 2021.</p> <p>Comments can be sent to the Planning Division up to and including the date of the statutory public meeting on November 1, 2021. Any person may make written or verbal representation to Council either in support of or in opposition to new Official Plan as part of the statutory public meeting prior to a final decision being made.</p>



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#	Comment/Question	City's Response
2	<p>There are many positive aspects to this July 2021 Plan. Although more than 300 pages, the Plan presents an improved style and format. The Plan incorporates greater recognition and emphasis on the important relationship with Indigenous peoples, a deliberate pivot to plan in a more compact manner with the intent of achieving complete communities and complete streets, identifies mixed-used corridors for strategic growth, supports infill and mixed uses, and expansion to two additional residential units. Additionally, the Plan values local food production, the urban forest, and promotes green building and infrastructure and urban design guidelines. Especially positive and cost-effective for taxpayers is avoiding a boundary expansion, rooted in clear evidence and despite likely myriad pressures on the City to do so.</p>	<p>This is noted.</p>

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#	Comment/Question	City's Response
3	<p>Despite these positive aspects, there are significant -- and in some cases bewildering -- missed opportunities to deliver the Plan the Peterborough community wants, needs, and deserves. The Plan puts significant focus on growth and economic factors and is mostly built around the provincial growth targets, while the social, environmental, and arts policy areas are left largely to be "considered" rather than supported with clear, unqualified standards, targets, and commitments. As a result, this is a Plan that in much of its tone and content falls short of the Plan's Vision Statement, principles and the public's values and input. Thus this is a Plan that may continue the same style, approach, and outcomes of planning experienced during the past few decades in Peterborough: a clear and well-understood path for carbon-heavy growth and infrastructure expansion contrasted with only broad and generally optional paths for achieving a low-carbon, sustainable, equitable and more desirable community. Similarly, the Plan continues the approach of acknowledging that the arts and culture economy is important to Peterborough's unique identity, yet it remains under-supported in this policy.</p>	<p>The Plan aims to achieve various goals through balanced policies between intensification, economic growth, preservation of natural heritage and other social objectives.</p> <p>Every sentence in the draft Official Plan has been reviewed in terms of the strength of the language. Municipalities are given authority in provincial legislation to compel on certain policy statements, but not all statements. It has been the approach of this draft Plan to use the strongest language where it has the authority to do so, and to soften the language (e.g., consider/encourage/may) where no full authority is provided to require or impose an outcome.</p>

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#	Comment/Question	City's Response
4	<p>The Plan's Vision Statement is sensible and reflects considerable community input. As recommended by Reimagine in our 2016 and 2019 submissions, the Plan needs to provide a stronger upfront context to convey the present-day lens through which the Official Plan's principles and policies were developed. For example, the context could note some of the societal shifts occurring in response to the changes wrought by COVID, including a greater recognition that planning and equitable access to high quality greenspaces are inherently linked to mental and physical health.</p>	<p>The vision statement was revised to elevate the profile of climate change. The vision was developed based on the input received through the public consultation activities, particularly the online surveys. Other sections of the Plan provide the intent to the policies of the Plan in further detail.</p> <p>The City will develop a network of active and passive open space and recreation facilities to prevent a deficiency in park area and provide adequate opportunities for residents of the City (Section 5.3). Further, the Official Plan establishes five categories of parks including Urban Park Spaces, which was developed to respond to the shift towards intensification in the downtown and corridors.</p>

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#	Comment/Question	City's Response
5	<p>The Plan is lacking the foundational data, analysis, and assumptions that inform its directions and justify the content, aside from the need to meet Provincial policy standards. Similarly, implementation of the Plan should include a publicly accessible plan evaluation model and process, one that is based on a solid foundation of meaningful and informative indicators. Without this key information, the Plan misses the opportunity to strongly encourage planning visions and approaches that could surpass the minimal provincial requirements and instead strive to meet more progressive, sustainable, and even aspirational targets. For example, greenfield intensification targets of higher than 60% to reduce taxpayers' long-term fiscal burdens, as recommended by Reimagine in 2019. Such directions have been called for by the Ontario Professional Planners Institute, Peterborough Public Health, Trent University researchers and other local voices, among others, for many years.</p>	<p>The data and analysis of the Land Need Assessment has been completed in accordance with the Province's requirements. Intensification targets established by the Growth Plan and set out in the Official Plan are minimum targets and may be surpassed over the horizon of this plan.</p>

