



City of  
**Peterborough**

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**To:** **Members of the General Committee**

**From:** **Jasbir Raina, Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **July 4, 2022**

**Subject:** **Official Plan and Zoning By-law Amendment for 1139 Water Street, Report IPSPL22-013**

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## **Purpose**

A report to evaluate the planning merits of amending the Official Plan and Zoning By-law to change the designation of the lands from Low Density Residential to High Density Residential and to amend the zoning from the C.1,C.2 Commercial District to the R.5-352 - Residential Zoning District, to facilitate the use of the lands for a high density residential development.

## **Recommendations**

That Council approve the Recommendations outlined in Report IPSPL22-013 dated July 4, 2022, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That Schedule 'E' – Residential Density of the Official Plan, as it relates to the property known as 1139 Water Street be amended to High Density Residential in accordance with the draft amendment, attached as Exhibit D to Report IPSPL22-013;
- b) That Section 4.2.4 – Policies for Specific Residential Properties of the Official Plan, be amended by adding a provision for the lands known as 1139 Water Street in accordance with the draft amendment, attached as Exhibit D to Report IPSPL22-013;

- c) That the Zoning By-law be amended to add Exception 352 to Section 3.9, to prescribe site specific regulations in accordance with the draft amendment attached as Exhibit E to Report IPSPL22-013; and
- d) That the subject property be rezoned from the C.1, C.2 – Commercial District to the R.5-352 – Residential District in accordance with Exhibit E attached to Report IPSPL22-013.

## **Budget and Financial Implications**

There are no direct budget or financial implications arising from the approval of this application.

## **Background**

The subject lands are located on the west side of Water Street, at the northwest corner of the intersection of Water Street and Marina Boulevard in the Edmison Heights area. The property is bound on the west by the former Northcrest Arena property (location of future Fire Station 2) and abuts the southerly boundary of the Riverview Manor Long Term Care Facility. The lands were redeveloped for a convenience store (Mac's Milk) and gas station (Davis Ray Esso Service) in 1970. The lands were used for commercial purposes (various Esso Service stations between 1970 and 2003). The lands have been vacant since 2005 and remediated by the previous owners.

The applicants purchased the property in 2019. A Pre-Consultation Meeting was held on November 19, 2020 and applications for Official Plan Amendment and Rezoning were filed by the applicants in March, 2021 and deemed to be complete in April, 2021.

The application proposes to redevelop the existing vacant property with a 6 storey residential apartment building, supporting up to 52 dwelling units and associated surface parking, loading and landscaped areas.

A Project Open House was held virtually via the ZOOM platform on June 17, 2021 at 7pm. In addition to the members of the applicants' development team, city staff and Ward Councillors, 13 people logged onto the virtual meeting and several questions and comments were received by the applicants' development team. A summary of the comments and questions was provided by the applicants identifying concerns with the proposed size and proximity of the building to Water Street and concerns with northerly views at the intersection of Water and Marina, as well as increased traffic onto Marina Blvd approaching the intersection. Some of the neighbours requested a traffic impact study and expressed concerns with snow removal, parking and the height of the proposed retaining wall. Timing of construction, soil testing, and stormwater runoff were discussed as well. Two of the neighbourhood attendees extended support for the proposal, noting that there is a need to come up with creative ways to address concerns

and that this development could assist in addressing the need for additional forms of housing in the area and in Peterborough.

Since the Project Open House and prior to the circulation of the Public Meeting Notice, several written comments were received from neighbouring property owners. Access to supporting documents was provided to several area residents upon request. Many comments included concerns regarding the proposed 6 storey height of the building, increase in traffic and safety concerns, proximity of the building to the street line, reduced parking ratio, shadowing of the intersection, density, ratio of accessible parking spaces, compatibility with the neighbourhood, ability of the area schools to support additional students, concerns regarding the ability of the neighbourhood park to support additional local children, and concerns with potential contaminated soils. Supportive comments have also been received from some of the neighbouring property owners and City residents, encouraging the City to approve additional housing units to address the needs of the population and further the intensification policies for Water Street. Some comments also recommended that the City consider purchasing lands on the east side of Water Street to improve access to the river and facilitate walking and cycling infrastructure along the waterfront.

The application was submitted with supporting documentation including a Parking Assessment, Phase One Environmental Site Assessment, Record of Site Condition, Archaeological Assessment (Stage 1), Functional Servicing Report, Perspective plan, Noise Impact Study, Site Plan and a Planning Justification Report. In response to initial comments from agencies and departments, a Geotechnical Report and Hydrogeological Report and changes to the Functional Servicing Report were also required and submitted for review and consideration.

