THE OFFICIAL PLAN

OF THE

CITY OF PETERBOROUGH

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The Official Plan of the City of Peterborough

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*(Partial Approval with Modifications)*

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SECTION 1

CONTENT AND SCOPE
1.1 DEFINITIONS AND JURISDICTION

The following definitions shall apply wherever referred to in the Official Plan text except where otherwise stipulated.

1.1.1 “Council” shall refer to the Council of the Corporation of the City of Peterborough.

1.1.2 “Planning Committee” shall refer to the Planning Committee of the Council of the City of Peterborough.

1.2 THE OFFICIAL PLAN

The Official Plan of the City comprises this text being Sections 1 to 10 inclusive And Schedule “A” – Land Use Plan; Schedule A-1 – City Structure; Schedule “B” – Major Transportation Plan; Schedule “C” – Flood Plain; Schedule “D” – Development Areas; Schedule “E” – Residential Density Plan; Schedule “F” – Secondary Land Use Plan Reference Map; Schedule “G” – Part of Jackson Creek Secondary Plan; Schedule “H” – Community Improvement Areas; Schedule “I” – Commercial Area; Schedule “J” – Central Area; Schedule “K” – Areas Designated For Adult Entertainment Parlours; Schedule “L” – Downie West Secondary Plan Land Use Plan; Schedule “M(a)” – Lansdowne West Secondary Plan: Harper Park/Peterborough Business Park; Schedule ‘N’ – Auburn North Secondary Plan; Schedule ‘O’ – Industrial Land Use and Table 1 – Residential Development by Secondary Land Use Plan Areas.
1.3 REVIEW OF THE OFFICIAL PLAN

1.3.1 It is the policy of this Official Plan that a general review of this Official Plan shall be done at intervals of not longer than five years, to be coordinated with revisions to the Provincial Growth Plan for the Greater Golden Horseshoe.
SECTION 2

BASIS OF THE PLAN
2.1 GOALS AND OBJECTIVES

Council adopts the following goals and objectives for the Corporation of the City of Peterborough:

2.1.1 The City shall be for ALL the PEOPLE. Maximum effort shall be made to ensure that equal attention is given to the SOCIAL development of the community as well as to the creation of the PHYSICAL structure of the community. Provisions shall be made to ensure ACCESSIBILITY to the facilities of the city by all age groups, by handicapped persons and by other socially and economically disadvantaged.

2.1.2 ADEQUATE areas of land use or LAND DEVELOPMENT OPPORTUNITY shall be made available throughout the city to provide for the needs of all citizens of the City of Peterborough. The distribution of land use development shall provide an EQUITABLE ALLOCATION of employment opportunity, recreational opportunity and retail and service opportunity within close proximity to residential areas.

2.1.3 The DEVELOPMENT of vacant land in the City of Peterborough shall be in an ORDERLY AND SEQUENTIAL MANNER to provide for the most economic and efficient development and programming of private and public services.

2.1.4 Maximum effort should be made to preserve, protect and enhance both the natural and the urbanized landscape by providing careful attention to the integration of development with natural features in the urban environment. Such measures may include preservation and protection of historical properties, regulation of building construction, access to properties, regulation of signs, consideration of natural areas and environmentally sensitive lands. An assessment shall be made of the visual impact of each proposed development in relation to existing structures, land uses, street scape, natural areas and features.

2.1.5 Energy conservation shall be considered in the siting, layout, and construction of buildings and in the design, landscaping and designation of land use within subdivisions, neighbourhoods and communities.
2.1.6 The Land Use Plan and Transportation System shall be developed as complementary parts of the Official Plan to ensure efficient and practical accessibility throughout the City of Peterborough. The Transportation System shall be comprised of an internal network of streets, transit routes, bicycle routes and pedestrian corridors. Medium and High Capacity Arterial Streets of the internal system shall be logically linked to a Provincial and County external roadway system. Bicycle routes within the City shall be appropriately connected to the Trans Canada Trail and other trails developed to the City limits.

2.1.7 RESIDENTIAL development shall endeavour to make ADEQUATE ACCOMMODATION available to all socio-economic groups at an affordable price and to integrate a variety of forms and costs of housing. The location of housing shall be co-ordinated with community facilities such as transportation routes, parks and open space, retail shopping areas, recreation facilities, schools and other private and public facilities.

2.1.8 Growth of the City’s commercial economy shall be planned and promoted so as to maintain and strengthen Peterborough’s role as a regional service centre. Growth shall be based on the needs of the City’s residents, businesses and institutions and those of the surrounding regional area for which Peterborough provides specialized facilities and activities not available locally, and accommodated in accordance with the Commercial Structure policies of Section 2.3 and other provisions of this Plan.

2.1.9 The INDUSTRIAL areas shall provide an adequate supply of land and a suitable inter-mixture or separation of development for industrial manufacturing and employment opportunities as well as industrial service, contracting and transportation facilities to support the functioning of the City of Peterborough.

2.1.10 The shoreline of the Otonabee River and Trent Severn Waterway, supplemented by other key regional and community park areas, shall be set aside as the City’s Major Open Space Areas. A complementary programme to provide active and passive open space and recreation facilities shall be developed to prevent any deficiency in park area and to provide adequate recreation opportunities for the citizens of the City of Peterborough and for visitors to the City. Special emphasis shall be placed on ensuring the continuity and accessibility of a connected system of parkland throughout the City of Peterborough.
2.1.11 Through a program of Community Improvements, the City will strive to maintain and improve existing properties and infrastructure and will encourage public and private investment to provide at least a reasonable living environment for all persons in keeping with community standards and aspirations.

2.2 THE REGIONAL SETTING

2.2.1 In 2001, the City of Peterborough had a population of approximately 74,000 persons and employment of approximately 37,000. The City of Peterborough is a regional centre for residential development, commercial and industrial activity, health care, post-secondary education and recreation and entertainment activities. The Trent Severn Waterway, which continues to have a major impact on the economic development of Central Ontario flows through the heart of the City. The City is within the “outer ring” of municipalities that make up the “Greater Golden Horeshoe”.

2.2.2 The City of Peterborough is the hub of a region; manufacturing, commerce, service, transportation, land use, recreation, social, health services, educational and other activities in the City are part of a larger network comprising the surrounding territory. In recognition of this relationship, the Corporation shall endeavour to liaise with adjoining municipalities in order to devise effective land use and development patterns.

2.2.3 It is recognized that under present circumstances the formulation of policies towards this end is beyond the scope of this document. The City of Peterborough shall consult, co-operate and co-ordinate with adjacent municipalities, the County of Peterborough, the Provincial Government and the Federal Government and their respective agencies to support a satisfactory living environment beyond the City and to ensure that the actions of other government bodies and agencies do not detract from the quality of life.
2.3 COMMERCIAL STRUCTURE

2.3.1 ROLE AND COMPONENTS

The urban structure of Peterborough and its image and identity as a community are profoundly influenced by the locational pattern of commercial functions carried on in the City.

The essence of Peterborough’s commercial structure is illustrated by Figure 1. This commercial structure includes, on a base illustrating the major transportation network serving the City and the schematic distribution of commercial land uses, the following major structural elements:

- Central Area
- Shopping Nodes
- Special Policy Area

These are not necessarily areas exclusively devoted to commercial use.

The Central Area, is the Historic heart of the community and has the broadest range of commercial activity within the City. It is the prime focus of office, cultural and entertainment uses as well as a diverse range of retail facilities including specialty stores, regional uses and services, in addition to stores and services which support its resident population. It is also much more than a commercial area and provides the focus for government activities, community and recreational uses, higher density and specialized forms of housing, heritage sites and buildings, tourist facilities, as well as the site of several key industries. Differing land use designations (identified by Section 4.3.2 and Schedule J of the Plan) reflect this diversity.

The Shopping Nodes are located at strategic locations on the major transportation network in the northwest, southwest and southeast portions of the City. These nodes are primarily retail nodes which have developed historically with a shopping centre generally anchored by a department store. These centres, together with related commercial sites form Shopping Nodes which are intended to continue their function as the principle centres of non-downtown retail and service activity catering to the City and surrounding region. Differing land use designations (identified by Section 4.3 and Schedule 1 of this Plan) are employed within the Shopping Nodes to differentiate the specifics as to range, size and types of use intended for each location.
The Special Policy Area anticipates the arrival, to the Peterborough trade area within this planning horizon, of a unique region-serving retail use that is not presently represented in the region, such as a membership warehouse club. The Special Policy Area is a strategic planning measure to maintain and strengthen Peterborough’s role as a regional service centre. It is intended that the Special Policy Area not duplicate the planned function of a Shopping Node and therefore a department store or similar mass general merchandiser, a retail or wholesale outlet mall, or a retail power centre are not permitted uses.

This commercial structure provides a strong and flexible foundation for the ongoing growth and evolution of Peterborough’s commercial economy in response to the needs of its residents, businesses and institutions and those of the surrounding regional area for which Peterborough provides specialized facilities and activities not available locally. The Central Area together with the Shopping Nodes and Special Policy Area as identified by this Plan are intended to collectively meet these needs, in a manner which provides healthy interaction and balance within the City for the convenience of residents of the City and region, while maintaining the centrality and unique importance of the Central Area. The Commercial designations of this plan are intended to provide a sufficient land base to accommodate the retail needs of the city, until 2011.

Despite the Central Area being the prime focus for entertainment uses, a gaming club or casino is an appropriate facility to be located in the vicinity of The Parkway and Crawford Drive intersection. Such facility shall not include a live performance venue or theatre but may include live music and other performing acts ancillary to the operation of the gaming club or casino

2.3.2 COMMERCIAL STRUCTURE GOALS AND OBJECTIVES

It is the intention of this Plan that the actions of the City, in carrying out its responsibilities with respect to the planning of commercial land uses and the development approval process for commercial developments, shall be guided by the following goals and objectives:

a) To provide for a broad range of commercial activities and services to meet the diverse needs of Peterborough’s residents, businesses and institutions, as well as those from the surrounding areas, and to generate employment, investment and municipal revenues.
b) To promote Peterborough's function as a regional service centre providing the broadest range of activities, goods and services to meet the diverse needs of its own resident population, workforce, business and institutional sectors and visitors, as well as those in a widespread regional area who look to Peterborough for a range and depth of facilities and functions not locally available, within a strong commercial structure focussed on the Central Area and other appropriately located major commercial facilities and areas. Special measures to attract a unique region-serving retail facility will be considered.

c) To support the further strengthening of Peterborough's commercial structure, by providing new retail opportunities in locations which support the planned commercial structure and which also provide convenience to residents, visitors, businesses and institutions.

d) To maintain healthy interaction and balance within the commercial structure by providing a range of locations for new and expanded retail facilities:

i) within the Central Area wherever possible and practical,

ii) at other suitable locations within Shopping Nodes in order to accommodate justified retail facilities, recognizing that the Central Area may not be a viable location in terms of available land or building areas, or other locational attributes, and

iii) for a unique region-serving retail use, other than a department store or similar mass general merchandiser, a retail or wholesale outlet mall, or a retail power centre at a location with particular prominence on the provincial highway network serving the region, preferably in the vicinity of the Highway 7 By-Pass and Lansdowne Street East, subject to re-zoning.

e) To ensure that prospective retail businesses have available a reasonable supply of land at these intended locations, including vacant sites, under-utilized sites and sites for which redevelopment or intensification is appropriate, and that the zoned capacity of such sites, taken collectively, is at all times sufficient to match the anticipated market demands for new or expanded retail facilities in a timely manner which retains the intended structural balance.
f) To require that proposals for major new or expanded retail developments outside the Central Area which are beyond those anticipated by this Plan are subject to studies of market justification and impact assessment which show, to Council’s satisfaction, that the type and size of proposed facilities are warranted, that the planned function of Central Area will not be prejudiced, and that there will not be a loss of healthy interaction and balance within Peterborough’s commercial structure.

g) To maintain the economic vitality, historic and community value of the Central Area, by encouraging the development, redevelopment and rehabilitation of the area for a diverse range of uses, including retailing of all types, office uses, entertainment, cultural and recreation facilities, tourism and hospitality facilities, other types of service commercial uses and businesses, as well as governmental, institutional, residential and community uses. It is the intent of this Plan that, in most instances, Central Area lands will be prezoned to permit the full range and density of uses contemplated for various areas subject to site plan approval and other implementation processes.

h) To increase the amount and intensity of residential uses in and around the Central Area by supporting appropriate multi-unit residential or mixed-use development and redevelopment.

i) To undertake, by both direct municipal action and the encouragement of action by other parties, a programme of on-going improvements in the Central Area to enhance the efficiency, convenience, safety and appearance of the area and the activities it accommodates, including streetscape improvements, waterfront and riverside enhancement, infrastructure upgrading, facilities for off-street and on-street parking, improved vehicular connections and circulation patterns, and facilities for those not travelling by private automobile, including improvements for pedestrians, the elderly and physically-challenged, and those using transit services, taxis, and transportation for the disabled.

j) To provide a wide range of service and facilities which meet the needs of visitors and tourists to Peterborough.
k) To become pro-actively involved in the acquisition, assembly, servicing and zoning of lands for the accommodation of a unique region-serving retail use at the preferred location in the vicinity of the Highway 7 By-Pass and Lansdowne Street East.

l) To foster the re-use of out-moded sites and buildings which are in the Central Area or have significance to the commercial structure and economic well being of the City.

2.3.3 CENTRAL AREA

a) The planned function of the Central Area is to be a multi-faceted activity centre for the City and surrounding region, incorporating retailing of all types, business and professional offices, entertainment, cultural and recreation facilities, tourism and hospitality facilities, other types of service commercial uses and businesses, a number of important industries as well as governmental, institutional, residential and community uses.

b) In order to maintain and enhance the breadth, depth and continued viability of the Central Area’s functions, it is intended that the land use policies for those portions of the Central Area most suited for commercial uses be permitted the broadest practical range of retail and other commercial uses. At the same time, however, the following are regarded as the particular priority functions for the Central Area:

i) those types of small scale higher-order retail facilities such as specialty shopping and comparison shopping which attract and serve residents from throughout the City and surrounding region, business and professional offices, service commercial uses, entertainment facilities including cinemas and theatres, and hospitality and tourist facilities, governmental and community facilities, and
ii) the food, drug and convenience shopping functions, personal services and other facilities which are of particular significance in reinforcing the attractiveness of the Central Area and nearby areas of Peterborough for residential purposes and in maintaining convenience and service for the population residing in those areas.

c) As office development is important to the planned function of the Central Area, new offices in Shopping nodes shall only be small scale and limited to the Shopping Centre Designation. Notwithstanding the office development opportunity prescribed in Section 4.2.6 and 4.3, zoning applications for new office permissions in commercial designations outside of the Central Area, with the exception of major sites referenced in Section 2.3.6 will be deferred until a new Downtown Master Plan has been approved by Council as an amendment to this Plan. The new Master Plan will include an assessment of the office inventory, office vacancies and the impact of vacancies on the planned function of the Central Area. The Master Plan will also provide policies to promote a healthy office sector in the Central Area.

2.3.4 SHOPPING NODES

2.3.4.1 a) Four Shopping Nodes are conceptually identified by Figure 1. These locations have developed and evolved in recent decades in response to planning policies established by the City, as well as demographic and market forces, business decisions and consumer support. These Shopping Nodes comprise Peterborough’s principal concentrations of non-downtown commercial activity, and are the appropriate locations to accommodate ongoing expansion of such commercial activity in accordance with the policies of this Plan. In addition to the more specific directions for individual Shopping Nodes as set out in Sections 2.3.4.2 through 2.3.4.5, the following provisions shall apply.

b) In general, the planned function of a Shopping Node is primarily to provide a range of retail facilities for residents of the City and surrounding region.
c) As cinema and theatre facilities are important to the planned function of the Central Area and are identified as particular priority functions, new uses are not to be permitted in Shopping Nodes nor in the component land use designations.

d) Within Shopping Nodes, the lands intended for existing and future commercial use are identified on Schedule 'I', each subject to the land use policies for that designation as established in Section 4.3 of this Plan. However, among the Shopping Nodes there are significant differences in uses and forms of development as presently existing and as intended for the future. Accordingly, the particular intent of this Plan may vary significantly when addressing different Nodes or different locations within a particular Node.

e) In determining the appropriate extent of commercial land use designations in Shopping Nodes from time to time, and in considering zoning by-law amendment to implement such designations, it shall be the City’s intent that prospective retail businesses seeking to establish or expand in Peterborough will have access to a reasonable supply of suitable land at intended locations, in a timely manner which also retains the intended structural balance, commensurate with anticipated market demands for new or expanded retail facilities.

2.3.4.2 Portage Node

As illustrated by Figure 1, the Portage Node encompasses the Portage Place enclosed shopping mall as well as nearby lands related to the major road frontage on Chemong Road and/or to the existing shopping centre itself. The land use designations (identified by Section 4.3 and Schedule 'I' of this Plan) reflect the following strategic planning intent:

OPA 126
OMB Order 1381
08/04

a) The Portage Node is the planned location for two department stores, one of which is to be located within the Portage Place shopping centre. An alternative utilization of the department store potential in Portage Place for other forms of retail development to enhance the comprehensiveness and suitability of the retail mix under the Major Shopping Centre designation is also recognized.
b) The limited expansion potential of the existing Portage Place shopping centre is recognized, and has previously been approved, with the particular interest being to accommodate expansion of the department store and supermarket anchors. The comprehensive nature of the retail mix provided by the shopping centre, including both large anchor stores and smaller mall tenancies, is to be reflected in its designation as Major Shopping Centre, and in policies which encourage and permit this broad range and mix of uses.

c) Further commercial development in the Portage Node will be accommodated by the off-site lands in the vicinity designated as Special Purpose Retail and Service Commercial. The policies for these lands are to effectively differentiate the type and size of permitted uses from those of the Major Shopping Centre.

d) Smaller retail uses similar to those located in a Major Shopping Centre or the Central Area are not intended for the Special Purpose Retail designation and policies for that designation will restrict retail uses to those meeting or exceeding a specified size.

e) Policies for the Service Commercial designation will focus those lands on automotive and hospitality uses, other services, recreational and institutional uses, and a restricted range of retail uses not suited to other commercial designations.

2.3.4.3 Lansdowne/Parkway Node

As illustrated by Figure 1 the Lansdowne/Parkway Node encompasses two existing shopping centres – the Lansdowne Place enclosed shopping mall and the Zellers Plaza as well as nearby lands related to the major road frontage on Lansdowne Street West, The Parkway and other major streets and/or to the existing shopping centres. The land use designations (identified by Section 4.3 and Schedule ‘I’ of this Plan) reflect the following strategic planning intent:

a) The Lansdowne/Parkway Node is the planned location for only two department stores and two major food stores, one of each located within each of Lansdowne Place and Zellers Plaza.

b) The expansion potentials of both existing shopping centres are recognized and further elaborated by this Plan. In each case, the policies providing for such expansion are intended to accommodate and encourage the upgrading of retail facilities and other uses and elements, and enhancement of the retail mix of both large and small stores suitable to the comprehensive nature of the designation as Major Shopping Centre.
c) In addition to shopping centre expansion, additional commercial development in the Lansdowne/Parkway Node will be accommodated elsewhere within the Shopping Node on lands designated as Special Purpose Retail or Service Commercial. The policies for these lands are to effectively differentiate the type and size of permitted uses from those of the Major Shopping Centre.

d) Smaller retail uses similar to those located in a Major Shopping Centre or the Central Area are not intended for the Special Purpose Retail designation and policies for that designation will restrict retail uses to those meeting or exceeding a specified size. It is recognized that in the Lansdowne/Parkway Node, some smaller uses and building configurations exist at the time of adoption of the Special Purpose Retail designation and policy. It is generally intended that such smaller uses and building configuration be recognized and given reasonable flexibility for ongoing use.

e) Policies for the Service Commercial designation will focus those lands on automotive and hospitality uses, other services, recreational and institutional uses, and a restricted range of retail uses which are not suited to other commercial designations.

2.3.4.4 Summit Node

As illustrated by Figure 1, the Summit Node encompasses an existing shopping centre - the Summit Plaza - as well as nearby lands related to the major road frontage on Lansdowne Street West and Clonsilla Avenue. The land use designations identified by Section 4.3 and Schedule ‘I’ of this Plan reflect the following strategic planning intent:

a) The Summit Node is the planned location of a Shopping Node without a department store, the former K-Mart store having been converted into a Canadian Tire outlet. Accordingly, no land is designated or intended for designation as a Major Shopping Centre in this Node.

b) Any additional commercial development in the Summit Node will occur on lands designated as Special Purpose Retail or Service Commercial. The policies for these lands are to effectively differentiate the type and size of permitted uses from those applicable to the Major Shopping Centre designations in other Shopping Nodes.

c) Smaller retail uses similar to those located in a Major Shopping Centre or the Central Area are not intended for the Special Purpose Retail designation and policies for that designation will restrict retail uses to those meeting or exceeding a specified size. It is recognized that in the Summit Node, some smaller uses and building configurations exist at the
time of adoption of the Special Purpose Retail designation and policy. It is generally intended that such smaller uses and building configurations be recognized and given reasonable flexibility for ongoing use.

d) Policies for the Service Commercial designation will focus those lands on automotive and hospitality uses, other services, recreational and institutional uses, and a restricted range of retail uses not suited to other commercial designations.

2.3.4.5 Willowcreek Node

As illustrated by Figure 1, the Willowcreek Node encompasses an existing shopping centre the Willowcreek Centre as well as nearby lands related to the major road frontage on Lansdowne Street East. The land use designations (identified by Section 4.3 and Schedule ‘I’ of this Plan reflect the following strategic planning intent:

a) The Willowcreek Node is recognized as a Shopping Node with a partially developed shopping centre with sufficient additional development capacity approved to accommodate only one department store, located within the Willowcreek Centre. The alternative utilization of this expansion potential for other forms of retail development to enhance the comprehensiveness and suitability of the retail mix under the Major Shopping Centre designation is also recognized.

b) Additional commercial development in the Willowcreek Node will occur on lands designated as Special Purpose Retail or Service Commercial. The policies for these lands are to effectively differentiate the type and size of permitted uses from those applicable to the Major Shopping Centre designations.

c) Smaller retail uses similar to those located in a Major Shopping Centre or the Central Area are not intended for the Special Purpose Retail designation and policies for that designation will restrict retail uses to those meeting or exceeding a specified size, where smaller uses and building configurations exist at the time of adoption of the Special Purpose Retail designation and policy, it is generally intended that such smaller uses and building configurations be recognized and given reasonable flexibility for ongoing use.

d) Policies for the Service Commercial designation will focus those lands on automotive and hospitality uses, other services, recreational and institutional uses, and a restricted range of retail uses not suited to other commercial designations.
2.3.5  SPECIAL POLICY AREA

Lands in the vicinity of the Highway 7 By-Pass and Lansdowne Street East are recognized as an appropriate and desirable location for a unique region-serving retail use as described in Section 2.3.1, such as warehouse membership club outlet. The locational characteristics of these lands combine the qualities of particular regional accessibility and prominence on the provincial highway network serving both the City and region, and the structural advantages of location which builds onto an existing and partially-established Shopping Node. It is intended that the City consider, investigate and proactively pursue the acquisition, assembly, servicing and zoning of these lands in order to promote the attraction and accommodation of such a unique region-serving retail facility at this preferred location. However, this policy does not preclude the selection of an alternative site which satisfies objective 2.3.2 d) iii).

2.3.6  STRATEGIC POLICIES FOR THE REUSE OF MAJOR SITES

The plan recognizes that many major public institutions will undergo a phase of considerable change during this planning horizon including the rebuilding of aging infrastructure. The City will encourage appropriate adaptive re-use proposals for buildings and structures rendered obsolete for their original purpose, including residential, residential care, public service and assembly uses.

