



The Corporation of the City of Peterborough

By-Law Number 25-[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 relating to updates to policies for the Strategic Growth Areas and the implementation of a city-wide Community Planning Permit System

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

1. **Section 3.3.7 (The Functional Urban Structure Components)** of the Official Plan be amended as follows:
 - a) Amending Section 3.3.7.g by:
 - Deleting Section 3.3.7.g.ii. in its entirety and replacing it with the following:

“ii. Provide a range and diverse mix of uses and housing, including:

 - Affordable and accessible housing; and,
 - Missing middle housing, as well as mid-rises and high-rises.”
 - Deleting subsection 3.3.7.g.vi. in its entirety and replacing it with the following:

“vi. Provide necessary social, community and municipal infrastructure, including:

 - Public realm design that supports pedestrians and increased walkability;
 - Community uses and spaces that are versatile and help support a complete community which promotes healthy and active living; and,
 - Diverse and easily accessible public and private spaces and parks.”
 - Deleting the phrase “as well as mid and high-rise forms of housing” from subsection 3.3.7.vii.
 - Adding subsections ix. to xi. to Section 3.3.7.g as follows:

“ix. Support people of all ages and abilities and facilitate accessible and barrier-free development.

x. Retain and attract businesses;

xi. Address climate change mitigation and adaptation by:

 - Providing green infrastructure, low impact development, and high-performance building design;

- Enhancing urban tree canopy and green spaces; and
 - Supporting electric vehicle charging infrastructure.”
- b) Adding the following as Section 3.3.7.h and re-lettering all subsequent subsections in Section 3.3.7.

“h. The City will plan for public infrastructure to support Strategic Growth Areas by:

- i. Investing in active and public transportation networks, and promoting alternatives to vehicle use;
- ii. Ensuring community facilities will be established and supported by long-term planning strategies;
- iii. Supporting investment in climate-resilient infrastructure and renewable energy to create jobs and spur local economic development; and,
- iv. Implementing programs and infrastructure to support unhoused individuals and meet their diverse needs.”

2. **Section 4.1.4 (Food Store Distribution in the Urban Structure)** of the Official Plan be amended as follows:

- a) Deleting and replacing all three instances of the phrase “Central Area” in subsection 4.1.4.a.iii with “Strategic Growth Areas” and replacing the phrase “as a complete community” with “as complete communities” as follows:

“The City will encourage the retention and development of food stores in the Strategic Growth Areas to support the day-to-day shopping needs of current and future residents in the Strategic Growth Areas and the continued success of the Strategic Growth Areas as complete communities;”

- b) Deleting and replacing the phrase “Secondary Plans” in subsection 4.1.4.a.iv. with “an implementing by-law” as follows:

“The City may identify sites for future large-scale food stores through the preparation of an implementing by-law; and,”

- c) Deleting subsection 4.1.4.a.ii. in its entirety and re-lettering all subsequent subsections in Section 4.1.4.

3. **Section 4.3.1 (The Central Area – Introduction)** of the Official Plan be amended as follows:

- a) Deleting subsection 4.3.1.x.iv. in its entirety and re-numbering subsequent subsections in Section 4.3.1.x.
- b) Amending subsection 4.3.1.x.xv. by deleting the phrase “excluding the Downtown Neighbourhood area until neighbourhood plans are prepared pursuant to policy 4.3.1(y)(iv),” and the phrase “and the neighbourhood plans” as follows:

“The comprehensive pre-zoning of all properties in the Central Area, to fulfill the full opportunity envisioned by the Official Plan.”

4. **Section 4.4.2 (Major Mixed-Use Corridor Designation)** of the Official Plan be amended as follows:

- a) Deleting Section 4.4.2.h. in its entirety and replacing it with the following:

“The City acknowledges several key intersections that have the potential to reinforce a **community hub** or gateway through intensification, the design of adjacent buildings and improvements to the **public realm**. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, including at these key intersections, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site. As such, the City will require mid-or high-rise development with high quality **public realm** improvements and building design and encourage mixed-use development at the following intersections:

- i. Lansdowne Street West and Clonsilla Avenue;
 - ii. Lansdowne Street West and The Parkway;
 - iii. Lansdowne Street West and Monaghan Road;
 - iv. Lansdowne Street West and Park Street South;
 - v. Lansdowne Street West and Spillsbury Drive;
 - vi. Lansdowne Street East and Ashburnham Drive;
 - vii. Sherbrooke Street and Medical Drive;
 - viii. Parkhill Road West, Water Street and George Street North;
 - ix. Chemong Road and Towerhill Road; and,
 - x. Chemong Road and Wolsely Street.”
- b) Amending Section 4.4.2.n.iv. as follows:
- i. Deleting the sixth bullet, “Clonsilla Avenue and Sherbrooke Street” and replacing it with “Sherbrooke Street and Medical Drive;” and,
 - ii. Adding “Lansdowne Street West and The Parkway;” as the second bullet.
5. **Section 4.4.3 (Minor Mixed-Use Corridor Designation)** of the Official Plan be amended as follows:
- c) Adding the following as Section 4.4.3.i and re-lettering all subsequent subsections in Section 4.4.3:

“i. The City may consider accepting the payment of cash-in-lieu of parking for all or part of the off-street parking required by a proposed development in the Minor Mixed-Use Corridor Designation.”
6. **Section 5.3.7 (Urban Park Spaces)** of the Official Plan be amended by adding the following sentence to the end of Section 5.3.7.b.:
- “The City may identify sites for future parks and open space and may request the provision of new urban park spaces as part of development proposals.”
7. **Section 6.2.7 (Parking)** of the Official Plan be amended as follows:
- a) Deleting the phrase “and/or accessible” from Section 6.2.7.b.
 - b) Amending Section 6.2.7.e. by:
 - Deleting “and,” at the end of Section 6.2.7.e.ii.,
 - Deleting the period at the end of Section 6.2.7.e.iii. and substituting “; and,”.
 - Adding the following as Section 6.2.7.e.iv:

“iv. Electric vehicle charging infrastructure is encouraged.”

- c) Amending Section 6.2.7.f. by:
 - Deleting “and,” at the end of Section 6.2.7.f.iii.,
 - Deleting the period at the end of Section 6.2.7.f.iv. and substituting “; and,”.
 - Adding the following as Section 6.2.7.f.v:
 - “v. Electric vehicle charging infrastructure is encouraged.”
 - d) Adding the following as Section 6.2.7.c and re-lettering all subsequent subsections in Section 6.2.7:
 - “c. Development that is eligible for cash-in-lieu of parking is discouraged from seeking additional parking reductions.”
 - e) Adding Section 6.2.7.h. as follows:
 - “h. The City may enter into partnerships and/or develop a system for the provision of carshare services.”
8. **Section 7.4.1 (The Comprehensive Zoning By-law)** of the Official Plan be amended by adding Sections 7.4.1.f. and g. as follows:
- “f. Notwithstanding Policy 7.4.1(a), the City may use a community planning permit by-law, in lieu of a zoning by-law, for the purpose of implementing the objectives and policies of this Plan within areas identified as community planning permit areas.
 - g. Any requirements, standards, conditions, criteria set out in the policies of this Plan that are related to zoning are deemed to also apply in the context of a community planning permit by-law.”
9. **Section 7.7 (Site Plan Approval)** of the Official Plan be amended by adding Sections 7.7.i. and j. as follows:
- “i. Notwithstanding Policy 7.7(a) and 7.7(b), the City may use a community planning permit by-law, in lieu of a site plan control by-law, for the purpose of implementing the objectives and policies of this Plan within areas identified as community planning permit areas.
 - j. Any requirements, standards, conditions, criteria set out in the policies of this Plan that are related to site plan control are deemed to also apply in the context of a community planning permit by-law.”
10. **Section 7.20 (The Community Planning Permit System)** of the Official Plan be amended by deleting Sections 7.20.a to c. in its entirety and replacing it with the following:
- “
- a. All lands within the City of Peterborough are designated as a Community Planning Permit Area. Council will adopt one or more Community Planning Permit By-laws under Section 70.2 of the *Planning Act*, as amended, to establish a **Community Planning Permit System** in one or more geographic areas of the City, or city-wide.
 - b. Until a Community Planning Permit By-law is approved and in effect for all or part of the City, the existing zoning by-law and site control by-law for the same areas will continue to apply in the City.
 - c. Any **Community Planning Permit System** will support, at a minimum, the following guiding principles, as applicable:

- i. Conform with the City's Official Plan;
 - ii. Streamline the development approvals process;
 - iii. Set a clear and transparent decision-making process; and,
 - iv. Commensurate growth in development with community benefits.
- d. Within an area where a Community Planning Permit By-law has been enacted, a Community Benefits Charge By-law, a Zoning By-law, and Site Plan Control will not apply.
- e. Pursuant to the provisions of the *Planning Act* and associated regulations, a Community Planning Permit By-law will:
- i. Contain a description of the area to which the by-law applies, which must be within the boundaries of the area identified in the Official Plan;
 - ii. Set out and define permitted and discretionary uses;
 - iii. Set out a list of minimum and maximum development standards;
 - iv. Set out any internal review procedures for Community Planning Permit decisions;
 - v. Describe notification procedures for Community Planning Permit decisions;
 - vi. Set out criteria for determining whether a proposed use or development is permitted;
 - vii. Describe the process for amending Community Planning Permit By-law, Community Planning Permit agreements and pre-existing Site Plan Agreements;
 - viii. Outline any conditions of approval that may be imposed;
 - ix. Set out the scope of delegated authority, including any limitations; and,
 - x. Include exemptions for any class of development or use of land from the complete information and material requirements for applications under a Community Planning Permit By-law.
- f. Where a Community Planning Permit By-law has been enacted, Council may delegate to staff, a Committee, or a body appointed by Council the approval or issuance of Community Planning Permits. Limits on and criteria for such delegation will be established in the Community Planning Permit By-law.
- g. A Community Planning Permit will not be required for the following:
- i. Any development that has plans and drawings approved as schedules to a Site Plan Agreement may proceed with development in accordance with the approved Site Plan and transition provisions of the Community Planning Permit By-law; and
 - ii. Any use or development explicitly exempted within the Community Planning Permit By-law.
- h. The City shall require that adequate pre-consultation with the City and other affected agencies as outlined in the Community Planning Permit By-law, occurs prior to the submission of a Community Planning Permit application.
- i. For a Community Planning Permit application to be deemed complete, the City will require the provision of additional supporting information or material required to allow full consideration of the application, as outlined in the Community Planning Permit By-law. The scope of the information or material

required for each application shall be determined as part of the pre-consultation process.

- j. If a Community Planning Permit By-law is enacted, the use and development of land within the Community Planning Permit Area must comply with the permitted uses, standards and criteria set out in the Community Planning Permit By-law, unless the proposed use or development is exempted from a permit as indicated in the Community Planning Permit By-law. For the purposes of policies within Section 7.20 of this Plan, “development” shall have the same meaning as defined in *Ontario Regulation 173/16*.
- k. The criteria for approving a development, use of land, discretionary use or variation to the Community Planning Permit By-law provisions shall be set out in the Community Planning Permit By-law, subject to demonstrating the following to the satisfaction of the City and other approval authorities, as appropriate:
 - i. The proposed development conforms to the City's Official Plan;
 - ii. The proposed development does not result in significant off-site adverse effects or negative impacts, or any potential significant off-site adverse effects or negative impacts can be mitigated;
 - iii. The proposed development has regard for provincial and municipal guidelines and technical studies;
 - iv. The proposed development conforms with provincial plans and is consistent with the Provincial Planning Statement; and,
 - v. The proposed development complies with provincial regulations and standards, as amended.
- l. The Community Planning Permit By-law may outline provisions to issue a Community Planning Permit for an extension or enlargement of a non-conforming use, building or structure, as a discretionary use, provided the proposal conforms with the intent, objectives, and policies of this Plan and the criteria set out in the Community Planning Permit By-law.
- m. Where existing Site Plan Agreements are registered on a property pursuant to Section 41 of the Planning Act, an agreement under the Community Planning Permit By-law may be registered on title, the effect of which would amend the Site Plan Agreements and schedules so long as such amendments comply with the applicable provisions of the Community Planning Permit By-law.
- n. The Community Planning Permit By-law may allow for variations to a development standard as specified in the Community Planning Permit By-law.
- o. Any proposal for a use which is not listed as a permitted or discretionary use in the Community Planning Permit By-law, or which exceeds the limit of variation permitted in the Community Planning Permit By-law will require an amendment to the Community Planning Permit By-law. An application to amend a Community Planning Permit By-law must be supported by a comprehensive planning rationale, details of public engagement and applicable supporting studies. The scope of the information or material required for the amendment shall be determined as part of the pre-consultation process.
- p. The City may impose conditions and grant provisional approval prior to final issuance of a Community Planning Permit. The Community Planning Permit By-law may require an applicant to enter into and register an agreement on title with the City to address some or all of the conditions of approval imposed on a Community Planning Permit.

- q. The Community Planning Permit By-law may establish a condition that requires the provision for specified facilities, services or matters or in-kind contributions in exchange for a specified height or density of development which may be within the minimum and maximum development ranges set out in the by-law or the possible variations from the standard that may be authorized. The Community Planning Permit By-law shall establish a proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height or density of development that may be allowed.
 - r. Notwithstanding the maximum height within this Plan, for lands located within a Community Planning Permit Area, the City may permit additional building height with the provision of facilities, services and matters, in accordance with applicable regulations within the implementing Community Planning Permit By-law, without an amendment to this Plan.
 - s. The City may impose the following types of conditions as a condition of approval:
 - i. Any of the types of conditions listed in Ontario Regulation 173/16;
 - ii. A condition that requires payment in lieu of a matter that is otherwise required;
 - iii. Any other type of condition that is required to ensure the safety and security of persons, property, and the natural environment;
 - iv. A condition that establishes lapsing periods for development permit approval after which the approval is rescinded;
 - v. A condition which establishes a set time within which the development permit is in effect; and,
 - vi. A condition which puts a development permit issuance on hold until a specified time or specified matter(s) has/have been addressed.”
11. **Section 7.21.1 (Pre-Consultation Meeting)** of the Official Plan be amended by adding the following sentence to the end of Section 7.21.1.a.:
- “Pre-consultation with City staff is required for a Community Planning Permit.”
12. **Section 7.21.2 (Complete Application Requirements)** of the Official Plan be amended as follows:
- a) Adding the phrase “Community Planning Permit” to Section 7.21.2.a. as follows:
 - “a. In addition to the prescribed information to be submitted under the Planning Act for applications for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval, Community Planning Permit, and Consent, the City may also require the submission of additional information and material to assist in the review of an application before the application is deemed complete. This additional information will be identified through pre-consultation and/or upon receipt of an application made under the Planning Act that has not been subject to pre-consultation and may include:”
 - b) Adding the following bullet item to subsection Section 7.21.2.a.vii.:
 - “- Community Services and Facilities Study;”
13. **Section 8.2 (Definitions)** of the Official Plan be amended as follows:

- a) Adding the following terms and definitions and placing them in alphabetical order:

“Community Planning Permit Area

An area within a municipality that is subject to the regulations and provisions of a Community Planning Permit By-law as adopted by Council.

