



City of
Peterborough

To: **Members of the General Committee**

From: **Blair Nelson, Commissioner, Infrastructure, Planning and Growth Management**

Meeting Date: **April 13, 2026**

Report: **Zoning By-law Amendment for 349 Parkhill Road East, Report IPGPL26-023**

Subject

A report to evaluate the merits of amending the Zoning By-law for 349 Parkhill Road East to permit a 6-storey apartment building with up to 75 dwelling units.

Recommendations

That Council approve the recommendations outlined in Report IPGPL26-023 dated April 13, 2026, of the Commissioner of Infrastructure, Planning and Growth Management as follows:

- a) That Section 3.9, Exception Number 340 of the Zoning By-law 1997-123, be amended to establish site specific regulations for the property known as 349 Parkhill Road East, in accordance with the Draft Zoning By-law Amendment attached as Appendix D of Report IPGPL26-023; and
- b) That the subject property be rezoned in accordance with the draft Zoning By-law amendment attached as Appendix D to report IPGPL26-023.

Executive Summary

- Moloney Development Corporation is the owner of the subject property and is seeking to develop the land at 349 Parkhill Road East. The proposed Zoning By-law amendment modifies the existing Exception Number 340 that is applicable to the lands to facilitate the construction of a 6-storey apartment building containing 75 residential apartments (Appendix A).

- A concurrent application for Site Plan Approval is under review to address the detailed design of the proposed development. The Site Plan Approval and agreement will address technical design details pertaining to the installation of a flashing beacon on top of the existing hidden driveway sign at the Warsaw Swing Bridge; constructing a pedestrian connection to the nearest transit stop; monitoring arrangements with Parks Canada for vibration impacts during construction; and, payment for the development's proportionate share of downstream sanitary sewer upgrades.
- It is the opinion of staff that the proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement and conforms to the City's Official Plan.

Background

The subject property is located on the South side of Parkhill Road East, adjacent to the west bank of the Trent Severn Waterway Canal. The residential neighbourhood streets of Juliet Road and Woodbine Avenue are west and south of the property. The subject property is currently zoned R.5-340-H and OS.1. The modified R.5 Zoning was established in 2021 when the subject lands were rezoned from R.1 – Residential District to the R.5-340-H – Residential District to facilitate a 3 storey, 55 unit apartment building. The 2021 Zoning By-law Amendment also placed lands south of Curtis Creek in the OS.1 – 'Open Space District'.

The property is approximately 1.49 ha (3.7 ac) in size and is a rectangular-shaped vacant lot. There are no buildings or structures on the property. The Curtis Creek traverses the southern third of the property and travels in a southwest direction, traveling through East City towards the Otonabee River. The Trent Severn Waterway Canal is adjacent to the subject property and is recognized as a National Historic Site of Canada.

The subject application proposes an amendment to the special Exception Number 340 to increase the number of permitted units to 75 and to increase the maximum number of storeys from 3 to 6. This amendment will also modify other parts of the base Zoning By-law and R.5 Zoning District to facilitate the development.

The applicant reconsidered the development potential of their lands following the approval of in effect Official Plan (Council adopted in 2023), and as a result have brought forward the current request. Additional modifications to the regulations are requested to accommodate for the irregular shaped lot line, an omission on the parking coverage in the 2021 amendment, and in response to parking regulations that were brought forward as amendments to the Zoning Bylaw in Spring 2025.

Prior to filing the application – the 2021 version of the development was under site plan review. An evaluation of the site, economics, and recent changes to the planning policy regime with the City's new Official Plan resulted in the applicant reconsidering the ability

of the site to accommodate more units. As a considerable amount of detailed design work and investigation had occurred for these lands prior to this application being received, City staff considered the request of the applicant to have both the subject Zoning Bylaw Amendment and accompanying Site Plan application reviewed concurrently. As such, a concurrent review of SPC 1032 is nearing completion and staff are preparing to finalize the details of the site plan agreement.

A preconsultation meeting was held on March 20, 2024, and a record of preconsultation outlining the requirements for complete Site Plan and Zoning By-law Amendment applications was issued to the applicant on April 23, 2024.

The applicant contacted neighbouring property owners to introduce the proposed zoning by-law amendment and conceptual site plan to the public on March 20, 2025. Concerns raised by recipients of the letter included landscaping, fencing, traffic, driveway entrance relative to the swing bridge, sewer capacity, and design of the building. The applicant provided a record of consultation with the neighbourhood as part of their application, providing details to the residents regarding how various points of concern were to be addressed by the submission.

The first joint Zoning By-law Amendment and Site Plan departmental and agency circulation notice was issued on May 14, 2025. A comprehensive comment letter was issued on July 9, 2025.

In response to the comment letter issued by the City, the applicant made a second submission on December 23, 2025. The updated submission was circulated to agencies and departments with outstanding comments from the first submission and the applicant was provided with a second comment letter on February 3, 2026 – outlining items to finalize prior to bringing the Zoning By-law Amendment component of the file to a Public Meeting. It is anticipated that further refinement to the detailed design components of the submission will continue through the Site Plan approval process.