## **Analysis**

### **1. Provincial Policy Statement, 2020**

Any decision on the proposed Zoning By-law amendment must be consistent with the Provincial Policy Statement, 2020 (PPS) which came into effect on May 1, 2020. The PPS provides general direction to municipalities with respect to addressing matters of provincial interest in land use planning.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by (among other things):

- “b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship,

cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs”.

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.”

Section 1.4.3 of the PPS requires municipalities to provide for an appropriate range and mix of housing by:

- “b) permitting and facilitating:
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- e) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.”

Section 2.1 of the PPS requires that municipalities protect natural features for the long term by:

- 2.1.2: maintaining, restoring and where possible, improving the long term ecological function and biodiversity of natural heritage systems by recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed introduction of a high-density residential infill development addresses the established need for housing in the community. The property is located along Water Street, recognized as an Intensification Corridor and is supported by transit, infrastructure and public services. The proposed infill on an undeveloped site within the existing built-boundary of the City will utilize existing infrastructure, connecting water and sanitary services to existing municipal service mains on Water Street. Suitable Low Impact Development (LID) features provide substantial water quality and water balance benefits and are recommended to be incorporated into the surface water treatment for the development. The applicant has demonstrated that the City’s LID objectives can be

met and will be implemented via the Site Plan Approval process. Since there is very shallow bedrock across the site, LID methods that do not rely on infiltration will be investigated, including rainwater harvesting and re-use, green roofs, and evapotranspiration practices.

Section 2.6 of the PPS requires municipalities to protect significant building heritage resources and significant cultural heritage landscapes via the following policies (among others) :

“2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.”

The lands were considered via the completion of a Stage 1 Archaeological Assessment. As the Stage 1 Archaeological Assessment concluded, the historic mapping analysis and environmental site remediation data indicates that the study area has been subject to deep subsurface alteration associated with the construction and removal of the underground gas tanks as well as the significant grading activities associated with the construction of Water Street and no remaining archaeological potential and no further assessment is required.

There are no significant environmental features identified on site and as noted in the Phase One and Phase Two Environmental Site Assessment, the soils have been remediated and there is no evidence of any contaminants in the soil, ground water or sediment on, in or under the property that would interfere with the proposed residential use. A Record of Site Condition has also been provided as submitted in the Environmental Site Registry.

Staff is satisfied that the proposed use is consistent with the PPS.

## **1. A Place to Grow, 2019**

Similar to the PPS, any decision on the proposed Official Plan and Zoning By-law amendment must conform with the policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the Growth Plan). The Growth Plan builds upon the policy foundation of the PPS by providing land use planning policies to address specific issues in the Greater Golden Horseshoe (GGH). The subject property is located within the Delineated Built-up Area as defined in the Growth Plan. Accordingly, the property is subject to both general policies in the Plan and to policies that are specific to the Delineated Built-up Area.

Generally, the Growth Plan requires municipalities to focus growth within Delineated Built-up Areas and to support the achievement of communities that:

- feature a diverse mix of land uses and convenient access to local stores, services, transportation options and public service facilities;
- improve social equity and quality of life;
- provides a diverse range and mix of housing options to accommodate people at all stages of life.

The establishment of complete communities, a thriving economy, a clean and healthy environment, and social equity are goals of the Plan based on core guiding principals including ‘prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability’.

Section 2.2.1.4 of the Plan supports complete communities that:

- “e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.”

Section 2.2.6 requires municipalities to support housing choice through the achievement of minimum intensification and density targets and by identifying a diverse range and mix of housing options and densities as well as additional residential units and affordable housing.

In staff’s opinion, the proposed development supports the achievement of complete communities and conforms with the policy directions by supporting housing options in an urban form of development through a more compact built form, on an underdeveloped site with access to amenities via linkages along Water Street and Marina Boulevard for convenience retail and employment opportunities, while respecting the natural heritage within the area, and helps to achieve these policy directions and therefore conforms with the Growth Plan.

## **2. Official Plan**

The lands are located within the Built Boundary as illustrated on Schedule A-1. The policies related to the Intensification Corridors also encourage appropriate intensification within the Built Boundary of the City, in locations where servicing capacity exists or can readily be improved within the infrastructure, and where additional development can be compatibly integrated with existing built form, land use patterns, natural heritage features and natural hazards. Furthermore, lands within the Built Boundary are intended to facilitate a significant portion of growth representing a minimum of 50% of the housing units within Peterborough, approved annually.