Community Planning Permit System

A land use planning tool under The Planning Act that combines the Zoning By-law, Site Plan Control and Minor Variance approvals into a single permit application and approval process. The **Community Planning Permit System** establishes regulations, permitted uses, standards, and criteria for variations for development within a Community Planning Permit Area.”

- b) Adding the following sentence to the end of the definition of the term, ‘development’:

“For the purposes of policies within Section 7.20 of this Plan, “development” shall have the same meaning as defined in Ontario Regulation 173/16.”

By-law passed this [DAY] day of [Month], 2025.

Jeff Leal, Mayor

John Kennedy, City Clerk



The Corporation of the City of Peterborough

By-Law Number 25-[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 relating to the removal of building height and angular plane requirements within the Strategic Growth Areas

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

1. **Section 4.3.1 (The Central Area – Introduction)** of the Official Plan be amended by deleting the phrase “generally a 45 degree angular plane” in Section 4.3.1.q.i. and replacing it with “other design measures to provide appropriate transition between built forms” as follows:

“q. The building height for each designation shall be subject to:
 - i. The application of appropriate landscape treatments, setbacks, step backs and/or other design measures to provide transition between built forms where properties abut the Neighbourhoods land use designation. 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,”
2. **Section 4.3.2 (Downtown Core Area Designation)** of the Official Plan be amended by deleting Section 4.3.2.e. in its entirety and re-lettering all subsequent subsections in Section 4.3.2.
3. **Section 4.3.3 (Business District Designation)** of the Official Plan be amended by deleting Section 4.3.3.d. in its entirety and re-lettering all subsequent subsections in Section 4.3.3.
4. **Section 4.3.4 (Industrial Conversion Area Designation)** of the Official Plan be amended by deleting Section 4.3.4.g. in its entirety and re-lettering the subsequent subsections in Section 4.3.4.
5. **Section 4.3.5 (Downtown Neighbourhood Designation)** of the Official Plan be amended as follows:
 - a) Deleting and replacing Section 4.3.5.f, with the following:

“Where a development in the Downtown Neighbourhood Designation abuts a low-rise residential use, or any lands within the Residential Designation, the proponent shall ensure an appropriate transition between built forms and uses, and shall moderate the height of new development through setbacks, step backs, landscape buffering, and/or other design measures.”
 - b) Deleting Section 4.3.5.e. in its entirety and re-lettering all subsequent subsections in Section 4.3.5.

6. **Section 4.3.7 (Little Lake South District Designation)** of the Official Plan be amended by deleting Section 4.3.7.e.i. in its entirety and replacing it with the following:
 - i. “Sub-Area 1” is defined as the block bounded by Crescent, Romaine, George and Lake Streets. Mid-rise buildings are encouraged and development shall be compatible with surrounding land uses, providing an appropriate transition in building heights and setbacks for properties that abut a low-rise residential use or any lands within the Residential Designation; and,”

7. **Section 4.4.2 (Major Mixed-Use Corridor Designation)** of the Official Plan be amended as follows:
 - a) Deleting Section 4.4.2.g. in its entirety and re-lettering all subsequent subsections in Section 4.4.2.
 - b) Deleting Section 4.4.2.i in its entirety and replacing it with the following:

“Where a development in the Major Mixed-Use Corridor Designation abuts a low-rise or mid-rise residential use, the City shall moderate the height of new development through setbacks, step backs, landscape buffer, and/or other design measures to provide transition between built forms.”

8. **Section 4.4.3 (Minor Mixed-Use Corridor Designation)** of the Official Plan be amended as follows:
 - a) Deleting the phrases “the maximum building height shall be 4 storeys. Notwithstanding the identified maximum height limit,” and “to a maximum total height of 6 storeys” from Section 4.4.3.f as follows:

“Within Minor Mixed-Use Corridor Designation, additional building height may be considered by the City on a site by site basis, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.”
 - b) Deleting Section 4.4.3.g. in its entirety and replacing it with the following:

“Where a development in the Minor Mixed-Use Corridor Designation abuts a low-rise residential use, the City shall ensure an appropriate transition between built forms and uses, and shall moderate the height of new development through setbacks, step backs, landscape buffering, and/or other design measures.”

9. **Section 5.4.2.d (Urban Design)** of the Official Plan be amended by deleting the phrase “a 45 degree angular plane” and replacing it with “setbacks, step backs, landscape buffering, and/or other design measures,” as follows:

“d. Building heights should be designed to appropriately transition to adjacent areas through application of setbacks, step backs, landscape buffering, and/or other design measures, or as otherwise directed by Urban Design Guidelines established by the City.”

By-law passed this [DAY] day of [Month], 2025.

Jeff Leal, Mayor

City of Peterborough – Draft OPA for City-wide CPPS & Strategic Growth Areas

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>3.3 Planning for Growth in an Urban Structure 3.3.7 The Functional Urban Structure Components</p> <p>a. The following more detailed functional components of the Urban Structure identify the framework upon which Peterborough’s future growth will be focused and accommodated.</p> <p>...</p> <p>Strategic Growth Areas</p> <p>e. Strategic Growth Areas, identified on Schedule A: Urban Structure are to be the focus for accommodating intensification and/or higher intensity mixed-uses in a more compact built form. Major development/redevelopment opportunities may include infill, brownfield sites, the expansion or conversion of existing buildings, greyfields, or the development of new mixed-use, higher density corridors and centres serving emerging greenfield communities. The City will encourage appropriate development applications within the Strategic Growth Areas by considering:</p> <p>i. A comprehensive strategy for municipal infrastructure in advance of anticipated development pressure;</p> <p>ii. Reduced parking and parkland dedication requirements;</p> <p>iii. Reduced or deferred Development Charges;</p>	<p>3.3 Planning for Growth in an Urban Structure 3.3.7 The Functional Urban Structure Components</p> <p>g. The following more detailed functional components of the Urban Structure identify the framework upon which Peterborough’s future growth will be focused and accommodated.</p> <p>...</p> <p>Strategic Growth Areas</p> <p>e. Strategic Growth Areas, identified on Schedule A: Urban Structure are to be the focus for accommodating intensification and/or higher intensity mixed-uses in a more compact built form. Major development/redevelopment opportunities may include infill, brownfield sites, the expansion or conversion of existing buildings, greyfields, or the development of new mixed-use, higher density corridors and centres serving emerging greenfield communities. The City will encourage appropriate development applications within the Strategic Growth Areas by considering:</p> <p>i. A comprehensive strategy for municipal infrastructure in advance of anticipated development pressure;</p> <p>ii. Reduced parking and parkland dedication requirements;</p> <p>iii. Reduced or deferred Development Charges;</p>	<p>Added new policies based on feedback from the public through workshops, open houses and online surveys.</p> <p>Deleted parts of policies in (g) where duplication exists in the same section.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>iv. Rezoning lands for appropriate forms of development;</p> <p>v. Financial incentives offered through a Community Improvement Plan;</p> <p>vi. Preparing Secondary Plans; and/or,</p> <p>vii. Establishing urban design guidelines.</p> <p>...</p> <p>g. Development proposals within Strategic Growth Areas will be planned to:</p> <ul style="list-style-type: none"> i. Accommodate transit-supportive densities and promote active transportation and a range and mix of uses and activities; ii. Include a diverse mix of uses, including affordable and accessible housing, to support existing and planned transit service levels; iii. Accommodate alternative development standards, such as reduced parking requirements; iv. Minimize land uses and built form that would adversely affect the achievement of transit-supportive densities; v. Foster collaboration between public and private sectors, such as joint development projects; 	<p>iv. Rezoning lands for appropriate forms of development;</p> <p>v. Financial incentives offered through a Community Improvement Plan;</p> <p>vi. Preparing Secondary Plans; and/or,</p> <p>vii. Establishing urban design guidelines.</p> <p>...</p> <p>g. Development proposals within Strategic Growth Areas will be planned to:</p> <ul style="list-style-type: none"> i. Accommodate transit-supportive densities and promote active transportation and a range and mix of uses and activities; ii. Include Provide a range and diverse mix of uses housing, including: <ul style="list-style-type: none"> – Affordable and accessible housing, to support existing and planned transit service levels; <u>and,</u> – <u>Missing middle housing, as well as mid-rises and high-rises.</u> iii. Accommodate alternative development standards, such as reduced parking requirements; iv. Minimize land uses and built form that would adversely affect the achievement of transit-supportive densities; 	

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>vi. Provide necessary social, community and municipal infrastructure;</p> <p>vii. Provide a broad array of retail and service commercial uses as well as mid and high-rise forms of housing;</p> <p>viii. Promote land use and built form transitions and urban design approaches that protect:</p> <ul style="list-style-type: none"> – The stability or amenity of adjacent Neighbourhoods; – Employment uses from land use conflicts and adverse effects from encroachment by sensitive uses; and, – Areas of cultural heritage or areas of natural heritage sensitivity. 	<p>v. Foster collaboration between public and private sectors, such as joint development projects;</p> <p>vi. Provide necessary social, community and municipal infrastructure, <u>including:</u></p> <ul style="list-style-type: none"> – <u>Public realm design that supports pedestrians and increased walkability;</u> – <u>Community uses and spaces that are versatile and help support a complete community which promotes healthy and active living; and,</u> – <u>Diverse and easily accessible public and private spaces and parks.</u> <p>vii. Provide a broad array of retail and service commercial uses <u>as well as mid and high-rise forms of housing;</u></p> <p>viii. Promote land use and built form transitions and urban design approaches that protect:</p> <ul style="list-style-type: none"> – The stability or amenity of adjacent Neighbourhoods; – Employment uses from land use conflicts and adverse effects from encroachment by sensitive uses; and, – Areas of cultural heritage or areas of natural heritage sensitivity. <p>ix. <u>Support people of all ages and abilities and facilitate accessible and barrier-free development.</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<ul style="list-style-type: none"> x. <u>Retain and attract businesses;</u> xi. <u>Address climate change mitigation and adaptation by:</u> <ul style="list-style-type: none"> – <u>Providing green infrastructure, low impact development, and high-performance building design;</u> – <u>Enhancing urban tree canopy and green spaces; and</u> – <u>Supporting electric vehicle charging infrastructure.</u> 	
n/a	<p>3.3.7 ...</p> <p><u>h. The City will plan for public infrastructure to support Strategic Growth Areas by:</u></p> <ul style="list-style-type: none"> i. <u>Investing in active and public transportation networks, and promoting alternatives to vehicle use;</u> ii. <u>Ensuring community facilities will be established and supported by long-term planning strategies;</u> iii. <u>Supporting investment in climate-resilient infrastructure and renewable energy to create jobs and spur local economic development; and,</u> iv. <u>Implementing programs and infrastructure to support unhoused individuals and meet their diverse needs.</u> 	Added new policies based on feedback from the public through workshops, open houses and online surveys.
3.3.7	3.3.7	Minor housekeeping amendment.