These major sites also require a special policy approach in order to recognize an appropriate range and scale of commercial opportunity for each site. An Official Plan Amendment will not be required to permit the commercial opportunities outlined as follows:

a)  Peterborough Regional Health Centre

The Plan anticipates that the rebuilding of the Regional Health Centre on Hospital Drive will prompt a demand for additional clinic and laboratory space in close proximity to the Hospital. The demand for new medical space will be permitted to be satisfied through the re-use of the existing Hospital building(s) and in new medical facilities in freestanding buildings on the Hospital campus or adjacent properties. The St. Joseph’s Hospital site at Hunter Street and Rogers Street and the adjacent Marycrest Home for the Aged have been included in the Hunter Street East Business District and land use is directed by the Business District policies of the Central Area.

b)  Fairhaven Home

The plan anticipates the rebuilding of Fairhaven Home and the reuse of a maximum gross floor area of 2,000 square metres of the existing long-term care facility for medical clinic uses and a maximum gross floor area of 1,000
square metres of the existing facility for local commercial uses supportive of a residential setting, and a range of public services uses.

c) **Trent University**

The plan anticipates the consolidation of mid-town academic space at the main university campus during this planning horizon. Accommodation uses such as bed and breakfast establishments and inns, places of assembly and public service uses as well as a maximum gross floor area of 2,000 square metres for general office uses, excluding clinic uses, will be permitted in the existing buildings on the Peter Robinson College properties west of George Street and north of the student townhouse residences.

d) **Fleming College - McDonnel Street**

The plan anticipates the reuse of the existing “Daniel” building as a mixed use development which may include a communications and broadcasting establishment or call centre as well as public service uses.

e) **Education Centre - 150 O’Carroll Avenue**

The plan anticipates that the existing building may be utilized for public services uses and a maximum gross leaseable area of 2,000 square metres for office and clinic uses. If the clinic uses exceed 1,000 square meters of gross floor area, the Planning Analysis set out in Section 4.3.7 shall be required.

New commercial uses will be permitted by way of a zoning by-law amendment. Where a zoning by-law amendment is required, the submission of a planning analysis in accordance with Section 4.3.7 may be required, in whole or in part.

### 2.3.7 OFFICIAL PLAN AMENDMENTS

a) It is not anticipated that a new Shopping Node will be required within the lifetime of this Plan. If an application is made to add a new node or if the effect of an application, in the opinion of the city, would be to create a new Shopping Node a review of the Commercial Structure will be required to be undertaken.

b) If an application is made to amend this Plan to alter or enlarge the designations or policies applicable to the Shopping Nodes or to their component commercial land use designations, a Planning Impact Analysis in accordance with Section 4.3.7 shall be submitted with the application.

c) In addition to the requirements which are indicated by Section 4.3.7, and
without detracting from the generality of those requirements, under the following or comparable circumstances the requirements of subsection (d) also apply.

i) an application to permit a department store, or similar mass general merchandiser, beyond those recognized by these policies for Shopping Nodes and their component commercial land use designations; or

ii) an application to substantially enlarge or add a Shopping Node, or a Major Shopping Centre or Special Purpose land use designation, and/or to amend the applicable land use policies to similar effect; or

iii) an application to permit any major retail facility or facilities not in accordance with the designations and policies of this Plan;

d) Where an application is subject to the provisions of this sub-section, the following requirements shall apply:

i) The proponent shall be required to submit a detailed market study of the proposal, including empirical research demonstrating the justification and support for the proposal and assessing the anticipated impacts (including directional impacts) which would result from approval of the proposal, and the provision of information enabling consideration of compliance with Sections 2.3.1 and 2.3.4.1. The study will also include reference to available City data and information on the retail sector of the economy, its performance in meeting the needs of the City and region, and general measures of needs for retail growth, and shall update and augment such data and information with additional research as appropriate. The costs of such market study and other required supporting documentation shall be borne by the proponent.

ii) The City may require that such market study, and other studies required of the proponent, be peer reviewed by the City consultants in the relevant fields. The City’s costs in obtaining such peer reviews shall be reimbursed by the proponent.

iii) At the discretion of Council, the preceding study requirements may be varied where Council is satisfied that sufficient information is already available to permit the above-noted requirements to be considered, or where a change in the content of required studies is deemed appropriate by Council in order to generate information relevant to the intended implementation of the policies of the Plan described in 2.3.2d.
Where a detailed Market Study is required pursuant to 2.3.7 (d), the results of the market study and peer review shall be employed to assist in identifying and weighing the benefits and dis-benefits of the application including:

i) whether and to what degree the proposal would benefit consumers in the City and region by adding a facility or type of business not now available, by expanding the range of choice or improving service levels, by enhancing the distribution of facilities for the convenient access of the consumers in certain areas, or other benefits.

ii) whether and to what degree there would be prejudice to the planned function and particular priority functions of the Central Area and, in particular, the Commercial Core Area.

iii) whether and to what degree there would be a loss of the intended healthy interaction and balance within Peterborough’s commercial structure.

2.3.8 IMPLEMENTATION

a) It is the intent of this Plan that the City carry out the ongoing and periodic work necessary to maintain an up-to-date data base of information on the retail sector of the economy, its performance in meeting the needs of the City and region, and general measures of the need for retail growth of various types from time to time.

The City will monitor on a yearly basis:

i) the inventory of vacant land, either designated or zoned for differing commercial purposes within the City, including under-utilized sites and sites for which redevelopment or intensification is appropriate;

ii) comparative inventory of occupied space within each Shopping Node and within the Central Area;

iii) the amount and type of vacant commercial space for various purposes within the Central Area;

The results of this monitoring program, together with the policies of this Plan, will assist the City in considering applications for amendment to this Plan or revisions to the policies of the Plan which are desirable in order to fulfill its intent.
b) In order to encourage development of the Commercial Structure intended by this Plan, the City will ensure that there is a sufficient supply of land for various uses which is zoned to permit such use. In order to achieve the balance desired by this Plan:

i) the amount or type of zoned land to accommodate additional growth in a given location may be constrained from time to time until it is demonstrated that a better balance throughout the City has been achieved.

ii) initiatives to proactively pre-zone land will be undertaken by the city and proponent applications will be encouraged which promote balance.

c) It is the City’s intent to review zoning categories in order to:

i) reduce the number of site specific categories and

ii) create simplified and more uniform commercial zoning categories and standards which implemented the intent of this Plan.

2.4 GROWTH MANAGEMENT STRATEGY

2.4.1 GROWTH MANAGEMENT GOAL

Provide for the efficient use of urban land resources through the planning of appropriate greenfield development, intensification and redevelopment opportunities and provision of adequate densities and mix of land uses that promote a compact urban form.
2.4.2 GROWTH MANAGEMENT OBJECTIVES

a) Plan to achieve a minimum density of 50 persons and jobs per hectare for Designated Greenfield Areas and 150 persons and jobs per hectare for the Urban Growth Centre.

b) Encourage intensification of people and jobs in the Urban Growth Centre, within intensification areas, and along intensification corridors.

c) Encourage new development in existing built up areas to have a compact form, and an appropriate mix of uses and densities that allow for the efficient use of land, infrastructures and public service facilities.

d) Provide sufficient land to accommodate and appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for the Official Plan timeframe.

e) Encourage the remediation and redevelopment of brownfield sites to uses that revitalize neighbourhoods.

f) Encourage the reuse and/or conversion of greyfields and underutilized sites.
2.4.3 GENERAL

2.4.3.1 Peterborough’s location, at the eastern edge of the Greater Toronto Area, is subject to comparatively less growth pressure than municipalities in more proximate locations to Toronto, and is forecast to have lower rates of growth. In accordance with the Provincial Growth Plan for the Greater Golden Horseshoe, the City of Peterborough is forecast to reach a population of 88,000 by 2031 with employment of 42,000, as agreed with the County of Peterborough. This is a projected 20% growth in population and 13.5% increase in employment from 2001. These forecasts will be used as the basis for planned growth within the City and will be reviewed and revised on a five-year basis in accordance with local and Provincial requirements without an amendment to this Plan.

2.4.3.2 Based on prevailing demographic trends, the City’s growth will be generally driven by immigration, specifically the migration of rural residents to urban centres including the City, the migration of new citizens between regions and provinces, and the migration of new Canadians from traditional urban destinations.

2.4.3.3 In accordance with the goals and objectives of Sections 2.4.1 and 2.4.2, the City will continue to develop as a complete community and will place increasing reliance on intensification to optimize the use of land and infrastructure while providing an inclusive range of housing, employment, and transportation alternatives that will enable residents to enjoy accessible opportunities to work, shop, or enjoy leisure activities and open space amenities that are close to home.

2.4.3.4 The City will strive to provide a minimum of 10 percent of new housing as affordable housing units to accommodate both family and non-family housing suitable to a full range of age groups, within all areas of the City.

2.4.4 BUILT BOUNDARY

2.4.4.1 A significant portion of future growth will be directed to areas within the Built Boundary of the City, through infill or appropriate intensification, in locations where infrastructure capacity exists or can be readily improved, and where additional development can be compatibly integrated with existing built form, land use patterns, natural heritage features and natural hazards. Higher levels of intensification will be directed to Intensification Corridors and Major Transit Station Areas, as illustrated on Schedule A-1.
2.4.4.2 Each year, between 2015 and 2031, a minimum of 40 per cent of housing units approved in Peterborough will be targeted for sites within the Built Boundary shown on Schedule A-1. Intensification will be particularly encouraged to locate within the portion of the City’s Central Area defined as the Urban Growth Centre, along identified Intensification Corridors and Major Transit Station Areas as illustrated on Schedule A-1, and in planned Intensification Areas determined by the City and identified on Schedule A-1 by amendment to this Plan.

2.4.4.3 For Intensification Corridors and Intensification Areas, illustrated on Schedule A-1, Secondary plans will be developed that will address:

a) an appropriate range and mixture of land uses;

b) achievement of transit supportive densities;

c) accessible and affordable housing and mixed-use developments;

d) social and municipal infrastructure, and treatment of public lands;

e) land use transition and urban design policies to protect the stability or amenity of neighbouring areas of lower residential density;

f) land use and urban design policy to protect employment areas from land use conflict and adverse effects from encroachment by sensitive uses;

g) land use policies to protect areas of cultural heritage or areas of natural heritage sensitivity;

h) land use policies that direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage.

2.4.4.4 Annual reports of residential development will be used to monitor and enforce the minimum intensification targets.
2.4.5 URBAN GROWTH CENTRE

2.4.5.1 The Urban Growth Centre, which comprises a significant portion of the Central Area of Peterborough, will be planned to achieve a density of 150 residents and jobs per hectare combined by 2031, through increasing intensification of under-developed parcels of land and redevelopment, which will be consistent with Section 3.4 - Floodplain of this Plan and the Provincial Policy Statement.

2.4.5.2 The Urban Growth Centre will be planned:

a) as a focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;

b) to accommodate and support major transit infrastructure;

c) to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and

d) to accommodate a significant share of population and employment growth.

2.4.6 EMPLOYMENT AREA

2.4.6.1 The City will promote economic development and competitiveness by:

a) providing for an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses

c) planning for, protecting and preserving employment areas for current and future uses; and

d) ensuring the necessary infrastructure is provided to support current and forecasted employment needs.
2.4.6.2 Employment Areas on Schedule A-1 are intended to provide sites for a range of employment activities to accommodate the City’s projections for employment. Proposed conversion to any other land use, including major retail, will be strongly discouraged and permitted only through a municipal comprehensive review that concludes to the City’s satisfaction that:

a) there is a need for the conversion;

b) the lands are not needed to meet the City’s employment forecasts over the long term;

c) any proposed conversion will not affect the viability of the broader Employment area or of any density or intensification targets of this Plan;

d) that sufficient infrastructure is currently available or has been planned to accommodate the proposal; and

e) that potential cross-jurisdictional issues with the County of Peterborough created by the proposed conversion have been considered.

2.4.6.3 Major retail development is not planned for lands designated for Employment on Schedule A-1. Major retail development within Peterborough is planned in a commercial structure that includes the Central Area and shopping nodes, as outlined in Section 2.3 of this Plan. Only business-related retail and service uses are planned as a component of Employment areas.

2.4.6.4 Employment Areas will be planned in locations served by transit and, wherever feasible, will be encouraged to develop in a compact built form that minimizes surface parking.

2.4.7 DESIGNATED GREENFIELD AREA

2.4.7.1 As illustrated on Schedule A-1, the City has a significant inventory of land within Greenfield Areas to accommodate a portion of future residential and employment opportunities. It is not anticipated that all of these lands will be developed during the term of this Plan and no municipal boundary expansion is anticipated within the timeframe of this Plan.

2.4.7.2 Development of Greenfield Areas will be planned as compact, transit-supportive areas through Secondary Plans that will provide:

a) complete communities that include convenient access to jobs, local services, community infrastructure (including schools, parks and healthcare), and a range of housing, including affordable housing,
that will be suitable for a broad range of age groups;

b) urban form and densities that support and encourage the use of transit and safe means of walking and cycling;

c) a diverse mixture of land uses, including residential, institutional and local employment uses;

d) high quality urban design of streetscapes and public open spaces that provide convenient linkages and foster the use of transit, walking and cycling as alternatives to the private automobile; and

e) appropriate phasing of development.

2.4.7.3 In accordance with the Provincial Growth Plan for the Greater Golden Horseshoe, Designated Greenfield Areas will be planned to achieve a minimum density target that is not less than 50 residents and jobs per hectare as measured over the entire Designated Greenfield Area, excluding the following features where the features are both identified in any applicable official plan or provincial plan and where the applicable provincial plan or policy statement prohibits development in the features: wetlands, woodlands, valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, wildlife habitat, and fish habitat. The area of the features will be defined in accordance with the applicable provincial plan or policy statement that prohibits development in the features.

Given the City’s lower than average household size, its older age profile, and its distance from the GTA, as well as its topographical limitations, the City intends to review the appropriateness of this overall minimum Greenfield target with the Province.

2.4.7.4 To implement this Plan, land use planning will be coordinated with the planning of transit, infrastructure including, municipal water and wastewater systems, solid waste management, utilities and community infrastructure that includes education, recreation and healthcare facilities.

2.4.7.5 Areas will be phased, as Secondary Plans and servicing studies for the Designated Greenfield Areas are approved, and in accordance with Section 7.1.4.
2.4.8 TRANSSPORTATION

2.4.8.1 The City will develop a Transportation Demand Management Strategy that will be designed to reduce the number of automobile trips and increase the modal splits to other forms of transportation, including transit. Based on the results of this Study, policy revisions may be made to the Official Plan.

2.4.8.2 In consultation with the County of Peterborough and applicable Townships, the City will plan for land uses near the airport and major intersections with Highway 7 that will not impede the movement of traffic or the transport of goods.

2.4.8.3 The City will establish priority routes for the movement of goods into and out of the City.

2.4.8.4 Transportation Corridors identified on Schedule A-1 include any or all of the following: major roads, arterial roads, highways, rail lines/railway and transit right of way for moving goods and people and will be protected to meet current and projected needs for various travel modes.

2.4.9 CULTURAL HERITAGE

2.4.9.1 Development and site alteration shall only be permitted on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved by removal and documentation, or by preservation on site. Where significant archaeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity of the site may be permitted.

2.4.9.2 Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Mitigated measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration.

2.4.9.3.1 Designation of Heritage Conservation Districts

A heritage conservation district is the most common type of cultural heritage landscape. Designation under Part V of the **Ontario Heritage Act** enables the protection of a heritage district while at the same time allowing for compatible new development.
In consultation with the Municipal Heritage Committee, Council may, by by-law, designate any area within the municipality, as a heritage conservation district.

Properties designated under Part IV of the **Ontario Heritage Act** may be included as part of the heritage conservation district to ensure integrity of the district. Additionally, properties located within a heritage conservation district may also be designated under Part IV of the **Ontario Heritage Act**.

2.4.3.9.2 **Heritage Conservation District Study**

Prior to designating an area as a heritage conservation district under Part V of the **Ontario Heritage Act**, the City must undertake a heritage conservation district study to determine the physical extent and appropriateness of the proposed district. The study process will include consultation with the public and the Municipal Heritage Committee.

The Study may also recommend other development control measures and incentives that will conserve the heritage character of the area.

Under the **Ontario Heritage Act**, Council may set limitations on the alteration, erection, demolition or removal of buildings in the study area.

2.4.9.3.3 **Heritage Conservation District Plan**

Pursuant to the **Ontario Heritage Act**, the City will adopt a heritage conservation district plan for each district that it designates. Such district plans are to be updated from time to time.

2.4.9.3.4 **Proposed Development**

Impacts of site alterations, developments, municipal improvements, and/or public works within or adjacent to Heritage Conservation Districts will be assessed to ensure that the integrity of the districts’ heritage values, attributes, and character are conserved. This assessment will be achieved through a Heritage Impact Assessment.

Heritage Conservation Districts shall be managed and conserved through alterations, additions, new development, demolitions, removals completed in accordance with respective Heritage Conservation District plans.

The maintenance, servicing, upgrading, re-construction and installation of public works relating to the transportation network and appurtenances, provisions of services and flood control projects shall meet current design
standards as deemed applicable by the Director of the City of Peterborough Utility Services Department.

2.4.10 **NATURAL HERITAGE**

2.4.10.1 Significant Natural features and areas shall be protected for the long term.

Development and site alteration shall not be permitted in:

a) significant habitat of endangered species and threatened species;

b) significant wetlands.

Development and site alteration shall not be permitted in:

a) significant woodlands

b) significant valley lands

c) significant wildlife habitat; and

d) 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.

2.4.10.2 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.4.10.3 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.4.10.1 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

2.4.11 **INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES**

2.4.11.1 Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner to accommodate projected needs.

2.4.11.2 The use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities.

2.4.11.3 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.
Where feasible, public service facilities should be co-located to promote cost-effectiveness and facilitate service integration.

2.4.12 SEWAGE AND WATER

2.4.12.1 Planning for sewage and water services shall:

a) direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal sewage services and municipal water services; and

b) ensure that these systems are provided in a manner that:

i. can be sustained by the water resources upon which such services rely;

ii. is financially viable and complies with all regulatory requirements; and

iii. protects human health and the natural environment;

iv. promotes water conservation and water uses efficiency;

v. integrate servicing and lands use considerations at all stages of the planning process; and

vi. allow lot creation only if there is confirmation of sufficient reserve sewage system capacity and reserve water system capacity within municipal sewage services and municipal water services.

2.4.13 WATER

2.4.13.1 The City shall protect, improve or restore the quality and quantity of water by:

a) using the watershed as the ecologically meaningful scale for planning;

b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;

c) identifying surface water features, ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed;
d) implementing necessary restrictions on development and site alteration to:

   i. protect all municipal drinking water supplies and designated vulnerable areas; and

   ii. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;

   e) maintaining linkages and related functions among surface water features, ground water features, hydrologic functions and natural heritage features and areas;

   f) promoting efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality; and

   g) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

2.4.13.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.
SECTION 3
GENERAL LAND USE PROVISIONS:
ALL AREAS
3.1 PERMITTED USES: ALL AREAS

3.1.1 In all areas on Schedule "A" and Schedule "I" public parks, playgrounds, playfields, schools, public and private utility installations such as sub-stations, switching terminals etcetera and other public, institutional and quasi-institutional uses which provide services directly to all properties in the City or to the immediate neighbourhood shall be permitted, provided:

a) that such use is necessary or essential; and,

b) that installations are or can be made compatible with adjacent properties and the neighbourhood.

3.1.2 Limited infilling and utilization of existing lots in areas lacking one or more municipal services may be permitted provided:

a) the general intent and purpose of the Official Plan is maintained;

b) the impact is fully considered with respect to present and future development; and,

c) the proposed development is in general conformity with the existing adjacent uses or is a use of very limited nature so as not to prejudice future development.

3.2 NON CONFORMING USES

3.2.1 Non-Conforming uses are any land uses existing that do not conform with the land use designations as shown on Schedule "A" and Schedule "I" or with the associated policy provisions of the text. These uses would normally be expected to change to uses in accordance with the provisions of the Official Plan. However, to avoid undue hardship for the owner of the property the non-conforming use may be recognized and/or permitted to extend or to enlarge provided it does not adversely affect the residents and other properties of the area.
3.3 **NATURAL AREAS**

3.3.1 Natural Areas are lands within which the natural ecological process is generally allowed to dominate over other types of land use. Natural Areas usually consist of significant natural features such as woodlands, wetlands, valleylands, endangered or threatened species habitat, watercourses or fish habitat.

The benefits of a connected network of Natural Areas are realized in the form of three components:

1) Natural Core Areas; described as areas with a natural or ecological function.

2) Natural Corridors; described as areas that provide natural ecological connections between Natural Core Areas within the urban landscape.

3) Connecting Links; described as natural or man made connections which occur or can be established between Natural Core Areas or as extensions to Natural Corridors that provide logical links across the network.

The purpose of connecting links may be to accommodate surface water drainage, landscaped open space strips, access or recreational trail connections or preserve treed fence lines where possible. Connecting Links are shown on Schedule C as broken lines.

Development potential in relation to each of these three types of Natural Areas will differ. Identification of the type of natural area, its significance and its role as a part of the system is necessary to determine the level of detail required of an environmental study. Natural Core Areas, Corridors and Connecting Links are all shown on Schedule C. The Peterborough Natural Areas Strategy 1996 may be referred to for a description of the natural features found within an identified Natural Area. Natural Areas of Provincial Significance are specifically identified on Schedule C. The dashed line beyond their limits, illustrate “Adjacent lands” described under policy 3.3.6.

3.3.2 **PURPOSE**

Natural Areas contain ecological features worth preserving as a part of a system of open space within the urban environment. Such areas may also include lands which buffer or physically link the Natural Areas as a part of a system of open space in order to:

1) support and protect the ecological functions of a natural area from the impact of development;
2) provide access to natural areas;
3) promote and integrate nature based recreation opportunities within parks and along walking trails and bicycle routes;
4) extend the connection between Natural Areas and the established trail system including the Rotary Greenway Trail, Jackson Park Trail and the Trans-Canada Trail System.
5) identify areas which may pose adverse conditions or physical constraints for development.
6) promote diversity in the approach to urban development by appropriate integration of natural areas to improve the quality of the urban environment.

3.3.3 OBJECTIVES

1) Provide opportunities for the protection of natural areas, which in the view of Council, have local or regional significance or value in complementing the urban environment.
2) Provide opportunities for the use of natural areas for the purposes of environmental education and nature based recreation.
3) Provide a linear system of green space linking natural core areas to support ecological functions and facilitate self powered forms of transportation.
4) To reduce the risk of damage to property due to flooding or unstable soils by permitting only appropriate expectations for development and use of environmentally sensitive lands and flood plains.

3.3.4 NATURAL AREAS AND LAND USE

The use of land including Natural Areas is described by the land use designation. Where Natural Areas are designated as Open Space, the following uses would be implemented through zoning, considering the information provided by an Environmental Study: Parks and nature based recreation activities, horticultural, conservation, forestry and wildlife management practices. Natural Areas could also include storm water management features and trails for non-motorized forms of transportation. Dedicated public roadways and public utilities are discouraged from locating within Natural Areas but may occur subject to policy 3.3.7. Roadways are discouraged from locating within Natural Corridors except along The Parkway route shown on Schedule B. Notwithstanding the designation,
Council shall not support the expansion of an existing land use within identified natural areas that does not conform to its zoning.

3.3.5 METHODS OF PROTECTION

Development and site alteration is not permitted within provincially significant wetlands and significant portions of the habitat of endangered and threatened species as per the Provincial Policy Statement 1997 as may be amended from time to time.

The City of Peterborough may assist in the protection of identified Natural Areas through the following actions:

1) designating and zoning lands to permit land use that would be compatible with natural areas;

2) entering into agreements with land owners as a condition of development approvals involving rezoning, subdivision, variances or site plan approval. Such agreements may require the placement of siltation barriers, and fencing around the drip line of treed areas or other natural features during construction, and specific planting required to buffer or enhance natural features within a development plan. Adequate performance security to guarantee compliance with measures specified in the agreement will be required.

3) working in co-operation with the Conservation Authority or interested parties in entering into agreements involving the voluntary stewardship of natural areas or conservation easements;

4) retaining or acquiring ownership or partial rights to preserve and rehabilitate all or strategically significant portions of identified areas; and,

5) regulating the destruction or removal of trees from properties through the requirement of a permit.

6) permitting the alteration of sites and grades on the basis of approved plans for development or explicit permission.