The Residential policies of the Official Plan “encourage residential intensification to increase the supply of housing through better use of existing resources, buildings and

under-utilized sites” as noted in Section 4.2.1.2 of the Official Plan (Residential Objectives).

The Low Density Residential land use that is currently assigned to the subject lands also permits local commercial uses, reflective of the historical use of the property. The lands are located within the northerly section of the Edmison Heights area, which supports primarily detached residential units, together with Local Commercial and Public Service uses. Medium and High Density Residential lands along Hilliard Street, Langton Street, Dutton Road and Anson Street have been supported and anticipated in the Official Plan for many years. The property is located at the intersection of a high capacity collector (Marina Blvd.) and high capacity arterial (Water St) street and abuts public service lands that support a long-term care facility and a future Emergency Service Fire Hall (formerly Northcrest Arena).

The properties along Water Street are located within the City’s Built Boundary and designated as an Intensification Corridor on Schedule A-1 of the Official Plan. Section 2.4.4.1 of the Official Plan addresses these lands as follows:

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

The Official Plan encourages infill and intensification on vacant lands in an existing residential area which makes use of existing infrastructure and has a form and scale compatible with the surrounding area. A site-specific policy exception is proposed in Section 4.2.2.3 – High Density Residential Designation to support the proposed 52-unit building. The introduction of a six-storey apartment building on the subject lands close to the intersection and relating to the street, with access from Marina Boulevard, supports the importance of the intersection and proposes a form and scale that is compatible with the surrounding area and the existing and proposed building massing and scale of abutting lands. The required conveyance of land along both the Water Street and Marina Boulevard frontages will ensure that any future required improvements to the roadway network and intersection are feasible and public realm improvements will be required via the Site Plan Approval stage.

Water Street is designated as a High Capacity Arterial on Schedule B – Roadway Network of the City’s Official Plan. The proposed High Density Development will introduce appropriate infill intensification, served by services and infrastructure and within proximity to public transit along Water Street.

The immediate area is well served by parkland and as such, it is recommended that the development is subject to the provision of cash-in-lieu of parkland, to be assessed at the Site Plan Approval stage.

The proposed redevelopment of the lands to support up to 52 units is equivalent to a density of approximately 149 units/ha. This is higher than the 110 units/ha contemplated in the suburban areas as prescribed by the existing Official Plan. The direction of the City with regard to density is guided by Provincial Policy and it is intended via the newly adopted Official Plan, that density be managed by scale, massing and height and good urban design to ensure compatibility within existing neighbourhoods vs. a ratio of units per ha. This shift will support the creation of smaller units designed to support the housing demands within the City and encourage focus on shared public recreational space. While the new Official Plan implements this revised approach to density, the Plan has still not been approved by the Province and is not in effect yet. Therefore, a policy exception to the existing Official Plan is necessary.

A Zoning Amendment with site specific regulations related to height and massing is contemplated by the infill policies, to ensure compatibility with the surrounding neighbourhood.

Development applications, including Zoning By-law Amendment applications must address the provisions of Section 4.2.5.6 and 4.2.5.7 of the Official Plan which includes the requirement for a concept site plan and building perspective, with sufficient details related to the massing and conceptual design and relationship to the streets and surrounding neighbourhood. The adequacy of municipal servicing, implications of traffic generation, provision of amenities, proximity to schools, parks and recreation areas, adequate buffering, parking and landscaping, and proximity or presence of significant natural / environmental features should all be considered in the evaluation of the proposed amendment.

The application was accompanied by supporting studies to address the requirements of the Official Plan in assessing the appropriateness of the applications, including servicing, environmental, tree preservation, parking analysis, context plan, concept site plan, hydrogeological and stormwater management details. A traffic impact study was not required given the anticipated traffic related to the current potential of the site for a gas station and local commercial uses. It is anticipated that the redevelopment of the lands to support 52 dwelling units will generate less traffic and will complement the existing neighbourhood and is in keeping with the infill policies and objectives of the Official Plan.

Adequate sanitary services exist to support the proposed development. Stormwater management details and Low Impact Development techniques will also be refined at Site Plan Approval stage via detailed design.

The proposed residential development is accessible to parkland in the area, is to be serviced by municipal servicing, in close proximity to schools and public transit,



conforms to the policies of the Official Plan and is compatible with the neighbouring uses.

### 3. Zoning By-law

The lands are currently zoned C.1,C.2 – Commercial District permitting local commercial and service station uses. The proposed use of the lands to permit up to 52 residential units, in the form of a 6 storey apartment building requires an amendment to the Zoning By-law.