Existing Official Plan Policies	Proposed Amendments	Rationale
(h) to (n)	Re-number (i) to (o) due to a new policy added under (h)	
<p>4.1.4 Food Store Distribution in the Urban Structure</p> <p>(a) The City recognizes the distribution of food retail as a critical component to achieving complete communities. As such, small-scale food stores are permitted in Neighbourhoods and Strategic Growth Areas. Large-scale food stores are directed to Strategic Growth Areas. The City will encourage an equitable distribution of large-scale food stores based on population growth and needs. To achieve this objective:</p> <p>...</p> <p>ii. An application to establish a large-scale food store shall be considered through a Zoning By-Law Amendment accompanied by justification that the proposed food store floor space is appropriate considering the existing population and 5-year population forecast within the Sub-Area and is consistent with the objectives of this Plan;</p> <p>iii. The City will encourage the retention and development of food stores in the Central Area to support the day-to-day shopping needs of current and future residents in the Central Area and the continued success of the Central Area as a complete community;</p> <p>iv. The City may identify sites for future large-scale food stores through the preparation of Secondary Plans; and,</p>	<p>4.1.4 Food Store Distribution in the Urban Structure</p> <p>(a) The City recognizes the distribution of food retail as a critical component to achieving complete communities. As such, small-scale food stores are permitted in Neighbourhoods and Strategic Growth Areas. Large-scale food stores are directed to Strategic Growth Areas. The City will encourage an equitable distribution of large-scale food stores based on population growth and needs. To achieve this objective:</p> <p>...</p> <p>ii. An application to establish a large-scale food store shall be considered through a Zoning By-Law Amendment accompanied by justification that the proposed food store floor space is appropriate considering the existing population and 5-year population forecast within the Sub-Area and is consistent with the objectives of this Plan;</p> <p>ii. The City will encourage the retention and development of food stores in the Central Area Strategic Growth Areas to support the day-to-day shopping needs of current and future residents in the Central Area Strategic Growth Areas and the continued success of the Central Area Strategic Growth Areas as a complete community communities;</p> <p>iii. The City may identify sites for future large-scale food stores through the preparation of Secondary Plans an implementing by-law; and,</p>	<p>Intended to recognize the importance of food stores within all of the priority growth areas being the Strategic Growth Areas, in alignment with the food store sub-areas within Schedule G of the OP.</p> <p>(ii) is removed to facilitate the CPPS providing direction for large-scale food store without an amendment to the ZBL.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
v. The City will monitor population growth, post-secondary student housing, and food store floor space growth to implement the intent of this Plan.	iv. The City will monitor population growth, post-secondary student housing, and food store floor space growth to implement the intent of this Plan.	
<p>4.3.1 General Policies Applicable Throughout the Central Area ...</p> <p>q. The maximum building height for each designation shall only be achieved subject to:</p> <ul style="list-style-type: none"> 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. 	<p>4.3.1 General Policies Applicable Throughout the Central Area ...</p> <p>q. The maximum building height for each designation shall only be achieved subject to:</p> <ul style="list-style-type: none"> i. The application of appropriate landscape treatments, setbacks, step backs and/or generally a 45 degree angular plane, other design measures to provide appropriate transition between built forms, 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. 	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.3.1 General Policies Applicable Throughout the Central Area ...</p> <p>x. The Central Area Master Plan has identified the following strategies that will be implemented throughout the course of this Plan:</p> <p>...</p>	<p>4.3.1 General Policies Applicable Throughout the Central Area ...</p> <p>x. The Central Area Master Plan has identified the following strategies that will be implemented throughout the course of this Plan:</p> <p>...</p>	<p>Neighbourhood plans are no longer required, given that the Strategic Growth Area policies are being updated through this OPA.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>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.</p> <p>...</p> <p>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.</p>	<p>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.</p> <p>Renumber policies from [(v) to (xxiii)] to [(iv) to (xxii)]</p> <p>...</p> <p>xv xiv. 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.</p>	<p>Renumber policies due to deletion of policy x(iv).</p>
<p>4.3.2 Downtown Core Area Designation Development Policies</p> <p>...</p> <p>e. Within the Downtown Core Area Designation the minimum building height shall be 2 storeys.</p>	<p>4.3.2 Downtown Core Area Designation Development Policies</p> <p>...</p> <p>e. Within the Downtown Core Area Designation the minimum building height shall be 2 storeys.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.3.2</p> <p>...</p> <p>(f) to (g)</p>	<p>4.3.2</p> <p>...</p> <p>Renumbered to (e) to (f) due to deletion of (e).</p>	<p>Minor housekeeping amendment.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>4.3.3 Business District Designation Development Policies</p> <p>...</p> <p>d. Within the Business District Designation the minimum building height shall be 2 storeys and the maximum building height shall be up to 6 storeys, subject to the policies of this Plan.</p>	<p>4.3.3 Business District Designation Development Policies</p> <p>...</p> <p>d. Within the Business District Designation the minimum building height shall be 2 storeys and the maximum building height shall be up to 6 storeys, subject to the policies of this Plan.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.3.3</p> <p>...</p> <p>(e) to (f)</p>	<p>4.3.3</p> <p>...</p> <p>Renumbered to (d) to (f) due to deletion of (d).</p>	<p>Minor housekeeping amendment.</p>
<p>4.3.4 Industrial Conversion Area Designation Development Policies</p> <p>...</p> <p>g. Within the Industrial Conversion Area Designation the minimum building height shall be 2 storeys and the maximum building height shall be up to 12 storeys, subject to the policies of this Plan.</p>	<p>4.3.4 Industrial Conversion Area Designation Development Policies</p> <p>...</p> <p>g. Within the Industrial Conversion Area Designation the minimum building height shall be 2 storeys and the maximum building height shall be up to 12 storeys, subject to the policies of this Plan.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.3.4</p> <p>...</p> <p>(h)</p>	<p>4.3.4</p> <p>...</p> <p>Renumber (h) to (g) due to deletion of (g).</p>	<p>Minor housekeeping amendment.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>4.3.5 Downtown Neighbourhood Designation Development Policies</p> <p>...</p> <p>e. Within the Downtown Neighbourhood Designation the maximum building height shall be up to 6 storeys, subject to the policies of this Plan.</p>	<p>4.3.5 Downtown Neighbourhood Designation Development Policies</p> <p>...</p> <p>e. Within the Downtown Neighbourhood Designation the maximum building height shall be up to 6 storeys, subject to the policies of this Plan.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan's Strategic Growth Areas.</p>
<p>4.3.5</p> <p>...</p> <p>f. Where a development in the Downtown Neighbourhood Designation abuts a low-rise residential use, or any lands within the Residential Designation, the City shall ensure an appropriate transition between built forms and uses, and shall moderate the height of new development through the application of a 45 degree angular plane, setbacks, step backs and/or landscape buffering requirements.</p>	<p>4.3.5</p> <p>...</p> <p>e. Where a development in the Downtown Neighbourhood Designation abuts a low-rise residential use, or any lands within the Residential Designation, the City proponent shall ensure an appropriate transition between built forms and uses, and shall moderate the height of new development through the application of a 45 degree angular plane, setbacks, step backs, and/or landscape buffering, and/or other design measures requirements.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan's Strategic Growth Areas.</p> <p>Renumber to 4.3.5(e).</p>
<p>4.3.5</p> <p>(g)</p>	<p>4.3.5</p> <p>Renumbered to (f)</p>	<p>Minor housekeeping amendment.</p>
<p>4.3.7 Little Lake South District Designation Development Policies</p> <p>...</p> <p>e. Development within the Little Lake South District Designation will be in accordance with the following:</p>	<p>4.3.7 Little Lake South District Designation Development Policies</p> <p>...</p> <p>e. Development within the Little Lake South District Designation will be in accordance with the following:</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan's Strategic Growth Areas.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>i. “Sub-Area 1” is defined as the block bounded by Crescent, Romaine, George and Lake Streets. Mid-rise buildings may be permitted, transitioning in height from a maximum of 6 storeys along George and Lake Streets, to a maximum of 3 storeys at the corner of Lock and Romaine Streets; and,</p> <p>ii. “Sub-Area 2” includes the blocks defined by Crescent, Haggart, Ware and Lock Streets, plus the half block defined by Lock Street, the former CP Rail spur-line corridor and Romaine Street. Low-rise apartments and stacked townhouse development at a scale compatible with existing detached dwellings may be permitted.</p>	<p>i. “Sub-Area 1” is defined as the block bounded by Crescent, Romaine, George and Lake Streets. Mid-rise buildings may be permitted are encouraged and development shall be compatible with surrounding land uses, providing appropriate transitioning in building heights and setbacks for properties that abut a low-rise residential use from a maximum of 6 storeys along George and Lake Streets, to a maximum of 3 storeys at the corner of Lock and Romaine Streets; and,</p> <p>ii. “Sub-Area 2” includes the blocks defined by Crescent, Haggart, Ware and Lock Streets, plus the half block defined by Lock Street, the former CP Rail spur-line corridor and Romaine Street. Low-rise apartments and stacked townhouse development at a scale compatible with existing detached dwellings may be permitted.</p>	
<p>4.4.2 Major Mixed-Use Corridor Designation Development Policies</p> <p>...</p> <p>g. Within the Major Mixed-Use Corridor Designation, the minimum building height shall be 2 storeys and the maximum building height shall be 8 storeys.</p>	<p>4.4.2 Major Mixed-Use Corridor Designation Development Policies</p> <p>...</p> <p>g. Within the Major Mixed-Use Corridor Designation, the minimum building height shall be 2 storeys and the maximum building height shall be 8 storeys.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.4.2</p>	<p>4.4.2</p>	<p>Council directed the removal of building</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>h. The City acknowledges several key intersections that have the potential to reinforce a community hub or gateway through intensification, the design of adjacent buildings and improvements to the public realm. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, including at these key intersections, to a maximum total building height of 12 storeys, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site. As such, the City will require mid-or high-rise development with high quality public realm improvements and building design and encourage mixed-use development at the following intersections:</p> <ul style="list-style-type: none"> i. Lansdowne Street West and Clonsilla Avenue; ii. Lansdowne Street West and Monaghan Road; iii. Lansdowne Street West and Park Street South; iv. Lansdowne Street West and Spillsbury Drive; v. Lansdowne Street East and Ashburnham Drive; vi. Clonsilla Avenue and Sherbrooke Street; vii. Parkhill Road West, Water Street and George Street North; viii. Chemong Road and Towerhill Road; and, ix. Chemong Road and Wolsely Street. 	<p>g. The City acknowledges several key intersections that have the potential to reinforce a community hub or gateway through intensification, the design of adjacent buildings and improvements to the public realm. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, including at these key intersections, to a maximum total building height of 12 storeys, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site. As such, the City will require mid-or high-rise development with high quality public realm improvements and building design and encourage mixed-use development at the following intersections:</p> <ul style="list-style-type: none"> i. Lansdowne Street West and Clonsilla Avenue; ii. Lansdowne Street West and The Parkway; iii. Lansdowne Street West and Monaghan Road; iv. Lansdowne Street West and Park Street South; v. Lansdowne Street West and Spillsbury Drive; vi. Lansdowne Street East and Ashburnham Drive; vii. Clonsilla Avenue and Sherbrooke Street and Medical Drive; viii. Parkhill Road West, Water Street and George Street North; ix. Chemong Road and Towerhill Road; and, 	<p>height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p> <p>Within the Clonsilla Avenue & Charlotte Street Corridor, there are a significant number of large and clustered, often abutting, sites that have been identified for potential redevelopment, in addition to the presence of a large vacant parcel along Medical Drive.</p> <p>Lansdowne Street West and The Parkway is the major intersection of two arterial roads and includes potential redevelopment sites as identified in the Intensification, Heights,</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
	x. Chemong Road and Wolsely Street.	and Density Technical Memo. There are some existing floodplain constraints at this intersection which means that, in addition to being a major intersection, additional height permissions in non-constrained areas may increase viability of redevelopment occurring in this area. Renumbered to 4.4.2(g).
<p>4.4.2</p> <p>i. Where a development in the Major Mixed-Use Corridor Designation abuts a low-rise or mid-rise residential use, the City shall moderate the height of new development through the application of a 45 degree angular plane, setbacks, step backs and/or landscape buffer requirements.</p>	<p>4.4.2</p> <p>h. Where a development in the Major Mixed-Use Corridor Designation abuts a low-rise or mid-rise residential use, the City shall moderate the height of new development through the application of a 45 degree angular plane; setbacks, step backs, and/or landscape buffer, and/or other design measures to provide appropriate transition between built forms requirements.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p> <p>Renumbered to 4.4.2(h).</p>
<p>4.4.2</p>	<p>4.4.2</p>	<p>Minor housekeeping amendment.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>... (j) to (m)</p>	<p>... Renumber (i) to (l) due to deletion of (g).</p>	
<p>4.4.2</p> <p>n. The following locational and design features are to be applied to permitted automobile-focused uses:</p> <p>i. Automobile-focused uses should be limited to no more than two at any intersection;</p> <p>ii. Outside storage associated with an automobile-focused use shall be permitted where it is located behind the main building and appropriately screened from view from the street and from any adjacent residential and/or open space uses;</p> <p>iii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties; and,</p> <p>iv. Automobile-focused uses shall not be located generally within 120 metres of Otonabee River/Little Lake or 200 metres of the following intersections:</p> <ul style="list-style-type: none"> – Lansdowne Street West and Clonsilla Avenue; – Lansdowne Street West and Monaghan Road; – Lansdowne Street West and Park Street South; – Lansdowne Street West and Spillsbury Drive; – Lansdowne Street East and Ashburnham Drive; 	<p>4.4.2</p> <p>m. The following locational and design features are to be applied to permitted automobile-focused uses:</p> <p>i. Automobile-focused uses should be limited to no more than two at any intersection;</p> <p>ii. Outside storage associated with an automobile-focused use shall be permitted where it is located behind the main building and appropriately screened from view from the street and from any adjacent residential and/or open space uses;</p> <p>iii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties; and,</p> <p>iv. Automobile-focused uses shall not be located generally within 120 metres of Otonabee River/Little Lake or 200 metres of the following intersections:</p> <ul style="list-style-type: none"> – Lansdowne Street West and Clonsilla Avenue; – Lansdowne Street West and The Parkway; – Lansdowne Street West and Monaghan Road; – Lansdowne Street West and Park Street South; – Lansdowne Street West and Spillsbury Drive; 	<p>Within the Clonsilla Avenue & Charlotte Street Corridor, and at the intersection of Lansdown Street West and Parkway, there are a significant number of large and clustered, often abutting, sites that have been identified for potential redevelopment, in addition to the presence of a large vacant parcel along Medical Drive. The redevelopment of this area is intended to support mixed-use development. Prioritizing automobile-focused uses at this intersection does not align with the intent of this land use designation.</p> <p>Renumbered to 4.4.2(m).</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<ul style="list-style-type: none"> – Clonsilla Avenue and Sherbrooke Street; – Parkhill Road West, Water Street and George Street North; – Chemong Road and Towerhill Road; and, – Chemong Road and Wolsely Street. 	<ul style="list-style-type: none"> – Lansdowne Street East and Ashburnham Drive; – Clonsilla Avenue and Sherbrooke Street and Medical Drive; – Parkhill Road West, Water Street and George Street North; – Chemong Road and Towerhill Road; and, – Chemong Road and Wolsely Street. 	
<p>4.4.3 Minor Mixed-Use Corridor Designation Development Policies</p> <p>...</p> <p>f. Within Minor Mixed-Use Corridor Designation, the maximum building height shall be 4 storeys. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, to a maximum total height of 6 storeys, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.</p>	<p>4.4.3 Minor Mixed-Use Corridor Designation Development Policies</p> <p>...</p> <p>f. Within Minor Mixed-Use Corridor Designation, the maximum building height shall be 4 storeys. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, to a maximum total height of 6 storeys, where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>4.4.3</p> <p>g. Where a development in the Minor Mixed-Use Corridor Designation abuts a low-rise residential use, or any lands within the Residential Designation, the City shall ensure an appropriate transition between built</p>	<p>4.4.3</p> <p>g. Where a development in the Minor Mixed-Use Corridor Designation abuts a low-rise residential use, or any lands within the Residential Designation, the City shall ensure an appropriate transition between built</p>	<p>Council directed the removal of building height restrictions and angular plane</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
forms and uses, and shall moderate the height of new development through the application of a 45 degree angular plane, setbacks, step backs and/or landscape buffering requirements.	forms and uses, and shall moderate the height of new development through the application of a 45 degree angular plane, setbacks, step backs, and/or landscape buffering, and/or other design measures requirements.	requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.
<p>4.4.3</p> <p>h. Adequate parking, loading and waste collection/storage facilities for all permitted land uses shall be provided on the site. Front yard parking will not be permitted for non-residential uses and mid-rise residential uses and parking and servicing areas shall be located at the rear or side of the building and not visible from the street. The parking and servicing areas must further be set back and appropriately buffered from existing or planned residential areas. The City may consider exceptions to parking locations to accommodate accessible parking.</p>	No change	Provide context for the next policy (i), see below.
n/a	<p>4.4.3</p> <p>i. The City may consider accepting the payment of cash-in-lieu of parking for all or part of the off-street parking required by a proposed development in the Minor Mixed-Use Corridor Designation.</p>	Add new policy to allow for cash-in-lieu of parking in Minor Mixed-Use Corridors to align with the recent Cash-in-Lieu of Parking Policy that permits cash-in-lieu of Parking within the Strategic Growth Areas.
<p>4.4.3</p> <p>(i) to (j)</p>	<p>4.4.3</p> <p>Renumber (j) to (k) due to addition of new (i).</p>	Minor housekeeping amendment.