Where development or redevelopment is proposed on lands that abut Natural Areas, the lands identified as natural areas may not necessarily be accepted as a part of the dedication for parkland or required under the Planning Act. The identification of Natural Areas under private ownership shall not imply that such areas are accessible to the public or that they will be purchased by the municipality or other public agency.

No adjustment of boundaries or removal of the identification of Natural Areas
will be considered by Council if the environmental features on the property identified in the Natural Areas Strategy are willfully altered, damaged or destroyed as determined by Council. Where such acts occur, Council may require the replacement or rehabilitation of such features as part of the approval for development involving the property.

3.3.6 DEVELOPMENT APPLICATIONS

The purpose of identifying Natural Areas is to avoid incompatible development in areas subject to physical or environmental constraints or that would interfere with the primary purpose or function of the natural area such as erosion control, a recharge area for ground water, or fish and wildlife habitat. The boundaries of the Natural Areas shown on Schedule C are general therefore revisions can be made as more detailed information is provided through an Environmental Study described under policy 3.3.7. In the case of Provincially Significant Natural Areas, the boundaries include adjacent lands* set out as follows:

- 120 metres from Provincially significant wetlands;
- 50 metres from Provincially significant woodlands and valleylands, Areas of Scientific Interest, Wildlife habitat and the habitat of endangered or threatened species.
- 30 metres from the high water mark in the case of fish habitat*.

Development and site alteration may be permitted within the “adjacent lands” and in fish habitat, provincially significant woodlands, valleylands, wildlife habitat and areas of natural and scientific interest if it can be demonstrated that there will be no negative impacts on the natural feature or the ecological functions for which the area is identified. Development including plans for the alteration of grades and storm water management affecting natural areas will be designed in accordance to the principles listed under policy 6.5.5.


Where a Natural Area has been the subject of an Environmental Study, an Official Plan Amendment is not required to recognize refinements to the limits of Natural Areas depicted on Schedule C. To ensure that Natural Areas are appropriately identified in the areas of the city annexed after December 31, 1997, development plans involving annexed lands will not be approved until an Environmental Study, comprehensive Secondary Plan or Watershed Plan has been undertaken.
ENVIRONMENTAL STUDY

Council will require the submission of an Environmental Study to accompany an application proposing new development or site alteration that would include lands identified as Provincially Significant Natural Areas, adjacent lands, described under policy 3.3.6, Natural Core Areas or Natural Corridors shown on Schedule C. In addition, Council may require a study where new development is proposed within 10 metres of such lands. Council will require an Environmental Study where new development is proposed within 30 metres of fish habitat as shown on Schedule C.

Environmental Studies are required where roadways are proposed to cross water courses. A Class Environmental Assessment Study or a detailed, comprehensive secondary land use plan of the subject area may satisfy the requirements for an Environmental Study.

Best efforts will be made to integrate connecting links within a proposed plan for development in order to enhance the quality of the development and to preserve the existence and purpose of the Connecting Link described under policy 3.3.1. An Environmental Study is not required for areas shown on Schedule C as Connecting Links except where development may involve any disturbance of the existing natural conditions, including vegetation and grades within 10 metres of the top of bank of a water course that may exist within the link.

Where an Environmental Study is required or a Secondary Land Use Plan is provided, that portion of the report dealing with Natural Areas shall be completed by a qualified professional whose primary expertise is in environmental evaluation.

In cases where a development proposal is of small scale and the impact on the natural feature of local or regional interest is minor and can be mitigated, Council may choose to reduce the required content of a study to a degree recommended by staff in consultation with the Conservation Authority. Any recommendations provided by the Conservation Authority through the consultation will be implemented as conditions for Council approval of the proposed development.

An Environmental Study is not required for emergency or maintenance work involving utilities and municipal infrastructure.
Contents:

The purpose of the Environmental Study would be to determine potential impacts of the development on the Natural Area, propose means of mitigating the impact, and determine whether development should be permitted at all. The Study will define the boundaries of the natural area and include an inventory and evaluation of natural features that exist in the study area. The Environmental Study will be required to include a statement on the impact of development on the following:

- topography, soils, drainage, slope stability, erosion susceptibility, vegetation including woodlots, hedgerows and other features as deemed to be appropriate by the City of Peterborough;
- the quality or significance of the natural feature;
- the nature of the proposed development and alternatives that might be considered and the expected impacts of the development alternatives on the existing environment or ecological systems;
- particular measures which would be undertaken to mitigate potential impacts of the development; and,
- whether development of the property should be permitted to take place at all.

Where it is determined by the study that certain trees may have to be removed, plans for their replacement shall include the provision of natural groupings of indigenous species to enhance existing natural areas in the vicinity. Measures recommended by the Environmental Study are to be implemented through their inclusion within development agreements as described under policy 3.3.5.2.

3.4 FLOOD PLAIN

3.4.1 The parts of the City that are subject to flood, are noted on Schedule “C” as Flood Plain.

3.4.2 Flood Plains may be included within Natural Areas described under Section 3.3. Flood plain lands and adjacent lands are subject to the Fill, Construction and Alteration to Waterways Regulation of the Otonabee Conservation Authority.
3.4.3 Flood plains are regarded as hazardous lands. Development and site alteration may be permitted in hazardous lands and sites provided that it is demonstrated that development can be carried out to the satisfaction of the Conservation Authority and the development would not include schools, essential emergency services or uses that would involve storage or handling of hazardous substances.

3.4.4 Development and site alteration will not be permitted within a floodway excepting the Special Policy Area described under policy 3.4.5.

3.4.5 JACKSON CREEK FLOOD PLAIN (DOWNTOWN)
SPECIAL POLICY AREA

3.4.5.1 Definitions

The following definitions are for the interpretation of Section 3.4.5:

**Regulatory Flood** means the flood resulting from the Timmins Storm centred event, or the 1:100 Year Flood, whichever is greater, as determined by the Conservation Authority.

**100 Year Flood** means the flood based upon analysis of precipitation, snow melt or a combination thereof, which has a return period of 100 years on average or which has a 1% chance of occurring or being exceeded in any given year, as determined by the Conservation Authority.

**Regional Storm** is a Timmins Storm design event.

**Floodproofing** means a combination of structural changes and/or adjustments incorporated into the basic design and/or construction or alteration of individual buildings, structures or properties subject to flooding so as to reduce or eliminate flood damages.

**Safe access** means pedestrian and vehicular access/evacuation routes direct or elevated, for residential purposes, not flooded to a depth greater than 0.3 metres.

**Safe parking** means that parking facilities shall be designed to the satisfaction of the City and the Conservation Authority so as to minimize flood damages and not interfere with flood flows. Parking facilities for residential purposes shall be considered safe where flood depths do not exceed 0.3 metres.

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Development means the construction, erection or placing of new buildings or structures, including additions, on land and includes such site related activities as grading and placing of fill and includes a minor addition or renovation.

Redevelopment means the removal of buildings or structures from land and the development of new buildings or structures on the same site and includes a minor addition or renovation.

Minor addition or renovation means the alteration of existing building or structure that increases the size of a building by less than 50% of the existing ground floor area and which does not substantially increase the value of the building.

Conservation Authority means the Otonabee Region Conservation Authority or its successor.

3.4.5.2 Defined Area

Within the Regional Centre/CBD Area, as designated by the Official Plan, there are certain lands along the Jackson Creek which are susceptible to flooding under a Regulatory Flood. The amendment designates these lands as the Jackson Creek Flood Plain (Downtown) Special Policy Area which is shown on Schedule “C(b)”.

These lands are part of the historic centre of the city of Peterborough and special policies will promote the continued economic and social viability of the area.

The permitted land uses within the Jackson Creek Flood Plain (Downtown) Special Policy Area will be in accordance with the policies of the Official Plan regarding those land use designations shown on Schedule “J”-Regional Central Area.

3.4.5.3 General Policies

3.4.5.3.1 All buildings will be flood proofed to the Regulatory Flood level where practical. Where it is not technically or economically feasible or practical to flood proof to the Regulatory Flood level, the minimum flood proofing level will be the average of the 100 Year Flood level and the Regulatory Flood level.

3.4.5.3.2 Any building or structure shall be designed such that its structural integrity is maintained during a Regional Storm.
3.4.5.3.3 Flood storage loss compensation for all development/redevelopment within the Special Policy Area will not be required, however, new development/redevelopment must not adversely impact existing properties upstream or downstream as a result of increasing flood levels and/or velocities.

3.4.5.3.4 Land uses associated with substances of a chemical, hazardous or toxic nature which may pose an unacceptable threat to public safety if damaged as a result of flooding or failure of flood proofing measures, shall not be permitted below the Regulatory Flood level.

3.4.5.3.5 Nursing homes, hospitals, homes for the aged, senior citizen apartments, group homes for the physically or mentally challenged, day care centres, or other similar uses for which flooding could pose a significant danger to the inhabitants shall not be permitted below the Regulatory Flood level.

3.4.5.3.6 Land uses associated with services such as those provided by fire, police and ambulance stations and electrical substations which would be impaired during a flood emergency as a result of flooding, or failure of flood proofing measures, shall not be permitted below the Regulatory Flood level.

3.4.5.3.7 Building services such as electrical and heating systems shall be located above the Regulatory Flood elevation, but where this is not possible, building services shall be flood proofed to the Regulatory Flood level.

3.4.5.3.8 Basements or expansions to basements will not be permitted unless the basement is flood proofed and designed to withstand hydrostatic pressures, to the satisfaction of a Professional Engineer.

3.4.5.4 Commercial and Non-Residential Uses

3.4.5.4.1 Development and redevelopment of commercial and non-residential structures shall be permitted provided:

a) the minimum lowest opening elevation shall be the Regulatory Flood elevation;

b) where (a) is not feasible because of technical or legal reasons or would cause major disruption in the streetscape, flood proofed doors or shields or other solutions acceptable to the City of Peterborough and the Conservation Authority may be utilized;

c) new mechanical, electrical, heating and air conditioning equipment will be located above the Regulatory Flood level or flood proofed to the Regulatory Flood level.
3.4.5.4.2 Notwithstanding Section 3.4.5.4.1, a development which is a minor addition/renovation to existing commercial and non-residential structures shall be permitted provided the proposed floor level is not lower than the existing ground floor level and flood proofing measures are acceptable to the Conservation Authority and the City of Peterborough.

3.4.5.5 Residential Uses Within Commercial Structures

3.4.5.5.1 Development which creates residential units shall be permitted subject to the policies of Section 3.4.5.4 and shall also include the provision of safe access and safe parking.

3.4.5.6 Residential Uses

3.4.5.6.1 Residential development and redevelopment will be permitted provided the structure is flood proofed to the Regulatory Flood level and;

   a) the habitable floor space elevation of any residential dwelling unit is located above the Regulatory Flood level;

   b) safe access and safe parking can be achieved;

   c) mechanical, electrical, heating and air conditioning equipment are located above the Regulatory Flood level.

3.4.5.6.2 Renovations to increase the number of new residential units will only be permitted where the above noted policies can be achieved.

3.4.5.6.3 Notwithstanding Section 3.4.5.6.1, a development which is a minor addition/renovation to buildings used solely for residential purposes shall be permitted provided floodproofing to the satisfaction of the City in consultation with the Conservation Authority is provided and the proposed floor level is not lower than the existing ground floor level.

3.4.5.7 Implementation

3.4.5.7.1 The City will amend the Zoning By-law to identify those lands within the Jackson Creek Special Policy Area which are subject to the Special Policy Area policies and the Conservation Authority Regulations for Fill, Construction and Alteration to Waterways under the Conservation Authorities Act, as amended.

3.4.5.7.2 The Conservation Authority will amend its Section 28 regulation implementation policies to be consistent with the policies of the Special Policy Area.
3.4.5.7.3 Applications for planning approvals within the Jackson Creek Flood Plain (Downtown) Special Policy Area shall not be approved until the City of Peterborough has been notified by the Conservation Authority that the future development arising from the application can be approved under the Fill, Construction and Alteration to Waterways Regulation, Section 28 of the Conservation Authorities Act, as amended.

3.4.5.7.4 Applications for site plans within the Jackson Creek Flood Plain (Downtown) Special Policy Area shall conform to the Conservation Authority permit with respect to matters under Section 41 of the Planning Act, as amended, such as lot grading and drainage.

3.4.5.7.5 Upon completion of the foundation of the building or structure the Conservation Authority and the City may require a letter from an Ontario Land Surveyor or Professional Engineer verifying that the floor is at the required level.

3.4.5.7.6 Upon completion of the building or structure, the Conservation Authority and the City may require a letter of compliance by a Professional Engineer verifying that the floodproofing measures have been implemented as required and are in conformity with the policies of this plan.

3.4.5.7.7 Building Permits will not be issued until such time as the City of Peterborough has been notified of the approval of the Conservation Authority, as per Section 6.1(a) of the Building Code Act, as amended.

3.5 ENVIRONMENTAL IMPACT ASSESSMENT

3.5.1 Environmental quality refers to the properties and characteristics of the environment, either generalized or local as they affect humans and other organisms. Environmental quality can generally refer to various characteristics such as air and water purity or level of pollution, level of noise, access to open space, the visual effects of buildings and the potential effects which such factors may have on the physical and mental health of individuals. The visual environment will be protected by the regulation of signs and landscaping and by comprehensive site and area planning.

3.5.2 Council shall undertake measures to improve the quality of the environment and to consider quality of the environment in the review of any proposed development.
3.5.2.1 **Raw Water Quality**

Urbanization of the City in the catchment areas which drain into the Otonabee River upstream from the Peterborough Water Treatment Plant may result in a deterioration of raw water quality at the intake of the Water Treatment Plant. Council will, therefore, give first priority to the protection and improvement of water quality prior to granting approval to Plans of Subdivision, Official Plan Amendments, Zoning By-law Amendments and Site Plans affecting lands in the catchment areas that discharge into the Otonabee River upstream of the Water Treatment Plant.

3.5.2.1.1 In order to protect the raw water quality at the intake of the Water Treatment Plant, Council will:

a) prepare an overall Storm Water Management Plan, in consultation with the Peterborough Utilities Commission, the Conservation Authority and other interested agencies, amended from time to time for the upstream catchment area.

b) require the submission and approval of a raw water quality impact analysis, prepared by a qualified person, with any Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment and Site Plan affecting lands within the upstream catchment area, detailing the potential impact of the development on water quality and any remedial measures proposed to be undertaken in conjunction with the proposed development.

c) circulate the raw water quality impact analysis to the Peterborough Utilities Commission and other interested agencies for their comments before the approving of any such development application.

d) consider the appropriateness of approving the development with or without modifications and with or without conditions.

3.5.2.1.2 For development proposals which are deemed by Council and Peterborough Utilities Commission to have no significant effect on the raw water quality, Council may exempt the development from the requirement to prepare a water quality impact analysis.
3.6 **PITS AND QUARRIES**

3.1.6 The establishment of a new pit or quarry is prohibited. Existing pits will be subject to limits on future expansion based on the size and location of the operation and the future development of the area. It will be an objective of this plan that an existing site will be rehabilitated in accordance with policies adopted by Council to ensure the ultimate development of the site and area.

3.7 **ENERGY**

3.7.1 Consideration will be given to the implementation of principles of energy conservation in the design and layout of subdivisions with respect to the efficiency of access along streets and connecting links that could include bicycle routes and pedestrian walkways. Principles of energy conservation must also be considered in the design and siting of buildings and structures.

3.7.2 The City shall support energy efficiency and improved air quality through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors that will provide greater support for transit and pedestrian activity and minimize consumption of land;

b) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where transit or alternative modes of travel exist or are to be developed;

c) focus major employment, commercial, high density residential, and other travel-intensive land use on sites, which are well served by public transit in areas where public transit is planned in the future;

d) improve the mix of employment and housing uses to encourage pedestrian activity, shorten commute journeys and decrease transportation congestion; and

e) promote design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.
3.7.3 Increased energy supply should be promoted by providing opportunities for energy generation facilities to accommodate current and projected needs, and the use of renewable energy systems and alternative energy systems, where feasible.

3.8 SITE PLAN CONTROL POLICIES

3.8.1 It is the intent of this Plan to designate the whole of the City of Peterborough as a site plan control area.

3.8.2 Agricultural operations are exempt from site plan control.

3.8.3 It is the intent of this Plan to designate the City of Peterborough as an area wherein Council may require submission of drawings mentioned in paragraph 2 of Subsection 40(4) of the Planning Act, 1983 for a building to be used for residential purposes containing less than twenty-five dwelling units.

3.9 ADULT ENTERTAINMENT PARLOURS

3.9.1 Adult Entertainment parlours shall be permitted only in the areas designated on Schedule "K" to this Plan provided that within the designated areas such uses shall be located on a collector or arterial road and shall not be permitted:

a) on any property which fronts on The Parkway, Lansdowne Street, or Chemong Road;

b) on any property within 305 meters of any other property on which an adult entertainment parlour is located;

c) on any property within 120 meters of any property located in a residential zone or designated for residential uses in the Official Plan or any site utilized or zoned for a public or private school, any park or recreational facility; and

d) on any lands that abut directly on to Erskine Avenue.
3.9.2 Adult Entertainment uses shall only be permitted in the designated area subject to an amendment to the zoning by-law and such an amending by-law shall:

a) establish standards to ensure that the site has adequate parking for the proposed use;

b) ensure that impacts on adjacent uses are mitigated through the provision of adequate setbacks and landscaping;

c) establish standards after consulting with the Police Department which will ensure that the site is easily policed; and,

d) require that such a use is located in a freestanding single occupant building.

3.9.3 In addition to the zoning regulations, and in accordance with the provisions of Section 3.8 of this Plan, properties utilized for Adult Entertainment Parlours shall be subject to Site Plan Control in accordance with Section 40 of the Planning Act. The objective of the utilization of the Site Plan Control process will be to ensure that the use is designated in accordance with the Zoning By-law and in a manner which reduces impacts on neighbouring properties and uses and which is easily policed. In particular, applications for Site Plan development shall preclude any structure within 15 meters of a railway right-of-way and the said Site Plan shall take into account any existing drainage pattern affecting railway lands if abutting the subject site, including surface run-off from the site and appropriate buffering from the said railway lands by the utilization of a chain link fence of a minimum 1.82 metres in height along the mutual property line with a railway right-of-way, if the same is applicable to the development.

3.9.4 Adult Entertainment Parlours will also be subject to sign control either under the provision of the Planning Act or the Municipal Act.
3.9.5 Applications for the location of new adult entertainment parlour uses outside the area designated on Schedule "K" must be located in an area designated "Industrial" on Schedule "A" and will require an Official Plan amendment. Such an application will be evaluated on the basis of the policies in Section 3.9.1 and the submission of a detailed planning analysis which will:

a) outline the proposal and provide a concept plan for the development which addresses issues such as parking, ease of policing, safety, setbacks, access, lighting, fencing and landscaping;

b) identify potential negative impacts of the proposal and outline measures planned by the applicant to mitigate any impacts on surrounding land uses and streets; and,

c) document why it is not possible to locate in the designated area.

3.10 ALTERATION OF GRADES

3.10.1 Council will pass a by-law regarding the alteration of grades of property to prevent the premature alteration of the natural state of land including storm water drainage prior to an approved plan for development.
SECTION 4

LAND USE POLICIES

SCHEDULE "A"
4.1 **LAND USE PLAN**

4.1.1 It is the policy of Council that land shall be developed in accordance with the land use pattern shown on the Land Use Plan - Schedule "A", the Commercial Area - Schedule "I" and the Central Area Land Use Plan - Schedule "J". Reference shall also be made to Schedules "B" to "J" inclusive, Table 1 and other policies of this plan in addition to those policies contained within Section 4.

4.1.2 The Land Use Plan - Schedule "A", establishes the pattern of land use in very general terms for the following major land use categories: Residential, Major Institutions, Industrial, Major Open Space and Agriculture and Special Policy Areas.

The Commercial Area Plan, Schedule "I" establishes the land use designations for commercial development in the City, while the Central Area Land Use Plan, Schedule "J" identifies sub areas within the Central Area to which special policies apply.

4.1.3 The provisions governing the use of the lands within the major categories as shown on Schedule "A", the designations on Schedule "I" and the areas on Schedule "J" are described in subsequent subsections. The examples of permitted uses are very general and indicate the relative range of land use activities.

4.1.4 Specific permitted uses shall only be defined for an area or for a specific property at such time as the implementing restricted area (zoning) by-laws are applied.
4.2  RESIDENTIAL

4.2.1  GENERAL

4.2.1.1  Purpose

The Residential designations provide areas for housing and other land uses that are integral to, and supportive of a residential environment. Housing may take many forms ranging in density and scale from single detached homes to high-rise apartment buildings, and therefore, three residential designations - Low Density Residential, Medium Density Residential, and High Density Residential - are provided.

4.2.1.2  Objectives

i) Provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a range of housing types.

ii) Support the provision of a choice of housing types according to location, size, cost, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.

iii) Direct the expansion of residential development into appropriate areas according to availability of municipal services, soil conditions, topographic features, and environmental constraints; and in a form which can be integrated with established land use patterns.

iv) Encourage infill residential development in residential areas where the impacts of development on existing uses can be minimized and where development can efficiently utilize existing municipal services and facilities.

v) Encourage residential intensification to increase the supply of housing through better use of existing resources, buildings and under-utilized sites.
vi) Support the provision of services and amenities that enhance the quality of the residential environment.

vii) Support the development, at appropriate locations, of residential facilities that meet the housing needs of persons requiring specialized care.

viii) Support the endeavours of non-profit groups to develop non-profit and co-operative housing projects.

4.2.1.3 Permitted Uses

4.2.1.3.1 The residential classification of land means that the predominant use of the land areas so designated shall be for low, medium and high density residential accommodation. Such uses as are complementary to, or serve, the basic residential uses shall be permitted including local commercial uses, home occupation uses, public and institutional uses, parks and recreation areas, churches and special care facilities.

4.2.1.3.2 Residential development shall be in accordance with the designations for medium density and high density residential as shown on Schedule "E" - Residential Density Plan and for low density residential as determined from Schedule "A" - Land Use Plan.

4.2.2 RESIDENTIAL DESIGNATIONS

4.2.2.1 Low Density Residential

4.2.2.1.1 Permitted Uses

The uses shall primarily consist of single detached, semi-detached and duplex dwellings. Multiple unit buildings of a height similar to other low density uses may also be permitted in appropriate locations provided the maximum density is less than of 25 units per hectare.

4.2.2.1.2 Development Applications

Where an application for Official Plan Amendment and/or Zoning By-law Amendment is made for low density residential development, Council may request for professional studies to be conducted by development proponents to address any or all of the matters of Section 4.2.5.7.
4.2.2.1.3 Infill Housing

Infill housing is housing which is developed on vacant land in an existing residential area which makes use of existing infrastructure and has a form and scale compatible with the surrounding area. Infill housing may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law and subject to the following provisions:

i) infill housing may be in the form of single detached, semi-detached, attached dwellings and low-rise apartments. While infill housing may be allowed up to a maximum scale permitted under the Medium Density Residential designation, lower height and density guidelines will normally be prescribed in the Zoning By-law to ensure that infill housing projects are sensitive to the scale and physical characteristics of development in the surrounding neighbourhood.

ii) infill housing should be sensitive to the continuity of the existing residential streetscape.

iii) adequate off-street parking and landscaped open space will be provided as part of an infill housing development. The parking area will be suitably buffered so as not to visually intrude on adjacent residential properties.

iv) where an application for Zoning By-law Amendment is made pursuant to Section 4.2.2.1.3, the provision of Sections 4.2.5.6 and 4.2.5.7 shall apply.
4.2.2.2 **Medium Density Residential**

4.2.2.2.1 **Permitted Uses**

The uses shall primarily consist of low density residential uses and medium density residential uses such as tri-plexes, quadruplexes, row dwellings, walk-up apartments, and cluster housing developments.

4.2.2.2.2 **Scale of Development**

Medium density residential shall generally mean buildings with a maximum height of five storeys above grade and shall have a density range of 25 to less than 75 dwelling units per hectare. In the central area of the City, within the area bounded by Park Street, Parkhill Road West, Otonabee River and Lansdowne Street West, the density range shall be 25 to less than 100 dwelling units per hectare.