The basis of the recommendations contained in this report rely on the following materials:

- Planning Justification Report, by LandDesign, dated April 22, 2025, updated December 2, 2025
- Site Plan, by Aside Architects Inc. Dated March 9, 2026
- Urban Design Brief, by LandDesign, Dated April 10, 2025, Updated December 2, 2025
- Shadow Studies, by Aside Architects Inc.
- Heritage Impact Assessment, LHC Heritage Planning & Archaeology Inc., Dated November 28, 2024

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- Environmental Impact Study Addendum, by GHD, Dated December 19, 2025
 - Traffic Impact Study with Appendices, by Asurza Engineers, Dated December 14, 2021
 - Supplemental Letter to Traffic Impact Study, by Asurza Engineers, Dated December 4, 2025
 - Stormwater Management Report, by D.M. Wills Associates Limited, Dated December 2025
 - Stormwater Management Details, by D.M. Wills Associates Limited, Sheet Nos. 300 and 301, Last Revision: 12/11/25
 - Functional Servicing Report, by D.M. Wills Associates Limited, Dated December 2025
 - Noise Impact Study, by GHD, Dated 13 June 2025
 - Architectural Drawings, by Aside Architects Inc., Drawing Nos. a-1.0, a-1.01, a-1.04, a-0.0, a-1.2, a-1.3, a-1.4, a-1.5, a-1.6, a-2.1, a-2.2, Last Revision: December 12, 2025
 - 3D Views by Aside Architects, Dated: December 12, 2025
 - Permeable Paving Details, by D.M. Wills Associates Limited, Sheet Nos. 302, Last Revision: 12/11/25
 - Site Servicing Plan, by D.M. Wills Associates Limited, Sheet No. 400, Last Revision: 12/11/25
 - Asphalt Walkway Grading, by D.M. Wills Associates Limited, Sheet Nos. 502 and 503, Last Revision: 12/11/25
 - Walkway Sections, by D.M. Wills Associates Limited, Sheet No. 504, Last Revision: 12/11/25
 - Landscape Site Plan, by Michael E. McGuire and LandDesign, Drawing No. L-1.0, Last Issued: December 15, 2025
 - Tree Inventory, Preservation and Protection Report, by Treescape (Andrew Smit), Last Revision Date: November 28, 2025
 - Updated Long-Term Stable Top of Slope Assessment (north side of Curtis Creek), Revised, by GHD, Dated 12 December 2025

- Erosion Hazard Limit Assessment (south side of Curtis Creek), by GHD, Dated 12 December 2025
- Geotechnical Investigation Updated, by GHD, Dated: 09 December, 2025
- Zoning Chart, by LandDesign, Revised December 12, 2025
- Response to Comments Chart

The current concept plan and proposed building elevations are attached to this report as Appendix B and C, respectively.

Analysis

City of Peterborough Housing Pledge

On November 27, 2023, Council pledged to support the construction of 4,700 new dwellings by 2031 as requested by the Minister of Municipal Affairs and Housing on June 16, 2023. Provincially, municipal housing pledges are a key tool for ensuring the construction of 1.5 million new homes by 2031 to address an ongoing housing supply and affordability crisis. As of the writing of this report, the City is 34% of the way towards this target (1,601 out of 4,700 units).

This development, with a proposed 75 residential units, represents 1.6% of the target and is an example of the type of development that the City will need to meet its housing target.

Provincial Planning Statement, 2024 (PPS)

Any decision on the proposed Zoning By-law Amendment must be consistent with the PPS which came into effect on October 20, 2024. The PPS provides general direction to municipalities with respect to addressing matters of provincial interest in land use planning.

Section 2.2.1(b)(2) states that “planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the needs of current and future residents of the regional market area by permitting and facilitating all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units.” Planning authorities shall also promote densities for new housing that efficiently uses land, resources, infrastructure, public service facilities and supports active transportation.

The proposed development represents the development of an underutilized property within an existing built-up area of the City. The subject property is served by municipal

water and sanitary sewer infrastructure, and by way of requiring the developer to instate a pedestrian connection to existing transit networks, the development will have improved proximity to parks and schools utilizing multiple modes of transportation to access amenities for daily living.

The subject property is located within the settlement area of the City of Peterborough. In accordance with Section 2.3.1 of the PPS, “settlement areas shall be the focus of growth and development”, and that land use patterns within settlement areas be based on densities and mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, are transit-supportive as appropriate and are freight supportive. It is expected that planning authorities shall support general intensification and redevelopment to support the creation of complete communities, effectively using land and resources.

Section 3.6.2 of the PPS states that “municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.” The proposed development would be serviced by municipal sanitary and water services. The proposed development would connect to existing public water and sanitary sewer services and will be well positioned to support active and public transportation.

A Stage 1 and 2 Archaeological Assessment have been conducted on site, with no further assessments required. The completion of these assessments ensures that the proposed development will not impact archaeological resources, in accordance with Section 4.6 of the PPS.

The PPS establishes policy for the protection of natural heritage features (Section 4.1). Natural heritage features shall be protected for the long term and development, and site alteration shall not be permitted in significant wetlands, significant woodlands, significant valleylands, significant wildlife habitat and significant areas of natural and scientific interest, “...unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions”. The applicant completed an Addendum to the original Environmental Impact Study (EIS) that was prepared in support of the original 2021 development. The EIS Addendum provides recommendations for mitigation measures as it relates to the presence of significant woodlands and significant wildlife habitat on the subject property to ensure that the development proceeds while not negatively impacting those natural heritage features and functions, thus satisfying the Natural Heritage Policies of the PPS. The EIS recommendations will form part of the site plan agreement.

Section 5.2 of the PPS requires that planning authorities shall identify hazardous lands and manage development in these areas in accordance with provincial guidance. Hazardous lands are defined in the PPS as property or lands that could be unsafe for development due to naturally occurring processes – in the case of this site this an erosion hazard. The PPS says that development and site alteration shall not be permitted within areas that would be rendered inaccessible due to the hazard, unless it

has been demonstrated that the site has safe access appropriate for the nature of the development and the natural hazard. GHD conducted a Long-Term Stable Top of Slope Assessment for the property and all development is located outside of the hazard. The hazardous lands will be conveyed to the City per Section 7.11 of the Official Plan. The extent of the hazardous lands to be conveyed will be zoned OS1.

The proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement.

Official Plan

The subject property is designated 'Neighbourhoods' and 'Natural Areas Designation' on Schedule 'A' – Urban Structure; 'Residential' and 'Natural Areas Designation' on Schedule 'B' – Land Use. Parkhill Road East is identified as a Medium Capacity Arterial on Schedule 'D' – Road Network Plan. Schedule E 'Trails and Bikeways Network Plan' identifies a proposed cycling facility along Parkhill Road East and denotes the active off road multi-use trail that is present along the Canal. The southern half of the property is identified as 'Natural Areas Designation' and 'Floodplain Area' on Schedule 'F – City's Natural Heritage System' – coinciding with the lands adjacent to the Creek to the South. This proposal is being reviewed in the context of Section 4.2 Neighbourhoods', Section 4.2.2 'Residential Designation' and the policies for Mid-Rise Residential Development of the Official Plan

The City's Official Plan provides a comprehensive and integrated policy framework that forms the basis of decision making with respect to the physical change of the City. The Official Plan applies to all land use planning decisions made by the City. The planning horizon of the current plan is to the year 2051.

General policies for the Delineated Built-up areas (DBUAs) are identified in Section 3.3.3 of the Official Plan. DBUAs represent lands that are inside of the Delineated Built Boundary. Development in this area is expected to accommodate a maximum of 50% of residential growth to 2051. To accomplish this, future growth is intended through intensifications in locations where infrastructure capacity exists or can be readily improved. Review of the Functional Servicing Report by City Development Engineering Staff resulted in a request for a contribution of the development's proportionate share of the downstream sanitary service upgrades required to service this project. Staff have communicated this to the applicant and payment will be secured through the site plan agreement.

Intensification will facilitate development that responds to changing housing needs, optimizes the use of existing infrastructure and supports public transit. The Official Plan indicates that residential intensification initiatives within the Neighbourhoods will be limited and that this does not mean that Neighbourhoods will not evolve. Their contribution to the intensification target will be primarily through complementary and compatible development on vacant lots, minor redevelopment and infill development and the establishment of additional residential units and garden suites.

The Neighbourhoods designation is primarily residential in nature and, includes a variety of housing types but also includes public service facilities, parks, institutional uses and supportive local retail and service commercial uses.

The objective of the Neighbourhood policies is to encourage the provision of a broad range of housing types with respect to location, size, cost, tenure, design and accessibility, including affordable housing, to meet the needs of all residents. Residential intensification and infill development is encouraged in residential areas where the impacts of development on existing uses can be minimized and where development can efficiently utilize municipal services and facilities.

The Residential designation is intended to accommodate a wide range of housing forms as well as other land uses that are integral to, and supportive of a residential environment. Housing may range in scale from single-detached dwellings to high-rise apartment buildings. The development policies of this designation provide the policy framework to guide the development of uses and various built forms.

The general development policies of the Residential Designation outline the criteria to be evaluated when reviewing an application for development or intensification within the Residential Designation. In addition, there are specific policies for low, mid and high-rise residential development. Buildings greater than 3 storeys but no higher than 6 storeys are considered a mid-rise development.

For residential growth in Neighbourhoods, new development on full municipal services is required. Neighbourhoods are expected to evolve over time, with new development and intensification being evaluated based on the concept of compatible development. Intensification will be achieved primarily through development on vacant lots, infill development and the establishment of additional residential units and garden suites.

In the Residential Designation the following criteria shall be considered:

- i. All development shall be identified as compatible development;
- ii. The type, mix, density, and affordability of the housing form proposed for the site positively contributes to the area and the provision of a diverse housing stock, including a mix of unit sizes;
- iii. The adequacy of municipal services available to the area or to the site, including water, wastewater, and stormwater management services;
- iv. The promotion of active transportation and transit and mitigation of adverse impacts on traffic and the surrounding transportation system;
- v. The adequacy of existing and/or proposed amenities within easy access to serve future residents and the existing community, including public service facilities, commercial opportunities and parks and open spaces;

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- vi. The provision of adequate vehicle and bicycle parking, buffering, and landscaping;
 - vii. The prevention of adverse impacts on cultural heritage features;
 - viii. The appropriate protection of natural features and ecological functions of the Natural Heritage System from negative impacts;
 - ix. The incorporation of sustainability features, including green infrastructure, green building practices, energy conservation measures, and renewable/alternative energy systems;
 - x. The financial viability of life-cycle costs of new and existing infrastructure and public service facilities required to service the development; The phasing of development is consistent with the availability of municipal services and City intensification and/or density objectives; and xii. Where applicable, consistency with approved urban design and architectural control guidelines.

The proposed design is considered a mid-rise building typology. The Official Plan notes that mid-rise residential uses include stacked townhouse dwellings, apartment buildings and other cluster or multiple unit dwellings. New mid-rise residential uses shall have direct access to a collector or arterial road, have convenient access to public transit. If convenient access to public transit is not possible the development may be supported where it has convenient access to high quality active transportation routes, subject to the City's approval. The development shall also be on a site of suitable size and provide adequate landscaping, onsite amenity features and spaces, on site parking, on site waste pickup, buffering and stormwater management features. The development shall be in proximity to amenities such as parks, open spaces, schools, shopping, active transportation routes and other public service facilities. The development shall address the surrounding neighbourhood regarding access points, driveways, landscaping and parking areas, and not cause a traffic hazard.