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>5.3.7 Urban Park Spaces</p> <p>...</p> <p>b. As intensification proceeds, the City will ensure that adequate urban park space is provided to support these growing communities.</p>	<p>5.3.7 Urban Park Spaces</p> <p>...</p> <p>b. As intensification proceeds, the City will ensure that adequate urban park space is provided to support these growing communities. <u>The City may identify sites for future parks and open space and may request the provision of new urban park spaces as part of development proposal.</u></p>	<p>To enhance policy 5.3.7 (b) by outlining methods the City may use to facilitate the provision for parks and open space within the Strategic Growth Areas.</p> <p>The CPP By-law will identify areas where new parks are needed in an appendix.</p>
<p>5.4 Urban Design</p> <p>...</p> <p>5.4.2 Buildings and Sustainable Design</p> <p>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.</p>	<p>5.4 Urban Design</p> <p>...</p> <p>5.4.2 Buildings and Sustainable Design</p> <p>d. Building heights should be designed to appropriately transition to adjacent areas through application of <u>a 45 degree angular plane setbacks, step backs, landscape buffering, and/or other design measures,</u> or as otherwise directed by Urban Design Guidelines established by the City.</p>	<p>Council directed the removal of building height restrictions and angular plane requirements in the Official Plan for Strategic Growth Areas. Height and transition will be addressed in the CPP By-law.</p>
<p>6.0 INFRASTRUCTURE POLICIES</p> <p>6.2 Transportation: A Linked Community</p> <p>...</p> <p>6.2.7 Parking</p>	<p>6.0 INFRASTRUCTURE POLICIES</p> <p>6.2 Transportation: A Linked Community</p> <p>...</p> <p>6.2.7 Parking</p>	<p>Removed reference to “accessible housing” in (b) as zoning does not distinguish parking rates</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>a. Adequate and accessible off-street parking and loading areas shall be provided for all permitted uses. Specific requirements for vehicular and bicycle parking shall be articulated in the Zoning By-Law.</p> <p>b. The City may consider the payment of cash-in-lieu of parking for all or part of the off-street parking required by a proposed development located within Strategic Growth Areas or a proposed development for affordable and/or accessible housing.</p> <p>c. The City may enter into partnerships and/or develop a system for the provision of adequate off-street parking in defined parts of the City. Development of shared parking spaces between public service facilities and municipal parks is encouraged where the facilities are within walking distance.</p> <p>d. The City shall provide bicycle parking facilities at all municipally owned and operated facilities to promote the use of bicycles as an alternative to motor vehicles. Site Plan approval will require consideration of bicycle parking facilities for all new development.</p> <p>e. Development shall include context appropriate on-site vehicular and bicycle parking, as required in the Zoning By-Law. Vehicular parking is encouraged to be located in parking structures, either above or below grade, however, surface parking lots are permitted. Parking lots are subject to the following development requirements:</p> <p>i. Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape;</p> <p>ii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and,</p>	<p>a. Adequate and accessible off-street parking and loading areas shall be provided for all permitted uses. Specific requirements for vehicular and bicycle parking shall be articulated in the Zoning By-Law.</p> <p>b. The City may consider accepting the payment of cash-in-lieu of parking for all or part of the off-street parking required by a proposed development located within Strategic Growth Areas or a proposed development for affordable <u>and/or accessible</u> housing.</p> <p><u>c. Development that is eligible for cash-in-lieu of parking is discouraged from seeking additional parking reductions.</u></p> <p><u>d.</u> The City may enter into partnerships and/or develop a system for the provision of adequate off-street parking in defined parts of the City. Development of shared parking spaces between public service facilities and municipal parks is encouraged where the facilities are within walking distance.</p> <p><u>e.</u> The City shall provide bicycle parking facilities at all municipally owned and operated facilities to promote the use of bicycles as an alternative to motor vehicles. Site Plan approval will require consideration of bicycle parking facilities for all new development.</p> <p><u>f.</u> Development shall include context appropriate on-site vehicular and bicycle parking, as required in the Zoning By-Law. Vehicular parking is encouraged to be located in parking structures, either above or below grade, however, surface parking lots are permitted. Parking lots are subject to the following development requirements:</p> <p>i. Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape;</p>	<p>by accessible housing. Furthermore, it is challenging for the City to regulate what constitutes fully accessible housing and to define what this threshold would look like in the policy.</p> <p>Added Policy (c) to align with the recent Cash-in-Lieu of Parking Policy, which discourages parking reductions where cash-in-lieu of parking is eligible.</p> <p>(f)(iv) and (g)(v) are added based on public feedback on the desire to support EV charging infrastructure.</p> <p>Added language to promote carshare programs, as per the Transportation Technical Memo.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>iii. Access to parking facilities shall be from secondary public roads, wherever possible.</p> <p>f. New City-owned structured parking facilities shall be subject to the following development requirements:</p> <p>i. Parking facilities shall be appropriately designed and landscaped to complement the urban streetscape;</p> <p>ii. Parking facilities shall include bicycle parking on the main level;</p> <p>iii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and,</p> <p>iv. Access to parking facilities shall be from secondary public roads, wherever possible.</p>	<p>ii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and;</p> <p>iii. Access to parking facilities shall be from secondary public roads, wherever possible; and;</p> <p><u>iv. Electric vehicle charging infrastructure is encouraged.</u></p> <p>g. New City-owned structured parking facilities shall be subject to the following development requirements:</p> <p>i. Parking facilities shall be appropriately designed and landscaped to complement the urban streetscape;</p> <p>ii. Parking facilities shall include bicycle parking on the main level;</p> <p><u>iii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and</u>;</p> <p><u>iv. Access to parking facilities shall be from secondary public roads, wherever possible; and</u>;</p> <p><u>v. Electric vehicle charging infrastructure is encouraged.</u></p> <p><u>h. The City may enter into partnerships and/or develop a system for the provision of carshare services.</u></p>	
<p>7.0 Implementation</p> <p>7.4 Zoning By-Laws</p> <p>7.4.1 The Comprehensive Zoning By-Law</p> <p>a. Zoning By-Laws, prepared in accordance with the provisions of the Planning Act, shall implement the policies of this Plan by regulating the use of land and the character, location and use of buildings and structures. The Zoning By-Law may be more restrictive than the provisions of this Plan. It is not intended that</p>	<p>7.0 Implementation</p> <p>7.4 Zoning By-Laws</p> <p>7.4.1 The Comprehensive Zoning By-Law</p> <p>a. Zoning By-Laws, prepared in accordance with the provisions of the Planning Act, shall implement the policies of this Plan by regulating the use of land and the character, location and use of buildings and structures. The Zoning By-Law may be more restrictive than the provisions of this Plan. It is not intended that</p>	<p>To enable the use of CPPS in lieu of zoning by-law</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>the full range of uses, built forms, or heights permitted by this Plan will be permitted by the Zoning By-Law in all locations.</p> <p>b. Within three years of the approval of this Plan, the existing Zoning By-Law will be reviewed and amended, or a new Zoning By-Law prepared and adopted, to conform to the policies of this Plan, in accordance with the Planning Act.</p> <p>c. Until such time as the Zoning By-Law is amended, the existing Zoning By-Law shall remain in effect. However, any Amendment to the existing Zoning By-Law shall be required to be in conformity with this Plan.</p> <p>d. Areas of the City that were annexed into the City are subject to the applicable Township Zoning By-Laws that were in effect for these areas prior to their annexation. These By-Laws remain in effect until they are replaced by the City's Zoning By-Law.</p> <p>e. The City may, in the Zoning By-Law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions.</p>	<p>the full range of uses, built forms, or heights permitted by this Plan will be permitted by the Zoning By-Law in all locations.</p> <p>b. Within three years of the approval of this Plan, the existing Zoning By-Law will be reviewed and amended, or a new Zoning By-Law prepared and adopted, to conform to the policies of this Plan, in accordance with the Planning Act.</p> <p>c. Until such time as the Zoning By-Law is amended, the existing Zoning By-Law shall remain in effect. However, any Amendment to the existing Zoning By-Law shall be required to be in conformity with this Plan.</p> <p>d. Areas of the City that were annexed into the City are subject to the applicable Township Zoning By-Laws that were in effect for these areas prior to their annexation. These By-Laws remain in effect until they are replaced by the City's Zoning By-Law.</p> <p>e. The City may, in the Zoning By-Law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions.</p> <p>f. <u>Notwithstanding Policy 7.4.1(a), the City may use a community planning permit by-law, in lieu of a zoning by-law, for the purpose of implementing the objectives and policies of this Plan within areas identified as community planning permit areas.</u></p> <p>g. <u>Any requirements, standards, conditions, criteria set out in the policies of this Plan that are related to zoning are deemed to also apply in the context of a community planning permit by-law.</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>7.7 Site Plan Approval</p> <p>a. Site Plan Approval is a tool used to achieve high-quality site and building design. It is used to achieve appropriate siting and massing of development and to ensure safety, accessibility, and compatibility of a development within the site context and overall urban landscape. It is also used by the City to secure land for road widenings and to implement streetscape improvements in public boulevards adjoining development sites. Site Plan Approval is one of the key tools for implementing the City’s policies on urban design in accordance with this Plan, and any current or future Urban Design Guidelines.</p> <p>b. The City will establish, by By-Law, a Site Plan Approval Area which will encompass all of the lands within the boundaries of the City and will be applicable to all development or redevelopment.</p> <p>...</p>	<p>7.7 Site Plan Approval</p> <p>a. Site Plan Approval is a tool used to achieve high-quality site and building design. It is used to achieve appropriate siting and massing of development and to ensure safety, accessibility, and compatibility of a development within the site context and overall urban landscape. It is also used by the City to secure land for road widenings and to implement streetscape improvements in public boulevards adjoining development sites. Site Plan Approval is one of the key tools for implementing the City’s policies on urban design in accordance with this Plan, and any current or future Urban Design Guidelines.</p> <p>b. The City will establish, by By-Law, a Site Plan Approval Area which will encompass all of the lands within the boundaries of the City and will be applicable to all development or redevelopment.</p> <p>...</p> <p>i. <u>Notwithstanding Policy 7.7(a) and 7.7(b), the City may use a community planning permit by-law, in lieu of a site plan control by-law, for the purpose of implementing the objectives and policies of this Plan within areas identified as community planning permit areas.</u></p> <p>j. <u>Any requirements, standards, conditions, criteria set out in the policies of this Plan that are related to site plan control are deemed to also apply in the context of a community planning permit by-law.</u></p>	<p>To enable the use of CPPS in lieu of site plan control by-law</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>7.20 The Community Planning Permit System</p> <p>a. The Community Planning Permit System is an additional implementation tool that may be used by the City to ensure the goals, objectives and policies of this Plan are realized. The Community Planning Permit System is intended to be a flexible planning tool that combines zoning, Site Plan Approval, and minor variance processes into a single process.</p> <p>b. Before passing a By-Law to establish a Community Planning Permit Area, an Official Plan Amendment shall be required to:</p> <ul style="list-style-type: none"> i. Identify the area to which the Community Planning Permit System applies; ii. Set out the scope of the authority that may be delegated and any limitations on the delegation, if the City intends to delegate any authority under the Community Planning Permit By-Law; iii. Specify goals, objectives, and policies of the Community Planning Permit Area; iv. Set out the types of criteria and conditions that may be included in the Community Planning Permit Bylaw; v. Identify the classes of development or redevelopment that may be exempt; vi. Specify height and density provisions; and, 	<p>7.20 The Community Planning Permit System</p> <p>a. — The Community Planning Permit System is an additional implementation tool that may be used by the City to ensure the goals, objectives and policies of this Plan are realized. The Community Planning Permit System is intended to be a flexible planning tool that combines zoning, Site Plan Approval, and minor variance processes into a single process.</p> <p>b. — Before passing a By-Law to establish a Community Planning Permit Area, an Official Plan Amendment shall be required to:</p> <ul style="list-style-type: none"> i. — Identify the area to which the Community Planning Permit System applies; ii. — Set out the scope of the authority that may be delegated and any limitations on the delegation, if the City intends to delegate any authority under the Community Planning Permit By-Law; iii. — Specify goals, objectives, and policies of the Community Planning Permit Area; iv. — Set out the types of criteria and conditions that may be included in the Community Planning Permit Bylaw; v. — Identify the classes of development or redevelopment that may be exempt; vi. — Specify height and density provisions; and, 	<p>Provide enabling policies in the Official Plan, including guiding principles to implement a CPP By-law.</p> <p>It is noted that Bill 17 allows the Minister of MMAH to set the minimum setback distance based on a prescribed percentage without a need for a zoning by-law amendment. This applies to ZBA for urban residential lands located outside of the Greenbelt Plan area, outside of 120m of flood regulated areas and 300m of railway, and for applications with more than 10 residential units. However, Bill 17 doesn't apply to CPPS under Section 70.2 of the <i>Planning Act</i>.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>vii. Specify complete application requirements.</p> <p>c. The City may, in a By-Law passed under the Planning Act, establish a Community Planning Permit System for one or more Community Planning Permit Areas within the City.</p>	<p>vii. Specify complete application requirements.</p> <p>c. The City may, in a By-Law passed under the Planning Act, establish a Community Planning Permit System for one or more Community Planning Permit Areas within the City:</p> <p>a. All lands within the City of Peterborough are designated as a Community Planning Permit Area. Council will adopt one or more Community Planning Permit By-laws under Section 70.2 of the <i>Planning Act</i>, as amended, to establish a Community Planning Permit System in one or more geographic areas of the City, or city-wide.</p> <p>b. Until a Community Planning Permit By-law is approved and in effect for all or part of the City, the existing zoning by-law and site control by-law for the same areas will continue to apply in the City.</p> <p>c. Any Community Planning Permit System will support, at a minimum, the following guiding principles, as applicable:</p> <ul style="list-style-type: none"> i. Conform with the City’s Official Plan; ii. Streamline the development approvals process; iii. Set a clear and transparent decision-making process; and, iv. Commensurate growth in development with community benefits. <p>d. Within an area where a Community Planning Permit By-law has been enacted, a Community Benefits Charge By-law, a Zoning By-law, and Site Plan Control will not apply.</p>	<p>The CPPS principles are based on feedback from the public through workshops, open houses and online surveys.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
	<p>e. <u>Pursuant to the provisions of the <i>Planning Act</i> and associated regulations, a Community Planning Permit By-law will:</u></p> <ul style="list-style-type: none"> i. <u>Contain a description of the area to which the by-law applies, which must be within the boundaries of the area identified in the Official Plan;</u> ii. <u>Set out and define permitted and discretionary uses;</u> iii. <u>Set out a list of minimum and maximum development standards;</u> iv. <u>Set out any internal review procedures for Community Planning Permit decisions;</u> v. <u>Describe notification procedures for Community Planning Permit decisions;</u> vi. <u>Set out criteria for determining whether a proposed use or development is permitted;</u> vii. <u>Describe the process for amending Community Planning Permit By-law, Community Planning Permit agreements and pre-existing Site Plan Agreements;</u> viii. <u>Outline any conditions of approval that may be imposed;</u> ix. <u>Set out the scope of delegated authority, including any limitations; and,</u> x. <u>Include exemptions for any class of development or use of land from the complete information and material requirements for applications under a Community Planning Permit By-law.</u> <p>f. <u>Where a Community Planning Permit By-law has been enacted, Council may delegate to staff, a Committee, or a body appointed by Council the approval or issuance of Community Planning Permits.</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<p><u>Limits on and criteria for such delegation will be established in the Community Planning Permit By-law.</u></p> <p>g. <u>A Community Planning Permit will not be required for the following:</u></p> <ul style="list-style-type: none"> i. <u>Any development that has plans and drawings approved as schedules to a Site Plan Agreement may proceed with development in accordance with the approved Site Plan and transition provisions of the Community Planning Permit By-law; and</u> ii. <u>Any use or development explicitly exempted within the Community Planning Permit By-law.</u> <p>h. <u>The City shall require that adequate pre-consultation with the City and other affected agencies as outlined in the Community Planning Permit By-law, occurs prior to the submission of a Community Planning Permit application.</u></p> <p>i. <u>For a Community Planning Permit application to be deemed complete, the City will require the provision of additional supporting information or material required to allow full consideration of the application, as outlined in the Community Planning Permit By-law. The scope of the information or material required for each application shall be determined as part of the pre-consultation process.</u></p> <p>j. <u>If a Community Planning Permit By-law is enacted, the use and development of land within the Community Planning Permit Area must comply with the permitted uses, standards and criteria set out in the</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<p><u>Community Planning Permit By-law, unless the proposed use or development is exempted from a permit as indicated in the Community Planning Permit By-law. For the purposes of policies within Section 7.20 of this Plan, “development” shall have the same meaning as defined in Ontario Regulation 173/16.</u></p> <p>k. <u>The criteria for approving a development, use of land, discretionary use or variation to the Community Planning Permit By-law provisions shall be set out in the Community Planning Permit By-law, subject to demonstrating the following to the satisfaction of the City and other approval authorities, as appropriate:</u></p> <ul style="list-style-type: none"> i. <u>The proposed development conforms to the City's Official Plan;</u> ii. <u>The proposed development does not result in significant off-site adverse effects or negative impacts, or any potential significant off-site adverse effects or negative impacts can be mitigated;</u> iii. <u>The proposed development has regard for provincial and municipal guidelines and technical studies;</u> iv. <u>The proposed development conforms with provincial plans and is consistent with the Provincial Planning Statement; and,</u> v. <u>The proposed development complies with provincial regulations and standards, as amended.</u> <p>l. <u>The Community Planning Permit By-law may outline provisions to issue a Community Planning Permit for an extension or enlargement of a non-conforming use, building or structure, as a discretionary use, provided the proposal conforms with the intent, objectives, and</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<p><u>policies of this Plan and the criteria set out in the Community Planning Permit By-law.</u></p> <p>m. <u>Where existing Site Plan Agreements are registered on a property pursuant to Section 41 of the Planning Act, an agreement under the Community Planning Permit By-law may be registered on title, the effect of which would amend the Site Plan Agreements and schedules so long as such amendments comply with the applicable provisions of the Community Planning Permit By-law.</u></p> <p>n. <u>The Community Planning Permit By-law may allow for variations to a development standard as specified in the Community Planning Permit By-law.</u></p> <p>o. <u>Any proposal for a use which is not listed as a permitted or discretionary use in the Community Planning Permit By-law, or which exceeds the limit of variation permitted in the Community Planning Permit By-law will require an amendment to the Community Planning Permit By-law. An application to amend a Community Planning Permit By-law must be supported by a comprehensive planning rationale, details of public engagement and applicable supporting studies. The scope of the information or material required for the amendment shall be determined as part of the pre-consultation process.</u></p> <p>p. <u>The City may impose conditions and grant provisional approval prior to final issuance of a Community Planning Permit. The Community Planning Permit By-law may require an applicant to enter into and</u></p>	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<p><u>register an agreement on title with the City to address some or all of the conditions of approval imposed on a Community Planning Permit.</u></p> <p>q. <u>The Community Planning Permit By-law may establish a condition that requires the provision for specified facilities, services or matters or in-kind contributions in exchange for a specified height or density of development which may be within the minimum and maximum development ranges set out in the by-law or the possible variations from the standard that may be authorized. The Community Planning Permit By-law shall establish a proportional relationship between the quantity or monetary value of the facilities, services and matters that may be required and the height or density of development that may be allowed.</u></p> <p>r. <u>Notwithstanding the maximum height within this Plan, for lands located within a Community Planning Permit Area, the City may permit additional building height with the provision of facilities, services and matters, in accordance with applicable regulations within the implementing Community Planning Permit By-law, without an amendment to this Plan.</u></p> <p>s. <u>The City may impose the following types of conditions as a condition of approval:</u></p> <ul style="list-style-type: none"> i. <u>Any of the types of conditions listed in Ontario Regulation 173/16;</u> ii. <u>A condition that requires payment in lieu of a matter that is otherwise required;</u> 	