The submission is accompanied by necessary studies and analysis to ensure conformity with the Official Plan policies, as modified. Site specific zoning and regulations are proposed in the draft Zoning Amendment attached as Exhibit 'E ' to Report IPSPL22-013 with regard to regulations related to minimum number of dwelling units per building, minimum lot area per dwelling unit, minimum building setbacks, maximum building coverage, maximum number of storeys, maximum lot coverage by open parking, driveways and vehicle movement areas and minimum building setbacks from the centreline of both Water Street North and Marina Boulevard. Site-specific parking regulations are also proposed.

The application proposes to apply a modified version of the R.5 – Residential Zoning District, to permit the proposed high density residential development. The modified regulations as addressed via the proposed Exception 352 are **bolded**, in accordance with the following:

Regulation	R.5 Requirement	Proposed
Minimum Number of Dwelling Units per Building	3	52
Minimum lot width	30 m	43 m
Minimum lot depth	45 m	59.6 m
<b>Minimum lot area per dwelling unit</b>	<b>140 m<sup>2</sup></b>	<b>65 m<sup>2</sup></b>
<b>Minimum building setback from side lot line:</b>	<b>6m or 3m per storey, whichever is greater</b>	<b>Northerly side lot line: 6.0m Westerly side lot line: 40m</b>
Minimum building setback from rear lot line	12 m or 6 m per storey, whichever is greater	N/A
Maximum Building Coverage	30%	25%

<b>Maximum Number of Storeys</b>	<b>5</b>	<b>6</b>
<b>Maximum Lot Coverage (% of lot area) by open parking, driveways, and vehicle movement areas</b>	<b>25%</b>	<b>45%</b>
<b>Minimum Building Setback from Centreline of Water Street (Section 6.7)</b>	<b>24.4 m</b>	<b>14.45 m</b>
<b>Minimum Building Setback from Centreline of Marina Blvd.</b>	<b>19 m</b>	<b>16.35 m</b>
<b>Minimum motor vehicle parking spaces provided on site (Section 4)</b>	<b>1.75 spaces per dwelling unit</b>	<b>1 space per dwelling unit</b>
<b>Minimum vehicle loading spaces provided on site for 52 units</b>	<b>2-‘B’ spaces (3.6m x 6m)</b>	<b>1-‘B’ space (3.6m x 5.7m)</b>

The proposed amendment identifies a minimum lot area per dwelling unit and a maximum building height and coverage. Based on the direction of the Provincial Growth Plan, the proposed High Density Residential designation policies and the policies to encourage intensification along Water Street, Planning Staff recommend a range of unit potential by expressing both a minimum and maximum lot area per unit requirement at a range of 65m<sup>2</sup> to 150m<sup>2</sup> per unit. This would facilitate between approximately 23 and 53 units (equal to a density of 66 to 149 units per hectare) and ensure that development occurs at a medium to high density level as anticipated by the guiding policies, accommodating the proposed concept plan and potentially accommodating a greater number of units where efficiencies of lot coverage and building form are also met.

The proposed development is located on Water Street with access to transit and active transportation infrastructure. The property is located within a ‘strategic growth area’ as per the direction of the new City Official Plan. The lands are part of the intensification corridor and focused on accommodating intensification and higher density mixed-uses in a more compact built form, with well-connected options for mobility including public transit. The location lends support to the requested reduced parking rate of 1 parking space per dwelling unit. In support of the reduced on-site vehicular parking, City staff recommend the introduction of a zoning regulation requiring the provisions of a minimum of 0.75 bicycle parking spaces per dwelling unit, allocated as 0.65 ‘long-term’ bicycle parking spaces per dwelling unit and 0.1 ‘short-term’ bicycle parking spaces per dwelling unit.

Planning Staff is satisfied that the proposed Zoning By-law Amendment as refined per above, conforms to the Infill policies and the Residential designation in the Official Plan.

#### **4. Site Plan Approval**

Subsequent to Zoning approval, the proposal will also be subject to Site Plan Approval prior to issuance of a Building Permit. Any residential development containing more than four (4) dwelling units is subject to Site Plan Approval. Site Plan Approval will address the details related to the location of parking, driveways, lighting, landscape treatment and buffering.