The proposed development would have direct access to an Arterial Road. The property, by way of the developer constructing an asphalt pedestrian connection to the nearest transit stop, will have access to the City's transit network. The development is adjacent to Open Space along the canal as well as the trail network. The proposed development presents a staff supported shortfall of one of the required motor vehicle parking spaces. The proposal meets the requirements for all accessible parking, loading and short and long-term bicycle parking. Shared and private amenity space are shown in the submitted plans – including balconies and terraces for the units, as well as a shared common room and outdoor terrace for the residents of the building. The applicant is working through the Site Plan Approval process to address the detailed design of stormwater management, landscaping, fencing and waste removal. The proposed development abuts the Trent Canal System, associated pathways and connected green spaces.

As recommended in 2021 and as part of the recommendations contained in this report, the construction an asphalt pedestrian connection from the site to the nearest transit location is recommended as a condition of approval. Details on the design and construction of this connection continue to be reviewed as part of the concurrent site plan approval application. It is also noted that as part of this application, as recommended by the Traffic consultant, and in alignment with previous approvals that have occurred at the subject property, a flashing amber beacon is to be installed along with a hidden driveway sign adjacent to the west bound lane of Parkhill Road East, east of the Swing Bridge.

The Traffic consultant reviewed their original analysis compared to the current proposal and they noted that the new site plan trip generation is higher by a difference of 8 trips during the morning peak hour and 8 trips during the afternoon peak hour. They concluded that based on these low amounts, the additional 20 dwelling units are not substantial enough to change the results of the previous traffic analysis. City Transportation staff concurred with this conclusion.

The Site Plan approval process has been closely aligned with the application for Zoning By-law Amendment, with the applicant having opted to provide supporting materials for the rezoning that are typically required at the detailed design stage. Departmental and agency staff have, through the concurrent Site Plan approval process, reviewed the design and construction details of the proposed walkway connection along Parkhill Road East to connect to the site the nearest transit stop.

The Heritage Impact Assessment submitted with the proposal lays out the parameters to prevent adverse impacts on the adjacent Canal Property, City Heritage Staff accepted the conclusions of the report. A Stage 1 and 2 Archeological Assessment was conducted in advance of the previous development approval of the site and recommended no further archaeological work be required at the property.

Section 4.2.2(h) provides specific polices for mid-rise residential developments – specifying that they are greater than 3 storeys but no higher than 6 storeys and can comprise of apartment buildings. Section 4.2.2 (i) continues to provide policy direction for the review of mid-rise development and matters to consider when processing site specific zoning by-law amendments. The subject property is located on a medium capacity arterial road, with the installation of the asphalt pathway, it will have access to public transit. The site provides required parking, landscaping, indoor amenity space (communal) as well as balconies for each unit. Waste management will be interior to the building. The Stormwater Management solution for the property is sensitive to the site conditions (high ground water table) and will not negatively impact the natural features outside the area of disturbance. Mitigation measures as outlined in the Traffic Impact Study, concurred with City's Transportation Staff will ensure that vehicle movements on and off the property will not create a traffic hazard.

The proposed development generally conforms to the intent of the above noted policies, and the proposed Zoning By-law Amendment aligns with the directives of the Official

Plan. The development will assist in achieving the intensification targets and more importantly introduce a much-needed housing option in the City.

In accordance with Section 42 of the Planning Act, Section 7.12 of the Official Plan, and By-law 90-331, cash-in-lieu of parkland dedication will apply and will be collected at the site plan stage.

Zoning By-law

The subject property is currently zoned R.5-340 - Residential District. This zoning was established in 2021 to facilitate the development of a previous concept advanced by the applicant for a 3-storey 55-unit residential apartment building. A similar lot layout of building footprint and parking was advanced at that time. Exception Number 340 was established at the time to modify the base R.5 zoning as well as other relief that was required to other sections of the Zoning By-law. This previous rezoning also addressed the natural hazard and natural features relative to the lands surrounding Curtis Creek by way of rezoning them to OS-1 – Open Space District. The proposed minor adjustments to the alignment of the OS-1 District are reflective of current digital mapping of the total erosion hazard limit.

To facilitate the proposed development, the Applicant is requesting that the site-specific exception to the R.5 – Residential Zoning District that is applicable to the north half of the site today – Exception Number 340 – be amended to permit the current proposal. The proposed reflects the necessary adjustments needed to accommodate a 6-storey 75-unit residential apartment building.

The modified Exception Number 340 will establish the following:

- Reduce the minimum lot area per dwelling unit to 100 square metres per unit;
- Address the side and rear yard building setbacks relative to the proposed building – including an allowance for an at grade terrace that is located off the common room on the ground floor;
- Increase the maximum number of storeys to 6;
- Increase the maximum lot coverage by parking areas and vehicle movement areas relative to the portion of the lot that will be zoned R.5-340 to 40%;
- Reduce the setback between the parking area to the west side lot line to 2 metres and 1 metre to the rear lot line at the southeast corner of the parking lot;
- Allow the development to have landscape islands in accordance with an approved site plan – to relieve the applicant who has made significant progress on their application prior to the new residential parking provisions coming into effect in Spring 2025;

- To address the shortfall of one of the required motor vehicle parking spaces; and,
- Refine the limits of the OS-1 – Open Space District be in alignment with the findings of the GHD slope stability analysis to align with the total erosion hazard limit.

The above site-specific modifications are proposed in the draft Zoning By-law amendment attached as Appendix D to Report IPGPL26-023.

The proposed Zoning By-Law amendment builds upon the original application processed in 2021 by accommodating growth and intensification consistent with the City's new Official Plan. The setback relief continues to situate the proposed building adjacent to the canal, while maximizing the distance of the building from the adjacent residential properties to the south and west.