Existing Official Plan Policies	Proposed Amendments	Rationale
	<ul style="list-style-type: none"> iii. <u>Any other type of condition that is required to ensure the safety and security of persons, property, and the natural environment;</u> iv. <u>A condition that establishes lapsing periods for development permit approval after which the approval is rescinded;</u> v. <u>A condition which establishes a set time within which the development permit is in effect; and,</u> vi. <u>A condition which puts a development permit issuance on hold until a specified time or specified matter(s) has/have been addressed.</u> 	
<p>7.21 Pre-Consultation and Complete Application Requirements 7.21.1 Pre-Consultation Meeting</p> <p>a. Consultation with City Staff prior to the submission of an application requiring a Planning Act approval is encouraged in all instances.</p> <p>b. The intent of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s) and identify the need for, and the scope of other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).</p> <p>c. The City shall determine the information and materials necessary for submission with the application based on the nature of the application, and in accordance with the list of studies identified in this Plan. This determination will set out clear requirements for a complete application.</p>	<p>7.21 Pre-Consultation and Complete Application Requirements 7.21.1 Pre-Consultation Meeting</p> <p>a. Consultation with City Staff prior to the submission of an application requiring a Planning Act approval is encouraged in all instances. <u>Pre-consultation with City staff is required for a Community Planning Permit.</u></p> <p>b. The intent of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s) and identify the need for, and the scope of other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).</p> <p>c. The City shall determine the information and materials necessary for submission with the application based on the nature of the application, and in accordance with the list of studies identified in this Plan. This determination will set out clear requirements for a complete application.</p>	<p>Require pre-consultation for CPP permit applications.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>7.21 Pre-Consultation and Complete Application Requirements 7.21.2 Complete Application Requirements</p> <p>a. In addition to the prescribed information to be submitted under the Planning Act for applications for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval and Consent, the City may also require the submission of additional information and material to assist in the review of an application before the application is deemed complete. This additional information will be identified through pre-consultation and/or upon receipt of an application made under the Planning Act that has not been subject to pre-consultation and may include:</p> <p>...</p> <p>vii. Planning:</p> <ul style="list-style-type: none"> – Planning Justification Report; – Affordable Housing Report; – Rental Housing Conversion Assessment; – Urban Design Report and Streetscape/Public Realm Plan; – Strategy for public consultation and consultation report; – Health Assessment; – Record of Consultation with Indigenous Communities; – Sustainability Report/Summary of Climate Mitigation and Adaptation Plan; 	<p>7.21 Pre-Consultation and Complete Application Requirements 7.21.2 Complete Application Requirements</p> <p>a. In addition to the prescribed information to be submitted under the Planning Act for applications for an Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval, Community Planning Permit, and Consent, the City may also require the submission of additional information and material to assist in the review of an application before the application is deemed complete. This additional information will be identified through pre-consultation and/or upon receipt of an application made under the Planning Act that has not been subject to pre-consultation and may include:</p> <p>...</p> <p>vii. Planning:</p> <ul style="list-style-type: none"> – Planning Justification Report; – Affordable Housing Report; – Rental Housing Conversion Assessment; – Urban Design Report and Streetscape/Public Realm Plan; – Strategy for public consultation and consultation report; – Health Assessment; – Record of Consultation with Indigenous Communities; 	<p>Add Community Services and Facilities Study to the list of complete application requirements in order to identify areas that are poorly served by existing community services and facilities, including parks and open space.</p> <p>It is noted that Bill 17 deems the information / studies submitted as a part of applications to “meet the application requirement” if the info / study was prepared by a “person authorized to practice a prescribed profession”. This applies to OPA, ZBA, site plan control, plan of subdivision, and consents. This came into force on June 5, 2025. It’s noteworthy that Bill 17 doesn’t apply to CPPS under Section 70.2 of the <i>Planning Act</i>.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<ul style="list-style-type: none"> – Park Concept Plan; – Recreation Feasibility Study; – Recreation Needs Assessment; – Neighbourhood Character Analysis; and, – Building Massing Study; – 	<ul style="list-style-type: none"> – Sustainability Report/Summary of Climate Mitigation and Adaptation Plan; – Park Concept Plan; – Recreation Feasibility Study; – Recreation Needs Assessment; – <u>Community Services and Facilities Study;</u> – Neighbourhood Character Analysis; and, – Building Massing Study; – 	
<p>8.0 Interpretation and Definitions</p> <p>...</p> <p>8.2 Definitions</p>	<p>8.0 Interpretation and Definitions</p> <p>...</p> <p>8.2 Definitions</p> <p><u>Community Planning Permit Area</u> <u>An area within a municipality that is subject to the regulations and provisions of a Community Planning Permit By-law as adopted by Council.</u></p> <p><u>Community Planning Permit System</u> <u>A land use planning tool under The Planning Act that combines the Zoning By-law, Site Plan Control and Minor Variance approvals into a single permit application and approval process. The Community Planning Permit System establishes regulations, permitted uses, standards, and criteria for variations for development within a Community Planning Permit Area.</u></p>	<p>Definitions needing to be updated based on the City undertaking a city-wide CPPS.</p>

Existing Official Plan Policies	Proposed Amendments	Rationale
<p>Development (not bolded in text)</p> <p>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:</p> <ul style="list-style-type: none"> a. activities that create or maintain infrastructure authorized under an environmental assessment process; or b. works subject to the Drainage Act. 	<p>Development (not bolded in text)</p> <p>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:</p> <ul style="list-style-type: none"> a. activities that create or maintain infrastructure authorized under an environmental assessment process; or b. works subject to the Drainage Act. <p><i>For the purposes of policies within Section 7.20 of this Plan, “development” shall have the same meaning as defined in Ontario Regulation 173/16.</i></p>	

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Engagement Overview and Key Themes

Table 1: Summary of Community Engagement Events

Date	Event	Public Participation Rate
September 30, 2024	City and Agency Working Group Meeting #1	n/a
October 17, 2024	Community Advisory Group Meeting #1	n/a
October 28 to November 22, 2024	Online Survey and Mapping Poll #1	195 people
October 29, 2024	<ul style="list-style-type: none"> Coffee Conversation at McDonnell Activity Centre Business and Property Owners Group Meeting #1 	33 people
November 13, 2024	Pop-up Booth at Peterborough Regional Farmers' Market	40 people
November 26, 2024	City and Agency Working Group Meeting #2	n/a
December 2, 2024	Update to Council at its General Committee meeting	n/a
December 10, 2024	<ul style="list-style-type: none"> Community Advisory Group Meeting #2 Business and Property Owners Group Meeting #2 	n/a
February 6, 2025	Community Meeting at Healthy Planet Arena	130 people
February 6 to March 5, 2025	Online Survey and Mapping Poll #2	212 people
March 4 to 5, 2025	Pop-up Booths at Trent University and Fleming College	120 people
March 10, 2025	Update to Council at its General Committee meeting	n/a
April 22, 2025	Update to Council at its General Committee meeting	n/a
April 30-May 1, 2025	Council Engagement Workshops	n/a
May 14, 2025	Community Advisory Group and Business and Property Owners Group Joint Meeting #3	n/a
April 10, 2025	City and Agency Working Group Meeting #3	n/a
April 29, 2025	<ul style="list-style-type: none"> Williams Treaties First Nations Roundtable #1 Urban Indigenous Organizations Roundtable #1 	n/a
June 17, 2025	Community Meeting at Miskin Law Community Complex	28 people

Date	Event	Public Participation Rate
June 17 to July 30, 2025	Online Survey #3	300 people
June 24, 2025	<ul style="list-style-type: none"> • Williams Treaties First Nations Roundtable #2 • Urban Indigenous Organizations Roundtable #2 • Online Community Meeting 	24 people
July 10, 2025	City and Agency Working Group Meeting #4	n/a
July 23, 2025	Pop-up Booth at Peterborough Regional Farmers' Market	50 people
September 17, 2025	Statutory Public Open House for proposed Official Plan Amendment	100 people
September 18, 2025	<ul style="list-style-type: none"> • Williams Treaties First Nations Roundtable #3 • Urban Indigenous Organizations Roundtable #3 	n/a

What We Heard – General Themes and Findings

Based on What We Heard for the community engagement events summarized in **Table 1**, the following general themes and findings emerged:

- Clear and transparent decision-making and community engagement are important
- Flexibility needed – control what really matters and enable creativity
- Built up, not out – ensure built environment, services and amenities that promote active and healthy living
- Concerns regarding intensification and tall buildings – need to regulate building heights, built form and transition, allow flexibility to support the retention of heritage
- Priority needs to be given to fiscal responsibility and addressing the cost of living
- Attract and retain business and industry
- Community facilities and infrastructure need to correspond with growth (e.g., active and public transportation improvements, services to support aging population)
- Concerns with adequacy and access to green space – priority should be given to quality and usability of green spaces over quantity
- Need for green building standards, green infrastructure and climate change mitigation and adaptation measures
- Community benefits should be fair and proportionate to the increase in building height and density
- The overarching vision, objectives and guiding principles of the Official Plan continue to reflect community values and priorities

1.0 Introduction

1.1 Project Background

The City of Peterborough is replacing its Zoning By-law with a city-wide Community Planning Permit By-law. The CPP By-law will regulate how land is used and create a framework for development approvals for all lands within the city. The CPPS is a land use planning tool which combines three current development approval processes (Zoning By-law Amendments, Minor Variances and Site Plan applications) into one single application and approval process. The resulting CPP By-law will support the implementation of the City’s Official Plan and vision for new development and redevelopment.

1.2 Purpose of Engagement

The CPP By-law is intended to facilitate a positive change in how development approvals are processed, so it is important that the community understands what is changing and has an opportunity to share feedback through this process before the By-law is finalized and implemented. The engagement stages will directly inform the development of the following key deliverables of the project, which include:

1. A Secondary Plan/Updated Official Plan policies for the Strategic Growth Areas; namely:
 - a) The Central Area;
 - b) Water Street (North) Corridor;
 - c) Chemong Road Corridor;
 - d) Clonsilla Avenue & Charlotte Street Corridor;
 - e) Lansdowne Street West Corridor;
 - f) Lansdowne Street East Corridor; and,
 - g) Armour Road (North) Corridor.
2. City-wide Community Planning Permit By-Law; and,
3. Implementation support, including training materials and training for City Staff and developers.

All public and stakeholder consultation is front-ended, meaning it is part of implementing the CPPS-enabling Official Plan policies and preparation of the CPP By-law itself. The ability to appeal the CPP By-law to the Ontario Land Tribunal (OLT) is limited to a public body or landowners within the CPP By-law area, if they made written or oral submissions as part of the Statutory Public Meeting before the by-law is passed. Once in place, decisions on a community planning permit (CPP) application may only be appealed by the applicant to the OLT. There are no third-party appeals for CPP applications.

1.3 Engagement Objectives

The following engagement objectives guide and inform the engagement process:

1. Deliver a broad-based public engagement program, with attention to reaching populations that do not typically participate in similar planning processes.
2. Clearly define the scope of engagement in terms of decisions to be made in each meeting/at each milestone in the project process.
3. Explain why this project is being undertaken and the anticipated benefits to the community and make clear why engagement in the project process is important given the change that will result regarding growth and the current/traditional development approvals process in the subject areas.
4. Gain insight from a variety of voices and perspectives to align with local needs, priorities, and aspirations.
5. Engage early and often with Indigenous Rights Holders and organizations on the approach and contents of the Secondary Plan and CPP By-law.
6. Meaningfully involve participants (public, Indigenous rights holders, and other interested and impacted parties) by providing the information they need to participate in advance of each meeting/session, and documenting feedback in a transparent process.
7. Keep the community well informed about the project and progress as key deliverables are developed and in alignment with each round of engagement by committing to the following principles:
 - Provide materials in a clear, appealing, and accessible manner;
 - Provide an open, transparent, and inclusive approach that supports dialogue;
 - Promote an educational, transparent and collaborative planning process; and,
 - Leverage a range of platforms and channels for communication to provide accessible opportunities to participate.