4.2.2.3 **Development Applications**

Where an application for Official Plan Amendment and/or Zoning By-law Amendment is made for medium density residential development, the provisions of Sections 4.2.5.6 and 4.2.5.7 shall apply.

4.2.2.3 **High Density Residential**

4.2.2.3.1 **Permitted Uses**

The uses shall primarily consist of apartment buildings or medium density residential uses listed in Section 4.2.2.2.1 which exceed the density range as set out in Section 4.2.2.2.

4.2.2.3.2 **Scale of Development**

4.2.2.3.2.1 High density residential development shall mean a density in suburban locations of 75 to 110 dwelling units per hectare. In the central area of the city, within the area bounded by Park Street, Parkhill Road West, Otonabee River, and Lansdowne Street West, the density range shall be 100 to 250 dwelling units per hectare.

4.2.2.3.2.2 Direct access should be provided to collector or arterial streets. Direct access to local streets may be provided if traffic is directed to a collector or arterial street to minimize movement into lower density residential areas.
4.2.2.3.2.3 High density developments shall be sited so as to minimize their effect on neighbouring lower density residential land uses particularly with regard to traffic generation, reduction of sunlight and the views presently enjoyed by neighbouring residents. The visual impact of each project will be carefully considered.

4.2.2.3.3 Development Applications

Where an application for Official Plan Amendment and/or Zoning By-law Amendment is made for high density residential development, the provisions of Sections 4.2.5.6 and 4.2.5.7 shall apply.
4.2.3 HOUSING PRODUCTION

4.2.3.1 Table 1 - Residential Development By Secondary Land Use Plan Areas indicates a maximum number of dwelling units based on low density, medium density and high density residential development for each Secondary Land Use Planning Area. The calculations are sensitive to existing development, the present housing policy and anticipate various forms and rates of intensification throughout the municipality. The calculation of the maximum number of dwelling units for each Secondary Land Use Planning Area does not include those lands designated "Agriculture" by this Official Plan, and any residential development permitted on these lands will require an amendment to Table 1. The Existing and Approved number of units shall be updated regularly without amendment to the Official Plan, however, the Maximum Dwelling Unit targets shall generally not be exceeded without amendment to the Official Plan.

The City will undertake a review of Table 1 to determine if the projected number of units in Secondary Plans warrants amendment to accommodate further intensification in accordance with the Growth Plan.

4.2.3.2 The City shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents by:

a) establishing and implementing minimum targets for the provision of housing which is affordable;

b) permitting and facilitating all forms of housing, including supportive housing, required to meet the social, health and well-being requirements of current and future residents, including special needs requirements;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed; and

e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

4.2.3.3 In order to provide an adequate amount of residential development and redevelopment lands for projected demographic and housing market requirements the City will endeavour to:

a) Maintain at all times at least a ten year supply of lands that can accommodate residential needs through intensification, redevelopment and lands which are designated for residential development.

b) Maintain at all times at least a three year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

4.2.3.4 The City recognizes the definition of “affordable” as stated in the Provincial Policy Statement (2005). Notwithstanding the Provincial definition of affordable, the City will establish, as a priority, greater levels of affordability for various affordable housing programs and local housing production targets. The City will annually establish local affordable housing targets in accordance with this definition.

4.2.3.5 The City will strive to ensure that at least 10% of new residential units resulting from new residential development and residential intensification through conversion of non-residential structures, infill and redevelopment, to be affordable housing.

4.2.3.6 The affordable housing component will be thoroughly reviewed in any new development where 25 or more single and/or semi-detached dwelling units or 50 or more multi-family dwelling units are proposed. The City will also utilize secondary land use plans to assist in identifying potential affordable housing sites.

4.2.3.7 The City will ensure that new subdivision development will provide a variety of housing types and densities to support the City Housing targets as outlined in the Housing Strategy as updated from time to time.
4.2.3.8 In order to monitor the provisions of affordable housing, the City will identify the remaining total development potential by secondary land use planning area and the targets for affordable housing pursuant to Section 4.2.3.5 and the City’s Housing Strategy. The review of individual applications for new residential development will consider the impact of the development on the affordable housing targets.

4.2.3.9 The City will encourage the creation of secondary suites in areas to be identified by this plan and will consider factors such as adequate parking, servicing and access to parks and amenities. The Zoning By-law will be amended to include zoning regulations which will facilitate the creation of secondary suites.

4.2.3.10 The City will encourage the retention and new supply of affordable housing in a variety of designated locations and a variety of dwelling types.

4.2.3.11 The City will develop a Housing Strategy, in consultation with the County and Townships that will include a strategy for affordable housing, which will be updated from time to time, to establish a plan to meet the current and future housing needs of all residents. Efforts will be made to achieve the targets for the provision of affordable housing identified in the Housing Strategy, in particular, types of housing that are necessary to meet the City and County’s needs for affordable housing for low and moderate income households, seniors, families and singles, and those requiring support services.
4.2.4 POLICIES FOR SPECIFIC RESIDENTIAL PROPERTIES

4.2.4.1 The property known municipally as 565 Water Street North, being an existing brick dwelling, may be used for the offices of the Peterborough Branch of the Canadian Red Cross Society and for uses usual to a Red Cross Branch, excluding a Blood Donor Clinic, provided the use is confined to the existing building, that the existing building and appropriate parts are designated under the Ontario Heritage Act, and that improvements to the property including building and grounds are maintained so as to preserve the present residential character of the building and grounds.

4.2.4.2 The property presently known municipally as 593-595 Arndon Avenue and 600 Monaghan Road being an existing brick dwelling and church, may be used for a funeral parlour and a dwelling unit.

4.2.4.3 Only the rear 51.8 metres of property described as part of lots 25 and 26 Registered Plan 6G, 45 Leahy’s Lane shall be designated medium density residential.

4.2.4.4 The property known municipally as 570 Water Street North being the existing office building of the Kawartha-Haliburton Children’s Aid Society, may be used as an office building and that improvements to the property including building and grounds are maintained so as to preserve the present residential character of the building and grounds.

4.2.4.5 The property known municipally as 555 George Street North being an existing vacant food store may be used as office building, financial institution and/or clinic being an appropriate use of the site in proximity to the Central Business District.

4.2.4.6 The medium density residential development of Schedule "G" shall comprise a maximum of 8 hectares at a maximum density of 50 dwelling units per hectare and that any such building shall have a maximum height of four (4) storeys above grade.

4.2.4.7 The high density residential development of Schedule "G" shall comprise a maximum of 7.2 hectares at a maximum density of 75 dwelling units per hectare and that any such building shall have a maximum height of ten (10) storeys above grade.

4.2.4.8 The medium density residential development for the property east of George Street South, between Ware Street and C.N. Railway shall be at a maximum density of 110 dwelling units per hectare and that any such building shall have a maximum height of three (3) storeys above grade.
4.2.4.9 The high density residential development for the property north of Ware Street, west of Lock Street and South of C.N. Railway shall be at a maximum density of 110 dwelling units per hectare and that any such building shall have a maximum height of three (3) storeys above grade.

4.2.4.10 The property known municipally as 475 Parkhill Road West shall be used for the sole purpose as a condominium pursuant to the Condominium Act or successor legislation.

4.2.4.11 The high density residential area on the west side of Park Street South and north of Braidwood Avenue on Schedule "E" may comprise a maximum of 52 dwelling units.

4.2.4.13

4.2.4.14 The high density residential designation south of Thompson Creek and west of the Trent Canal shall be at a maximum density of 128 units per hectare.

4.2.4.15 The property known municipally as 88 Lansdowne Street West may be used for residential and office purposes, provided that any alterations to the existing residential dwelling shall have regard for the residential and architectural character of the building.

4.2.4.16

4.2.4.17 The density of the property known as 723, 733, 741 George Street North shall be limited to a maximum density of 94 dwelling units per hectare.

4.2.4.18 The property known as 1545 Monaghan Road may also be used for a small-scale office; a small scale clinic; a place of assembly; a day nursery; a school; and an adult training centre in addition to the residential uses permitted. The non-residential uses are to be contained within the existing buildings.
4.2.5 GENERAL POLICIES FOR ALL RESIDENTIAL DESIGNATIONS

4.2.5.1 Commercial Uses Within Residential Areas

4.2.5.2 Group Homes

4.2.5.2.1 A Group Home is a single housekeeping unit in a residential dwelling in which 3 to 10 persons, excluding supervisory staff or the receiving family, live under responsible supervision consistent with the particular needs of its residents. This does not include a Family or Boarding House as defined by the Zoning By-law, a Lodging House as may be licenced under the Lodging House By-Law, or a Foster Home.

4.2.5.2.2 Group homes will be allowed "as-of-right" in all residential dwellings permitted within the City of Peterborough to a maximum of 6 resident persons exclusive of supervisory staff and receiving family in any dwelling or building.

4.2.5.2.3 Group homes to accommodate 7 to 10 occupants may be allowed in any residential area of the City of any location where institutions are permitted. An application for rezoning will be required for the consideration of a home with 7 to 10 occupants.

4.2.5.2.4 To avoid concentration of group homes and to encourage an equitable distribution within the City such homes should be separated from each other and other residential care facilities except hospitals, nursing homes and homes for the aged by a distance of 300 metres measured from property line to property line. Any proposed group home that would not comply with the distance criteria shall only be permitted by a site specific zoning.

4.2.5.2.5 Council shall require the registration of group homes as permitted by the Municipal Act.

4.2.5.2.6 Not more than two persons convicted under the Young Offenders Act will be accepted as residents of any group home.

4.2.5.2.7 With regard to group homes that locate pursuant to "as-of-right" provisions of this by-law, persons who have been referred from correctional or detention facilities shall not be accepted. This shall not limit the allowance of young offenders under Section 4.2.5.2.6.
4.2.5.3 **New Condominium Construction**

4.2.5.3.1 Condominium ownership will add to the variety of housing types and tenure. Council shall only consider application for condominium approval if accompanied by an application for site plan agreement.

4.2.5.3.2 The City recognizes that new condominium development provides an alternative type of housing that may be particularly attractive to seniors and small households and will look favourably at condominium applications where servicing is available.

4.2.5.3.3 The City will closely monitor all condominium applications and developments to ensure that the land supply potentially available for medium and high density rental housing is not significantly diminished and that the vacancy rate of the city is not adversely affected.

4.2.5.4 **Conversion of Housing from Rental to Condominium**

4.2.5.4.1 Conversion of an existing rental housing project to condominium ownership shall be permitted conditional upon:

i) Council approval under the *Rental Housing Protection Act*;

ii) Approval of condominium plan under the Planning Act and Condominium Act;

iii) Satisfactory incentives being provided to established tenants to allow them to purchase or remain in the unit after the conversion to condominium.

4.2.5.4.2 Under the *Rental Housing Protection Act*, the conversion of rental property to condominiums will be subject to the following conditions:

i) the completion of an independent engineering study, funded by the developer, to determine:
   a) the structural integrity of the building;
   b) any Building Code and maintenance deficiencies;
   c) an appropriate replacement reserve, pursuant to the Condominium Act; and
   d) the need for landscaping and site servicing improvements.

ii) an agreement with the City by the developer to:
   a) undertake all remedial work identified in the engineering study prior to registration;
   b) create and fund a replacement reserve in accordance with the engineering study;
c) enter into a new site plan agreement to upgrade all site improvements to current design standards.

iii) the completion of any conditions of approval under the *Rental Housing Protection Act*.

4.2.5.5 **Mobile and Modular Homes**

Mobile homes and modular homes will be permitted to locate within the residential areas of Schedule “A” provided that they are developed as a co-ordinated park or subdivision development. Any mobile home park shall be located so as to have ready access to a collector street. Buffering and landscaping shall be provided to ensure the compatibility of such a park. The development of any park will be contingent upon the passage of an appropriate restricted area (zoning) by-law and associated development regulations.

4.2.5.6 **Submission Requirements**

A proposal for an amendment to the Zoning By-law to permit residential development shall be accompanied by the submission of a concept site plan and building perspective or building elevation which shall display the massing and conceptual design of the building, the relationship of the proposed building to adjacent buildings and street as well as driveways and off-street vehicular loading and parking facilities (either covered or uncovered). Council may also request for professional studies to be conducted by development proponents to address any or all of the matters of Section 4.2.5.7.

4.2.5.7 **Evaluation Criteria**

City Council shall consider the following factors when reviewing an application for residential development and developers shall provide appropriate information with regard to:

i) The type of housing form proposed for a site;

ii) The nature and extent of existing land uses within an area or in proximity to a site to be developed;

iii) The adequacy of municipal services available to an area or to the site;
iv) The implications of traffic generation and proposed measures to lessen the impact on the surrounding environment.

v) The provision of amenities to serve the residents of a development and the adequacy of amenities in the area to serve the residents;

vi) The proximity of the site to municipal park and recreation areas and school sites in order to serve the residents of the development;

vii) Adequate standards for parking, buffering, and landscaping in the zoning by-law; and

viii) The proximity of the site to, or presence of significant natural/environmental features and how the development is sensitive to these features.

4.2.6 LOCAL COMMERCIAL

4.2.6.1 Purpose

Local Commercial facilities provide a range of convenience goods and services, generally required on a daily basis, to the adjacent residential areas.

4.2.6.2 Objective

To provide, in easily accessible locations for all residential areas, a range of convenience commercial uses in a manner compatible with adjacent residential areas.

4.2.6.3 Permitted Uses

Existing and approved freestanding stores or commercial buildings, shopping plazas and business districts which are consistent with the policies of this section will be recognized in the Zoning By-law. New local commercial uses or major expansions of existing facilities would require an amendment to the zoning by-law.

Permitted local commercial uses include:
a) convenience retail stores, personal services, small scale restaurants, small scale food stores, and small scale service commercial uses such as video rental and gasoline sales outlets

b) small scale office, studio and clinic uses

c) residential uses as a secondary use in a local commercial development.

Additional small-scale retail uses may be permitted in larger local commercial facilities where the facility is established to support planned residential development.

4.2.6.4 Form of Development

The form of development for any local commercial facility, in developing areas, will generally be a freestanding building or a small scale shopping plaza utilizing integrated access and parking between individual uses. The form of development for a local commercial facility in established areas will also include a business district comprised of a cluster of commercial establishments with diverse ownership.

Any site utilized for a local commercial use will be of a sufficient size to provide adequate buffering for any adjacent non-commercial use, as well as adequate parking facilities. Such buffering will generally be achieved through building setbacks, landscaped open space and physical barriers.

The height and design of any local commercial use will be in keeping with the character of the adjacent residential area.

Where a local commercial facility incorporates the sale of gasoline or a high traffic generator, special regulations will be established in the Zoning By-law to ensure all uses of the site function in a safe and compatible manner and that the site will function adequately in terms of traffic movement on and off the property.
4.2.6.5 Scale of Development

Local commercial uses shall be developed at a scale which is compatible with adjacent residential land uses and at a scale which is adequate to satisfy the need for commercial services in the planning district. The Zoning By-law will establish appropriate standards to ensure compatibility of scale.

Where the policies of this section permit “small scale” uses, such individual uses shall generally have a gross floor area of less than 300 square metres.

Local Commercial facilities, whether shopping plazas or business districts, shall generally not comprise more than 2000 square metres of gross leaseable area.

4.2.6.6 Location of Development

Local commercial facilities will be located on a collector or arterial street, generally at an intersection or integrated with medium or high density residential developments. However, where such facilities include the sale of gasoline, they will generally be located on an arterial street at an intersection with another arterial or collector street.

Local commercial facilities in developing areas will generally be located through a secondary land use planning process. Local commercial facilities in established urban areas tend to locate on smaller sites in scattered locations, however, proposals to cluster local commercial uses to provide for a more comprehensive offering of services will be encouraged. It is expected that additional local commercial facilities will be required in planning districts which have higher residential densities or major institutional uses, or which are not well served by other commercial facilities or where major roads interrupt the convenient access to services by local residents.

4.2.7 DEVELOPMENT APPLICATIONS

Applications for new local commercial development or redevelopment in the Residential designation will be based on the policies outlined in this section and where a Zoning By-law Amendment is required, the submission of planning analysis in accordance with Section 4.3.7 may be required, in whole or in part.
4.3 COMMERCIAL AREA

4.3.1 GENERAL

4.3.1.1 Purpose

The commercial areas of this Plan, as illustrated generically on Schedule “A” and by designation on Schedule “I”, recognize existing commercial areas and provide opportunities for additional development and redevelopment. It is intended that these designations identify the lands which accommodate most of the commercial activities of Peterborough and provide the City and surrounding regional area with the broadest range of commercial activities, goods and services to meet the diverse needs of residents, businesses and institutions of the City and region. Many of the designations also accommodate other important governmental, business, community and residential uses.

Growth and change in major commercial uses and functions shall be accommodated in accordance with the Commercial Structure policies of Section 2.3 of this Plan, as well as the land use policies of the applicable designation.

4.3.1.2 Designations

To recognize the varied nature of existing commercial areas in Peterborough and provide for the appropriate and orderly development of additional commercial uses in accordance with the Commercial Structure policies of Section 2.3 of this Plan and good planning practice, the following commercial and mixed-use land use designations are established on Schedule “I”:

- Central Area
- Major Shopping Centres
- Special Purpose Retail
- Neighbourhood Centre
- Service Commercial

Policies are provided in Sections 4.3.2, 4.3.3, 4.3.4, 4.3.5 and 4.3.6 for each of these designations.

In addition, Local Commercial Uses are permitted in the Residential designation in accordance with the provisions of Section 4.2.6 of the Plan.
4.3.2 CENTRAL AREA

4.3.2.1 The Central Area is Peterborough’s traditional centre, consisting of the downtown core and other central lands. This area accommodates the largest and most diverse concentration of central place functions in the City, including retail, office, service, entertainment and other commercial uses, as well as governmental, institutional, residential and community activities. Retail uses are a significant component of this mix of activities, and includes a broad range of comparison shopping, specialty outlets and more localized facilities related to the needs of nearby residents and the downtown working population. The form of development in the Central Area is more intensively urban than any of the City’s other commercial areas.

The retail and service activities and other facilities in the Central Area are collectively the most significant location for the provision of specialized and higher-order functions serving the diverse needs of residents, businesses and institutions of Peterborough and of the surrounding regional area which looks to Peterborough for those functions not available locally.

Permitted uses, which may vary from sub-area to sub-area within the Central Area, encompass the full range of commercial activities, including all forms of retail and service commercial facilities, business and professional offices, hotels, restaurants, private clubs, places of recreation and entertainment, personal and business services, governmental facilities, outlets for wholesale, retail or mixed retail-wholesale trade, cultural facilities, parks, community facilities, public and private institutions, tourist related use, and many industrial operations.

Residential uses of varying forms and densities, as well as supporting uses and facilities, are permitted in most sub-area of the Central Area.

Throughout the Central Area are many Industrial operations currently existing on smaller isolated sites. While not specifically designated, with the exception of Quaker Oats, this does not diminish the desirability and contribution that such industrial uses make to the vitality of the Central Area. The City will continue to work with all industrial uses in the Central Area to encourage their ongoing viability.

In addition to the goals and objectives of Section 2.3.2 for the Central Area in particular, Council will expand and update the Regional
Centre/CBD Area Master Plan of Section 4.8.2 as an amendment to the Official Plan to include all of the Central Area and this will be a priority activity of the City.

4.3.2.2 Central Area Sub-Areas

4.3.2.2.1 The Central Area is composed of a number of different sub-areas each of which require a special policy approach. The sub-areas are outlined on Schedule “J” and the policies for each sub-area are found in Sections 4.3.2.2.2 to 4.3.2.2.9 inclusive.

These policies provide general direction regarding development in the sub-areas. However, provided development conforms to the general policies of the Central Area it may be permitted without an Official Plan Amendment.

4.3.2.2.2 Sub-Area 1: Commercial Core Area

The focus of the Commercial Core Area is the major concentration of retail, office, entertainment and service commercial uses along the major streets in the area. New development and redevelopment should reinforce the character of the Commercial Core as a pedestrian shopping area in a “main street” setting and should generally be based on conformity with the following criteria:

- Uses, particularly retail commercial uses, which generate pedestrian traffic, should be located at grade level, with any office and residential uses in upper storeys in order to maintain the continuous shopping function.
- Existing buildings and/or facades should be preserved, whenever practical.
- New buildings, particularly those on “main streets” should be designed to ensure the continuity of the existing facades and building heights in the immediate vicinity.
- Pedestrian linkages throughout the core, particularly to parking areas and open space areas should be improved; and,
- The design of sites which abut Jackson Creek should recognize and enhance the relationship of the site to the creek.

The City will continue to work with the Business Improvement Area and individual landowners to encourage the maintenance and
improvement of existing buildings and facilities in the Commercial Core utilizing programs such as a Community Improvement Plan under the Planning Act.

The City will ensure that adequate financial resources are available to maintain and improve existing public facilities in the Core Area and Waterfront Commercial Area, including programs to ensure that these areas maintain a public image of quality and cleanliness and foster civic pride.

4.3.2.2.3 Sub-Area 2: Waterfront Commercial Area

The Waterfront Commercial Area forms an extension of the Commercial Core Area and supports the same land uses as found in the Core. However, because the Waterfront Commercial Area signals the arrival to the downtown from the south and due to its direct relationship with the Otonabee River and Little Lake, it has its own unique potential and tourist related activities. All development, whether existing or new should reinforce the gateway profile and relationship to the waterfront by:

- adhering to high standards of urban design including building design which maintains the openness of the area and views to the water;
- providing enhanced landscaping, particularly in areas adjacent to public open space.
- providing strong pedestrian linkages with the waterfront

The City will consider opportunities to encourage the redevelopment of Waterfront Commercial properties in accordance with the policy objectives of this section including programs such as a Community Improvement Plan under the Planning Act.

4.3.2.2.4 Sub-Area 3: Business Districts

A Business District is defined as a cluster of commercial establishments with diverse ownerships and tenants along a major street. A Business District is distinguished from the Commercial Core and Waterfront Commercial Areas by the built form rather than the land uses. Business districts are generally small scale commercial activities operating from less intensively developed sites.

The Hunter Street East Business District connects the Central Area to the Liftlock Area and the Trent Severn Waterway. The Hunter Street
East Area will be encouraged to develop a commercial base that supports the area’s tourism potential as well as the resident population base in Ashburnham. All new uses will be carefully designed to ensure they are compatible with existing development in the area. Development which maintains the same setback and storefront orientation of the existing uses will be encouraged.

The Hunter Street East Business District also includes the mixed use Time Square development and the campus of the former St. Joseph’s Hospital. These two sites have unique land use potential within the Business District. Permitted uses for these sites may include residential, office, institutional, cultural and/or recreational uses, as well as retail and service commercial uses. The predominant uses shall be residential and offices. Development within both sites shall be designed in a manner which will be compatible with the uses in the Liftlock area to the east.

The Charlotte Street West Business District forms an extension of the Commercial Core Area, but, it also has its own unique character. New development or redevelopment should reinforce the character of Charlotte Street as a separate pedestrian, small scale business district and should generally be based on conformity with the following criteria:

- uses, particularly retail commercial uses, which generate pedestrian traffic, should be located at grade level.
- buildings should be designed to ensure continuity of facades and heights of buildings in the immediate vicinity.
- development which is located on the side streets within the Business District should be compatible with adjacent residential uses, and the retention of existing residential buildings through conversion to other uses will be encouraged.
- the City will include the Charlotte Street West Business District in the Streetscape/sidewalk program to reinforce the area’s relationship to the Commercial Core and its gateway profile.

The Park Street Business District recognizes an established cluster of retail and service uses and a limited infilling opportunity. It is intended that recognition as a Business District will encourage investment in existing commercial properties to improve building conditions and site treatments.

The George Street South Business District recognizes an established
cluster of retail, office and personal service uses connecting the Central Area to Lansdowne Street. The Business District designation also anticipates the redevelopment of a limited number of residential properties along George Street in order to establish a quality commercial corridor denoting its gateway profile for the downtown. Development and redevelopment within the Business District should be compatible with adjacent residential uses and the zoning by-law will establish a range of commercial uses that minimize land uses conflicts and promote sound urban design. While the retention of existing buildings will be encouraged, the assembly and redevelopment of properties will be permitted to promote comprehensively planned development and high urban design standards befitting of the Business District’s gateway profile.