This current application recognizes a slight irregularity to the parcel fabric – creating an additional rear lot line along the easterly lot line. With respect to the coverage by parking and driveway areas, the original Zoning By-law Amendment in 2021 did not account calculation wise for the fact that the property would be reduced by approximately half its size due to the rezoning of the lands to OS1 – as such – the request for coverage of 40% in the present proposal does not depart from what was originally contemplated by Council and is based upon the land area associated with the R.5-340 zoned lands. The entirety of the Erosion hazard lands will be conveyed to the City.

The applicant requires relief from one of the required parking spaces due to adjustments to site grading to better accommodate the accessible parking spaces. The proposal complies with the accessible parking and bicycle parking standards contained in the Zoning By-law. Recently introduced landscape buffer requirement of 3 metres from a side lot line—an increase from the previously required 1.5 metres—does require relief, as the proposal provides only a 2-metre buffer along the westerly side lot line. Another pinch point exists at the southeast corner of the parking lot relative to the rear lot line, resulting in a reduction of the setback from 1.5 metre to 1 metre. In addition, amendments to the parking regulations approved in Spring 2025 introduced minimum standards for parking lot island dimensions. Given the advanced stage of the development design, revising the layout to meet these new requirements would result in a significant redesign of the site which would be an immense cost to the applicant. As such, relief from this provision is considered appropriate at this time.

The submission is accompanied by the necessary studies and analysis to ensure conformity with the Official Plan. Generally, staff has no objection to the requested regulations as it will permit a type of built form and use that is desirable in the neighbourhood.

Site Plan Approval

If the proposed Zoning By-law amendment is approved, the proposed development would require Site Plan Approval prior to the issuance of a building permit. Through this process, detail design matters including but not limited to access, parking, landscaping, lighting, and municipal servicing will be reviewed. The applicant, having invested a great amount in technical reports and studies pertaining to previous review of the site, opted to submit this Zoning By-law Amendment application concurrently with an application for Site Plan approval (file number SPC 1042). A comment letter to the applicant dated February 3, 2026 was issued based upon the 2nd submission review of the site plan application – it is anticipated that the applicant will continue to collaborate with staff on finalizing the details of the site plan in anticipation of near term construction. A Site Plan Agreement is presently being drafted by City Staff, pending the approval of the subject rezoning by Council.

The detailed design, review and eventual executed site plan agreement will address matters outlined in Section 42 of the Planning Act along with implementing the recommendations outlined in the various professional reports and studies that were submitted with the subject rezoning application. It is noted that through the concurrent site plan approval process the following will be addressed:

- Conveyance or payment of cash in lieu of parkland in accordance with the Planning Act;
- Walkway connection design and construction along Parkhill Road East to the nearest transit stop;
- Design and installation of flashing light beacon atop of the existing “Hidden Driveways” sign;
- Acknowledgement by the owner that vibration monitoring is required throughout the construction phases and that it is required to provide Parks Canada with pre and post condition assessments on the Canal earthen dams adjacent to the site;
- Compensation and tree replacement in accordance with the Tree Inventory and Preservation Plan;
- Road widening in accordance with the Official Plan requirements (2.21 metres) along the frontage of the property; and,
- Provisions for payment of a proportionate share of the cost of downstream improvements to the local sanitary system \$11,583.25.

Strategic Plan

Strategic Pillar: Growth & Economic Development

Strategic Priority: Plan for mid-density and high-density mixed-use neighbourhoods to make the most efficient use of land and municipal services and provide affordable options for residents.

The proposed amendment would introduce a mid-density development – utilizing existing municipal services. Introducing additional residential unit supply eases the burden on the housing market as a whole – providing affordable options.

Strategic Pillar: Community & Well-being

Strategic Priority: Support opportunities for multi-modal transportation including walking, cycling and transit services.

The proposed development meets the minimum vehicular and bicycle parking requirements. It will include developer-led construction of an asphalt pedestrian connection along Parkhill Road East to Armour Road where there is transit service. The pathway will also connect to the pathway on the Parks Canada Lands to the east, which connect in with the broader trail network in the City. This necessary pathway connection will support the proposed development well in advance of the capital project timing for this stretch of Parkhill Road East.

Engagement and Consultation

Summary of Agency Responses

Agency circulation was issued on May 14, 2025, with a subsequent follow up circulation on December 23, 2025.

Asset Management staff reviewed the circulations and are satisfied with the Functional Servicing Report and its contents. They have requested that the applicant pay the proportionate share of the downstream sanitary service upgrades. The applicant revised the approach and location of the flow spreader in their Stormwater Management Report and design, and staff are satisfied with the proposed approach.

Development Engineering had minor comments on the technical documents submitted that were revised and addressed by the applicant in the second submission. Any remaining items are being reviewed and addressed as part of the site plan approval process.

Transportation staff reviewed the original 2021 Traffic Impact Statement and 2025 addendum prepared by Asurza Engineers. They were satisfied with the conclusion that the additional unit count from 55 to 75 would not result in any required road geometric

improvements. Despite meeting the required stopping distance, the applicant will still install the flashing beacon atop the existing 'Hidden Driveways' sign that is posted east of the swing bridge, as was previously recommended in 2021. This mitigative measures involves the installation of an activation device at the driveway which will connect to the beacon to alert drivers of the driveway entrance. The conclusion of the Traffic study addendum is there is not a substantial enough change to the results from the previous traffic analysis conclusion. There are no road geometric improvements required and that the proposed residential development can take place without significant impact to existing conditions. Transportation staff have no concerns with the shortfall of one of the required parking spaces.