1.4 Engagement Process

The planned engagement approach is built around five (5) main themes of the project with seven (7) rounds of engagement as illustrated in **Figure 1**. The community engagement program for the preparation of the CPP By-law runs from June 2024 to Spring 2026.

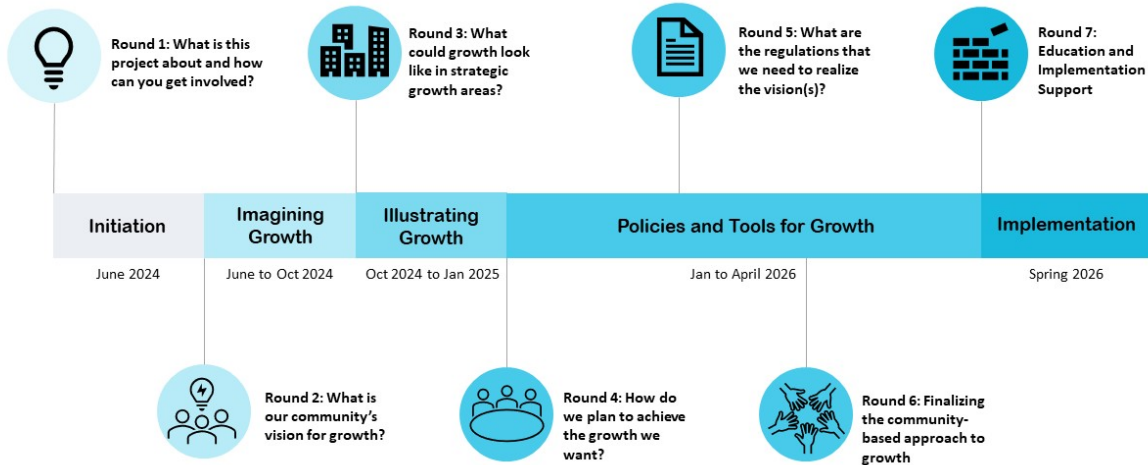


Figure 1: Engagement Process

2.0 How We Engaged

2.1 Project Website (Information, Online Surveys and Mapping Polls)

We created two project webpages on Connect Peterborough: one for the Strategic Growth Areas and one for the City-wide CPPS. All relevant documents, including reports, community engagement materials and video recordings are posted to the project webpages. The project website was also used to host a series of online surveys and mapping polls.



Figure 2: Introductory Video

We also created a short video and interactive StoryMap (**Figures 2 and 3** respectively) to provide an overview of the CPPS project and provide 3D model scenarios to explain the trade-offs for development through the CPP tool. As of July 2025, both webpages have generated over 8,500 page visits and 765 contributors.

Land Acknowledgement Where We Are Growing Shaping Our City Project Overview Understanding the Trade-Offs Visualizing the Opportunities Looking Ahead

The City can layer on additional requirements through the Secondary Plan and Urban Design Guidelines to elevate the quality of design and improve built form.

Residential Units: 184 units
 Commercial Space: 1,852 square metres
 Height of Buildings: 3-12 storeys
 Green/Open space: 1,138 square metres





Portion Eligible for Community Benefits: 5 storeys

Scenario 1C

[View Scenario 1C](#)

Through the Community Planning Permit By-law, the City can offer the developer permission to build taller in exchange for including affordable units and additional community benefits, in this case more park space.

Residential Units: 263 units
 Commercial Space: 3,098 square metres
 Height of Buildings: 10-18 storeys

Building Height

Through the Community Planning Permit System, allowing taller buildings means the City has an opportunity to secure community benefits.

Project Overview

- Official Plan (2023)**
Our latest Official Plan sets out a clear vision for the future.
- Urban Design Guidelines (2023)**
The Urban Design Guidelines work in tandem with the Official Plan and Secondary Plan, to create a path to more comfortable, climate resilient and appealing site design and neighbourhoods.
- Secondary Plan (Underway)**
The Secondary Plan will lay out more specific area-level policies to guide growth directions over the next 25 years. The Secondary Plan will update the Official Plan policies for the City's Strategic Growth Areas and will be implemented by the City of Peterborough.

Figure 3: StoryMap Screenshots

2.2 Social Media and Traditional Media

We advertised project information, particularly upcoming community engagement events, through media releases and all of the City’s social media platforms (i.e., Facebook, X/Twitter from September 2024 to March 2025, Instagram and LinkedIn – see **Figure 4**). The project also has been featured in the Peterborough Examiner, PTBO Today, PTBO Canada, Arthur (Trent University), KawarthaNOW and local radio.

2.3 Email Newsletters

We provide regular email updates to over 1,200 email subscribers. The email updates inform subscribers of upcoming events to learn more about the project and provide feedback.

2.4 Open Houses

We have hosted four (4) in-person public open houses and one (1) virtual public open house, which obtained 315 attendees in total. In-person events have been hosted at the following locations listed below:

- McDonnel Street Activity Centre
- Healthy Planet Arena (see **Figure 5**)
- Miskin Law Community Complex

2.5 In-Person and Virtual Meetings

We held in-person and virtual meetings with targeted engagement groups described in **Section 3.0** of this report.

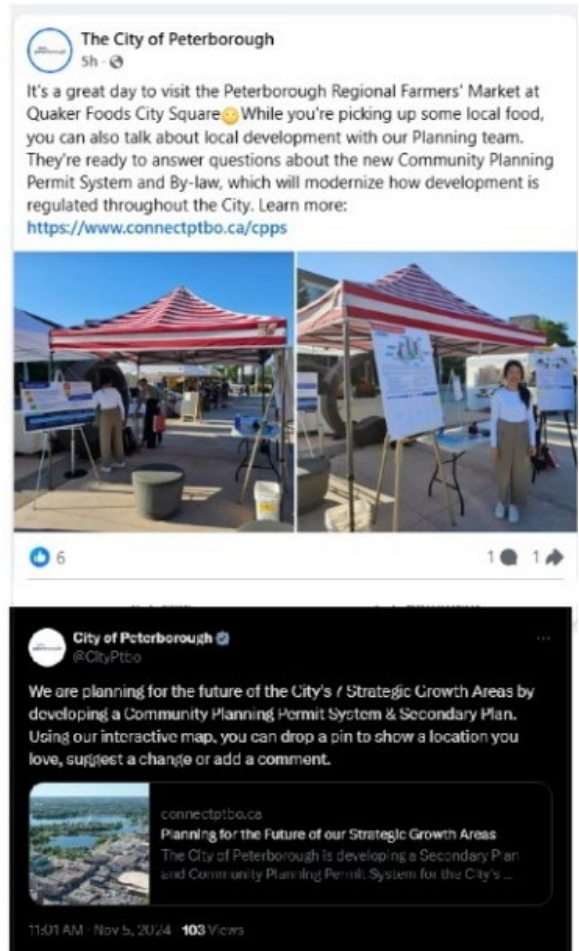


Figure 4: Social Media Posts



Figure 5: Healthy Planet Arena CPPS Open House

2.6 Pop-up Booths

We hosted four (4) pop-up events to engage community members during their day-to-day activities, increase project awareness across a broader range of demographic groups and reduce barriers to participation. The pop-ups have provided community members with additional opportunity to learn more about the project, ask questions and provide feedback to the project team. We engaged with over 200 people through the pop-up sessions shown in **Figure 6** at the following events/locations:



Figure 6: Photos of Pop-up Booth Events

- Peterborough Square Mall (Peterborough Regional Farmers' Market)
- Quaker Foods City Square (Peterborough Regional Farmers' Market)
- Trent University
- Fleming College

3.0 Who We Heard From

3.1 Targeted Engagement Groups

In addition to the broader community and Council, we identified four (4) key engagements groups to collaborate with the Project Team through the various phases of the project:

- 1) City and Agency Working Group;
- 2) Community Advisory Group;
- 3) Business and Property Owners Group; and,
- 4) Indigenous Communities and Organizations.

1) City and Agency Working Group

The City and Agency Working Group is comprised of staff from various City departments, school boards, Conservation Authority, County of Peterborough and utilities.

2) Community Advisory Group

The Community Advisory Group (CAG) is intended to represent a large cross-section of various community priorities and interests, including environment, climate change, housing, active transportation, arts and culture, heritage and parks. More specifically, the CAG includes representation from the following organizations:

- GreenUp
- For Our Grandchildren
- ReImagine Peterborough
- One City Peterborough
- Age Friendly Peterborough
- United Way Peterborough
- Electric City Culture Council (EC3)
- New Canadians Centre
- Peterborough Architectural Conservation Advisory Committee
- Peterborough Bicycle Advisory Committee
- Accessibility Advisory Committee
- Arenas, Parks and Recreation Advisory Committee
- Peterborough Environmental Advisory Committee PEAC
- Four (4) community-at-large members
- Councillor Kevin Duguay

The CAG's purpose is to provide a forum for feedback, where members can provide informed input and bring forward the perspectives of their organizations/communities for the duration of the project. The CAG provides advice to the project team on the study, feedback on the development of the public consultation process and engagement materials and insights into the key issues related to the study.

3) Business and Property Owners Group

The Business and Property Owners Group includes representation from the following organizations:

- AON Inc.
- Ashburnham Realty
- Atria Developments
- Greater Peterborough Chamber of Commerce
- M. J. Davenport & Associates Ltd
- Habitat for Humanity Peterborough & Kawartha Region
- Peterborough and the Kawarthas Home Builders Association
- Peterborough Downtown Business Improvement Area (DBIA)
- TVM Group
- Trent University
- Fleming College
- Unity Design Studio
- Aside Architects
- EcoVue Consulting
- Councillor Joy Lachica

4) Indigenous Communities and Organizations

Per the engagement objectives in **Section 1.3**, we engaged early and often with Indigenous Rights Holders and organizations on the approach and contents of the Secondary Plan and CPP By-law. We sent project invitations to Indigenous Rights Holders and hosted roundtable group meetings with Williams Treaties First Nations, namely:

- Curve Lake First Nation
- Hiawatha First Nation
- Alderville First Nation
- Chippewas of Scugog Island First Nation
- Chippewas of Rama First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation

We also hosted roundtable group meetings with urban Indigenous Organizations indicated in the list below. Invitations were also extended to staff from Fleming College's Indigenous Knowledge and Relations, Trent University's First Peoples House of Learning, Peterborough Native Learning Program and Georgian Bay Native Womens' Association - Simcoe County.

- Nogojiwanong Friendship Center
- Nijkiwendidaa AnishnaAbekwewag Services Circle
- Lovesick Lake Native Women's Association
- Haliburton Kawartha Northumberland Peterborough Health Unit (formerly Peterborough Public Health)
- Peterborough Community Health Centre

3.2 Demographics of Online Survey Participants

Figures 7-9 summarize the demographics of survey participants that provided responses to the voluntary demographic questions for the three online surveys conducted on Connect Peterborough. Participants were also asked about their familiarity with City planning processes and initiatives.

Online Survey #1: Imagining the Future of our Strategic Growth Areas

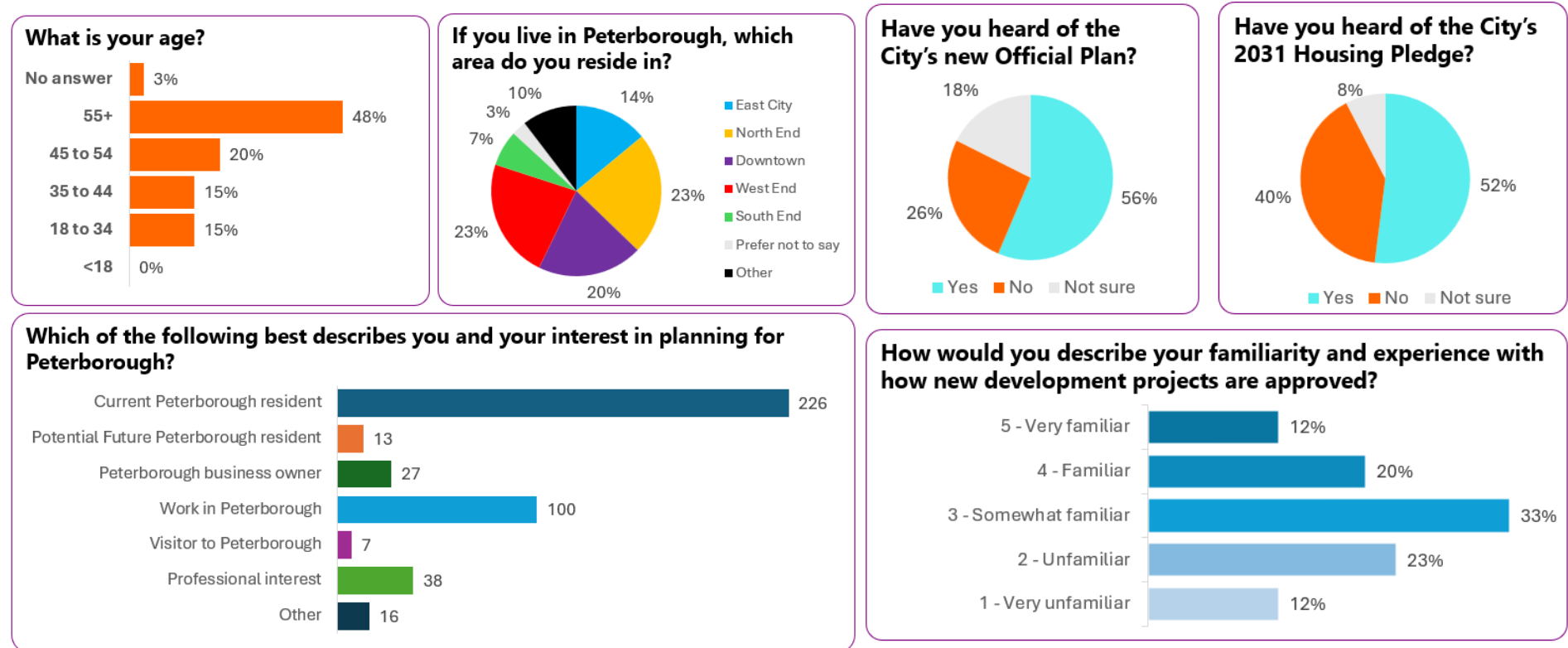
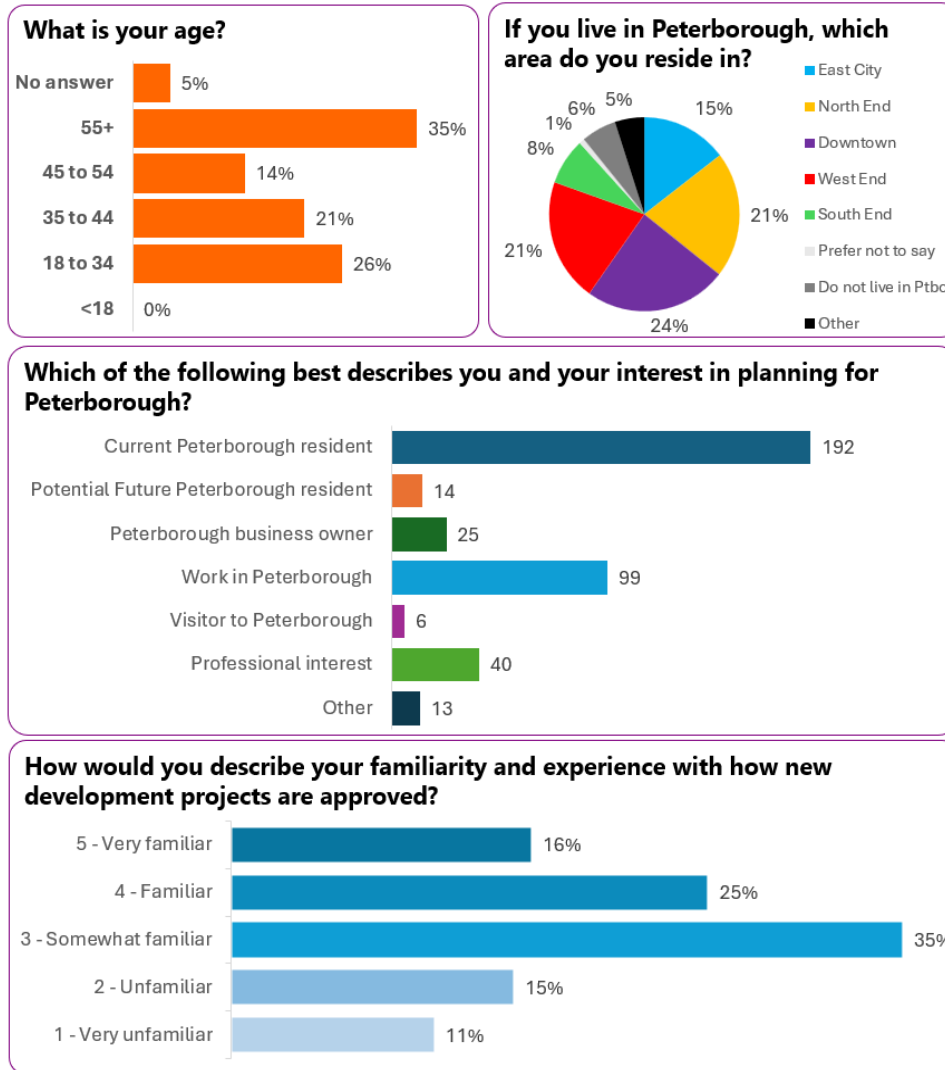