It is recommended that the following site-specific details be considered as part of the Site Plan Approval process related to cash in lieu of parkland and a future road widening:

The following provisions are recommended to be addressed via the Site Plan Agreement:

- ii. The Site Plan Agreement to require the conveyance of road widening along Water Street (approx.. 9.14m) and conveyance of a daylighting triangle (12m by 8m) at the intersection of Water Street and Marina Boulevard frontage and all necessary road improvements are addressed to the satisfaction of the City;
- iii. Outdoor living area requires noise mitigation and a Type B Warning Clause from NPC-300 as per the Noise Impact Study prepared by Vintech Acoustics, February 2021;
- iv. That the Site Plan Agreement include provisions for 0.65 covered bicycle parking spaces per unit for 'long term' bicycle parking and 0.1 covered bicycle parking spaces per unit for 'short term' bicycle parking;
- v. That the Site Plan Agreement include provisions for payment of cash-in-lieu of parkland in accordance with the provisions of the City's Parkland Dedication By-law.

## **Response to Notice**

### **1. Significant Agency Responses:**

Agency circulation was originally issued on April 26, 2021. Additional supporting documentation and revised studies were circulated on January 10, 2022, March 1, 2022 and May 5, 2022.

The City's Infrastructure Management Division has no objection to the proposed Official Plan and Zoning Amendment and note that a stormwater management report meeting the City of Peterborough requirements will be required at Site Plan Approval stage. The current submission has provided information that the City's Low Impact Development infiltration target of 15mm cannot be met primarily due to the existence of shallow bedrock at the site. While stormwater filtration is proposed, volume control will be

required by other means, for example, via rain water harvesting and re-use, green roofs, and evapotranspiration practices.

The City's Development Engineering Division provided comment on the Functional Servicing Report and the Environmental Noise Impact Study. Development Engineering requests that sanitary and water service sizes be confirmed at Site Plan Approval stage and requested additional commentary regarding the sanitary sewer within the Functional Servicing Report. Subsequent to the receipt and circulation of revised versions of the submission documents to reflect the conclusions of the hydrogeological and geotechnical study conclusions, no additional comments or concerns were raised. Recommendations of the studies should be considered at Site Plan Approval stage as referenced in this report.

The City's Transportation Division provided comment on the trigger for a Traffic Impact Study indicating that it is typically required when the total number of trips from a development exceeds 100 trips during the critical peak hour or when the City anticipates that the development may potentially trigger an upgrade to the surrounding road network or intersections. The proposed redevelopment is anticipated to generate less than 30 trips (in and out) during critical peak hour and does not trigger the requirement for a traffic impact study. Since the adjacent lands to the west are to be converted from an arena to a firehall, the number of trips generated from that property is also anticipated to be reduced significantly from the previous number of arena trips. The need for a left-turn lane on Marina Boulevard at the signalized intersection is understood as a network deficiency, that currently exists and will be addressed by the City. The Transportation Division is satisfied with the conclusions of the submitted parking assessment letter from Asurza Engineering and support the reduction to 1 parking space per unit, subject to the provision of sufficient on-site covered bicycle parking to support the reduction. They recommend providing a minimum of 0.75 bicycle parking spaces per dwelling unit, allocated as 0.65 'long term' bicycle parking spaces/unit and 0.1 'short term' bicycle parking spaces/unit. Recommendations for Site Plan Approval consideration also included identification of snow storage locations and pavement markings indicating pedestrian crossing locations on the driveway.

The City's Accessibility office recommends that the accessible parking spaces identify both Type A (3.4m) and Type B (2.7m) accessible parking spaces and consideration of a reserved drop-off/pick-up zone for vehicles such as specialized transit and accessible taxicab.

The City's Fire Services Department indicates that the existing hydrants on Water Street and Marina Boulevard exceed the maximum 90m travel distance and therefore, alternative measures will be necessary at Site Plan Approval stage.

Peterborough Utilities Group indicate that development and/or frontage charges are applicable and that the cost to decommission the existing water service and install the proposed larger water service will be at the cost of the owner. Suitability of the proposed water services is the responsibility of the owner.

Curve Lake First Nation requested that the applicants submit a File Fee for Special Consultation Framework for this project, including a summary statement indicating how the project will address specific areas of concern to First Nations.

Otonabee Conservation (ORCA) provided technical comments related to the various submissions and these were addressed by the applicant. The proposed development is located outside of any known floodplains and it is the opinion of ORCA that it is consistent with the natural hazards policies of the Provincial Policy Statement (PPS). With respect to natural heritage, the proposed development is beyond 30m of natural heritage features of significance including the noted Fish Habitat with Water Street interrupting the buffer area and is the opinion of ORCA that the application remains consistent with Sections 2.1 and 2.2 of the PPS. ORCA notes that the property is not subject to Ontario Regulation 167/06 (development, interference with wetlands and alterations to shorelines and watercourses regulation) and permits from ORCA will not be required. The subject property is not located within an area that is subject of the policies contained in the Revised Trent Source Water Protection Plan.