Peterborough Water Services reviewed the application noting that development and or frontage charges are applicable and that water service sizing is the responsibility of the Owner. Upon review of the site location and infrastructure details, Water Services are satisfied with the certification of the engineer that adequate fire flows are available for building protection based on the referenced Building Code details and sprinkler calculations.

Otonabee Conservation Staff reviewed several reports and drawings. They are in the opinion that the application is consistent with Chapter 5 of the Provincial Planning Statement referencing natural hazards. They further recommend that the lands identified as natural hazards (total erosion hazard limit) be zoned appropriately in the City's Zoning By-law. The proposed is not anticipated to create a new or aggravate existing natural hazards. The development of the lands will require a permit under regulation 41/24 Otonabee Conservation's "Prohibited Activities, Exemptions and Permits". The proposal is not in a vulnerable area and Source Protection Plan polices do not apply.

Parks Canada have reviewed the revised submission and note their request for vibration monitoring be developed in consultation with Parks Canada. The vibration monitoring is being requested to ensure there are no construction impacts on the stability of the earthen dam structure that supports the Canal. Planning staff note that this request will be incorporated into the Site Plan agreement details.

The Mississaugas of Scugog Island First Nation (MSIFN) provided comments pertaining to the use of native tree and shrub species for the area – requesting that suitable native alternatives should be included in the plan. The landscape plan does now include additional native pollinator plantings and further selection of appropriate plantings will occur through the Site Plan approval process which will finalize the landscape design of the proposal.

The City's Planning Ecologist reviewed the supporting material and concluded that peak flows to Curtis Creek will be at or below the existing condition levels, the proposed flow spreader has been relocated and will be of a design that will reduce bank channelization, that there are limited pinch points between the flow spreader, retaining wall and some grading and landscaping features relative to the limit of disturbance. Their limited occurrence and location are satisfactory. They note that the EIS

recommendations are to be integrated into the Civil plans and drawings through the Site Plan approval process. The proposal appears to meet the intent of the City's Natural Heritage Policies in the Official Plan.

Heritage Staff reviewed the Heritage impact assessment and archeological assessments conducted on the property and had no additional comments or concerns.

Planning staff are satisfied that the various staff and agency comments have either been addressed through the proposed Zoning By-law Amendment or will be addressed at the Site Plan stage

Summary of Public Responses

The applicant circulated a Project Introduction flyer to all property owners within 120 metres of the subject property and summarised the content of responses received in response to this flyer. Comments and questions were traffic, noise, height, loss of privacy, landscaping treatments, sidewalk connections to the neighbourhood and design of the building. The applicant navigated responses and conversations with these neighbouring residents and have summarized same in their submissions to the City.

The following points provide a general summary of how these public concerns have been addressed:

- The height and proposed density is consistent with the direction for neighbourhoods in the City's Official Plan. The location of the building to being adjacent to the canal will limit overlook on properties directly adjacent to the site. The building is substantially setback at 21 metres from the west side lot line.
- A full 1.8 metre tall solid board fence will be included along the west property line adjacent to the parking area.
- Traffic impacts were evaluated by the consultant and reviewed by City transportation staff – concurring with the findings of the consultants that there are no road geometric improvements required and that the proposed residential development can take place without significant impact to existing conditions. The developer will install a flashing light beacon on top of the existing hidden driveway signage.
- A Landscape Plan will be submitted as part of future applications for Site Plan Approval to implement vegetative buffering between the proposed development and existing residential properties and the canal property to the east. An emphasis has been placed on native vegetation, where possible, as well as on tree species that are fast growing and can survive in urban conditions.
- Municipal infrastructure can support the building as outlined through the Functional Servicing Report submitted with the application. A proportionate share of the downstream sanitary capacity upgrade is payable at site plan approval.

- The owner will agree to the construction of the pedestrian connection along the south side of Parkhill Road East at their own cost. The consulting engineers have prepared the design, and it will be implemented as part of the site plan approval process.
- The location of the construction on site satisfies the requirements of Otonabee Conservation and City Staff relative to the natural hazard and natural heritage features on site.

In accordance with Planning Act requirements, a Notice of Public Meeting for the proposed Zoning By-law/Official Plan Amendment was published in the Peterborough Examiner on March 16, 2026 and was mailed to property owners within 120 metres of the site on March 16, 2026. As of the writing of this report, no written or verbal public comments have been received in response to the Notice.

Budget and Financial Implications

There are no direct budget or financial implications arising from the approval of this application. Under the current rates for development charges, the 75-unit development would generate approximately \$3.3 million in City Development Charge revenue (based on 75 units at \$42,555/unit for city-wide DC and \$1,610/unit for water DC) as well as \$132,750 in Education Development Charge revenue (based on 75 units at \$1,770/unit). These are the in-effect rates as of the writing of this report. In accordance with Sections 4.1 and/or 4.2 of the Development Charges Act, this project may be eligible for exemption from development charges. The final payable development charge will be calculated at the building permit stage. The final charge and any exemptions or discounts due to affordability or other factors would be determined at that time.

The construction of an intensified residential development will also increase the assessed value of the property and in turn also increase the City's tax revenue. This supports the City's financial sustainability and makes more efficient use of the existing services. The value of increase in tax revenue is ultimately determined by the assessed value of the property which will be calculated by the Municipal Property Assessment Corporation (MPAC) once a building permit has been issued.

Conclusion

The applicant is proposing to amend the Zoning By-law to permit a 75-unit residential apartment building. The proposal is consistent with the PPS and conforms with and implements the Official Plan. Staff are in support of this proposal. The proposal will assist the City in achieving its housing pledge to provide at least 4,700 units by 2031. On that basis, staff respectfully recommends that the application be approved.