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#	Comment/Question	City's Response
6	<p>Planning to address Equity, Poverty, and Inclusion: The Plan does not adequately reflect the dire state of affordable housing in Peterborough and the associated consequences for a significant portion of residents. We are in a prolonged poverty, addiction, and housing crisis. The 2016 Census for Peterborough CMA indicates that 70% of residents have an annual income of less than \$50,000, the United Way Peterborough reports that 20% of children under the age of 6 live in poverty and that there are some 1,700 applicants on the social housing waiting list. Given these and other pronounced equity and poverty challenges in Peterborough, the Plan must strengthen targets, mechanisms, and requirements to achieve a greater number of diverse, accessible, and more affordable housing units, including for the lowest income earners and by private developers.</p>	<p>Section 5.2.2 (Housing Supply) speaks to the City permitting and facilitating all forms of housing to meet the needs of current and future residents, including affordable, assisted and special needs housing. Specific programs and housing needs may be established through the Housing and Homelessness Plan.</p> <p>Prior to Bill 108, the province provided a tool in a form of inclusionary zoning that would have allowed us to mandate the type of housing. However, with the latest revisions to the Planning Act, encourage/consider is the strongest language at our disposal today. In addition to the policies around affordable housing, we also have policies for allowing up to two additional residential units (i.e., secondary suites) to help mitigate affordable housing.</p>
7	<p>Planning for the Climate Crisis: In the wake of mounting evidence and now the IPCC's "Code Red for Humanity" report, it is extremely disappointing that the Plan fails to highlight and put significant priority on taking action to address the climate emergency. In planning to 2051, the Plan should set low-carbon and sustainability targets for development, infrastructure, and transportation projects. Targets</p>	<p>Revisions have been made to the Sections for the Context, Vision and Guiding Principles of the Plan to elevate the profile of climate change.</p> <p>Targets set out by more specific policies such as Climate Change Action Plan (CCAP). These targets are subject to change with ongoing climate change science and are instead expressed through a framework of policies set out in Climate Change (Section 5.7) as well as collective</p>

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#	Comment/Question	City's Response
	<p>could start at a moderate level and increase according to a schedule. For example, there is the City of Toronto's Green Standard that sets out four tiered levels of sustainable design requirements to address/implement Toronto's stated environmental priorities. The wide range of impacts from extreme weather and the urgent need for our community to mitigate and adapt will increasingly be the single most important factor in planning and local decision-making. This worrisome and accelerating crisis will affect every aspect of life and the economy in Peterborough and, by extension, every policy in the Official Plan. Many of our city's youth -- for whom we are planning these next decades -- are daunted by the climate prospects. Despite this, and following years of statements by the City with regard to climate action, the Climate Change section of the Plan makes no mention of Council's 2019 declaration of the climate change emergency and presents only non-policy "shoulds," "mays," "considers" and other nebulous language so as to perpetuate the present incremental course, rather than the bold actions needed.</p>	<p>policies throughout the Plan to achieve intensification, transit-supported development, and protection of existing Natural Heritage System & Source Water Protection.</p> <p>Every sentence in the draft Official Plan has been reviewed in terms of the strength of the language. Municipalities are given authority in provincial legislation to compel on certain policy statements, but not all statements. It has been the approach of this draft Plan to use the strongest language where it has the authority to do so, and to soften the language (e.g., consider/encourage/may) where no full authority is provided.</p>
8	<p>Add Further Context: add the following paragraphs or similar to commentary in 1.1 Context in order to identify the significance, urgency and rationale on</p>	<p>Text has been added to the Context section to outline future challenges and acknowledge the climate emergency declaration. However, it is noted that the general approach</p>

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#	Comment/Question	City's Response
	<p>the ongoing climate, addiction and housing crises for subsequent policies: The City has experienced hotter, more extreme weather, extensive and costly flooding in 2002 and 2004, impacts to local biodiversity including invasive species, and Council declared a Climate Emergency in 2019. Staged international targets to reduce greenhouse gas emissions have been set alongside evidence-based warnings that, both globally and locally, we must urgently implement climate mitigation and adaptation measures to avoid drastic and costly changes affecting our very future. Land use planning is central to a community's climate mitigation and adaptation strategy.</p> <p>As Peterborough increasingly finds itself in the orbit of the Greater Toronto Area and sees associated rising real estate and rental costs, our local planning must ensure the needs of our most vulnerable residents are given even greater priority. Too many residents, including children, remain under-housed or homeless, experience food insecurity, and live in poverty. Given these challenges, planning for our City's growth, development, and prosperity must also carefully consider and address the need to achieve accessible and affordable housing for all residents.</p>	<p>has been to avoid adding additional explanatory text for a more concise document.</p>