No further agency has expressed any significant concerns or requests with respect to the proposed rezoning of the subject property.

## **2. Summary of Public Responses:**

The applicants held a Neighbourhood Information Meeting related to the proposed amendment on June 17, 2021. Approximately 13 people attended the Meeting in addition to the applicants' Development Team, City Planning Staff and Ward Councillors. Planning Staff also heard from several area residents and shared supporting documentation with the residents related to the development.

The primary areas of concern were related to the proposed size and proximity of the building to Water Street and concerns with northerly views at the intersection of Water and Marina, as well as increased traffic onto Marina Blvd approaching the intersection. Some of the neighbours requested a traffic impact study and expressed concerns with snow removal, parking and the height of the proposed retaining wall. Timing of construction, soil testing, and stormwater runoff were discussed as well.

Two of the neighbourhood attendees extended support for the proposal, noting that there is a need to come up with creative ways to address concerns and that this development could assist in addressing the need for additional forms of housing in the area and in Peterborough.

Since the Project Open House and prior to the circulation of the Public Meeting Notice, several written comments were received from neighbouring property owners. Many comments included concerns regarding the proposed 6 storey height of the building, increase in traffic and safety concerns, proximity of the building to the street line, reduced parking ratio, shadowing of the intersection, density, ratio of accessible parking spaces, compatibility with the neighbourhood, ability of the area schools to support

additional students, concerns regarding the ability of the neighbourhood park to support additional local children, and concerns with potential contaminated soils.

Supportive comments have also been received from some of the neighbouring property owners and City residents, encouraging the City to approve additional housing units to address the needs of the population and further the intensification policies for Water Street. Some recommendations for the City to consider purchasing lands on the east side of Water Street to improve access to the river and facilitate walking and cycling infrastructure along the waterfront.

Submitted by,

Jasbir Raina, CEng., M.Tech, MBA, PMP, MIAM  
Commissioner of Infrastructure and Planning Services

**Contact Names**

Ken Hetherington  
Manager, Planning Division  
Phone: 705-742-7777, Ext. 1781  
Toll Free: 1-855-738-3755  
Fax: 705-742-5218  
E-mail: [khetherington@peterborough.ca](mailto:khetherington@peterborough.ca)

Caroline Kimble  
Land Use Planner  
Phone: 705-742-7777, Extension 1735  
Toll Free: 1-855-738-3755  
Fax: 705-742-5218  
E-mail: [ckimble@peterborough.ca](mailto:ckimble@peterborough.ca)

**Attachments**

Exhibit A – Land Use Map  
Exhibit B – Concept Site Plan  
Exhibit C – Context Plan  
Exhibit D – Draft Official Plan Amendment  
Exhibit E – Draft Zoning By-law Amendment