Attachments

Appendix A: Land Use Map
Appendix B: Proposed Preliminary Concept Plan
Appendix C: Proposed Preliminary Building Elevations
Appendix D: Draft Zoning By-law Amendment

Submitted by,

Blair Nelson, P. Eng.
Commissioner, Infrastructure, Planning and Growth Management

Contact Name:

Brad Appleby, RPP, MCIP
Director, Planning, Development and Urban Design
Phone: 705-742-7777 Ext. 1886
Toll Free: 1-855-738-3755
Email: bappleby@peterborough.ca

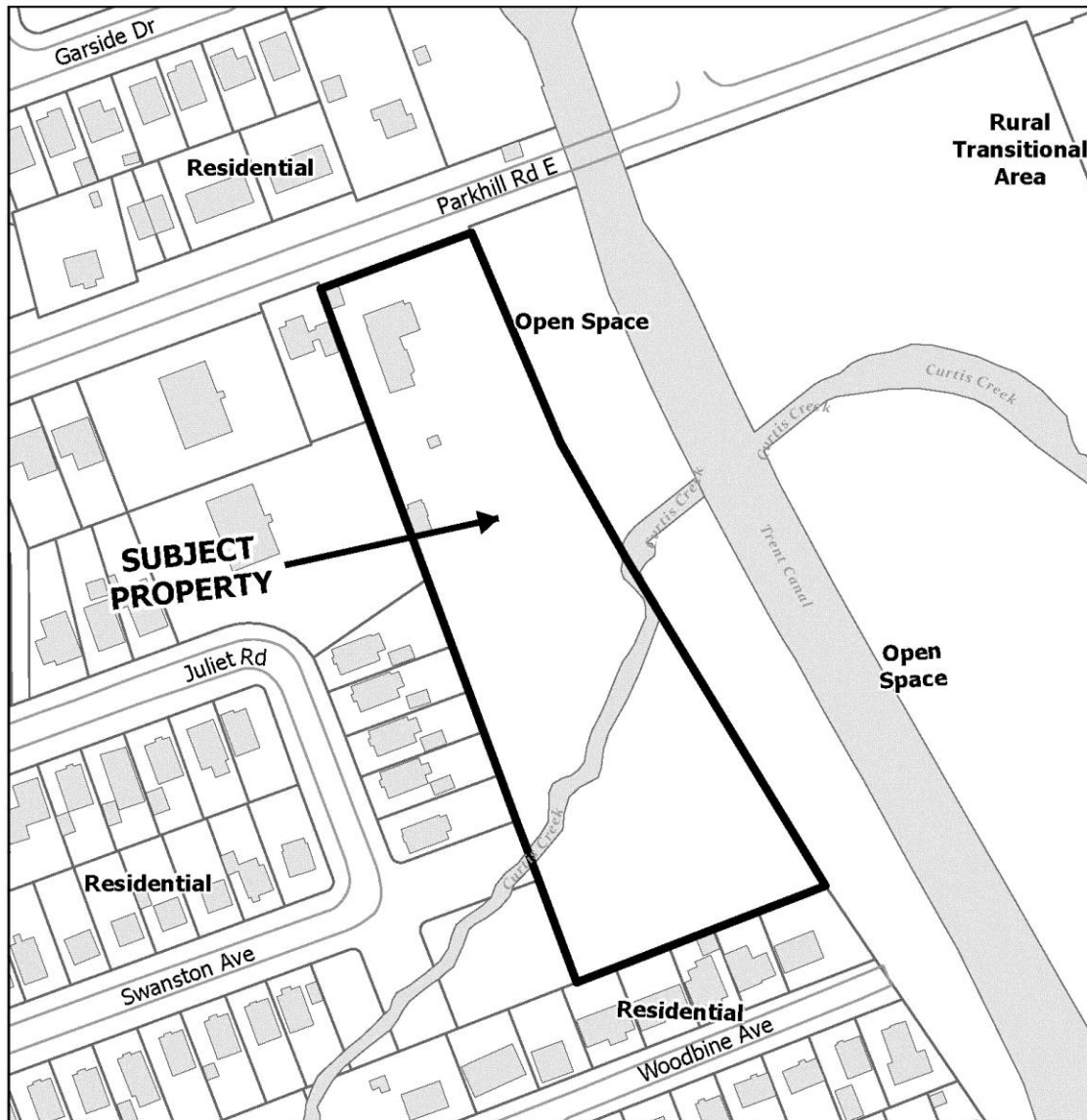
Anne Taylor Scott, RPP, MCIP
Manager, Development Planning
Phone: 705-742-7777 Ext. 1869
Toll Free: 1-855-738-3755
Email: ataylorsscott@peterborough.ca

Christie Gilbertson, RPP, MCIP
Planner, Land Use
Phone: 705-742-7777 Ext. 1776
Toll Free: 1-855-738-3755
Email: cgilbertson@peterborough.ca