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#	Comment/Question	City's Response
	<p>The COVID-19 crisis that began in 2020 firmly demonstrated the need to protect sufficient and high quality natural heritage and greenspace within the city's built-up area and that this is critical for the mental and physical health of all residents. This is especially true for our children and youth who are growing up in a time of rapid change and anxiety, including from the effects of the COVID-19 pandemic, technology and social media, and the climate and biodiversity crises.</p> <p>Peterborough, as with many municipalities in Ontario and across North America, is experiencing an epidemic of fatal overdoses due to a poisoned illicit drug supply. This Plan can take steps to address this crisis by prioritizing the creation and retention of accessible spaces for the provision of harm reduction and treatment services for drug users and accommodating harm reduction infrastructure (e.g. needle disposal units) within municipal facilities and open spaces.</p>	

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#	Comment/Question	City's Response
9	<p>Enhance Affordable Housing: Strengthen and apply affordable and accessible housing approaches in creative ways, in part by being more direct:</p> <p>Strengthen discretionary language from “Encourage” to “Require” in policy 5.2.4.e. (iv) to read: “Require the inclusion of affordable and accessible housing units within subdivisions and other developments.”</p> <p>Strengthen discretionary language from “Encourage” to “Require” in policy 5.2.4.e. (v) to read: “Require the renovation and rehabilitation of residential uses above commercial use in and around the Central Area and intensification corridors”.</p>	<p>The specific language used throughout the policies of the Official Plan is intentional and indicates the level of flexibility, or lack thereof, that exists in implementing the Plan.</p> <p>Words like ‘encourage’ and ‘consider’ are used in instances where the City does not have the authority to require or impose an outcome, although said outcome is desired.</p>
10	<p>Add policy to 4.6, 5.3 and/or 7.21.2 j/k to require advisory committee and public review and input on environmental impact studies and development and infrastructure proposals that affect the Natural Heritage System, important natural features and functions, open space and parkland</p>	<p>The establishment of a committee of Council is outside the scope of the Official Plan. The draft Official Plan does, however, include policies for consultation with Indigenous communities and community engagement. One of the objectives to community engagement described in the Plan is to provide equitable opportunity for a wide demographic to be informed and involved on planning matters, Sections 7.1 and 7.2 (Public Consultation and Community Engagement).</p>

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#	Comment/Question	City's Response
11	Revise the repeated phrase “in the Natural Heritage System ...” by adding to it “and other natural features and functions” in order to ensure that such features and functions identified outside the NHS are also duly considered and conserved, as in policy 5.3.2e (for example, revise policies 3.2 d, 3.3.2 a, 4.1.2 e, 4.2.2 c, 4.2.4 i,l, 4.3.1 b, 4.4.1 f, 4.4.3 g, and 4.5 m).	No changes recommended. Current policy captures the recommended intent of preservation of natural features and functions.
12	Include, strengthen and unqualify environmental criteria and review considerations in order to better and consistently achieve Objective 2.2.2 for Environmental Stewardship and Sustainability; do so by inserting brief “environment” references in, among others, the following policies: 2.2.2, 3.2 d, 3.3.2 a,d, 3.3.3 a,f, 4.1.2 e, 4.1.3 c,l, 4.2.3 d, 4.2.4 f,k, 4.3.1 b,c, 4.3.2 c, 4.3.3 c,f, 4.4.1 d, 4.4.3 g, 4.5 d, 4.5.3 e, 5.1.1 d, and 5.3.3 a.	Generally, throughout the editing process, effort has been made to consolidate repeating policies and avoiding lists and adding additional explanatory text to reduce the length of the document.
13	Add an objective in policy 3.3.2 to recognize a fuller concept of qualitative and sustainable growth, to read: “Besides quantitative growth, this Plan will also support qualitative growth, such as in quality of life, equity, relationships, health, sustainability, resilience, and more efficient, less consumptive patterns.”	These qualitative objectives are already captured throughout the Plan. Generally, throughout the editing process, effort has been made to consolidate repeating policies and avoiding adding additional explanatory text to reduce length.

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#	Comment/Question	City's Response
14	Strengthen the commitment to climate crisis action in policy 5.7 by indicating priority and applying a directive/imperative choice of words to each paragraph, or separate out those few that remain to be "considered".	Please see response #7.
15	Add a new subsection(s) to Cultural Heritage policy 5.1 to bring forward a community development policy for the arts sector.	The Cultural Heritage section is not an appropriate location to include mention of the "arts". Cultural heritage and arts are not necessarily always aligned and cultural heritage is specifically addressed under the Ontario Heritage Act, which is the basis for most of this section.
16	Add policy in 5.4 to ensure application of the updated and additional guidelines in the near future in key areas: Urban design guidelines will be completed for different areas of the city in advance of development, particularly for mixed-use corridors, strategic growth areas, the Central Area, and larger subdivisions.	No change recommended. Current policy captures the consideration for the development of Urban Design Guidelines for the aforementioned areas.
17	Include in 6.2.1 Introduction and Objectives language that prioritizes travel mode shift, safe transportation systems, reduced capital costs, and meeting climate change mitigation targets.	This language is already captured in the draft Plan. Generally, throughout the editing process, effort has been made to consolidate repeating policies and avoiding adding additional explanatory text to reduce length.