4.3.2.2.5 Sub-Area 4: Industrial Conversion Area

The Industrial Conversion Area is situated in the south-west portion of the Central Area and recognizes a node of old, predominately single-storey industrial buildings. The focus of the Industrial Conversion Area is to provide policy flexibility allowing industrial buildings and sites to be utilized for a wide variety of alternative uses including retail commercial uses, office and studio uses, institutional and recreational uses, service commercial and service industrial activities. An objective of this designation is to also provide locations for larger floor plate retail uses that may have practical difficulties finding a “main street” presence in the commercial core yet desire a central area presence.

4.3.2.2.6 Sub-Area 5: Transitional Uses Area

The Transition Uses Areas are located on the edge of the Commercial Core Area and Waterfront Commercial Area and provide a transition between these areas and the residential areas outside the Central Area. The designation recognizes that Transitional Areas already exhibit a diversity of land uses co-existing and compatible with low density residential uses. The diverse uses include such uses as special care homes, medium and high density residential uses, institutional uses, small scale office uses, convenience retail and service commercial uses.

The designation recognizes that additional development and redevelopment will occur however the majority of new uses will be high and medium density residential development, small scale office and studio uses, and home based business activity operating under relaxed zoning regulations. Transitional Areas at the edge of the Commercial Core and Waterfront Commercial Areas will be permitted
the greatest use flexibility including small scale specialty retail and hospitality uses such as small scale restaurants and inns.

New development and redevelopment should reinforce these objectives with comprehensive proposals which:

- minimize the impact on adjacent low density residential areas through the provision of adequate parking and adequate buffering, particularly landscaping and setbacks;
- provide pedestrian linkages with adjacent Business Districts, Commercial Core or Waterfront Commercial Areas wherever practical;
- ensure that new buildings are designed in a manner compatible with the existing buildings;
- place developments which generate a significant amount of traffic on arterial or collector streets.
- recognize the natural amenities of the site, particularly sites which abut Jackson Creek and respect the Creek as a public amenity and pedestrian corridor.

Prior to the zoning of sites for non-residential development Council may require the approval of an urban design study to ensure consistency in development standards on a block basis or larger rather that individual sites.

4.3.2.2.7 Sub-Area 6: Industrial Area

The Industrial Area recognizes the existing Quaker Oats plant. This is a major, successful industrial use with significant prospects for additional investment and growth. Its location, being buffered from the balance of the Central Area by topography, is such that the use can, and should be, maintained and expanded without any conflict with the Central Area.
4.3.2.2.8 Sub-Area 7: Open Space Area

The Open Space Area recognizes the existing and potential open space areas along the Otonabee River and Jackson Creek and the major public parks in the Central Area. The availability of these areas is a major asset for the Central Area, and they should be maintained, enhanced and expanded wherever possible.

In particular, the City has made and will continue to make improvements to the Open Space Areas along the Central Area’s Waterfront through the Otonabee River Trail project.

The designation recognizes that the Open Space lands within the Central Area support a very diverse range of public recreation, leisure, cultural and entertainment activities in addition to supporting tourism and will continue to be developed to support such uses.

4.3.2.2.9 Special Policy Area

Schedule “J” identifies a Special Policy Area on the south shoreline of Little Lake between George Street and Little Lake Cemetery. The Special Policy Area recognizes the potential of properties within the area to support a growing tourism industry through the establishment of bed and breakfast/inn accommodation, cafes/tea rooms, and boutique retail establishments. However, prior to the passage of any zoning by-laws to implement this policy potential the City will undertake a detailed planning analysis, adopted by Council, addressing the following matters:

• the need for such uses and the corresponding short term to long term geographical limits of the opportunity.

• the requisite urban design standards to ensure development and redevelopment exhibits high aesthetic qualities, is sensitive to abutting uses and reinforces the tourism potential of the area.

• the public infrastructure improvements that are necessary to support the commercialization of the Special Policy Area, including the extension of the Otonabee River Trail, lighting and off street parking opportunities.
4.3.2.3 **Bonusing**

The Zoning By-law will establish height and density units for the Central Area. However, in accordance with the provisions of Section 37 of the Planning Act, the Zoning By-law may include provisions permitting an increase in the height and density limits for any development in the Central Area to a specified limit.

Such bonus provisions may be utilized only where the result will be the provision of a distinct public amenity or benefit in conjunction with the proposed development, without any negative impacts on the Central Area or the City as a whole. Proposals where bonus provisions could be utilized include, but are not limited to developments which:

a) are designed to permit the preservation of existing buildings, or the facade of a building of historic or architectural significance;

b) include improvements to the shoreline area of the Otonabee River, Little Lake or Jackson Creek and/or provide linkages between the shoreline and the C.B.D.;

c) incorporate a major regional facility;

d) provide underground parking;

e) promote housing intensification or provide affordable housing;

f) provide on-site public open space and/or recreation facilities

As a condition of the application of the bonus zoning, the owner of the subject lands shall be required to enter into an agreement with the City, to be registered against the title of the land. The agreement will deal with the matters to be provided, the timing of their provision and the height and/or density bonus to be given.

4.3.2.4 **Parking**

In accordance with the provisions of Section 39 of the Planning Act, the City may enter into an agreement with the owner or occupant of a building within the Central Area to exempt the owner and/or occupant from some or all of the parking requirements of the Zoning By-law. Such an agreement will provide for cash payments in lieu of the provision of parking.
4.3.2.5 **Design Guidelines**

The City will encourage a high standard of design in the Central Area and will continue to rely on the Site and Building Design Guidelines as a basis for the evaluation of Site Plan applications.

4.3.2.6 **Development Applications**

Applications for new development and redevelopment in the Central Area will be evaluated based on the policies of Section 4.3.2 and particularly the policies for each sub-area of the Central Area as outlined in Section 4.3.2.2. In addition, where an application for an Official Plan or Zoning By-law amendment is made, the submission of a planning analysis in accordance with the provisions of Section 4.3.7 will be required.

4.3.3 **MAJOR SHOPPING CENTRE**

4.3.3.1 **Purpose**

The Major Shopping Centre designation on Schedule “I” provides for major retail developments in an enclosed or unenclosed shopping centre form. The general range and mix of uses is intended to provide a variety of regular and specialty goods and services in both large and small premises.

The facilities accommodated in Major Shopping Centres complement those of the Central Area in meeting the diverse needs of residents, businesses and institutions of Peterborough and of the surrounding regional area which looks to Peterborough for those functions not available locally.

4.3.3.2 **Objectives**

To provide for the existing shopping centres and provide for their expansion in accordance with the Commercial Structure policies of Section 2.3 of this Plan.

To provide the major conventional shopping centre component of a Shopping Node, including a range and mix of uses large and small.

To thereby strengthen the commercial economy of Peterborough, and maintain healthy interaction and balance within the Commercial Structure in relation to the Central Area and other Shopping Nodes.
4.3.3.3 **Permitted Uses**

Permitted uses of the Major Shopping Centre designation on Schedule “I” are less diverse than the Central Area and are primarily of a retail nature, including:

a) a supermarket  
b) a department store  
c) other retail stores, including drug store, specialty food stores, variety and convenience stores, hardware stores, stores selling household supplies and furnishings, apparel, crafts and gifts, electronics, photography and leisure-time merchandise, and the like  
d) personal service shops  
e) eating establishments  
f) gas bars  
g) commercial recreation and assembly uses  
h) financial services  
i) small-scale office and studio uses  
j) clinic uses  
k) public and community facilities.

As cinema and theatre facilities are important to the planned function of the Central Area and are identified as particular priority functions, new cinema and theatre uses are not permitted in Major Shopping Centres.

4.3.3.4 **Form of Development**

Enclosed and unenclosed shopping centre forms of development are recognized in the Major Shopping Centre designation.

Comprehensively co-ordinated provisions for vehicular access, site circulation and parking are required.

Pedestrian sidewalks or walkways shall link the major retail components of the development, and shall also be extended so as to provide for walk-in movements from nearby transit stops and public sidewalks.

Free-standing buildings not fully integrated with the pedestrian provisions for retail components are permitted for an eating establishment, gas bar, commercial recreation or assembly use, or financial service. Such buildings shall, if occupied by an eating establishment, commercial recreation or assembly use, or financial service, have pedestrian linkage with nearby transit stops and public
Landscaping is required adjacent to abutting streets except where crossed by access points, and adjacent to existing or planned residential uses.

The location and design of loading docks, garbage storage and service areas shall be oriented away from, and separated from abutting streets and existing or planned residential areas by setbacks, screening, landscaping or other buffering measure.

4.3.3.5 Scale of Development

Shopping Centres in the Major Shopping Centre Area designation shall be developed at a scale which is in accordance with market demand and which does not result in impacts prejudicial to the downtown and its priority functions, or alter the healthy interaction and balance of commercial opportunity throughout the City.

Where the policies of this section permit “small scale” uses, such individual uses shall generally have a gross floor area of less than 300 square metres.

4.3.3.6 Location of Development

Major Shopping Centre development is required to be located within a Shopping Node identified on Figure 1 of this Plan. Such development shall have access from at least one arterial street, and preferably two arterials streets or an arterial and a collector street.

4.3.3.7 Development Applications

Applications for new development and redevelopment in the Major Shopping Centre Area designation shall be evaluated based on the policies of Section 2.3 and 4.3.3. In addition, when an application for an Official Plan Amendment and Zoning By-law amendment is made, submission of a planning analysis in accordance with the provisions of Section 4.3.7 will be required. As a condition of the approval of applications to expand Major Shopping Centres, the City will ensure that provisions have been made for necessary municipal infrastructure improvements, such as roadway alignments and widening and intersection upgrading.
4.3.4 SPECIAL PURPOSE RETAIL

4.3.4.1 Purpose

The Special Purpose Retail designation on Schedule “I” provides for the development of large retail uses, preferably in a form of development where access, general building configuration and other matters are co-ordinated with those of adjacent properties.

In general, smaller retail uses or premises of the types typical of the Central Area and Major Shopping Centres are not permitted, except where in existence at the time of designation in the Special Purpose Retail category.

The large facilities accommodated in Special Purpose Retail areas complement those of the Central Area and Major Shopping Centres in meeting the diverse needs of residents, businesses and institutions of Peterborough and of the surrounding regional area which looks to Peterborough for those functions not available locally.

4.3.4.2 Objectives

To provide for the accommodation of large format retail outlets and other facilities in accordance with the Commercial Structure policies of Section 2.3 of this Plan.

To augment the conventional anchor and smaller retail facilities provided by the Major Shopping Centre component of a Shopping Node, by providing proximate locations for larger format stores.

To thereby strengthen the commercial economy of Peterborough, and maintain healthy interaction and balance within the Commercial Structure in relation to the Central Area and other Shopping Nodes.

4.3.4.3 Permitted Uses

Permitted uses of the Special Purpose Retail designation on Schedule “I” are strictly limited in range, including only:

a) large retail stores, generally having a gross floor area of not less than 750 square metres, not including a supermarket, a department store or similar mass general merchandiser
b) personal service shops
c) eating establishments
d) gas bar and automotive sales and service uses
e) commercial recreation and assembly uses  

f) financial services  

g) public and community facilities.

Notwithstanding the above, where at the time of its designation as Special Purpose Retail, a lot contains a building configured for smaller uses or a building or unit occupied by a retail store of less than 750 square metres, such building or unit may continue to be occupied by any retail use or other use permitted in this designation. In addition, where at the time of its designation as Special Purpose Retail a lot contains a supermarket, an office or clinic, such uses may be recognized as a permitted use in the Zoning By-law.

As cinema and theatre facilities are important to the planned function of the Central Area and are identified as particular priority functions, these uses are not permitted in Special Purpose Retail designations.

4.3.4.4 **Form of Development**

Special Purpose Retail development may occur in the form of individual buildings or multiple occupancy buildings, provided that all new retail units comply with the minimum size requirements.

Where more than one use is developed on a property, the development shall provide comprehensively co-ordinated vehicular access, site circulation and parking. Co-ordination of such matters with adjacent properties is also encouraged and, where practicable, may be imposed as a condition of development.

Landscaping is required adjacent to abutting streets except where crossed by access points, and adjacent to existing or planned residential uses.

The location and design of loading docks, garbage storage and service areas shall be oriented away from, and separated from abutting streets and existing or planned residential areas by setbacks, screening, landscaping or other buffering measure.

4.3.4.5 **Location of Development**

Special Purpose Retail development is required to be located within a Shopping Node identified on Figure 1 of this Plan. Such development shall have access from an arterial street or a collector street.
4.3.4.6 **Development Applications**

Applications for a new development and redevelopment in the Special Purpose Retail designation shall be evaluated based on the policies of Section 2.3 and 4.3.4. In addition, when an application for an Official Plan and Zoning By-Law Amendment is made, submission of a planning analysis in accordance with the provisions of Section 4.3.7 will be required. Through the review of development applications in the Special Purpose Retail designation the City will encourage a high standard of urban design and will ensure that provisions have been made for necessary municipal infrastructure improvements, such as roadway alignments and widening and intersection upgrading.

4.3.4.7 **Special Provisions**

Notwithstanding the provisions of Section 4.3.4 of this Plan, the property municipally known as 300 Milroy Drive, designated ‘Special Purpose Retail’ may also be used for a supermarket.

4.3.5 **NEIGHBOURHOOD CENTRES**

4.3.5.1 **Purpose**

Neighbourhood Centre designation on Schedule “I” recognizes nodes of neighbourhood serving commercial activity. The designation includes shopping plazas and commercial districts which provide a range of goods and services to a trade area comprised of several planning district within the City.

The designation recognizes existing and approved centres and a new centre in the vicinity of Trent University. The location of the new Centre on Water Street is conceptual and may be relocated without amendment to this plan if the intent of the designation is met to the satisfaction of the City. Additional centres are anticipated in developing areas, however, the location and need for such centres will be established through comprehensive secondary plans adopted as amendments to the Official Plan.

4.3.5.2 **Objective**

To provide for an appropriate range and supply of commercial goods and services to serve a number of planning districts in a manner compatible with adjacent uses.
4.3.5.3 Permitted Uses

The Neighbourhood Centre designation on Schedule “I” means that the predominant use of land shall be for a node of commercial establishments often clustered in or around one or more shopping plazas. Permitted uses shall include:

a) Retail and Service Commercial Uses such as small scale retail stores, personal service uses, and restaurants
b) Larger scale neighbourhood serving retail uses such as food stores, drug stores and hardware stores
c) Clinic uses.
d) Small scale office and studio uses.
e) Institutional and cultural uses.
f) Medium density residential uses subject to the applicable policies of Section 4.2.2.

As cinema and theatre facilities are important to the planned function of the Central Area and are identified as particular priority functions, these uses are not permitted in Neighbourhood Centres.

4.3.5.4 Form of Development

In developing areas of the City the focus of development in a Neighbourhood Centre shall generally be a grouping of retail and service commercial units typically located on one site with combined access and parking facilities.

In established areas of the City the focus of development is a node of commercial establishments generally found in one or more shopping plazas together with free standing uses on individual sites clustered along a major street.

4.3.5.5 Scale of Development

Neighbourhood Centres shall be developed in a manner which is compatible with adjacent land uses, and the Zoning By-law will establish appropriate standards to ensure compatibility of scale.

Where the policies of this section permit “small scale” uses, such individual uses shall generally have a gross floor area of less than 300 square metres.

Neighbourhood Centres, when complete shall generally range in size from 2000 square metres GLA to 8000 square metres GLA. No food
store in the Neighbourhood Centre designation shall exceed 3000 square metres in size unless supported by a market impact study completed by a qualified market consultant.

4.3.5.6 Location of Development

Neighbourhood Centres shall be located on a collector or arterial street, usually at an intersection.

Generally, one Neighbourhood Centre will be sufficient to serve several planning districts. New Neighbourhood Centres shall not be located in close proximity to a Shopping Node designated on Schedule “A”.

4.3.5.7 Development Applications

Applications for development within existing and planned Neighbourhood Centres shall be evaluated based on the provisions of Section 4.3.7.

Applications for new Neighbourhood Centres requiring an Official Plan Amendment shall be based on the policies outlined in Section 4.3.5 and prior to the adoption of zoning by-laws, the submission of a detailed planning analysis in accordance with the provisions of Section 4.3.7 shall be required. Where a new Neighbourhood Centre is proposed as a result of a comprehensive secondary land use plan, a market impact analysis may be required to substantiate the need for additional retail floor space. Where the scale of a new Neighbourhood Centre requiring an Official Plan Amendment is similar to an application described in Section 2.3.7, the requirements of that section will apply.

4.3.5.8 Special Provisions Neighbourhood Centre

The lands designated Neighbourhood Centre at the west end of Lansdowne Street West, west of Brealey Drive are permitted to have a large scale discount variety store with up to 950m² of floor area and are permitted to have a larger scale general merchandise store with up to 2350m² of floor area.

4.3.5.9

4.3.5.10 Notwithstanding the provisions of Section 4.3.5.5 of this Plan, the lands designated Neighbourhood Centre on the north and south sides of Lansdowne Street West, west of Brealey Drive are permitted to have a total Gross Leasable Area of up to 17,557 square metres and limited to one food store that is larger than 330m².

4.3.6 SERVICE COMMERCIAL AREA
4.3.6.1 **Purpose**

The Service Commercial Area designation on Schedule “I” provides for a broad range of commercial services, commercial recreational and institutional uses and a restricted range of retail commercial uses, which are not appropriate in the other commercial designations or have particular site, access or storage/display requirements. Such uses may be placed in free standing facilities or small scale commercial centres.

The designation recognizes existing Service Commercial Areas and provides new locations for service commercial growth. Council will continue to encourage new development through infilling and the redevelopment of existing sites.

4.3.6.2 **Objectives**

To provide locations for service-oriented commercial activities, particularly hospitality and automotive services, personal services and retail commercial activities requiring large sites to accommodate extensive open or enclosed display or storage areas.

To promote a high level of urban design through requirements for improved landscaping, and the integration of development with common access and parking and other features.

4.3.6.3 **Permitted Uses**

The Service Commercial designation on Schedule “I” means that the predominant use of land shall be for the following types of commercial activity:

a) automotive - oriented commercial uses and uses which cater to the travelling public;

b) hotels, motels, eating establishments and other hospitality and tourist services.

c) Commercial recreation and assembly uses

d) Retail Commercial uses requiring large sites to accommodate extensive open or enclosed display or storage areas such as furniture and appliance sales facilities, horticultural centres, home improvement and building supply outlets, and vehicle, farm supply and large equipment sales facilities, flea markets and auction halls.
e) Personal and Financial Services

f) light industrial uses with accessory retail and service functions

g) small scale office and studio uses and clinic uses adjacent to Shopping Nodes, Neighbourhood Centres and as a transitional use adjacent to residential areas.

h) Institutional and special purpose residential/residential care uses.

As cinema and theatre facilities are important to the planned function of the Central Area and are identified as particular priority functions, these uses are not permitted in Service Commercial designations.

4.3.6.4 Form of Development

Service Commercial Areas will generally take the form of low density corridors of commercial development on either side of an arterial road. Such areas will be of a suitable depth, size and accessibility to accommodate the permitted uses, as well as the required landscaping, parking and buffering.

Uses may consist of freestanding facilities or small scale commercial centres. However, for all new development and redevelopment, the integration of parking and access points with abutting uses and the provision of adequate landscaping will be actively encouraged by the City and may be imposed as a condition of development.

Where Service Commercial Areas are located adjacent to existing or planned residential areas, restrictions on garbage storage, outdoor storage and requirements for substantial setbacks, lighting, landscaping, screening and other measures may be required through the zoning by-law, and implemented through Site Plan agreement.

4.3.6.5 Scale of Development

Development in the Service Commercial Area designation will be compatible in scale with any adjacent uses, particularly residential uses.

Where the policies of this section permit “small scale” uses, such individual uses shall generally have a gross floor area of less than 300 square metres.

4.3.6.6 Location of Development

Service Commercial Areas will be located along arterial roads,
particularly in locations that can utilize intersections or controlled access points for traffic movement efficiency and safety.

4.3.6.7 **Service Commercial Area Enhancement**

The City will encourage a high standard of urban design in all Service Commercial Areas. The City will develop design guidelines to assist land owners in preparing development plans, and to be used as a basis for the evaluation of site plan applications.

4.3.6.8 **Development Applications**

Applications for new development and redevelopment in the Service Commercial Area and application for an Official Plan or Zoning By-law Amendment will be evaluated based on the policies of Section 4.3.6, and where appropriate, the submission of a detailed planning analysis in accordance with the provisions of Section 4.3.7 will be required. Retail uses which are more appropriately located in the Special Purpose Retail designation shall not be permitted within the Service Commercial designation.

4.3.7 **Planning Impact Analysis - Commercial Uses**

Where the submission of a planning impact analysis is required, such an analysis shall be used by the City as a basis for evaluating the appropriateness of the proposed land use change. Such an analysis will:

a) outline the proposal and provide a concept plan for the development which addresses issues such as the proposed uses, the height, location and spacing of the buildings, the intensity of the proposed use, traffic access, lighting, disposal of garbage and parking;

b) address measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets; and,

c) include special studies such as market and traffic studies which may be required to substantiate information about the site, its surroundings and the proposed development.

The analysis contained within a staff report prepared by the City during the review of an application may, at the discretion of the council, satisfy the intent of this section.
4.4 INDUSTRIAL

4.4.1 PURPOSE

The industrial designation on Schedule “A” recognizes areas with significant existing industrial development, and the potential for new industrial uses, including uses that would be supportive of, or complementary to the industrial community.

4.4.2 OBJECTIVE

To strengthen the city’s existing industrial base and increase the community’s ability to accommodate and foster industrial uses by:

a) responding to the changing nature of modern industry by permitting components of traditional industrial operations to become established independently to serve the industrial community and clients beyond;

b) allowing flexibility in the mix of permitted activities on industrial properties in response to market and economic changes;

c) providing more flexibility in the range of acceptable industrial uses within older industrial areas in transition, particularly with the introduction of Service Industrial uses;

d) discouraging encroachment of non-industrial or auxiliary activities into designated and viable industrial areas which may undermine the stability of such areas by affecting land values, or by the imposition of physical and operational restrictions on industrial uses and development; and,

e) ensuring an adequate supply of industrial land is designated to maintain a reasonable vacancy rate with the ability to accommodate industrial growth and relocation of industrial firms to the city.

4.4.3 GENERAL POLICIES

The City shall encourage development of a number of different types of industrial areas to:

i) ensure the availability of a variety of sites throughout the city for the location of new industry;

ii) optimize the efficient use of infrastructure; and,
ii) improve the functional relationship and compatibility between industrial establishments and other adjacent uses.

4.4.4 GENERAL LOCATIONAL CRITERIA

4.4.4.1 Industrial land use shall be located in accordance with Schedule “A”. The City, upon considering the establishment of new industrial uses in existing industrial areas and extension of industrial areas, shall encourage such uses in locations which:

i) take advantage of existing and proposed transportation facilities including public transit;

ii) can be provided with sewer, water and other municipal services; and,

iii) can be appropriately separated and buffered from residential development in accordance with guidelines established by the Ministry of the Environment and Energy.

4.4.5 PERMITTED USES

The industrial designation of land means that the predominant use of land shall be for industrial purposes. Industrial uses shall be permitted as described under three industrial categories of industrially designated lands and located in accordance with Schedule “O” of the Official Plan.

These categories are: General Industrial, Prestige Industrial and Service Industrial.

4.4.5.1 General Industrial

The General Industrial designation shall recognize a range of light industrial, assembly manufacturing and processing activities, including but not limited to, processing and assembly establishments, warehousing, wholesale establishments, transportation terminals, rental and repair establishments, research and development laboratories, studios, printing and publishing establishments, communication and broadcasting facilities, building products establishments and contractors establishments.

a) On lands designated General Industrial, known as 995 Crawford Drive, a retail establishment for the sale and services of motor vehicles is permitted. OPA No. 155 Aug 27/12
4.4.5.2 **Prestige Industrial**

The Prestige Industrial designation shall recognize a range of uses including contained assembly, manufacturing and processing uses, warehousing, research and development laboratories, engineering and technical services, communication and broadcasting facilities and industrial offices. Zoning regulations applied to Prestige Industrial lands will reflect a high standard of site design and development.