**Exhibit A, Land Use Map**

# Land Use Map

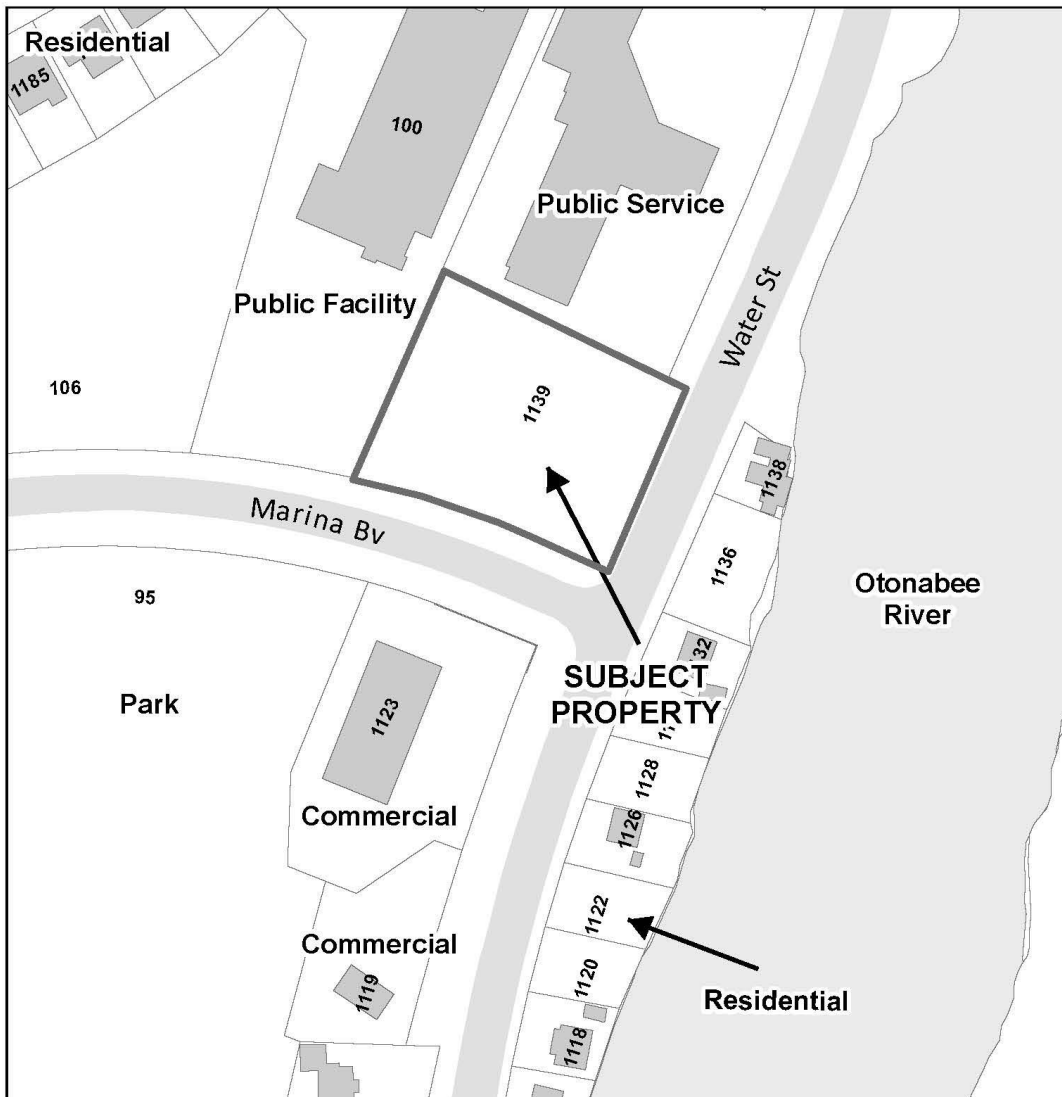
File: O2103 and Z2104

Property Location: 1139 Water Street

EXHIBIT

SHEET

OF



The City of Peterborough Planning Division

The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or handcopy mapfile, and will not be liable for any claims for damage or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.



Date: April 22, 2021

Map by: ANichols

0 5 10 20 30 40 50 Metres

[illegible]



**Exhibit C, Context Plan and Concept Elevations**



1139 WATER ST. | VIEW FROM SOUTH EAST CORNER OF WATER ST. AND MARINA BLVD.  
02.08.2021 | **aside architects**

## Exhibit D – Draft Official Plan Amendment



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### The Corporation of the City of Peterborough

**By-Law Number 22-**[Clerk's Office will assign the number]

Being a By-law to Adopt Amendment Number **XXX** to the Official Plan of the City of Peterborough for the property known as 1139 Water Street

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

1. **Schedule 'E' – Residential Density** of the Official Plan, be amended to 'High Density Residential' in accordance with Schedule 'A' attached hereto.
2. **Section 4.2.4 of the Official Plan – Policies for Specific Residential Properties**, be amended to add the following:  
  
"4.2.4.20 The property known as 1139 Water Street shall be permitted a maximum density of 149 dwelling units per hectare."

By-law read a first, second and third time this 25<sup>th</sup> day of July, 2022.