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#	Comment/Question	City's Response
18	Replace the frequently used term "energy efficient" with "reduced carbon emissions".	No changes recommended - Both are referenced throughout the document.
19	Instead of the term "balanced transportation system," indicate clear priorities by mode, i.e. walking, cycling, transit, then automobiles.	No change recommended. Current policy captures the recommendation to enhance the active modes of transportation.

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#	Comment/Question	City's Response
20	<p>Add the following policy [to Section 7.2]: Early, timely, transparent, and effective public engagement is fundamental to sound planning and democracy for our entire community and will be sought at every reasonable opportunity, whether or not required by law or policy. The City's practice of public consultation and engagement will effectively embody the core values set out by the International Association for Public Participation and related principles, including that: those affected by a decision will be involved in the decision-making process, the process will seek out and facilitate the involvement of those potentially affected by or interested in the decision, the needs and interests of participants are recognized, input will be sought from participants in designing how they will participate, participants are provided with timely and needed information in a form to participate in a meaningful way, the public's contribution will influence the decision, and the process communicates how participants' input has affected the decision.</p>	<p>No changes recommended. Cross referencing has been minimized in preparation of this Plan; however, the Plan sets out a framework that enables for a wide public participation. One of the objectives to community engagement described in the Plan is to provide equitable opportunity for a wide demographic to be informed and involved on planning matters, Sections 7.1 and 7.2 (Public Consultation and Community Engagement).</p>

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#	Comment/Question	City's Response
21	<p>Revise/add to policy 7.3.3 the following to track progress and adjust planning over time to achieve results:</p> <p>Maintain a public list of objectives and targets in the Official Plan and how they will be measured; require establishment of baseline data by the end of 2022; require timely public reporting of the monitoring data on a 2-5 year basis; require timely public reporting of analysis of the results, including policy and other responses that may be considered for enhanced implementation.</p>	<p>No changes recommended. Section 7.3.3 (Monitoring) commits to monitoring and measuring performance. That section speaks to monitoring to determine if the implementation of the policies fulfills the overall Vision, Guiding Principles and Objectives of this Plan. Sustainability is already captured through the vision and guiding principles.</p>

Spears + Associates (On behalf of BentalGreenOak)

#	Comment/Question	City's Response
1	I don't see a Large Format Food Store (5,000 m2) as a permitted use in the draft July 2021 OP policies for a Major Mixed-Use Corridor - why was this not permitted?	The intention is that a large format food store is considered a "Retail use" and identified as a permitted use in the Major Mixed Use Corridor which is where this property would fall. Section 4.1.4 indicates that large format food stores are directed to 'Strategic Growth Areas' (Schedule A – Urban Structure) which includes the Major Mixed Use Corridors (Schedule B Land Use Plan). Planning Staff will review your request for clarity and consider the appropriateness of identifying both Small Scale Food Store and Large Scale Food Stores within any applicable designations, subject to the policies of Section 4.1.4.
2	Would an existing food store be permitted to expand just slightly under the cap as a Retail Commercial use?	Under the current OP – the property is located within the Special Purpose Retail Designation and despite the prohibition of Supermarkets within this Designation, the existing store is recognized and capped in size via Zoning since it existed at the time of the adoption of the Special Purpose Retail policies via the City's Comprehensive Policy Review in 2001. The introduction of a new Supermarket under the current policies is directed towards 'Major Shopping Centres' or the 'Central Area'. The enlargement of the supermarket space would trigger an amendment to the current OP as well as the Zoning By-law.

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		<p>The proposed Draft OP directs Large Scale Food Stores to Strategic Growth Areas and includes language around requirements in Section 4.1.4 (i.e. justification that the proposed food store floor space is appropriate within the sub-area based on population) to ensure that new large food stores fall within the parameters outlined in the Draft OP for food store distribution. In the case of the proposed expansion of the existing food store on the subject property, the locational criteria is met (located within a Strategic Growth Area and designated Major Mixed-Use Corridor) and an amendment to the OP would not be required. The Zoning would need to be looked at either by MV or ZBLA to appropriately address the proposed expansion and increase the cap. The proposed Major Mixed-Use Corridor Designation policies support the expansion of the existing food store within the Strategic Growth Area in accordance with the Development policies outlined in Section 4.4.2 of the Draft Official Plan. The proposed definition of a Large-scale food store includes any food store with a GFA greater than 1500m². Major Retail Facilities with a GFA of greater than 5000m² are also contemplated within the Major Mixed-Use Corridors Designation. As such, the proposed total GFA of 4729m² would be considered appropriate.</p>
3	<p>I read the comments below to be inconsistent with my understanding of the current OP - they would not be able to obtain a minor variance or rezoning as the current OP does not permit a Supermarket or food store expansion.</p>	<p>It should be clarified that an application for an expansion under the current framework would have to be consistent with the general intent and purpose of the Official Plan and since the proposed addition did not exist in 2001 when the Special Purpose Retail Designation was assigned, an expansion to the existing food store would trigger an</p>