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4.4.5.3 **Service Industrial**

The Service Industrial designation shall recognize a range of light and general industrial uses including a broad range of business service uses which primarily support industrial activity. In addition, the service industrial designation may recognize a range of complementary uses such as child day care facilities, commercial recreation facilities, public service uses and places of assembly. Such complementary uses would be permitted in highly visible locations along arterial streets with good accessibility.

Within the Service Industrial designated lands, there are specific areas with unique attributes which merit the allocation of additional use opportunities not normally recognized under an industrial designation:

a) Service nodes, which would permit uses such as restaurants and financial institutions in addition to those uses permitted under the Service Industrial designation, are located at:

i) the east side of The Queensway between Erskine Avenue and Queensway Court;

ii) the northwest corner of Park Street South and Lansdowne Street West.

iii) north west of The Parkway and Crawford Drive intersection, to serve a future inter-city transportation facility and adjacent industrial uses. A regional scale office facility is also a permitted use for this service commercial node

OPA #111
OMB Order 0693
May 3, 2001

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b) In addition to Service Industrial uses, general office uses are permitted within industrial buildings that have been historically used for office space purposes and are located within the Service Industrial area shown as “SI Area 1” on Schedule “O”.

c) Residential use may be permitted by way of an application for site specific rezoning of industrially designated property between Monaghan Road and High Street north of Frank Street, being the area shown as “SI Area 2” on Schedule “O”.

d) An office supply store is permitted at the north-west corner of Park Street and Lansdowne Street West, and at the south-east corner of Rye Street and Lansdowne Street West.

e) In addition to Service Industrial uses, a limited range of Service Commercial uses shall be permitted on lands within the area shown as “SI Area 3” on Schedule “O” to provide locations for automotive oriented commercial uses and uses which cater to the traveling public.

f) A furniture store is permitted at the property known municipally as 105 Park Street South.

OPA #108
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OMB PL9909301 00/07/02

OPA #158
Sept 9/13

OPA# 159
Sept 30/13
4.4.6 SITE DESIGN

a) The City shall endeavour to create functionally efficient and physically attractive industrial areas, without imposing site design standards which are financially onerous, or which may result in physical and operational restrictions. The City shall seek to ensure that industrial areas which are visible from provincial highways and arterial roads are developed as well-landscaped sites having their operations enclosed within buildings. This will apply particularly to properties designated as Prestige Industrial and Service Industrial. Outside storage of materials will be permitted on such properties, provided that it is appropriately located or screened from view along highways and arterial streets.

b) In reviewing developments applications, the City shall have regard for:

i) the appearance of frontages, in terms of building design and materials, landscaping, signs and accessory structures;

ii) access location and design, parking area screening, and the layout of loading and truck manoeuvring areas;

iii) the location and screening of any permitted open storage areas;

iv) the exposure of the industrial development and activity to more sensitive abutting land uses:

v) effective integration of any accessory uses, particularly accessory retail components; and,

vi) design which removes environmental support for crime.

c) In the general industrial designation on the west side of Ashburnham Drive, south of Neal Drive, the Municipal Recycling and Household Hazardous Waste Depot will be permitted outside storage of materials, provided that it is appropriately located or screened from view along Ashburnham Drive.

4.4.7 EXISTING INDUSTRIAL AREAS

a) The City shall work with industries in existing industrial areas, particularly those in, or adjacent to the Regional Centre/C.B.D.
Area as designated on Schedule “I” to the Official Plan, to reduce any physical and operational restrictions, and to create a stable environment to sustain and encourage investment in the area. Measures which the City may consider in this regard may include:

i) establishment of site specific zoning regulations for such sites to recognize specific circumstances; or,

ii) modification or variances to by-law regulations.

b) Site specific consideration may be given to requests for relief from parking and loading requirements of the Zoning By-law in cases where:

i) the upgrading or expansion of a long established use or re-use of an industrial property would otherwise be discouraged;

ii) there would be adverse impact on the continued viability of an industrial operation; and,

iii) the application is supported by a report from a qualified traffic engineer.

c) The City will work with any industry to reduce concerns with its operations, particularly where changes are being proposed which may be addressed as amendments to the existing site plan.

4.4.8 DEVELOPMENT APPLICATIONS

a) Applications for new development, redevelopment or extensions of existing uses in the industrial designation, shall be evaluated based on the policies of Section 4.4. In addition, when an application for an Official Plan and or Zoning By-law amendment is made, submission of a detailed planning analysis shall be required, although the requirements may be reduced, depending on the nature and scale of the application. Such an analysis may be used by the City as a basis for evaluating the appropriateness of the proposed land use change, and shall include all of the following:

i) an outline of the proposal and a concept plan for the development which addresses issues such as the proposed use, the height, location, and spacing of the buildings, intensity of the proposed use, stormwater management, traffic access, lighting, disposal of garbage
and parking;

ii) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets; and,

iii) special studies such as a remedial action plan prepared in accordance with the Ministry of the Environment and Energy's Guideline for Use at Contaminated Sites in Ontario, 1996, or other such guidelines as may be in effect, which may be required to substantiate information about the site, its surroundings and the proposed development.

b) Where a development involves the decommissioning of a potentially contaminated site, the City shall also require a letter from a qualified, scientific or engineering consultant verifying compliance with existing federal and provincial environmental standards with respect to any remedial measures undertaken as a condition of development approval.
4.4.9 CONVERSION OF INDUSTRIAL USES

4.4.9.1 Applications for an Official Plan and Zoning By-law amendment to convert lands occupied by existing industrial buildings and/or uses to an alternate use, shall be evaluated based on conformity with the following criteria:

a) The City is satisfied that it is not feasible to continue to utilize the existing buildings for an industrial use because of factors such as design and/or deterioration of the buildings, or to demolish the buildings and replace them with a new industrial building(s);

b) The proposed new use is compatible with surrounding uses, particularly residential, in terms of form and scale, or is deemed to be more compatible than the existing industrial use;

c) The proposal will not have any significant impact with regard to traffic;

d) Where the proposal is for commercial development on Lansdowne Street West, the City is satisfied after an examination of the structure of the existing commercial area, including the amount of land zoned commercial, that there is a need for additional commercial development which is currently under-represented in the market.

4.4.9.2 To evaluate the conformity of an application with the criteria in Section 4.4.9.1, submission of the following information and studies will be required, although the requirements may be reduced depending on the nature and scale of the application. The studies will be carried out by qualified consultants with the costs of the studies being paid by the applicant. The City may also carry out their own studies to assist in the evaluation of a particular application or applications. Such studies or information shall include:

a) A detailed development plan including information on building size and location, parking, access, topography, and buffering;

b) An assessment of environmental considerations resulting from the industrial use of the site and the measures required to deal with them including:
i) documentation of past and present uses of the site and surrounding land uses, including information on the types of contaminants which may have been used on the site and their possible location; and,

ii) a report consisting of a professional analysis of soils, ground and surface water where required.

c) An assessment of the existing buildings demonstrating that they are not feasible for an alternative industrial use;

d) A traffic study evaluating the proposed access and parking, as well as the impact on the surrounding street pattern and required improvements, if any; and,

e) Where the proposal contains a commercial component, a market impact study which shall include a consumer survey and trade area analysis that provides data and projections on both the primary and secondary trade areas, and which shall include, but not be limited to, population and demographics, income levels, D.S.T.M. and F.S.T.M. sales and gross leasable areas.
4.5 MAJOR OPEN SPACE

4.5.1 OPEN SPACE SYSTEM

The Open Space System is comprised of the lands designated as Major Open Space shown on Schedule A, as well as the Natural Areas shown on Schedule C. The two schedules are to be considered together as the framework upon which the provision of a linked system of open space and public parkland throughout the city is to be based. The Open Space System may also include smaller parks and school yards that are not shown on Schedule A or C but constitute part of a linked system. The general goals of the Open Space System area as follows:

4.5.1.1 Recreation/Tourism

To identify and provide an adequate and accessible land base designed to accommodate active and passive outdoor recreation activities, facilities and experiences for residents of the City and visitors from beyond the City. This would also include a land base to extend and connect the existing Rotary Greenway Trail, other new trails within the City, and the Trans-Canada Trail System through the City.

4.5.1.2 Sense of Community

To contribute to the beauty of the urban setting by providing parkland and preserving treed areas in high profile locations in order to maintain the natural image of Peterborough as a “city in the country”.

To foster a sense of community pride and identity by providing quality open space and parkland as venues for hosting organized sports and cultural events.

To provide user friendly access and integration of the parks and natural areas in the community by means of a linked network of trails.
4.5.1.3 Preservation/Conservation

To maintain and improve a healthy natural environment within an urban setting by protecting and preserving those features considered to be a part of the natural heritage of the community.

To reduce the risk of loss of life or damage to property by restricting development of lands or areas sensitive to development or that may be hazardous to development.

4.5.1.4 Urban Form

To promote desirable urban form, structure and order by the practical integration of open space and parkland with other land uses.

4.5.2 MAJOR OPEN SPACE LAND USE

4.5.2.1 Land is designated Major Open Space, for the purpose of identifying areas of Major Open Space land use that may form a part of the framework for the provision of public parkland. Major Open Space may include, parks, recreation facilities, golf courses, cemeteries, flood plains and natural areas on public and private land that are recognized by Council as being of city wide or regional significance.

4.5.2.2 Primary Objective

A connected system of open space is the primary goal of lands designated as Major Open Space. Major Open Space is shown on Land Use Schedule ‘A’ to the Official Plan and would include the Otonabee River, Trent Severn Waterway, Jackson Creek and Whitlaw Creek. For Mapping purposes, the Otonabee River and Trent Severn Waterway Jackson Creek and Whitlaw Creek are illustrated on Schedule ‘A’ as hydrography. Those areas of the Open Space System which are located within the flood plain or that are separately recognized as Natural Areas are shown on Schedule ‘C’ to the Official Plan. It is the intention of the Official Plan to preserve areas designated as Major Open Space and identified as Natural Areas, from incompatible development and where feasible, integrate such areas within the City’s network of parks and open space as stated under Policy 6.2.1.
4.5.2.3 **General Objectives**

Council may designate lands as Major Open Space or seek to acquire lands with the Major Open Space designation to fulfill the following objectives:

1) to establish a physically linked network of open space within the urban environment;

2) to maintain the integrity of the natural environment along the Otonabee River, Trent Canal and their tributaries as the backbone of a linked, network of open space within the community;

3) to complement development of the urban environment with publicly accessible open space, natural areas and parkland for passive and active recreation activities;

4) to protect natural areas that contribute to the quality of life in an urban environment and foster an attractive image of the city for tourism and economic development purposes;

4.5.2.4 **Ownership**

The designation of privately owned lands as Major Open Space does not necessarily imply that such lands are accessible to the public or that they will be purchased by the municipality or a public agency.

Where the Major Open Space designation is applied to recognize a new, public park or facilities on private land, which is subject to a lease or similar agreement with the City regarding its use, the designation of such land shall revert to its former designation upon termination of the lease without need for an amendment to the Official Plan.

Legal non-conforming uses may continue and no policy within this plan shall imply any restriction on the sale of such property.

4.5.2.5 **Land Use**

Use of lands designated Major Open Space areas shall be limited to parks, recreational or similar uses, horticultural, conservation, forestry and wildlife management practices, as well as commercial uses including cemeteries, golf courses and campgrounds which are complementary to the open space system and compatible with the development of adjacent land. Commercial development such as
marinas, motels, hotels restaurants and small scale retail uses may be permitted on the Otonabee River or Trent Waterway system only within the Central Business District or as an integral part of planned park development on Little Lake or the Liftlock area. An Official Plan amendment is not required to recognize existing uses established within lands designated as Major Open Space or to expand an existing non-conforming use or establishment provided that it can be demonstrated that the expansion will not compromise the objectives stated under policies 3.3.3, 4.5.2.2 and 4.5.2.3.

4.5.2.6 Development of Open Space

If a proposal is made to amend the Open Space Designation applied to private land, Council shall consider the following:

1. the purpose of its designation as Open Space;
2. the adequacy of public open space in the vicinity and city wide;
3. the strategic significance of the property or part of the property in contributing to a linked system of parkland;
4. the need to protect adjacent properties from the impact of the proposed new use;
5. the need to protect the property or parts of the property containing natural features of unique significance;
6. the feasibility of acquiring all or parts of the property.

If a proposed amendment would result in development that would have a significant negative impact on an existing natural feature, natural function or landforms or disrupt the continuity of the linked open space system, the amendment would not be supported.

4.5.2.7 Severn Waterway and Otonabee River

Council recognizes the significance of the Trent Severn Waterway and the Otonabee River within the city. Maximum effort will be made to recognize the unique potential of this system and to maintain its environmental integrity as a part of an open space system in the City which also serves the region and beyond. Without precluding other areas throughout the system that may be recognized by further study, the following areas are specifically noted:
a) The Peterborough marina, the Del Crary Park area and the Downtown Waterfront as a focus for tourism and tourist oriented commercial development;

b) The Peterborough Hydraulic Lift Locks as an area of historical significance with tourism potential; and,

c) Natural Areas adjacent to and including the Trent Severn Waterway and Otonabee River and Little Lake.

Maximum effort will be made to acquire natural physical areas such as the shorelines of the Otonabee River, Trent Severn Waterway, Jackson Creek (outside of the Regional Centre/C.B.D), Little Lake and environs as well as other areas having features of natural significance as may be determined by an Environmental Study.

4.5.2.8 Where other types of recreation land and facilities such as schools, conservation areas, private/commercial recreation properties, provincial and federal recreation/open space holdings, churches and municipal buildings are located in conjunction with public open space or parkland, such land may be shown as a part of the area designated as Major Open Space. The City will work co-operatively with owners of such property to encourage its development and maintenance so as to complement the character of adjacent public open space or parkland.

4.5.2.9 Special Provisions

Notwithstanding the provisions of Section 4.5.2.5, the properties municipally known as 2420 and 2510 Bensfort Road, which are designated ‘Major Open Space’ may also be used for a funeral home and/or place of assembly.

4.6 AGRICULTURE

4.6.1 The Agriculture designation means that the use of this land shall be primarily for agriculture, major open space or related operations. The uses existing at the time of implementation of this plan shall generally be continued. The separation of parcels of land will be discouraged.
4.7 **MAJOR INSTITUTIONS**

The Major Institution designation recognizes the importance of regional health and academic services to the local economy and to the needs of residents of the city and the surrounding region.

4.7.1 The Major Institutions designation on Schedule "A" means that the predominant use of the land is for the development of Trent University, Fleming College, and Peterborough Regional Health Centre. This does not preclude the establishment of new major institutions or separate colleges and facilities.

4.7.2 The Major Institutions designation covering Trent University and Fleming college recognizes that the predominant use of land is post-secondary educational institutions including academic and administrative facilities. The lands may also be used for the following uses:

a) Residential uses, where they are intended to provide accommodation for persons associated with academic and research uses; and,

b) Cultural and Recreational uses that support the Major Institutions as well as the general public;

c) Research and development facilities, such as the proposed Trent Research and Innovation Park;

d) Manufacturing and employment uses that are related to a research and development facility or are compatible with the intent of this designation.

4.7.3 Complimentary uses, such as convenience retail, small scale office, service commercial, financial and personal service uses may also be permitted provided those uses primarily serve the needs of those persons associated with the Major Institution.
4.8 SPECIAL POLICY AREAS

4.8.A SPECIAL POLICY AREA 1: MIXED USE DEVELOPMENT: HUNTER STREET EAST AND ARMOUR ROAD

4.8.1 Mixed Use Development-Hunter Street East And Armour Road

The lands designated "SPECIAL POLICY AREA 1" on Schedule "A" at 211 Hunter Street East, on the southeast corner of Armour Road and Hunter Street shall be used for a mixed use development. Permitted uses may include residential, office, institutional and/or recreational uses, as well as ancillary commercial uses. The predominant uses shall be residential and offices.

Such development shall take place in conformity with detailed regulations for this site established in the Zoning By-law and a site plan approved in conformity with Section 40 of the Planning Act, 1983. The development of the site shall:

4.8.1.1 be designed in a manner which will be compatible with and will enhance the general area, particularly the uses in the Liftlock area to the east and the major institutional uses to the north and west, as well as the commercial and industrial development to the south;

4.8.1.2 be primarily located in the buildings existing on the site. Additions to the existing buildings which are compatible in design and height, as well as accessory buildings which meet the same criteria, may be permitted;

4.8.1.3 be designed in a manner which ensures that the permitted uses in the development are compatible with each other;

4.8.1.4 the maximum gross building floor area shall not exceed 60% of the area of the lot. "Building Floor Area" means the total of the horizontal areas of all storeys in a building as calculated by using the exterior dimensions of the building;

4.8.1.5 in terms of its residential component, incorporate primarily high density residential uses, including such uses as a nursing home, a home for the aged, a residential hotel, senior citizen apartments, apartments and other similar uses. The density of residential development shall comprise a maximum of 50 dwelling units per hectare (20 dwelling units per acre) shall apply to this development;
4.8.1.6 in terms of its office component, incorporate general and professional offices, including such uses as medical offices and clinics, medical related facilities such as physiotherapy uses and limited to a maximum of 50% of gross building floor area;

4.8.1.7 in terms of the institutional facilities, incorporate uses which are compatible with the existing public facilities in the area, including such uses as art galleries, schools, day nurseries;

4.8.1.8 in terms of its recreational component, incorporate facilities which serve the other uses in the development or the municipality, including such uses as a health club or craft workshop;

4.8.1.9 in terms of its ancillary commercial component, incorporate facilities which are primarily designed to serve the needs of the other uses in the development or which reflect the location adjacent to the Liftlock including such uses as a barber shop, restaurant, gift shop or pharmacy and limited to a maximum of 10% of the gross building floor area;

4.8.1.10 the conversion of the existing building shall be phased or carried out in a way that maintains the building and site in a manner compatible with existing uses in the vicinity;

4.8.1.11 the significant features or components of the existing building and facade as may be recommended by PACAC and approved by City Council should be preserved in converting the project. The main four storey building fronting on Hunter Street shall not be demolished; and

4.8.1.12 a maximum of 25% of the gross building floor area will continue to be used by the existing industry or other high technology or compatible service uses. Any such uses must be compatible with other uses in the building and land uses in the vicinity of the site. Approval under Site Plan Control shall be required for any change of use or occupancy.

4.9 PROTECTED NATURAL AREAS

4.9.1 PURPOSE

The Protected Natural Area designation is applied to areas of land to ensure the protection and preservation of natural features and the ecological function of specific natural areas within the urban environment. The Protected Natural Areas designation will be applied to significant portions of habitat of endangered and threatened species, provincially significant wetlands and Natural Areas of local significance as deemed by Council. The Protected Natural Areas designation may be applied to fish habitat, significant woodlands, valleylands, wildlife habitat and areas of natural and scientific interest to protect such natural features from the negative impacts of development and site alteration on the features or the ecological function for which the area was identified.

4.9.2 LAND USE

The use of lands designated Protected Natural Areas on Schedule “A”, shall be limited to nature based recreation, outdoor education and non-destructive research, horticulture, conservation, forestry, wildlife management, natural storm water management and trails for non-motorized forms of transportation.

4.9.3 OWNERSHIP

The designation of privately owned lands as Protected Natural Area does not necessarily imply that such lands are accessible to the public or that they will be purchased by the municipality or a public agency. Legal non-conforming uses may continue and no policy within this plan shall imply any restriction on the sale of such property.
SECTION 5

TRANSPORTATION
5.1 TRANSPORTATION GOALS

5.1.1 It is the Goal of Council to:

i) encourage the use and development of all modes of transportation, considering such factors as land use, economics, growth and urban form, economic development, affordability and energy conservation to provide access to services and facilities within the City;

ii) ensure that private and public transportation systems for all travel modes including parking will be provided, operated and managed in a complementary and supportive manner; and

iii) implement a Transportation System that includes the management of transportation demand within the City, through the application of appropriate, selective Transportation Demand Management (TDM) measures in order to affect how, when and by what mode travel is conducted within the City.

5.2 TRANSPORTATION OBJECTIVES

5.2.1 The development of the City’s Transportation System shall be directed towards the following objectives:

i) Consider short-term operations, together with action required to meet the long term need to move people and goods safely and efficiently within the City.

ii) Plan for a more balanced Transportation System to accommodate increased use of public transit, cycling and pedestrian facilities;

iii) Have regard for the overall Quality-of-Life of all City residents in the provision of transportation services and facilities.

iv) Provide a transportation system with appropriate connections between City, regional and provincial transportation systems.

5.3 GENERAL POLICIES
5.3.1 The Transportation System is comprised of arterial streets, collector streets, bicycle routes and public transit. The planned location of arterial streets, collector streets and bicycle routes are shown on Schedules B and B(a). The locations of facilities and intersections illustrated on Schedule B and B(a) are approximate and as areas are developed, it may be necessary to alter their alignment or location. Such alterations shall not require an amendment to this plan provided that:

i) the roadway classification is not altered;

ii) the alteration is recommended as a result of a Secondary Land Use planning process, the approval of a draft plan of subdivision, or a Class Environmental Assessment process; and

iii) the adjacent land use designations are not affected in any significant way as determined by Council.

The Roadway Network does not attempt to delineate future roadways within future secondary land use planning areas at the outer edge of the City. These Planning Areas will be the subject of detailed secondary plans, adopted as Official Plan amendments and Schedule B will be revised accordingly.

5.3.2 The primary function of public streets shall be for the movement of people and goods. The maintenance of an adequate width of right-of-way to accommodate all planned modes of transportation for a public street shall also consider the placement of utility and communication services in both aboveground and underground locations, as well as the placement of appropriate landscape/streetscape features, traffic management devices and informative signage.

5.3.3 Transportation infrastructure shall be designed and located to maximize safety and energy efficiency, and to minimize the impact on Natural Areas identified on Schedule C.

5.3.4 Full coordination shall be maintained with the Ministry of Transportation, the County, the railway companies, inter-city bus companies and other authorities, in order to provide a regional transportation system, adequate external roadway capacity, suitable access to and from the City, and to preserve and enhance the urban environment and functioning of the City.
5.3.5 In connection with any development of lands, the Transportation System shall provide collector and arterial streets to minimize impact on adjacent local streets and conflicts with other users, to control traffic flow with required traffic operations and management features, and to allow connections to the remainder of the major transportation system. The need for and description of these transportation impact, control and connection features shall be determined in Traffic Impact Studies prepared at the request of, and to the satisfaction of the City.