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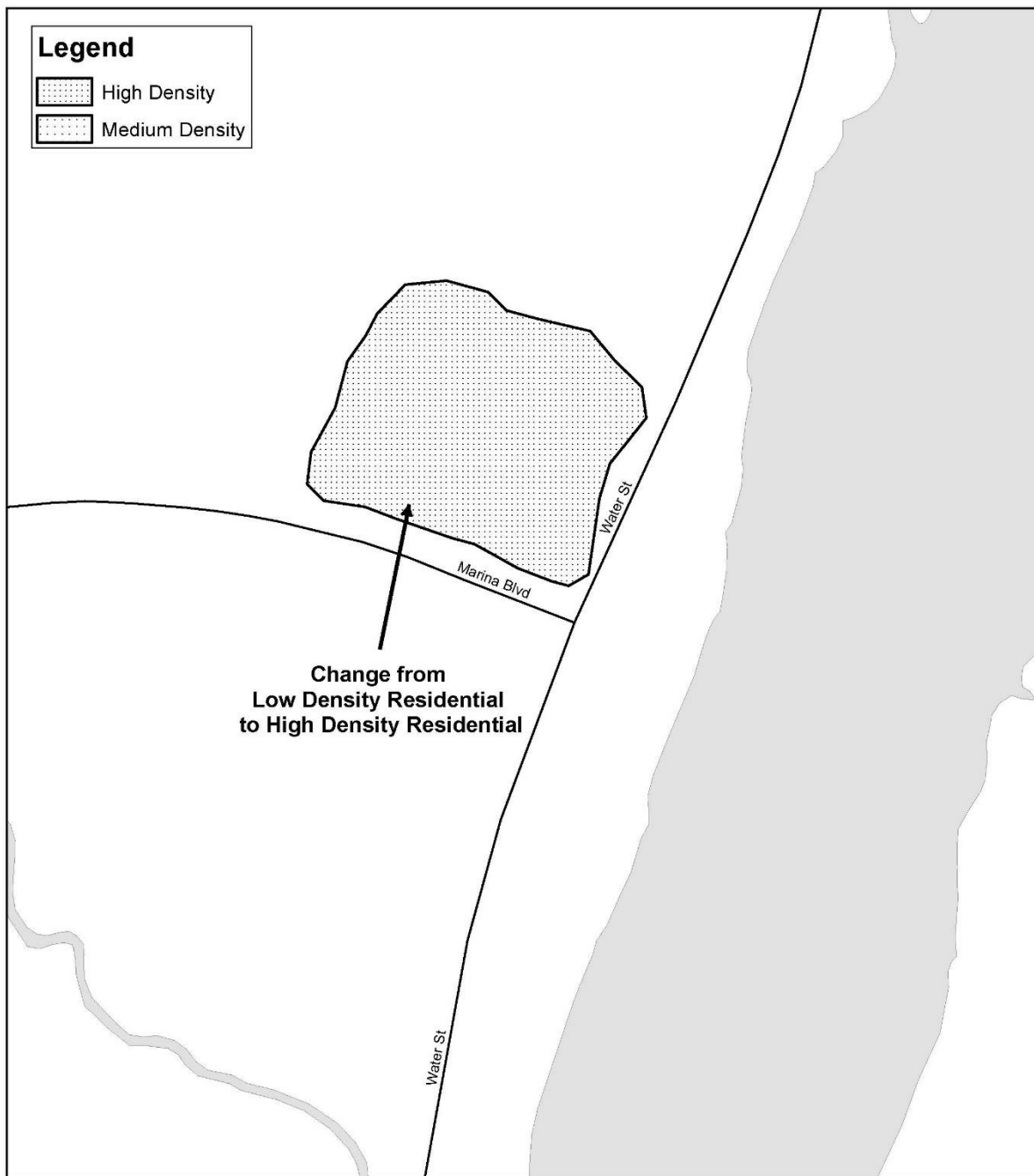
Diane Therrien, Mayor

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John Kennedy, City Clerk

## Schedule A

### Official Plan Amendment: Schedule 'E' – Residential Density



City of  
Peterborough

0 10 20 40 60 80  
Meters



The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or hardcopy map-file, and will not be liable for any claims for damage or loss arising from there application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.

## Exhibit E – Draft Zoning Amendment



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 amend the Zoning By-law for the lands known as 1139 Water Street

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

1. That Section 3.9 – Exceptions, be amended to add the following:

“.352 Notwithstanding the provisions of this By-law to the contrary, the following shall apply:

Regulation	Proposed
Minimum lot area per dwelling unit	65 m <sup>2</sup>
Maximum lot area per dwelling unit	150 m <sup>2</sup>
Minimum building setback from side lot line:	Northerly side lot line: 6.0m Westerly side lot line: 40m
Maximum Number of Storeys	6
Maximum Lot Coverage (% of lot area) by open parking, driveways, and vehicle movement areas	45%
Minimum Building Setback from Centreline of Water Street (Section 6.7)	14.45 m
Minimum Building Setback from Centreline of Marina Blvd.	16.35 m
Minimum motor vehicle parking spaces provided on site (Section 4)	1 space per dwelling unit

<b>Minimum vehicle loading spaces provided on site for 52 units</b>	<b>1-‘B’ space (3.6m x 5.7m)</b>
<b>Minimum covered bicycle parking spaces on site</b>	<b>0.75 per dwelling unit</b>

2. That Map 4 forming part of Schedule “A” to By-law 97-123, is amended by changing the area shown on the sketch attached hereto as Schedule ‘A’ from from C.1, C.2 to R.5-352.

By-law read a first, second and third time this 25<sup>th</sup> day of July, 2022.

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Diane Therrien, Mayor

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John Kennedy, City Clerk