Appendix A – Land Use Map

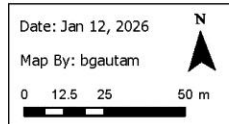
Key Map

File: Z2511 Property Location: 349 Parkhill Rd E

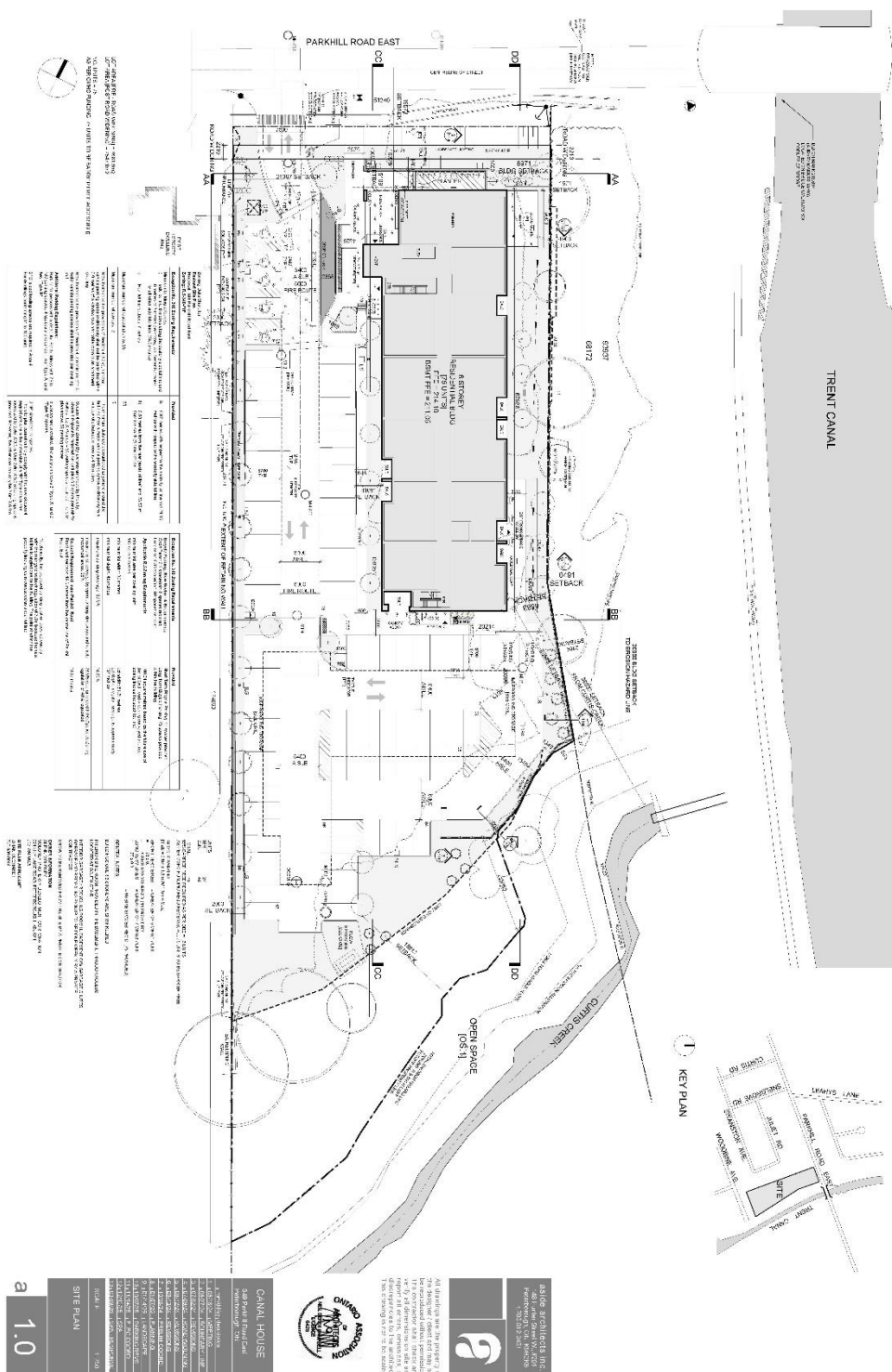


The City of Peterborough Planning, Development and Urban Design Division

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



Appendix B – Concept Plan



Appendix C – Proposed Elevations



349 PARKHILL ROAD | 3D VIEW LOOKING SOUTH TOWARD NORTH ELEVATION | DECEMBER 12, 2025



349 PARKHILL ROAD | 3D VIEW LOOKING NORTH TOWARD SOUTH EAST CORNER ALONG THE CANAL | DECEMBER 12, 2025



Appendix D – Draft Zoning By-law Amendment



City of
Peterborough

The Corporation of the City of Peterborough

By-Law Number 26-[Clerk's Office will assign the number]

Being a By-law to amend the Zoning By-law for the lands known as 349 Parkhill Road East

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

1. That Section 3.9 – Exception 340 of the Zoning By-law be repealed and replaced with the following:

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

Regulation	Requirement
a) Minimum lot area per dwelling unit	100 square metres
b) Minimum building setback	
i) Side Lot Line	i) 6 metres along the easterly side lot line and 21 metres from the westerly side lot line
ii) Rear Lot Line	ii) 6 metres from the easterly rear lot line abutting the canal and 7 metres all other rear lot lines

iii) From the east side lot line to a terrace	1.9 metres
c) Maximum number of Storeys	6 storeys
d) Maximum lot coverage by open parking, driveways and vehicle movement areas	40%
e) Notwithstanding Section 4.3.2 b (ii) of the Zoning By-law, on a lot containing 5 or more motor vehicle parking spaces, such spaces and the driveway thereto shall not be located within 2.0 metres of a side lot line and 1 metre of a rear lot line	
f) Notwithstanding Section 4.14 (a) landscape islands shall be provided in accordance with an approved site plan	
g) Notwithstanding Section 4.2, the minimum number of combined visitor and resident parking spaces shall be 1.18 per dwelling unit	

“

2. That Map 13 forming a part of Schedule ‘A’ to By-law 97-123 is amended by changing the area shown on the sketch hereto as Schedule ‘A’.

By-law passed this 20th day of April, 2026.

Jeff Leal, Mayor

John Kennedy, City Clerk

Schedule A