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		<p>amendment to the current Official Plan in addition to a Zoning By-law Amendment.</p> <p>In general, there is more leniency with the new OP with respect to the proposed food store expansion in particular and its location within the land use framework, subject to the policies for Development.</p>
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Trent University

#	Comment/Question	City's Response
1	<p>Recommendation to modify Policy 4.2.3.d: <i>d. Permitted uses on lands within the Major Institutional Designation, as identified on Schedule B: Land Use Plan, may include the following:</i></p> <ul style="list-style-type: none"> i. Research and development facilities; ii. <i>Manufacturing and employment uses that are related to a research and development facility or are compatible with the intent of this Designation;</i> iii. Places of worship; and, iv. <i>Complementary uses, such as residential, convenience retail, restaurants small-scale office, day care facilities, service commercial, financial and personal service, hotel, motel and other hospitality services, and recreational and cultural facilities uses may also be permitted provided those uses primarily serve the needs of those persons associated with a major institution and its associated facilities.</i> 	<p>The list of permitted uses in the Major Institutional Designation has been revised to better reflect uses permitted under the current Official Plan by including food service and other hospitality services as well as recreation and cultural facilities associated with a major institution</p>

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#	Comment/Question	City's Response
2	<p>Playing fields (Parcel 4B) – these lands, located east of University and Nassau Mills Road and south of Pioneer Road, where there are current playing fields, are identified as Campus Core in the TLNAP. In particular, the lands are identified for Indigenous Spaces and Placemaking including a potential traditional lodge. It is the opinion of the University that the language of the Open Space designation is not sufficiently permissive as it relates to structures to facilitate this vision.</p>	<p>The Major Open Space Designation and Major Institutional Designation has been revised for the subject lands.</p>
3	<p>Experimental Farm (Parcel 4B) – Located on the south side of Pioneer Road and west of Douro Ninth Line, these lands have been identified in the TLNAP as the new location of the Trent Experimental Farm which is currently located north of Pioneer Road within the MTO Provincial Highway Reserve. Due to the increased interest in the Sustainable Agriculture program at Trent and the proximity to the newly installed servicing along Pioneer Road, the lands directly south are particularly well suited for not just accessory buildings but also classroom and laboratory space. The permitted uses of the Major Open Space designation would hinder the growth and evolution of this educational direction.</p>	<p>The experimental farm lands have been revised from Major Open Space to Major Institutional, which permits a wider range of uses that are complementary and associated with a major institution.</p>

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#	Comment/Question	City's Response
4	<p>East Bank Peninsula Lands (Parcel 1B) – these lands, located on the east bank of the Otonabee River and north of Nassau Mills Road are identified as Future University Lands in the TLNAP, indicating the University's desire to direct future growth to this location given its walkability to existing university facilities and proximity to servicing. Detailed environmental studies on the parcel indicate that the Natural Heritage System (NHS) on the property are smaller than portrayed on Schedules "B" and "F" of the Draft Official Plan.</p>	<p>The Plan states that minor adjustments to the boundary of the Natural Areas Designation in accordance with the Level classification may be facilitated through an Environmental Impact Study without the need to amend the Plan. Where a minor adjustment to the boundary of the Natural Areas Designation is approved by the City, in consultation with the Conservation Authority and any other agency having jurisdiction, the adjacent land use designation as identified on Schedule B: Land Use Plan shall apply, without the need to amend this Plan.</p>

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#	Comment/Question	City's Response
5	<p>While the schedules that were released in July 2021 updated draft of the Official Plan show the northern stretch of Armour Road as Major Mixed-Use Corridor, the most current schedule "B" on the City website now shows this stretch as Minor Mixed-Use Corridor. While Trent University acknowledges the flexibility indicated in the intent language of the Official Plan for the Mixed-Use Corridors, we have concerns regarding the limited uses permitted within the designation. The Minor Mixed-Use Corridor designation does not allow the retail and commercial uses, restaurants, hotels, motels and tourism facilities, and recreational and cultural facilities that are permitted in the Major Mixed-Use Corridors. Given the current absence of these uses in the North End of the City of Peterborough and the areas proximity to Cleantech Commons, Trent University requests that these uses either a) be added to the Minor Mixed-Use Corridor or b) the City restore the Major Mixed-Use Corridor designation to Armour Road. Trent University further requests that this designation be extended over the east bank peninsula lands and terminate at University Road.</p>	<p>The northern portion of Armour Rd, north of Nassau Mills Rd has been removed from the Minor Mixed-Use Corridor designation and designated as Major Institutional.</p>