Figure 7: Survey #1 Demographics Charts

Total online survey respondents: **250**

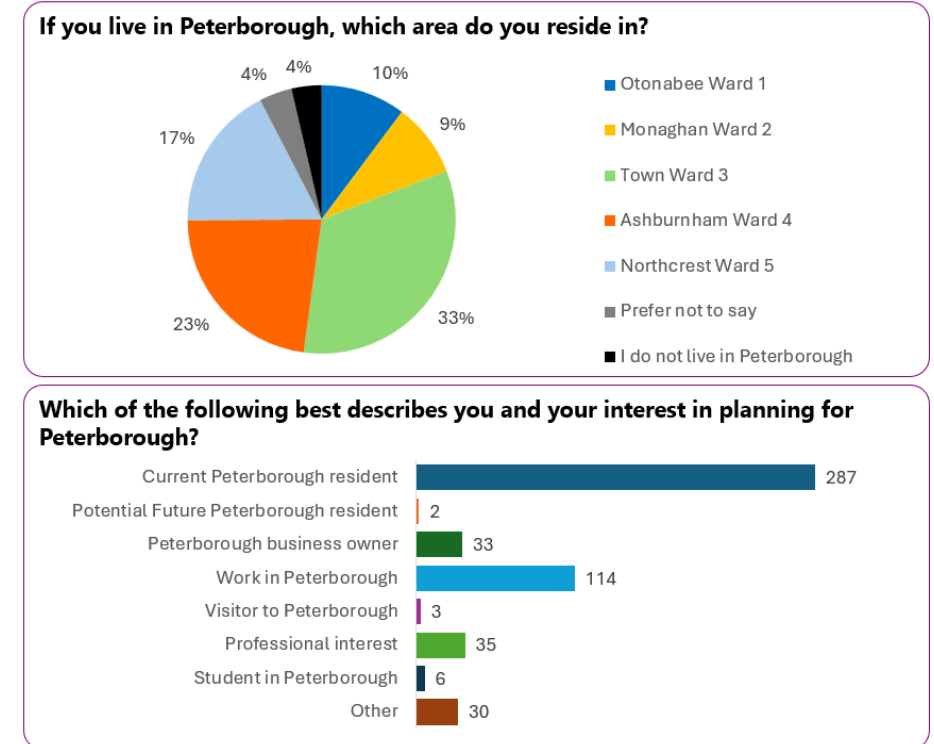
Online Survey #2: Making Choices around Growth



Total online survey respondents: **219**

Figure 8: Survey #2 Demographics Charts

Online Survey #3: Development in Peterborough – Our Priorities



Total online survey respondents: **308**

Figure 9: Survey #3 Demographics Charts

4.0 What We Heard

4.1 Rounds 1 and 2: Project Initiation and Imagining Growth

4.1.1 Online Survey #1

Survey participants were asked to affirm the overarching vision and objectives for the Strategic Growth Areas. The feedback received re-affirms that the vision and objectives contained in the Official Plan continue to reflect community priorities for the Strategic Growth Areas, while also suggesting opportunities to enhance existing policies.

Survey responses indicated that Peterborough's sense of community, natural spaces, size and active transportation driven culture are key aspects people like about Peterborough. Participants also reflected on important considerations or concerns as we plan for new development in Peterborough's Strategic Growth Areas including:

- Prioritize development and housing for all demographic groups and income ranges (affordable housing)
- A focus on developing year-round athletic and leisure activities
- Prioritize safety in all aspects (active transportation, public transportation, neighbourhood, etc.)
- Alleviate congestion on roads
- Prioritize intensification and redevelopment rather than sprawl
- Support the unhoused population

Participants were asked how they would like to stay informed and provide feedback on the project as we progress. Preference was expressed for:

- Completing online surveys;
- Reviewing project information online;
- Receiving electronic/email updates; and,
- Attending virtual open houses/presentations generally over in-person events.

4.1.2 Mapping Poll #1

Participants were invited to place pins and comments on a map highlighting the Strategic Growth Areas. The pins were organized into the following categories and the corresponding comments are summarized as follows:

- 1) **Love:** What locations/areas that participants love and would like to see maintained or expanded into the future?
 - The majority of pins in this category were located in the Central Area (i.e., Downtown and Hunter St E) due to public art, pedestrian experience and new development and public events such as MusicFest
 - Parks (Quaker Foods City Square, Millenium Park, basketball courts) and open space (e.g., winter skating on the canal)
 - Natural heritage features (e.g., wetlands)
 - Cycling trails (e.g., Bethune St, East City, Lansdowne St E, Crawford Trail)
 - Community facilities (Canoe Museum, Showplace, Art Gallery, Peterborough Public Library, Zoo)
- 2) **Change:** What needs improving or adding to support future growth?
 - Redevelop low density commercial plazas, vacant stores and sites, including surface parking lots

- Encourage increased density and land uses (e.g., Parkhill/Water/George Water St along river, Clonsilla Ave, area between Wolfe St and Perry St, Museum and Lift Lock area were specifically mentioned in the comments)
- Encourage more point towers over slab construction
- Address food desert in the North end/Trent area
- Concerns regarding housing conditions and suitability for primarily student rental neighbourhoods as well as the conversion of single-family homes into multi-unit student rentals
- Provide indoor sports and recreational facilities
- Concerns regarding parking reductions and any potential impacts to availability of accessible parking spaces
- Improve connectivity, safety and pedestrian and cycling experience along main Arterial Roads (e.g., Lansdowne St) and train tracks

The mapping poll received 194 pins/comments and were used to inform the community vision and identify the issues and opportunities for each of the seven (7) Strategic Growth Areas to be considered in updating the Official Plan policies for the Strategic Growth Areas.

4.1.3 Business and Property Owners Group Roundtable #1

We introduced the project and CPPS during the first roundtable session. The following points summarizes the feedback heard from members of the Business and Property Owners Group:

- This project is an opportunity to implement outcomes from the Mayor’s Housing Task Force
- Would like a CPPS that provides flexibility through the variation to maximize the benefit with staff empowered to make decisions
- Need policies that attract and enable growth
- Proactively consider strategies to minimize the “kinks” in roll-out
- Reduce barriers such as parking requirements, number of studies and conflicting City comments/feedback.
- Provincial requirements may still impact development timelines and ability
- A city-wide CPPS would be beneficial (as opposed to running two development approval systems concurrently)

4.1.4 Community Advisory Group Meeting #1

We introduced the project and CPPS, discussed proposed Guiding Principles for the project and sought feedback on the approach to community engagement. The following points summarizes the feedback heard from members of the Community Advisory Group:

- Would like discussions about transportation/connectivity, housing, and the environment during future engagement for the Strategic Growth Areas and CPPS
- Suggest pop-up engagement at places with diversity (e.g., punk music flea market, Wellness Centre, YMCA, etc.)
- Suggested targeted outreach to students (Trent/Fleming) and newcomers
- Generally, participants envision Peterborough to be well connected for all modes of active transportation, have a unique identity while respecting existing heritage and have a variety of housing/building types to accommodate increased density.

4.2 Round 3: Illustrating Growth

4.2.1 Online Survey #2

The second survey was intended to offer insights on how development decisions are made and to ask survey participants for their preference between three scenarios of a conceptual Industrial Conversion site in the Central Area that is planned for high density mixed-use development, as described in **Table 2**. Nearly half of survey respondents (46%) preferred Scenario 1C as it represented a balance of various development objectives, such as affordable housing, amount of dwelling units and commercial space, urban design and availability of greenspace. The other half of respondents expressed concerns regarding overall building heights and surrounding neighbourhood context, potential shadow and wind impacts, parking availability and access to greenspace.

Participants were also asked two ranking questions regarding development design elements and community benefits. It is noted that based on the survey feedback some participants did not appear to have a consistent understanding of the two ranking questions – these items will continue to be a topic for community engagement for the preparation of the CPP By-law. The list of the following development design elements shows the results of the survey, with items ranked from most to least important:

- 1) Amount of green/open space
- 2) Amount of affordable housing units
- 3) Relationship between the building and the street edge
- 4) Total number of residential units
- 5) Maximum building height
- 6) Shadow mitigation controls (tower stepback and distance from property line)
- 7) Total amount of commercial space

Based on the survey feedback, participants ranked the following community benefits from most to least important:

- 1) Affordable housing
- 2) Active transportation improvements (walking and cycling)
- 3) Parks and open spaces
- 4) Accessible housing for people with disabilities
- 5) Public transit improvements
- 6) Green building design (e.g. green roofs, energy efficiency, low impact development)
- 7) Community facilities (e.g. libraries, recreational facilities)
- 8) Improvements to the public realm (e.g. landscaping, urban forestry, public art, etc.)
- 9) Public parking

We also asked whether there are any other aspects of development design or community benefits that are important to consider – responses are summarized as follows:

- Need for larger and range of dwelling units (e.g., to accommodate work from home)
- Ensure the size of retail spaces and rent enable independent businesses to operate
- Access to services, public transit and amenities
- Environmental design considerations (e.g., retention of mature trees, Crime Prevention Through Environmental Design, bird friendly design measures)
- On-site parking and need for EV charging/roughed-in wiring
- Establishment of minimum densities
- Need for more attractions and community facilities that are suitable for use in the winter (e.g., conservatory)
- Larger/more naturalized parks are better utilized than small parkettes



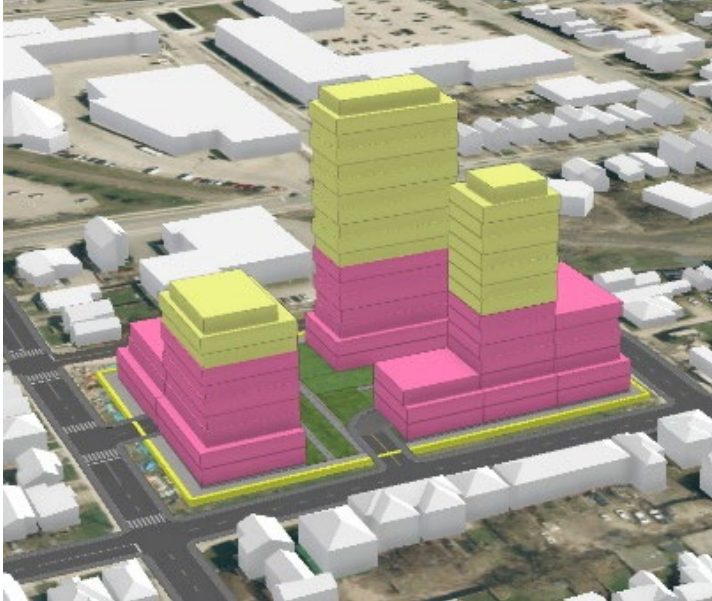
Scenario 1A	Scenario 1B	Scenario 1C
		
<p>Description: At a minimum, the site can be developed in accordance with the current Official Plan permissions, generally allowing for a 12 storey mixed-use building.</p>	<p>Description: The City can improve the design quality of the buildings to reduce shadow impacts and improve the way that pedestrians experience the building from the ground. This is done by applying the City's Urban Design Guidelines through the CPP By-law.</p>	<p>Description: Through the CPP By-law, the City can allow developers to build taller buildings in exchange for providing additional community benefits, such as affordable housing units and additional park space, as depicted in this scenario.</p>
<p>Residential Units: 381 units Commercial Space: 4,501 square metres Height of Buildings: 12 storeys Storeys Eligible for Community Benefits: 5 storeys Green/Open space: 1,448 square metres</p>	<p>Residential Units: 184 units Commercial Space: 1,852 square metres Height of Buildings: 3-12 storeys Storeys Eligible for Community Benefits: 5 storeys Green/Open space: 1,138 square metres</p>	<p>Residential Units: 263 units Commercial Space: 3,098 square units Height of Buildings: 10-18 storeys Storeys Eligible for Community Benefits: 11 storeys Green/Open space: 1,884 square metres</p>

Table 2: Development Scenarios

4.2.2 Business and Property Owners Group Roundtable #2

We provided an overview of the Community Planning Permit By-law, presented a high-level proposed approach to building heights and asked for input on how to engage on complex topics with the public. Feedback received from the Business and Property Owners Group is summarized below by topic:

Feedback on Preliminary Concept

- Prefer no height maximums
- Concern about community resistance to projects
- Concern about land use compatibility in those areas adjacent to General Employment
- Suggest more concerns about the quality of existing parks than new park space
- Suggest no height maximum in Industrial Conversion Area due to contamination issues and higher heights permitted near Little Lake