5.4 ROADWAY NETWORK POLICIES

5.4.1 The roadway network within Peterborough is illustrated on Schedule B and shall be classified as follows:

a) **Freeway** – to serve the free flow of large volumes of inter-urban, intra-urban and regional traffic through the City at high speeds and to interconnect with controlled access to the arterial street network. The ultimate development of a freeway can be expected to provide access only by separated grade crossings and will be constructed as a multi-lane divided highway.

b) **High Capacity Arterial** – to serve intra-municipal and inter-regional traffic between major land use areas at medium speeds through the City, with controlled access primarily from arterial and collector streets except where existing land use development makes this impractical. The High Capacity Arterial can be expected to accommodate up to 800 vehicles per hour per lane with a potential cross-section of up to 6 travel lanes plus turning lanes and separated bikeways within a 30 to 36 m right-of-way. Land uses immediately adjacent to High Capacity Arterial roads will be predominantly non-residential.

c) **Medium Capacity Arterial** – to serve intra-municipal and inter-regional traffic between major land use areas at medium speeds through the City, with controlled access primarily from collector streets except where existing land use development makes this impractical. Medium Capacity Arterials can be expected to accommodate up to 700 vehicles per hour per lane with a potential cross-section of up to 4 travel lanes plus turning lanes and on-street bike lanes in a 26 to 30 m right-of-way. Typically mixed land use would be located along Medium Capacity Arterials.

d) **Low Capacity Arterial** – to serve intra-municipal and inter-regional traffic at medium speeds through the City, with controlled access except where existing land use development makes this impractical. Low Capacity Arterials can be expected to accommodate up to 600 vehicles per hour per lane with a potential cross-section of up to 4
travel lanes plus turning lanes, in a 26 to 30 m right-of-way. Low Capacity Arterials may accommodate some on-street parking and or on-street bike lanes along routes with some residential land use.

e) **High Capacity Collector** – to serve intra-municipal traffic for medium distances between arterials and local streets, with access to adjacent property. High Capacity Collectors can be expected to accommodate up to 500 vehicles per hour per lane with a potential cross-section of up to 4 travel lanes in a 23 to 26 m right of way. Adjacent land use may be low to medium density residential. Private Driveways and on-street parking and bikeways may be expected along such streets.

f) **Low Capacity Collector** – to serve intra-neighborhood traffic for short distances between arterial and local streets, with access to adjacent properties. Low Capacity Collectors can be expected to accommodate a capacity of up to 400 vehicles per hour per lane with a potential cross-section of up to 2 travel lanes in a 20 to 23 m right-of-way. Low Capacity Collectors pass through primarily low-density residential areas with fronting properties, driveways, on-street parking and possible on-street bikeways.

g) **Local Streets** – to serve traffic from abutting properties to collector streets within a right-of-way of 18.5 to 20 m. On-street parking may be expected and through traffic is usually discouraged. On-street bikeways maybe established to ensure a continuous, logical link in the network.

The preceding roadway classifications describe maximum roadway capacities and base widths for the road right-of-way that may be expected. Table 2 provides a more specific description of the width of right-of-ways required by the City to implement the Transportation Plan. Proposed development adjacent to all roadways will be subject to the policies of Section 5.4.

5.4.2 Where a property is the subject of an application for planning approval, including site plan approval, and abuts a road right-of-way that does not meet the expected width as described in policy 5.4.1, it is intended as a condition of approval that the developer provide sufficient land, at no cost to the City to meet the width prescribed by Table 2.
5.4.3 Land for road widenings shall generally be taken equally from both sides of the road right-of-way unless topographic features or other unique conditions necessitate taking a larger widening or total widening on one side of an existing right-of-way. Additional land for widening roads to improve sight lines at intersections and provide grade separations may also be required. Generally the length of each side of the sight triangle abutting the road shall be 10 metres.

5.4.4 Where the approval is for a development that results in increased vehicular traffic which cannot be effectively or safely accommodated within the expected right-of-way, Council may require additional lands along the entire road frontage to provide for potential turning lanes and public transit, bicycle and pedestrian facilities.

5.4.5 For newly created arterial streets, direct access will normally be prohibited by the establishment of one foot reserves or designations by by-law as controlled access streets.

5.4.6 New direct access to arterial streets in developing areas will not be created for new residential development. Existing private access associated with redevelopment will be further regulated or eliminated where possible and a one-foot reserve may be taken to restrict access to the arterial street.

5.4.7 For arterial streets in established urbanized areas, development and redevelopment will consider the appropriateness of revising access to other streets, satisfactory spacing and design of access locations, and possible needs for widening as described under policy 5.3.2. New development or redevelopment that would require backing a motor vehicle onto High or Medium Capacity Arterial Streets will not be permitted.

5.4.8 The City’s Transportation Plan indicates the need to protect long-term future roadway corridors in proximity to the City’s boundaries to meet future needs for city’s transportation and coordinated regional connectivity associated with growth beyond the population horizon of the Plan. The general location of Long Term Corridor Protection Areas is identified in the Plan as opportunities for maximum, long-term route planning. Final alignments will be determined on the basis of corridor protection studies and Class Environmental Assessments.

5.4.9 To ensure that the City and area’s long term transportation needs can be met, the City will cooperate with the County to protect these corridors through negotiation in the review of area plans, plans of subdivision and Official Plan and/or Zoning Bylaw amendments. Where the ultimate alignment and right-of-way of a long-term corridor has been determined, the required road allowance will be reserved either as part of, or
independent from such planning approvals. Where such allowances have not been determined, proposals to develop land where an allowance may be required will be subject to a corridor study to determine which portion of the subject land should be reserved for the future road allowance.

5.4.10 Lands reserved for these long term roadway corridors, as identified in the Transportation Plan, may be protected by whatever means are available to the City and/or County by statute, as appropriate under the circumstances.

5.4.11 Proponents of development may be required to complete a Traffic Impact Study to support the feasibility of a proposal, and identify traffic management measures in accordance with established City procedures.

5.4.12 Traffic management strategies and techniques shall be considered where they would provide for the safe and efficient use of existing transportation facilities and minimize the potential impacts of non-local traffic movements on low density residential neighbourhoods. Such measures may include the diversion of non-local traffic to peripheral arterials, use of traffic calming deflections, control of on-street parking and inclusion of cycling and walking facilities within the road right-of-way.

5.4.13 The City will designate and manage truck routes to provide for safe and efficient truck movement through and within the City, considering access to industrial and commercial locations. This same approach to truck route management will be used by the City to discourage truck traffic on local and low capacity collector streets in predominantly residential areas.

5.5 **PUBLIC TRANSIT POLICIES**

5.5.1 The City shall continue to operate and improve a public transit system to provide adequate and equitable transportation to all residents, in direct response to the public’s need for and use of the public transit system. Public transit is intended to provide an alternative to private automobile use in the City, and thereby relieve or delay some of the need for roadway system improvement and off-street parking demands.

5.5.2 The City will follow performance guidelines for scheduled fixed route and Dial-A-Bus transit service to provide access to these services within a maximum 500 metres walking distance over 95% of the City’s developed urban area.

5.5.3 Council, through Peterborough Transit, will re-consider the continuation of any schedule fixed route service on any transit route proven to continually provide for less than 10 trips per revenue hour.
5.5.4 The City will require that development proposals be designed to facilitate for easy access to public transit by:

a) ensuring that all new development forms and street patterns support the use of transit in accordance with established transit and transportation planning principles;

b) requiring that collector and arterial street patterns support the extension of transit routes in areas of new development;

c) requiring that sidewalks and other pedestrian facilities connect major traffic generators to public transit;

d) ensuring that the design and maintenance of transit facilities take user comfort and safety into consideration;

e) ensuring the appropriate design of streets to accommodate public transit use.

5.5.5 The City will work in association with local school boards to minimize any duplication of service between the boards and Peterborough Transit, and to determine where greater overall efficiencies can be achieved through coordination of services.

5.5.6 The City will continue to upgrade regular transit service to full accessibility, and maintain a parallel, specialized service for those persons unable to utilize the regular service.

5.6 BIKEWAY NETWORK POLICIES

5.6.1 The Bikeway Network illustrated on Schedule B(a) is comprised of a network of on and off-road routes for cycling and other forms of non-motorized vehicular movement that shall be provided as part of or separate from the streets to minimize conflict with motorized vehicles and pedestrians.
5.6.2 Council shall continue to provide for the development of Bikeways by:

a) implementing Schedule B (a) Bikeway Network as per the recommendations of the Transportation Plan (Table 4.2);

b) ensuring that all new development proposals and infrastructure works provide bikeways and support facilities, in accordance with Schedule B(a) and the Transportation Plan;

c) maintaining the surface condition, including repair and clearing, markings and signage of on and off-road bikeways;

d) ensuring that bikeway design and implementation is coordinated with pedestrian routes and open space systems as well as access to public transit;

e) preparing and implementing a cycling master plan associated with Schedule B(a).

5.6.3 Proposed development or improvement to transportation facilities along routes designated as Bikeways on Schedule B(a) shall incorporate appropriate design measures to improve conditions for accommodating non motorized forms of travel. Specifics of such designs will be required to be included as part of Class Environmental Assessments, site plans or development agreements involving properties along such routes.

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

5.6.5 Council 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.

5.7 PEDESTRIAN NETWORK POLICIES

5.7.1 A network of trails and sidewalks for pedestrians shall be provided as part of or separate from the streets to minimize conflict with motorized or non-motorized vehicles.
5.7.2 Sidewalks shall be required in all new residential subdivisions as follows:

a) on both sides of Arterial and Collector streets;

b) on both sides of all Local streets, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.

Where Council determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required to be constructed.

5.7.3 Off-road pedestrian trails will be constructed to link major open space areas and may be extended through them to improve public accessibility and mobility in areas of new development.

5.7.4 The requirements of pedestrians with special needs shall be incorporated into the design or re-design of all sidewalks and considered in the design of off-road trails in the City, including geometric standards, placement of furniture and landscaping, use of curb cuts and ramps, drainage and route signage.

5.8 RAILWAYS

5.8.1 Council shall encourage and support measures that will enhance the level of passenger rail service available to City residents, including commuter rail service.

5.8.2 Council shall monitor and cooperate with railway companies to identify portions of railway lands that may be practical opportunities for transportation facilities. Council shall be open to considering opportunities to share such lands and should such land become surplus to the railway company needs, consider the acquisition of such lines or lands for the City’s possible use for transportation, utility, environmental, recreational or cultural purposes.

5.9 AIR TRANSPORTATION

5.9.1 Air Transportation for the City and for the region is focused at Peterborough Municipal Airport which is outside the City. The airport will be developed to serve the City and the regional area. Regulations will be developed in cooperation with adjacent municipalities to ensure that expansion of the airport is not unduly restricted, while minimizing the impact of the airport on adjacent land use development.
5.9.2 The City and County will ensure that streets and roads provide required groundside access to and from the Airport, and links where appropriate to other area transportation services.

5.10 NAVIGABLE WATERWAYS

5.10.1 The navigable waterway comprises the Trent Canal and navigable portions of the Otonabee River. Maximum effort shall be made to minimize interruptions to other modes of traffic by traffic on the navigable waterway.

5.10.2 The City will work with the Trent-Severn Waterway in planning for the development of recreational trails along portions of the Canal System’s shorelands as shown on Schedule B(a).

5.11 PARKING

5.11.1 Adequate and accessible off-street parking and loading areas shall be provided for all permitted uses.

5.11.2 Council may enter into and undertake a system of off-street parking in defined parts of the City to facilitate the provision of adequate off-street parking with attendant deficits in operations assessed against the benefiting areas.

5.11.3 Parking on public streets may be permitted as regulated by Council. In some locations, Council may decide to restrict or remove parking on sections of public streets or to facilitate the intention of policies under sections 5.4 and 5.6.

5.11.4 Exemptions may be granted from all or part of the off-street parking required by a proposed development in the Central Area of the City in exchange for the payment of cash-in-lieu of parking.

5.11.5 Exemptions may be granted from all or part of the off-street parking required by a proposed Affordable Housing Project approved under the Affordable Housing Community Improvement Plan and located within the Community Improvement Area, delineated on Schedule 'H' – Community Improvement of this plan, in exchange for the payment of cash-in-lieu of parking.

5.12 TRANSPORTATION PLAN

5.12.1 Level-Of-Service “D” will be used as the maximum PM Peak Hour Level-Of-Service in planning Arterial and Collector streets in the City.
5.12.2 The City will conduct a periodic review of its Transportation Plan, no more than every five years, to assess the need for plan amendment.
SECTION 6

PARKLAND POLICIES
6.1 **GENERAL GOALS**

The provision of public parkland as a component of the Open Space System, is intended to contribute toward the fulfilment of the same goals and objectives stated under Section 4.5.1.

6.2 **PARKS AND THE OPEN SPACE SYSTEM**

6.2.1 The Major Open Space designation includes Community Parks and Regional Parks in excess of 3 hectares in area as described under the policies of Section 6.4. Neighbourhood Parks are not usually designated as Major Open Space unless they form part of a larger land area of open space.

6.3 **PROVISION OF PARKLAND**

6.3.1 Council will endeavour to provide parks and recreation areas of all types to achieve a minimum standard of 4 hectares of public open space per 1,000 population. Other recreational, public, private, educational, institutional open space and recreational areas should supplement the system to provide an optimum combined area of 14 hectares per 1,000 population.

6.3.2 Maximum effort will be made to consolidate parkland and to provide a continuous linked system of open space using linear parks to connect larger blocks of parkland. Council will promote where ever practical, opportunities to link parks and open space by development of pedestrian pathways, sidewalks and bicycle routes shown on Schedules B(a) and C.

6.4 **CITY PARKLAND**

Parkland will be provided in the form of three types of parks: Regional Parks, Community Parks, and Neighbourhood Parks.

6.4.1 **REGIONAL PARKS**

Regional Parks are intended to be provided and developed in accordance with the following:

6.4.1.1 **Purpose:**

1) to provide a land base that could accommodate a range of opportunities that would appeal to people of all ages, providing for the passive and active leisure needs and interests of Peterborough residents and visitors to the City.
2) to assist in projecting and enhancing the natural image of Peterborough as a "city in the country".

3) to protect natural and historic features that would be sensitive to development

4) to cumulatively provide opportunities and facilities for accommodating larger public gatherings or events, primarily in an outdoor setting.

5) to assist in creating an integrated urban form by linking natural features with compatible land uses and separating conflicting ones.

6) to create a linked system of parkland to accommodate corridors for pedestrian walkways and bicycle routes as a part of the City’s transportation system.

7) to restrict development from occurring in areas that would be hazardous and instead, encourage setting aside such areas as amenity space or for passive recreation.

6.4.1.2 Size:

Regional Parks can vary widely in size and configuration depending on the purpose or focus of the park.

6.4.1.3 Accessibility:

Regional Parks should be accessible by public transit and automobile. Directional signage should be provided on arterial streets pointing out appropriate access to such parks throughout the City. Secondary access is to be provided to such parks where possible, along linked public lands by means of bicycle routes and pedestrian walkways.

6.4.1.4 Design:

New Regional Parks will be designed with 25 % of the perimeter exposed to arterial or collector streets. Variations will only be considered on the basis of the specific role or focus of the park identified by the Board of Parks and Recreation Management Committee or Master Plan. Special focus parks should be appropriately designed to ensure that activities in certain parts of a park do not detract from the focus of the park. In such instances where parks may include river banks, wetlands or significant woodlands, the design for development of such parks should be respectful of and sensitive to natural features which may make up the focus of the park.
6.4.1.5 **Activities:**

Regional Parks can be established for multi-purpose use or for a specialized focus. While some such parks may be designed as venues for public gatherings, other multi-purpose parks may offer a wide range of leisure or recreational opportunities such as picnicking, hiking, bicycling, swimming, boating, winter sports, organized athletic activities, nature observation and interpretation as well as small areas for children to play, if appropriate. Development of such parks for the purpose of accommodating public gatherings shall include permanent public washroom facilities as well as off street parking opportunities.

6.4.1.6 **Natural Areas:**

Regional Parks or portions of such parks which are designated as Protected Natural Areas are subject to the policies under section 4.9. Portions of a park that are identified as Natural Areas, on Schedule C, are subject to the policies of Section 3.3.

6.4.2 **COMMUNITY PARKS**

Community Parks are intended to be provided and developed in accordance with the following:

6.4.2.1 **Purpose:**

Community Parks are designed primarily for youths and adults to accommodate opportunities for both organized and non-organized sports activities. Accommodation of large scale landscape features to enhance urban aesthetics in high profile locations may be a secondary purpose of community parkland.

6.4.2.2 **Size:**

Community Parks are typically 3 to 6 hectares, ideally of sufficient size to accommodate at least one" full (adult) scale" sports field.

6.4.2.3 **Accessibility:**

Community parks should be centrally located within a service radius of 2 km and access by public transit, automobile and bicycle should be facilitated. New Community Parks will be designed with 25 % of the perimeter exposed to public streets, preferably arterial or collector streets. Variations will only be considered on the basis of the specific role or focus of the park identified by the Parks and Recreation Committee or Master Plan. Such parks wherever possible are to be associated with
schoolyards, churches, college or university campuses to efficiently provide accessible facilities for both indoor and outdoor recreation opportunities at one location. Opportunities for off street parking shall be provided for developed parks either on site or in conjunction with adjacent lands.

6.4.2.4 Activities:

Community parks and playing fields should accommodate a variety of outdoor activities that may include soccer, softball, baseball, skating or tennis.

6.4.3 Neighbourhood Parks

6.4.3.1 Purpose:

Neighbourhood parks are developed to provide opportunities for unstructured leisure activities to local residents, contribute to the aesthetics of neighbourhoods and the connectivity of parkland and open space.

6.4.3.2 Size:

Neighbourhood parks are typically 1 to 3 hectares. Parks less than 1 hectare may be established or retained only where:
1) the property may potentially form a part of a linear link,
2) the property could be merged with adjacent school yard facilities or;
3) no alternative public open space opportunities exist within a service radius of 0.6 km.

6.4.3.3 Smaller isolated parks that are determined by Parks and Recreation Management Committee or Council not to be effectively serving the community will be disposed of over time and the proceeds will be used for the acquisition of parkland elsewhere.

6.4.3.4 Accessibility:

Neighbourhood Parks should be centrally located within a walking distance, of approximately 0.6 km of the majority of neighbourhood residents. It is preferred that new Neighbourhood Parks be highly visible with 25% of the perimeter exposed to public roadways. Variations will only be considered on the basis of the specific role or focus of the park identified by the Parks and Recreation Committee or Master Plan. Wherever possible, it is preferred that Neighbourhood Parks be developed in conjunction with school sites and accessible by sidewalks or walkways. Off street parking is not required to be provided.
6.4.3.5 **Activities:**

Neighbourhood parks and playgrounds should be of sufficient size to accommodate facilities such as an outdoor basketball court, a soccer field, a softball diamond for children or other informal activities including winter activities.

6.5 **PARKLAND ACQUISITION**

6.5.1 Parkland may be acquired by any of the following means:

a) dedication through development or redevelopment;
b) lease;
c) shared use agreement;
d) property exchange;
e) property donation;
f) purchase.

6.5.2 **PARKLAND DEDICATION**

Council shall require the dedication of land for park purposes according to the amounts set by the prevailing legislation where land is subdivided, developed or redeveloped. For residential development, Council will require that lands be conveyed to the City for park purposes in an amount up to the greater of one hectare for each 300 dwelling units or the amount set by the prevailing legislation.

6.5.3 **ACCEPTABLE PARKLAND**

As a priority, lands to be accepted by the City as Community and Neighbourhood parkland will be “prime parkland”. Prime Parkland is described as generally level, well drained lands considered suitable for accommodating development of playgrounds, active sports fields or recreation facilities. Woodlands may be accepted in addition to lands provided for active recreation purposes and incorporated into public parkland for passive recreational use and conservation purposes.

Parkland required to be dedicated under the Planning Act, will not include lands containing unstable slopes, saturated or organic soils, wetlands or lands designated by Schedule C as flood plain. Parkland will be required to be conveyed to the City as a condition of development at a time to be specified in an agreement with the City. Parkland provided as a part of a subdivision will be accepted only when minimum site standards and preparation has been completed in accordance with the specifications outlined in the development agreement with the City.
6.5.4 CASH IN LIEU

Cash-in-lieu of parkland dedication will be accepted only when adequate parkland is provided in the vicinity of the development or when only unacceptable land is available, associated with the proposed development as may be determined by the Parks and Recreation Committee and Council. Where cash in lieu is determined to be the appropriate option, the cash-in-lieu will be used to purchase lands which are identified by the Official Plan as Open Space or Natural Areas, that may form part of or a logical link of the Open Space System or to ensure that a minimum standard of parkland is provided in accordance with policies 6.3.1, 6.3.2 and 6.4.3.4.

6.5.5 PARKLAND & STORMWATER MANAGEMENT

In cases where parks or portions of parkland include or be designed to include stormwater management features, such features would be subject to approval of the City and the Conservation Authority. In instances where substantial changes to grades are necessary as a part of a storm water management feature, or the presence of water precludes the use of portion of the land for parkland purposes, the stormwater management feature shall not be accepted as a part of the parkland dedication.

The following principles shall be adhered to in the design of stormwater plans involving Open Space, Parkland and Natural Areas designated or identified by the Official Plan.

1.) Stormwater will be considered a resource rather than a waste product of development;

2) Stormwater facilities will be designed to maintain or improve the ecological integrity of the environment;

3) Where open watercourses exist, or are used for storm water management purposes, they are to be retained where ever feasible in their uncovered, unchannelized, natural state in order to maintain the natural integrity of the watercourse;

4) Artificial stormwater facilities will be designed, wherever possible, to provide community amenities or contribute as functional, natural habitat. Shore land immediately adjacent to watercourses shall be planted to establish riparian buffers for the protection of water quality and improvement of aquatic habitat. Where possible, such facilities will be designed with naturalized edges to a standard that would not require fencing from the standpoint of public safety.
6.6 PUBLIC OPEN SPACE AND EDUCATIONAL FACILITIES

6.6.1 The provision of public open space within the City will include those lands associated with schools and institutions where access can be facilitated by joint use agreements.

6.6.2 The land base for school sites is provided on the basis of 5.5 hectares/1000 students for elementary schools and 8 hectares/1000 for high schools, the City shall endeavour to provide public land in conjunction with school yards. The purpose of the additional land will be to create larger areas of publicly accessible land where the opportunity exists, and to facilitate public access by linking open spaces with corridors for pedestrian and bicycle routes. Where feasible, Council shall enter into joint use agreements involving lands or sports and recreation facilities, auditoriums, libraries or other facilities to ensure that they are available to effectively serve the community.

6.6.3 Council shall coordinate planning initiatives and work with school boards in locating satisfactory sites for schools based on population projections and the standards of policy 6.6.2. A required school site shall be shown on plans of subdivision and shall be located and designed so as to provide maximum accessibility to the population it intends to serve.

6.6.4 Where playground facilities are provided on parkland in conjunction with school properties, the provision of such facilities shall be justified by the Parks and Recreation Master Plan and addressed in joint use agreements with the school authority.

6.6.5 The City will seek to manage municipally owned land in an environmentally conscientious manner. This would include management practices such as the reservation of natural buffer strips in relation to water courses and the limitation of pesticides, herbicides and road salt being applied on lands adjacent to natural areas, watercourses and fish habitat.

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6.7 PRIVATE OUTDOOR SPACE AND RECREATION AMENITIES

Council will ensure that adequate private outdoor amenity space and recreational amenities are provided as a part of residential projects to ensure a satisfactory living environment.

The City will seek to establish and maintain natural buffer strips on plans involving development adjacent to natural areas, watercourses and fish habitat.
6.8 PARKS AND RECREATION MASTER PLAN

Development of parks and recreation facilities will be described through the preparation of a Parks & Recreation Master Plan or equivalent planning document. The document will describe design standards for facilities and will rationalize the development of City parkland and provision of recreation facilities based on, but not limited to, the following considerations:

1. demographic trends
2. population accessibility
3. nature of urban development in the area
4. opportunities for parkland acquisition
5. public input regarding demands
6. minimum standards for providing parkland
7. alternative opportunities, and
8. complimentary facilities in the vicinity
9. the ecological integrity of natural areas features and functions

The Parks & Recreation Master Plan shall be reviewed from time to time to ensure its currency with respect to changing trends, inventory changes, budget realities and new development in and around the City.
SECTION 7
SEQUENCE OF DEVELOPMENT
AND
SERVICING POLICY
7.1 **GENERAL**

7.1.1 Future urbanization will be accompanied by the provision or extension of municipal services required to meet recognized standards of urban development or redevelopment. The rate of development, especially residential development, will be related to the systematic extension or expansion of the services and to the ability of the City to meet the attendant costs without undue financial strain. The various public and private authorities involved will attempt to make full use of existing facilities and to programme extensions in the most economic manner.

7.1.2 If it is deemed that lands suitable for and considered to be required for development in accordance with the Official Plan are being withheld from immediate development, the extension of services through or beyond such lands to other lands for development may be permitted. The extension of services to other lands and the by-passing of intervening lands shall only be considered if such lands are satisfactory for development in other planning respects.

7.1.3 The City has been divided into Development Areas as shown on Schedule "D". These areas and the attendant Sequence of Development have been determined on the basis of water supply and sanitary sewer servicing areas, limits of existing development and remaining development potential, population growth and projections and the anticipated land consumption for different types of land development.