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#	Comment/Question	City's Response
6	<p>The intersection of Nassau Mills Road/University Road/Pioneer Road. The Rural Transitional Area shown in this location contains the existing operations yard and workshop for the University and may be relocated in the future. These lands are identified as Campus Core in the TLNAP and can be expected to in some fashion to continue Major Institutional uses in the future.</p> <p>The block of land northeast of Water Street, north of Woodland Street and West of the Otonabee River. The Official Plan identifies an existing open area and stormwater management facility as Rural Transitional Area.</p> <p>In both locations, the Rural Transitional Area appears to be the underlying designation to the Natural Heritage System (NHS), which means that should the NHS delineation be shown to be inaccurate, the lands would revert to the Rural Transitional Area designation. Trent University requests that no lands on the University's Symons Campus be designated Rural Transitional Area and instead be designated Major Institutional.</p>	<p>Comment is noted.</p>

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#	Comment/Question	City's Response
7	Trent requests confirmation from City staff that the Protected Provincial Highway Corridor shown on Schedule "D" is conceptual in nature.	The Plan states the general location of Long Term Corridor Protection Areas is identified on Schedule D: Road Network Plan as opportunities for maximum, long-term route planning. Final alignments will be determined on the basis of corridor protection studies and Class Environmental Assessments.
8	Based on Schedule "A" and "B" the lands fronting on 3819 Water Street have an underlying Major Mixed-Use Corridor designation. Trent requests confirmation from City staff that this is correct.	3819 Water Street is a large parcel of land and has three types of designations: Major Mixed-Use Corridor, Major Institutional, and Natural Heritage System. Northern portion of the lands fronting on Water Street is identified as Major Mixed-Use corridor as per Schedule 'B'.

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#	Comment/Question	City's Response
9	<p>Trent University requests that transitional policies be put in place to acknowledge current applications that have been deemed complete and could have reasonably expected to received approval in normal circumstances.</p>	<p>No changes recommended. Once the new Plan is in effect, any by-law passed by the City, such as a Zoning By-law, must conform with the Plan. Accordingly, should an application that has been deemed complete under the current Official Plan not receive a decision until after the new Official Plan is in effect, any decision on that application will need to conform with the new Plan unless Council deems it appropriate to consider an amendment to the new Plan within two years of it coming into effect. Conversely, should an application in progress receive a decision prior to the new Official Plan coming into effect, that decision will be made in accordance with the existing Official Plan. Should a property receive a decision under the current Plan that will conflict with the new Official Plan, the City will be obligated to update the Zoning By-law on that property within three years of the new Plan coming into effect.</p>

Exhibit D - Report IPSPL21-036

Summary of Commitments made in the Final Draft Official Plan for future plans, studies, action items and monitoring

Policy Section	Policy Commitment
3.3.2.e and f.	May implement a range of financial and planning tools for key strategic development and investment areas including Market Plaza, General Electric lands, and the former Public Works yard.
3.3.3.g	Conduct intensification studies or neighbourhood plans for established residential areas where pressures of intensification, redevelopment, and other significant neighbourhood issues are being experienced.
3.3.3.h	Undertake intensification studies to identify/delineate priority areas for intensification City-wide and inform the creation of Secondary Plans for the Strategic Growth Areas.
3.3.6.c	Complete a Secondary Plan and Official Plan Amendment for the Coldsprings Special Study Area.
3.3.7.e	Encourage appropriate development applications in Strategic Growth Areas by considering a comprehensive strategy for municipal infrastructure, pre-zoning lands, financial incentives through a Community Improvement Plan, preparing secondary plans and/or establishing urban design guidelines.
3.3.7.m	Prepare an Employment Land Strategy in collaboration with the County of Peterborough and other levels of government.
4.1.4.a.v	Monitor population growth, post-secondary student housing, and food store floor space.
4.3.1.q.ii	Complete a Heritage Conservation District Study for the Central Area.
4.3.1.s	Identify public realm improvement priorities and establish incentive programs, such as a CIP, to assist in improving properties and encouraging intensification in the Central Area.
4.3.1.v	Ensure adequate financial resources are available to maintain and improve existing public facilities within the Central Area, including programs to ensure that these areas maintain a public image of quality and cleanliness and foster civic pride.
4.3.1.y	Implement strategies contained in the Central Area Master Plan.