Feedback on Community Benefits

- Discussed need for the tool to be flexible recognizing that in the fullness of time, community priorities/needs may change
- Can provide affordable housing in exchange for additional height
- Affordable housing needs to be provided in partnership with not-for-profit organizations

Feedback on Engagement Approach

- Suggest dynamic and interactive engagement sessions where there is a clear narrative regarding role of growth and community benefit
- Suggest educational sessions on key themes and ‘punchy’ communication on topics and about how height can look including through the use of 3D images
- Need to communicate to and educate the public on trade-offs, what is currently controlled and possible changes
- Suggest sharing other communities approaches to community benefits
- Suggest youth and family outreach such as through the Family Literacy Day event held at Peterborough Square
- City to follow up on presentation to Downtown businesses

Feedback on Potential CPP By-law Regulation Approach

- Noted current impact and challenge regarding heritage preservation Downtown
- Desire to reduce the number of studies required and provide flexibility on how/when they are required
- Desire for flexibility on how angular plane is considered
- Questions about how the tool can help with retrofit of buildings downtown
- Consider having clear criteria for Class 2 variation so that Class 2 does not become the ‘new’ development standard

4.2.3 Community Advisory Group Meeting #2

We provided an overview of the Community Planning Permit By-law, presented a high-level proposed approach to building heights and asked for input on how to engage on complex topics with the public. Feedback received from the Community Advisory Group is summarized below by topic:

Feedback on Preliminary Concept

- Positive reaction to heights proposed especially in context of potential for community benefits such as affordable housing
- Suggest additional height may need to be permitted in Residential Areas outside of the Study Area
- Thought park improvements more important than new park space in specific geographies
- Desire to see retail/commercial uses encouraged in the Strategic Growth Areas

Feedback on Community Benefits

- Highlighted support and need to consider electric vehicles (EV) as part of proactive planning
- Interest in prioritizing climate lens into the work, such as accepting a different building form for net-zero development
- Supportive of additional height for community benefits such as affordable housing

Feedback on Engagement Approach

- Will need to provide clarity to the public on what the City does and does not control and the role of City and developers
- Suggest sharing what others have done through the tool as part of educating on approach
- Suggest interactive tool to communicate tradeoffs in decision making
- Suggest use of mapping tool for input (similar to Round 2)
- Suggest use of videos to communicate and consider perspectives from different lived experiences
- Would like to see Community Advisory Group and Business and Property Owner Roundtable have a joint meeting as part of the next round of engagement
- Suggested engagement session at the mall and other pop-up locations
- Engage with youth and suggest Ward-based road show

Feedback on Potential CPP By-law Regulation Approach

- Some interest in potential to regulate urban design
- Concerns about Class 2 Staff Variation becoming the 'new' development standard
- Questions about impact of shadows with taller built form

4.3 Round 4: Policies and Tools for Growth

4.3.1 Online Survey #3

Participants were asked to review the draft Guiding Principles for the City-wide Community Planning Permit System – 68% of survey respondents indicated they agree with the draft principles being applied city-wide, while 29% indicated they somewhat agree and 4% indicated they did not agree. The responses of those participants that indicated that they somewhat agree or did not agree with the guiding principles are summarized into themes as follows:

Feedback regarding Complete Communities

- Focus on health and well-being
- Need access to healthcare and doctors
- Ensure the housing built meets needs of residents and provides a mix and range of housing options and affordability
- Concerns of reduced quality of life from growth (pollution, congestion, costs, job availability)

- Push to address downtown vacancies and repurposing contaminated land
- Support aging in place, senior housing and services for aging community
- Concerns of mixed-income housing communities and property values
- Concerns regarding lack of employment/business opportunities/industrial land – need to attract and retain businesses
- Promote good design and design that facilitates neighbourly interaction

Feedback regarding Climate Change and Environment

- Need to integrate climate mitigation measures not just adaptation, resiliency of infrastructure including buildings (e.g., moving beyond net-zero to energy-positive buildings, reduced parking requirements, support of car-share parking, provision of active transportation infrastructure)
- Stronger language and requirements regarding EV/hydrogen charging stations
- Protect natural heritage and work to rescue native plants prior to development
- Prioritize versatile community spaces over single-use facilities
- Maintain public access to waterfront
- Require independent environmental and social impact assessments for developments affecting green spaces, ensuring objective evaluation of impacts on biodiversity and community use.

Feedback regarding Fiscal Responsibility

- Some respondents noted fiscal responsibility should be given priority and expressed concerns regarding the burden on taxpayers and developers

Feedback regarding Arts, Culture and Heritage

- Preserve architectural heritage and encourage adaptive reuse of buildings,
- It is difficult to meet accessibility standards in heritage buildings and do not want these buildings to be destroyed
- Some participants felt the current identity of Peterborough should be celebrated and not changed
- Acknowledge unique needs and history of each neighbourhood

Feedback regarding Transportation

- Acknowledging the role of the private automobile and commercial vehicles – freedom of choice
- Concern for safety of cyclist and pedestrians, lack of public transit efficiency

Feedback regarding Development Approvals Process

- Concern regarding decision-making, oversight and ensuring a fair, transparent and democratic process that reinforces public trust and interests of taxpayers
- Barriers to development – low impact development, distinction that not all housing development will provide range and mix of housing types and unhoused individuals are responsibility of higher levels of government
- Meaningful public consultation needed regarding development
- Ensure property owners and businesses are informed of development decisions
- Engage with Indigenous communities and ensure Indigenous perspectives are reflected
- The new system should also prioritize making development easier rather than creating more bureaucratic barriers - focus on downtown density and economic vitality (e.g., attracting jobs, businesses, and residents through streamlined development processes)

To inform the preparation of the CPP By-law, survey participants were also asked what development measures were important to regulate in the by-law, specifically within low-rise neighbourhoods and the Strategic Growth Areas. Based on the survey responses, the top five development measures (in descending order) within low-rise neighbourhoods were:

- 1) Maximum building height
- 2) Maximum lot coverage for parking/vehicle areas
- 3) Minimum landscaped open space/maximum building coverage on the lot
- 4) Minimum side yard setback (from the neighbouring property boundary)
- 5) Minimum rear yard setback (from the rear property boundary)

Within the Strategic Growth Areas, the top five important development measures (in descending order) based on survey responses were:

- 1) Maximum building height
- 2) Minimum landscaped area/maximum building coverage on the lot
- 3) Minimum Amenity space requirements (for residents within new developments)
- 4) Minimum building step backs (to reduce shadows and sense of tall buildings from the street)
- 5) Minimum tower separation (between neighbouring towers)

We also asked participants to indicate any other measures or aspects of development should be considered/controlled through the city-wide Community Planning Permit By-law, noting there are tradeoffs that impact number of new housing units possible which impacts project feasibility, ability to achieve transit-supportive densities and increased housing supply. The following list provides a high level summary of development measures/aspects that survey respondents indicated that should be considered as part of the CPP By-law:

- Building design elements that align with the City's urban design guidelines (e.g., building podiums, stepbacks, street facing building entrances and active uses, building aesthetics)
- Accessibility/universal design elements
- Ensure regulations are permissive enough to allow for gentle density (e.g., tiny homes, fourplexes, sixplexes, low rise buildings)
- Surface permeability, size and location of driveways
- Reducing or removing minimum parking requirements
- Minimum bicycle parking requirements (e.g., secure bicycle storage)
- Sidewalks
- Fencing (e.g., fence height, location)
- Maximum setbacks (for streetscape and walkability)
- Remove minimum building floor areas or minimum dwelling unit sizes
- Access to open space and food stores
- Protection of the tree canopy and allowing sufficient space for trees to mature
- Green building construction, energy efficiency
- Impacts to water quality and quantity Vehicle parking (e.g., EV charging, locating parking at the rear of buildings)
- Building orientation to minimize the energy needed to heat and cool buildings
- Access to retail and services
- Financial incentives for higher density development and disincentives for low density development
- Focus on genuine public interests (e.g., safety, infrastructure capacity, and environmental protection) while giving property owners flexibility by reducing controls

4.3.2 Joint Business and Property Owners Group and Community Advisory Group Roundtable #3

We shared information regarding the expansion of the CPPS from the Strategic Growth Areas to city-wide, provided an overview of the proposed policy framework for the Official Plan Amendment and CPP By-law and presented the preliminary findings of the market analysis and financial feasibility assessment. Feedback received from this session is summarized as follows:

- With the expansion of the scope of the CPPS to city-wide, a greater number of people/residents will be interested in the project and the consultation program should be adjusted accordingly (e.g., ward/neighbourhood/geographic-based)
- Property owners should be given relevant information regarding the proposed CPP By-law (e.g., their current zoning, what is their proposed precinct, links to the City's website, and contact information for questions); consideration should also be given on how to reach tenants in multi-residential buildings
- Current market conditions are difficult for development activity
- Protect employment areas from encroachment/conversion
- There is benefit to pre-consultation – eliminates uncertainty and identifies study requirements upfront
- There's value in placing on-site signage and information online about applications – the right balance should be struck and consideration should be given to accessibility
- Climate resiliency remains a priority based on community feedback; integrate CPP By-law with Climate Change Action Plan
- Attendees expressed interest in viewing a detailed “What We Heard” report
- Attention should be given to new CPP By-law to improve navigability and provide illustrations, where possible

4.4 Round 5: Policies and Tools for Growth

4.4.1 Statutory Public Open House

Feedback regarding Built Form and Complete Communities

- Attendees expressed opposition to removal of building height and angular plane requirements within the Strategic Growth Areas, other attendees expressed support for intensification along commercial corridors and general support for building up, not out
- Concerns regarding ability to require and implement recommendations of the City's urban design guidelines (e.g., building transitions, green building design)
- The Official Plan Amendment should correspond with timing of the CPP By-law (i.e., Option 1 of Report IPGPL25-018)
- Decisions on the built form (i.e., building heights, angular planes and building transition) require further community consultation, including targeted geographic/neighbourhood-specific engagement sessions
- Some expressed lack of support for proposal to move intensification node/community hub from Sherbrooke/Clonsilla Ave to Sherbrooke/Medical Drive

Feedback regarding Housing and Neighbourhoods

- Need for truly affordable housing for low-income households and support for unhoused

- Different Neighbourhood characteristics should be reflected in the CPP by-law
- Support for policy language encouraging the balanced distribution of small-scale food stores

Feedback regarding Transportation

- Concerns regarding acceptance of cash-in-lieu of parking and potential spin-off effects (e.g., increased on-street parking)

Feedback regarding Development Approvals Process

- Concerns regarding reduction of red tape and streamlining will compromise standards, benefits to the community and opportunities for community consultation – desire for community consultation on development proposals and revisions to proposals, not just notifications
- Concerns regarding delegation of approvals – transparency and accountability needed
- Support requirement for pre-consultation
- CPP By-law needs to uphold Treaty Rights
- New development should provide adequately sized green space, pay for growth-related costs (e.g., hospitals, schools, improvements to public transportation), enhance cultural heritage resources and consider traffic and transportation to enable safe walking and cycling connections
- Development needs to integrate wildfire protection and fire readiness measures

Feedback regarding Community Facilities and Infrastructure

- Preserve existing parks and open space within the Strategic Growth Areas
- Discourage development which blocks public access to waterfront and preserve public access to waterways
- Consideration integration with Cultural Plan

Other Feedback

- Communications regarding the project should be in plain language
- The CPP by-law, once in effect, should be monitored/reviewed on an on-going basis

4.5 Indigenous Communities and Organizations

4.5.1 Williams Treaties First Nations

The feedback received from William Treaties First Nations (WTFNs) is summarized by theme below. While this report includes a compilation of feedback received from WTFNs, it is important to acknowledge the distinction between First Nation groups as Treaty Rights Holders and sovereign nations. It also is noted that as of the date of the third roundtable discussion with WTFNs (i.e., September 18, 2025), engagement has not yet occurred with Alderville First Nation and efforts will continue to be made to engage with Alderville First Nation.

Feedback regarding Indigenous Engagement

- Request inclusion of all seven WTFNs in pre-consultation and development of Terms of References
- WTFNs should have the ability to suggest conditions of approval and additional studies
- WTFNs have limited work capacity to review development applications and it was suggested that flagging projects that may impact Treaty rights could help make the

pre-consultation process more meaningful and manageable for First Nations. A summary table should be provided with each application to flag key value components such as proximity to natural heritage features, woodlands, archaeological study areas, or other culturally significant elements

- Effort should be made to understand the consultation protocols of each First Nation
- Ongoing efforts should be made to maintain respectful contact and provide opportunities for participation, regardless of initial response. It was also noted that there have been instances where developers have falsely claimed to have consulted with First Nation groups when they had not, highlighting the need for clear documentation and verification of consultation efforts
- Suggest that proponents be required or encouraged to contribute to capacity-building efforts to support effective engagement and application review by First Nations.
- Suggest the City to enter into a consultation agreement or Memorandum of Understanding (MOU) with all seven WTFNs
- Interest was expressed in establishing mutual decision-making and oversight about how these cash-in-lieu funds are allocated and spent

Feedback regarding Facilities, Services and Matters

- “Facilities, services, and matters” identified in the CPPS framework may not directly benefit First Nation communities or First Nation membership. There is strong interest in Indigenous gardens, plantings, and public art and the inclusion of these elements in future developments is encouraged
- Request that proportion of affordable housing units be reserved for Indigenous population

Feedback regarding Natural Heritage

- Concerns regarding impact of development on walleye species and fishing rights
- Ensure cumulative effects are assessed; concerns regarding downstream effects and impacts of development/urban expansion on water quality and quantity and other natural heritage features

4.5.2 Urban Indigenous Organizations

The feedback received from Urban Indigenous Organizations is summarized by theme as follows:

Feedback regarding Indigenous Perspectives

- Guiding principles should reflect a diversity of goals, experiences, and understandings, ensuring it is inclusive of Indigenous perspectives and values

Feedback regarding Housing

- The unhoused community is in crisis and disproportionately impacts Indigenous peoples and communities – this topic is not receiving sufficient attention or prioritization in current planning discussions
- It is common for Indigenous cultures that multiple generations to live under one roof – this should be incorporated as a consideration for housing and community development

Feedback regarding Community Facilities and Infrastructure

- Importance of advancing initiatives such as land repatriation, food pharmacies, and creating sacred indigenous spaces within the community was highlighted —with an

emphasis on creating shared spaces that reflect the community's values, support cultural connection, and advance common goals

- Space should be provided for Indigenous seniors, youth and opportunities for intergenerational healing
- Priorities include fostering connection to the land, supporting access to Indigenous medicines and ensuring the tool reflects culturally meaningful outcomes.
- Interest in establishing culturally sensitive facilities for end-of-life care, such as a teepee or ceremonial space that supports Indigenous practices, including sacred fires for urban communities

5.0 Next Steps

The community feedback received will be used to inform the preparation of CPP By-law, including the classes of development, corresponding delegated authority and development regulations. The draft CPP By-law will be released for public review in October 2025 and the final CPP By-law is targeted for approval in Spring 2026. Upon approval of the CPP By-law, we will host education and training workshops to assist City staff, agencies, members of the development and community with the interpretation and implementation of the CPP By-law.