Policy Section	Policy Commitment
4.3.6.c	Continue to make improvements within the Downtown Open Space Designation along the Central Area's waterfront.
4.3.6.f	Consider opportunities for rediscovering/daylighting Jackson Creek in the Central Area through the creation of open space.
4.4.2.e	Prepare design guidelines for automobile-focused uses within major mixed-use corridors.
4.4.2.p	Complete secondary plans and consider completing urban design guidelines for major mixed-use corridors.
4.6.2.x	The City, in coordination with appropriate parties, will evaluate all of the wetlands within the City following the Ontario Wetland Evaluation System for Southern Ontario to determine significance.
5.1.1.c	Evaluate cultural heritage resources to identify where heritage conservation will be prioritized.
5.1.6.i	Maintain current archaeological resource data and locations.
5.1.7.b	Prepare a Heritage Master Plan.
5.2.2.b	Maintain, at all times, servicing capacity sufficient to provide at least a five-year supply of residential units through lands suitably zoned.
5.2.2.b	Maintain, at all times, the ability to accommodate residential growth for a minimum of 15 years.
5.3.1	The shoreline of the Otonabee River, Little Lake and the Trent-Severn Waterway, supplemented by other key regional and community parks and trails, will be set aside as part of the City's parks and open space network. A complementary program to provide active and passive open space and recreation facilities will be developed to prevent any deficiency in park area and to provide adequate recreation opportunities for the residents of the City of Peterborough and for visitors to the City.
5.3.1.c	Prepare a 10-year Strategic Plan for Recreation, Parks, Arenas and Culture.
5.3.2.c	Expand the supply of parkland, community facilities and recreation services through direct provision and partnership arrangements.

Policy Section	Policy Commitment
5.3.7.b	Ensure that adequate urban park space is provided to support [growing communities in strategic growth areas].
5.4.1.f	Seek opportunities for acquisition of land abutting waterways.
5.4.3.c	Adopt policies and procedures for the implementation of public art.
5.5.c	Increase tree canopy cover to a minimum of 35% of the city's land area.
5.5.c.i	Implement a natural heritage Restoration and Enhancement Strategy and street tree and naturalization programs.
5.5.c.ii	Require the planting of trees in all City infrastructure works, where feasible.
5.5.f	Regulate the cutting of trees, require the replacement of any trees which must be removed, and require protection of trees during site development.
6.1.3.b	Prepare and maintain a Water Master Plan and a Wastewater Master Plan.
6.1.3.c	Expand the capacity of the sewage and water treatment plants as required.
6.1.3.d	Pursue and promote programs that promote water use reduction in new development and throughout the City
6.1.3.e	Prepare and update, as appropriate, studies to assess City-wide or area-specific sanitary sewer capacity ... in order to determine requirements for upgrades and maintenance, and plan for long-term needs.
6.1.3.i	Monitor the quality and quantity of industrial sewage effluent entering the municipal sanitary sewage system
6.1.4.b	Prepare a Watershed Plan and Implementation Plan.
6.1.4.c	Lead the implementation of watershed planning initiatives.
6.1.4.r	Implement a maintenance program for existing stormwater management facilities within the Drinking Water Intake Protection Zone.

Policy Section	Policy Commitment
6.1.4.s	Develop a Management Plan to reduce the presence of waterfowl on municipally owned properties within the Intake Protection Zones.
6.1.4.v	Provide an annual report to the Source Water Protection Authority regarding source protection initiatives.
6.1.5.h	Develop a stormwater plan, or equivalent, for the City's serviced settlement area.
6.1.5.n	Establish a protocol to monitor and maintain stormwater management infrastructure throughout the city.
6.2.2.b	Prepare and maintain a Transportation Master Plan.
6.2.3.g	Should develop a Municipal Active Transportation Plan.
6.2.3.i	Identify fragmented sidewalks and lack of connectivity within existing residential areas as part of a Sidewalk Strategic Plan.
6.2.3.o	Continue to expand and enhance the trail system.
6.2.3.s.i	Implement Schedule E: Trails and Bikeways Network as per the recommendations of the Transportation Master Plan.
6.2.3.r.v	Prepare and implement a Cycling Master Plan.
6.2.4.e	Establish a complete streets approach to the design of new streets and the refurbishment and reconstruction of existing streets and prepare a Complete Streets Guide that outlines statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel.
6.2.5.d	Design a scheduled fixed-route transit service to provide access within 500 metres walking distance to over 95 percent of the City's developed urban area.
6.2.5.h	Continue to upgrade regular transit service to full accessibility.
6.2.7.d	Provide bicycle parking facilities at all municipally owned and operated facilities.
7.3.2	Regularly Review and update the City's Land Needs Assessment.
7.3.4.b	Dedicate sufficient resources for planning studies.

Policy Section	Policy Commitment
7.3.4.d	Develop an economic development strategy with the County and other key agencies and stakeholders and continuing periodic employment surveys which may be done in partnership with PKED.
7.3.6	Prepare Secondary Plans for any major development where deemed necessary including plans for strategic growth areas and for designated greenfield areas.
7.9.a	Establish a by-law regarding the alteration of property.
7.13.i	Undertake a natural heritage Restoration and Enhancement Strategy in consultation with ORCA, Indigenous Communities, and stakeholders.

Policy Section	Policy Commitment
7.13.j	Establish a Land Securement Fund to secure properties within the Natural Areas Designation.
7.14.a	Prepare a Community Benefits Charge Study and By-law.
7.15.a	Prepare a development charge background study and By-law.
7.18.a	Enact a by-law to establish minimum standards for maintenance and occupancy of all buildings, dwellings, and open space.
7.18.b	Appoint a Property Standards Committee and Property Standards Officers to enforce a Maintenance and Occupancy By-law.
7.21.2.n	The City, in consultation with ORCA, Indigenous Communities, appropriate stakeholders and any other agency having jurisdiction, will establish Environmental Impact Study Guidelines or a Terms of Reference, to fulfill the policy requirements of this Plan and assist owners/applicants in identifying the scope of any required Environmental Impact Study.

Exhibit E - Report IPSPL21-036

Notice of Public Open House and Public Meeting New City of Peterborough Official Plan

Take Notice that the City of Peterborough has prepared a Draft Official Plan and will hold a Public Open House and a Public Meeting electronically to consider the Plan pursuant to Section 17 of the of the Planning Act, R.S.O. 1990, c.P.13.

Public Open House

Date: Thursday, October 21, 2021
Time: 6:30 p.m. to 8:00 p.m.
Location: On-line through Microsoft Teams

The City of Peterborough will host a Public Open House pursuant to Section 17(16) of the Planning Act. The Open House will begin with a presentation to summarize the Official Plan review process, public engagement, and the organization and content of the Draft Official Plan and will finish with time for questions.

To participate in or observe the Public Open House, please register by emailing planit@peterborough.ca or by calling the Planning Division at 705-742-7777 ext. 1880. Once registered, a link to the online meeting will be sent to you by email. For those wishing to participate by telephone, dial-in details will be provided at the time of registration.

Public Meeting

Date: Monday, November 1, 2021
Time: 6:00 p.m.
Location: On-line through the City's website, www.peterborough.ca

The Council of the City of Peterborough sitting as General Committee will hold a Public Meeting pursuant to Section 17(15) of the Planning Act to consider a staff recommendation to adopt the Draft Official Plan.

Upon approval, the Draft Official Plan will guide how and where the City of Peterborough will grow to 2051. The Plan will apply new land use policy and schedules to the entire city and will identify where various land uses can locate, plan for infrastructure needs, identify and protect the City's natural heritage system and water resources, and establish a vision for growing as a complete, vibrant, sustainable, resilient, and equitable city. Additionally, the Plan will provide a framework for future zoning by-law regulations.

Approval of the Draft Official Plan will conclude the City's Official Plan review exercise. The Plan will conform and/or be consistent with all applicable Provincial plans and policies.

Additional information and materials relating to the proposed Official Plan, including a copy of the Draft Official Plan, is available online at:

<https://www.peterborough.ca/en/doing-business/official-plan-update.aspx>

For more information about this matter, including information about appeal rights, please contact the Planning Division, City Hall, (8:30 a.m. to 4:30 p.m.) at 705-742-7777 Ext. 1880 or Ken Hetherington, Chief Planner at Ext. 1781, Brad Appleby, Supervisor, Development Planning at Ext. 1886, or Milan Nguyen, Planner, Policy and Research at Ext. 1494, or by email at planit@peterborough.ca.

For more information about how to watch or participate in the November 1, 2021 Public Meeting, please contact the City Clerk's Department at 705-742-7777 ext. 1820 or register on the City's website by 11:00 a.m. the day of the meeting. Due to the nature of the meeting, unregistered delegations are not permitted.

A staff report with a recommendation to adopt the Draft Official Plan will be available on the City's website by 12:00 p.m. on Thursday, October 28, 2021. Because the Draft Official Plan applies to the entire municipality, a key map is not attached to this notice.

Dated at the City of Peterborough this 6th day of October, 2021.



John Kennedy, City Clerk
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Peterborough, Ontario
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jkennedy@peterborough.ca