7.1.4 The City acknowledges the large tracts of undeveloped land primarily found in the recently annexed areas and further that it is in the best interest of the City to undertake a comprehensive planning review for these areas before granting planning approvals to allow development. Development opportunities in these areas will generally be established through Secondary Plans and Policies. These Secondary Plans will be utilized to permit development in these areas, but will not imply a pre-commitment by the City to provide municipal services. Official Plan Policies, Conditions of Draft Plan of Subdivision Approval and “H” - Holding Provisions will be applied to planning applications to allow consideration of proposals without committing municipal services. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within these areas will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H”-Holding Provisions are removed.
7.2 SEQUENCE OF DEVELOPMENT

7.2.1 DEVELOPMENT AREA 1 indicates that most servicing is available throughout this area or that services can be fairly readily provided to each site within the area. Potential for development or redevelopment exists within the area.

7.2.2 DEVELOPMENT AREA 2 indicates that servicing has generally progressed to the limits of these areas. Development and servicing will proceed as a systematic extension into these areas without amendment to this plan.

7.2.3 DEVELOPMENT AREA 3 indicates an area that will remain primarily in its existing use, agriculture or major open space. Municipal services, in some parts, are not readily available to the areas.

7.2.4 The lands designated Development Areas 1 and 2 will generate a substantial population. This population will be realized at varying rates in each specific project or plan of subdivision. Council may establish a formula whereby the payment by the municipality for additional lands, services or facilities will be pro-rated to the stage of completion of any development or redevelopment.

7.3 EXTENSION OF SERVICES OUTSIDE THE CITY OF PETERBOROUGH

7.3.1 Municipal utility services, sanitary sewer and water supply, shall not be extended beyond the City.

7.3.2 Notwithstanding any other policy of this Official Plan, the City may undertake any action, and provide any service in order to implement an agreement between the Corporation of the City of Peterborough and Corporation of the Township of North Monaghan, dated September 5, 1990, with respect to a boundary adjustment for the City.

7.3.3 Notwithstanding the provisions of Section 7.3.1, municipal water and sanitary sewer services may be extended beyond the City to the Woodland Acres Settlement Area (Township of Smith-Ennismore-Lakefield) not to exceed a total servicing equivalent of 272 dwelling units.

7.3.4 Notwithstanding the provisions of Section 7.3.2, municipal water and sanitary sewer services may be extended beyond the City to the Donwood Settlement Area (Township of Otonabee-South Monaghan) not to exceed a total servicing equivalent of 300 dwelling units.
7.4 UTILITIES

7.4.1 Subdivision, development or redevelopment of land shall be provided with a municipal water supply, sanitary sewer and a storm water disposal system. Full municipal services are not required in connection with agriculture and most major open space developments and accessory or service uses to agriculture and major open space.

7.4.2 Utilization of existing lots or limited infilling in areas lacking one or more municipal services may be permitted, provided the general intent and purpose of the Official Plan is maintained. The impact of this exemption must be fully considered with respect to present and future development.

7.4.3 Utilities will be extended when it can be determined that the lands will be adequately served by existing trunk services. The development of lands will normally be approved and permitted in stages of orderly progression depending on the provision of utilities and other municipal services from the termination of existing services. The extension of services to by-pass intervening lands will only be considered by careful review with each utility affected in connection with land use planning.

7.4.4 Private utilities such as hydro electric, telephone and natural gas service will be provided in conjunction with, and will complement the development program.

7.4.5 Utilities, whether public or private, will be consulted and will be part of a coordinating committee of utilities to assure the most economic provision of utilities and services and to minimize the disruption to the activities of the City.

7.5 STORM DRAINAGE

7.5.1 Storm drainage systems will be provided as a part of all new subdivision developments and any necessary improvements will be made to existing storm water drainage systems.

7.5.2 Each development or redevelopment will be reviewed to assess the ability of the site or area to retain storm water or to retard the rate of storm water discharge.
7.6 **SEWAGE AND WATER TREATMENT FACILITIES**

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

7.7 **SERVICING STANDARDS**

7.7.1 Servicing standards for utilities shall be determined in relationship to the various types of land use development and street systems. Variance to or reduction in servicing standards shall be considered upon the presentation of detailed information on building location, lot layout and utility locations.

7.8 **FINANCING CAPITAL PROJECTS**

7.8.1 The capital costs of providing municipal services that are not required to meet the demands and burdens of new growth within the municipality, shall be financed by general tax revenues and available grants, or subsidies.

The Municipality also has the authority under applicable statutes to finance capital projects through a system of local improvement charges, and from reserves and special purpose reserve funds.

The municipality may impose a development charge with respect to new growth through development and redevelopment of land, to finance the net capital costs of satisfying the service demands and burdens resulting from new growth.

Debentures may be issued to finance capital projects, with debt servicing requirements provided by way of general tax revenues, local improvement charges, reserve funds or development charges.
SECTION 8

NEIGHBOURHOOD IMPROVEMENT

AND

SOCIAL PLANNING
8.1 **OBJECTIVES**

8.1.1 Council shall encourage a balanced programme of residential renewal to provide for conservation, rehabilitation and redevelopment of existing houses to ensure the stability and improvement of existing residential areas.

8.1.2 Council shall require that all buildings including commercial and industrial buildings, residential dwellings and associated buildings and open areas comply with acceptable standards of maintenance and occupancy.

8.1.3 Council shall allocate monies in the municipal budget for public services such as parks, community centres, recreational facilities, sidewalks, sewers and street pavement in areas where it can be determined that the lack or inadequacy of such services is a factor in the deterioration of residential properties.

8.1.4 An educational and public relations programme shall be undertaken to apprise all residents of the need to maintain their property and of the various federal, provincial and other government programmes available to assist in residential construction or maintenance of property.

8.2 **HOUSING PRODUCTION**

8.2.1 Council shall ensure that adequate municipal programmes are undertaken separately or jointly with senior levels of government to provide adequate housing for all the residents of the City.

8.2.2 Residential development should include a range of zoning which would accommodate a range of types, sizes and tenure of housing so that a variety of socio-economic groups can be accommodated.
8.3 **COMMUNITY IMPROVEMENT**

It is the intent of Council, through community improvement, to promote and maintain a high quality living and working environment throughout the City. Community Improvement will be accomplished through:

a) the upgrading and ongoing maintenance of communities or areas characterized by obsolete buildings, and/or conflicting land uses and/or inadequate physical infrastructure and community services and,

b) the establishment of policies and programs to address identified economic, land development and housing supply issues or needs throughout the Urban Area.

8.3.1 Community Improvement will be carried out through the designation, by Council, of Community Improvement Project Areas and through the preparation and implementation of Community Improvement Plans pursuant to the Planning Act.

Schedule “H” illustrates two areas of the community within which Community Improvement Project Areas may be selected.

Community Improvement Programs will be generally divided into two areas – programs designed to stimulate affordable housing projects and other rental housing initiatives in the Community Improvement Area as shown on Schedule "H" of the Official Plan, and, programs and other future initiatives such as façade improvement programs, building rehabilitations, signage improvement programs, heritage preservation programs and redevelopment projects which will be applied to the Central Area Target Area.
8.3.2 Within a designated Community Improvement Area, Council may provide programs or incentives to facilitate the development or redevelopment of the area. These programs may take the form of loans, grants, reduced development charges or tax relief, as may be permitted from time to time by Provincial Statute and approved by Council.

8.3.3 When designating Community Improvement Project Areas, one or more of the following characteristics may be present:

a) building stock or property in need of rehabilitation;
b) building and structures of heritage or architectural significance;
c) encroachment of incompatible land uses or activities;
d) deteriorated or insufficient physical infrastructure such as, but not limited to, sanitary and storm sewers and water mains, public transit, roads/streets, curbs, sidewalks, street lighting and utilities;
e) deteriorated or insufficient community services such as, but not limited to public indoor/outdoor recreational facilities, public open space and public social facilities;
f) inadequate mix of housing types;
g) known or perceived environmental contamination;
h) deterioration or insufficient parking facilities;
i) poor overall visual amenity of the area, including, but not limited to streetscapes and urban design;
j) existing Business Improvement Areas or potential for inclusion in a Business Improvement Area designation;
k) inappropriate road access and traffic circulation;
l) shortage of land to accommodate building expansion and/or parking and loading facilities;
m) other barriers to the improvement or redevelopment of under utilized land or buildings; and,
n) any other environmental or community economic development reasons for designation.
8.3.4 Community Improvement Plans will provide direction on one or more of the following:

a) allocation of public funds such as grants, loans or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and buildings;

b) municipal acquisition of land or buildings and subsequent clearance, rehabilitation, redevelopment or resale of these properties or other preparation of land or buildings for community improvement;

c) encouragement of infill and rehabilitation where feasible;

d) promotion of historic preservation through the appropriate local, Provincial and Federal legislation;

e) promotion of the viability of Commercial areas through the establishment and support of Business Improvement Areas; and,

f) other municipal actions, programs or investments for the purpose of strengthening and enhancing neighbourhood stability, stimulating production of a variety of housing types, facilitating local economic growth, improving social or environmental conditions, or promoting cultural development.

8.3.5 In the preparation of a Community Improvement Plan and any subsequent amendments, Council will solicit the input of public bodies and agencies, affected residents, property owners, and other interested parties in keeping with the policies for notification and public participation of this Plan.

8.3.6 Council will determine the priorities and sequences in which designated Community Improvement Project Areas will have individual Community Improvement Plans prepared.

8.3.7 Council will be satisfied that community improvements shall be within the financial capability of the City.

8.3.8 All developments participating in programs and initiatives contained within Community Improvement Plans shall conform with the policies contained in this Plan and shall comply with all municipal codes and regulations of the City.

8.3.9 Each Community Improvement Plan will endeavour to co-ordinate individual initiatives to improve properties with municipal actions to upgrade physical infrastructure and community services and promote new types of housing.
8.4 MAINTENANCE AND OCCUPANCY STANDARDS

8.4.1 Council shall enact a by-law pursuant to the Planning Act or other enabling legislation setting forth minimum standards for maintenance and occupancy of all buildings and dwellings and open space areas within the City.

8.4.2 Council shall appoint a property standards committee and property standards officers to ensure the carrying out of any maintenance and occupancy standards by-law.

8.4.3 A minimum standards by-law will have regard for any or all of the following matters or related items and set appropriate standards or conditions:

8.4.3.1 the physical conditions of yards and passageways including the accumulation of debris and rubbish, and discarded motor vehicles and trailers;

8.4.3.2 the adequacy of sanitation including drainage, waste disposal and garbage;

8.4.3.3 the physical condition of accessory buildings; and,

8.4.3.4 the physical conditions of buildings or dwellings with particular regard to the following:

(a) insects and vermin;
(b) structural standards and appearance;
(c) tightness against wind, water and weather;
(d) adequate heat, light and ventilation;
(e) condition of stairs;
(f) condition of interior walls, ceilings and floors;
(g) satisfactory plumbing facilities including washroom and toilet facilities;
(h) condition of chimneys and external appurtenances;
(i) general cleanliness;
(j) adequacy of noise abatement and privacy;
(k) adequacy of electrical service;
(l) adequacy of food preparation and kitchen facilities;
(m) adequacy of access and egress;
(n) standards of living areas, room sizes and occupancy;
(o) adequacy of fire protection, safety and warning devices; and,
(p) adequacy of thermal insulation, storm windows and storm doors.
8.5 HISTORIC PROPERTIES AND AREAS

8.5.1 Preservation and protection of historical properties and areas is a programme of Council to ensure a sense of continuity and preservation of the character and atmosphere of the urban environment. Council may designate properties or buildings as being of architectural and historic importance.

8.5.2 Conservation keeps intact those aspects of the urban environment which are of permanent value to the community. Conservation should be a tool for retaining historical resources and using them to enrich the areas in which they exist by keeping intact some of the visual landmarks of the past.

8.6 SOCIAL PLANNING

8.6.1 Social Planning refers to the process whereby the physical and psychological well-being of individuals in a community is valued as a goal for the community.

8.6.2 Planning in general should be a conscious effort to provide the kind of environment in which the needs of individuals and special groups are identified and acted upon. These needs should be related to safety, shelter, personal development, adequate standards of living, accessibility to social services and health.

8.6.3 Social planning must assess not only the effect of changing conditions on the social fabric but also evaluate the financial and structural impacts of social change. Social planning should be concerned with the rational achievement of social objectives in a community and recognize that there is a strong relationship between social structure and the economic and physical environment.

8.6.4 Council shall undertake social policies to ensure accessibility to the amenities and facilities of the City by all age groups, by disabled persons and by other socially and economically disadvantaged citizens.
SECTION 9

IMPLEMENTATION
9.1 **GENERAL**

9.1.1 The Official Plan shall be implemented by means of the powers conferred upon the Council and its Boards, Committees and other local government agencies by *The Planning Act*, *The Municipal Act* and such other statutes, enabling legislation and programmes as may be applicable.

9.1.2 City Council shall undertake the implementation of the Official Plan in conjunction with citizens and other interested and affected parties within the City.

9.1.3 In addition to the prescribed information required to be submitted under the Planning Act for applications for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision 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 may include:

a) Servicing plans, site grading and landscaping plans;

b) Environmental Assessments and Studies;

c) Floodplain and Erosion Hazard Studies;

d) Stormwater Management Studies;

e) Traffic Impact Studies;

f) Water Quality Impact Analysis for proposal in certain locations; and

g) Noise Assessments and Feasibility Studies.

Proponents are required to pre-consult with the City in order to identify which information /studies will be required prior to submitting planning applications.

9.2 **ZONING BY-LAWS**

9.2.1 Comprehensive Restricted Area (Zoning) By-laws shall be brought into effect by Council in accordance with the *Planning Act* and with the
proposals contained within the Official Plan. The by-laws will establish regulations to control the permitted use of land and the character, location and use of buildings and structures.

9.2.2 It is not intended that all the areas of land use designated on Schedule "A" will be zoned for such uses immediately by the implementing restricted area (zoning) by-law. To implement the phasing programme of the Official Plan, undeveloped areas may be zoned for the existing use or an appropriate interim use until Council is satisfied that the development of those areas will be in conformity with the Official Plan and will not be detrimental to the development of the City. Developed areas may be zoned for the existing use or an interim use until Council is satisfied that the development of the areas will be in accordance with the Official Plan.

9.2.3 In addition to the use of restricted area (zoning) by-laws, Council may utilize the provisions of the Planning Act to designate the whole or any part of the City as a site plan control area.

9.2.4 If five years after a restricted area (zoning) by-law has been approved, no action is taken to proceed with the development and no extension of the restricted area (zoning) by-law is applied for, Council will review the by-law and determine as to whether the by-law should continue or be revised.

9.2.5 HOLDING BY-LAWS

9.2.5.1 Council may utilize the holding symbol "H" in accordance with the provisions of the Planning Act. The use of land, buildings or structures that are permitted when the holding symbol is removed will be specified in the zoning by-law. Holding by-laws may be used in the following circumstances:

a) To control the sequence of development or redevelopment;
b) Where municipal water, sewer or other services are not immediately available;
c) To ensure the implementation of special design considerations for large, undeveloped tracts of land, for lands within the Central Area and Otonabee River and the Trent Canal, and in other areas of the city where new development should take a form compatible with adjacent land use and site conditions;
d) To ensure that specific environmental concerns have been addressed prior to development;
e) To encourage the assembly of land parcels for more comprehensively planned development; and,
f) For additional control in "Commercial Areas" in accordance with any other policies which may be approved from time to time.

9.2.5.2 Holding provisions may be applied where there is a need for additional conditions that cannot be applied through Site Plan or Subdivision Agreements. Holding provisions will not be applied when, in the opinion of Council, a development is premature.

9.2.5.3 Where the development of land is limited by a lack of municipal services, holding provisions will generally be applied when the extension of the service is a planned capital project of the City or Public Utilities Commission.

9.2.5.4 The zoning by-law will be amended to remove the holding symbol when Council is satisfied that the specific conditions or requirements as set out in the by-law have been met. Such conditions may include the satisfying of certain financial and servicing requirements of the City and the signing of Site Plan or Subdivision Agreements.

9.2.5.5 The use of land, building or structures that are permitted until the holding symbol is removed, will generally be limited to existing uses provided that they are compatible with the ultimate use of the land. Additional permitted interim uses will be specified in the zoning by-law.

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9.2.6 HOLDING ZONE - COMMERCIAL AREAS

9.2.6.1 Undeveloped lands or lands which are suitable for redevelopment, which are designated "Commercial Area" on Schedule "A", may be placed in a holding zone pursuant to the provisions of Section 35 of the Planning Act, 1983. Such a holding zone would permit only uses compatible with the ultimate use of the land until the removal of the "H" symbol. A holding zone would be utilized where it is necessary to prevent development until:

a) issues concerning the provision of municipal services have been resolved; and/or,
b) issues concerning road and access improvements required for the development are resolved; and/or,
c) there is adequate market available for the proposed development; and/or,
d) an initial phase or phases of the development have been completed; and/or,

e) conditions established in special studies carried out in the Transition Area can be achieved.

9.2.6.2 Removal of the holding ("H") symbol with respect to the provisions of Section 9.2.6.1 a) may occur when adequate municipal services, as determined by the City, are available or will be made available to the site.

9.2.6.3 Removal of the holding ("H") symbol with respect to the provisions of Section 9.2.6.1 b) may occur when the required road and access improvements have been or will be undertaken to the satisfaction of the City;

9.2.6.4 Removal of the holding ("H") symbol with respect to the provisions of Section 9.2.6.1 c) may occur when the City is satisfied through the provision of a market impact study that there is adequate market to support the proposed development; and,

9.2.6.5 Removal of the holding ("H") symbol with respect to the provisions of Section 9.2.6.1 d) may occur when an initial phase or phases have been completed and the City is satisfied of their viability and the appropriateness of allowing the development of the subject phase.

9.2.6.6
9.2.7  BONUSING

9.2.7.1 In accordance with Section 36 of the Planning Act, Council may authorize, in a zoning by-law, increases in the height and density of development otherwise permitted in the by-law in return for the provision of specific facilities, services or matters set out in the by-law.

9.2.7.2 Height and Density bonusing will only be considered by council where there is a clear and definable benefit to the general public or where an enhancement of the design or amenities of a development is warranted. In addition, the height and density bonuses applied to a development will:
   a) maintain compliance with the other policies of this plan;
   b) maintain compatibility of scale between the development and adjacent land uses;
   c) be measurable, and not discretionary, in return for specific facilities, services and matters.
   d) to the greatest extent possible, be consistent in their application throughout the municipality;
   e) be reasonable, in terms of their cost/benefit implication for the City and the developer;
   f) adhere to the capacity limitations of municipal services.

9.2.7.3 Council will consider the bonusing provisions of the Planning Act under the following circumstances and any other circumstance which supports the policies of this plan:
   a) innovative and environmentally sensitive development which incorporates principles of sustainable development.
   b) provision of on-site recreational and social amenities such as daycare facilities, leisure facilities and additional open space.
   c) provision of superior urban design features including but not limited to enhanced landscaping standards, improvements to public open spaces, provision of underground parking.
   d) preservation of structures identified as architecturally or historically significant by the City.
   e) provision of special needs and/or affordable housing.
   f) residential intensification within the Central Area.
9.2.7.4 As a condition to the application of bonus zoning, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will identify the facilities, services, or matters that are to be provided, the timing of their provision, and the corresponding bonus to be given.

9.2.7.5 In addition to the policies of Section 9.2.7, Section 4.3.2.6 outlines bonusing policies applicable to the Central Area.

9.3 COMMITTEE OF ADJUSTMENT

9.3.1 Council shall maintain a Committee of Adjustment in accordance with the provisions of the Planning Act.

9.3.2 The Committee of Adjustment is an administrative agency which may authorize minor variance from the provision of any restricted area (zoning) by-law which in the Committee's opinion is desirable for the appropriate development or use of the land, building or structure, provided that in the opinion of the Committee the general intent and purpose of the restricted area (zoning) by-law and of the Official Plan are maintained.

9.3.3 The Committee may also grant the extension, enlargement or change of use of a non-conforming use as provided by the Planning Act provided the general intent and purpose of the Official Plan is maintained.

9.3.4 The Committee may give a consent provided that the Committee is satisfied that a plan of subdivision is not required for the proper and orderly development of the municipality. The Committee shall be guided by the policies set out in this Plan as well as other relevant policies on land development approved by Council.
9.4 **LAND ACQUISITION**

9.4.1 Council may acquire and hold land within the municipality for the purpose of developing any feature of the Official Plan, and such land may be sold, leased or otherwise disposed of when no longer required.

9.4A **METHOD OF IMPLEMENTING COMMUNITY IMPROVEMENTS**

9.4A.1 Council may avail itself of the implementation powers contained in the *Planning Act*, specifically, to designate overall areas as "Community Improvement Project Areas" to acquire, hold, clear or dispose of land, to construct, repaint, rehabilitate or improve buildings within a "Community Improvement Project Area".

9.4A.2 Council may avail itself of the implementation powers contained in *The Municipal Act*.

9.4A.3 Rehabilitation and redevelopment may be affected using funds available through municipally initiated programs.

9.4A.4 Council may utilize programmes for municipal services and housing available from federal and provincial government and will encourage them to provide programmes to meet local needs.

9.4A.5 Council may support heritage conservation programmes and will designate properties and districts to encourage funding programmes.

9.4A.6 Council will enforce the Minimum Maintenance and Occupancy By-law.

9.4A.7 Council will enforce the Building and Fire Codes.

9.4A.8 Services and standards for infrastructure will be improved based on most urgent need and when municipal funds become available.
9.4A.8.1 Parks and Recreational; Educational and Community Facilities

Open space and facilities may be improved and/or acquired in accordance with Section 6, “Parkland Policies”.

9.4A.8.2 Water

Adequate standards of supply of water may be provided to all neighbourhoods for potable water and firefighting. A programme to upgrade older water supply lines, valves and hydrants may be implemented.

9.4A.8.3 Sanitary Sewers

Sanitary Sewers and connections may be improved and extended as required such as:
   a) to repair and reconstruct sanitary sewer connections; and,
   b) to extend sanitary sewers to built-up residential areas.

9.4A.8.4 Street Lighting

The streetlighting system may be improved:
   a) to improve lighting of the travelled portion of the street thereby improving the safety and security of pedestrians and visibility for motorists; and,
   b) to improve aesthetics and the energy efficiency of the system.

9.4A.8.5 Sidewalks

   a) May be provided on both sides of arterial and collector streets where pedestrian traffic warrants it.

   b) Existing sidewalks may be reconstructed where they are sufficiently deteriorated.

   c) Where there is extraordinary pedestrian traffic (i.e. school route) sidewalks may be constructed on a local street.

9.4A.8.6 Asphalt Pavement With Curb & Gutter (and Storm Sewers if necessary)

   a) Provide storm sewers where none exist.

   b) Provide asphalt pavement with curb and gutter where none exists.
9.4A.8.7 **Boulevard Reconstruction**

Boulevard reconstruction and/or repair may be initiated by the City to maintain the Boulevards in a condition compatible with the neighbourhood.

9.4A.8.8 **Pavement Resurfacing**

a) Pavement may be resurfaced as required.

9.4A.8.9 **Electrical Service**

Electric service shall be upgraded to provide reliable service.

9.4A.9

9.4A.9.1 Council may undertake programmes to address land use conflicts or incompatible uses such as:

a) encourage relocation of incompatible land uses that detract from residential areas and encourage redevelopment of the site;

b) provide or require physical and aesthetic improvements to street allowances or edges of the property;

c) purchase property and redevelop; and,

d) work with the railway companies to improve the aesthetics of railway lines, of intersections with roads and bridges.

9.4A.9.2 Council may encourage provision of adequate, accessible off-street parking for residential properties, particularly in the central area by:

a) relaxation of regulations to provide parking in yards; and,

b) programmes to rehabilitate lanes and provide improved access to rear yards where problems justify this.
9.5 **SECONDARY PLANS**

9.5.1 Secondary Plans shall be prepared for any major physical, social or economic issue, for any major development or redevelopment, or for any area within the municipality for which it is deemed necessary to undertake a comprehensive study and to formulate detailed policies and/or plans which they feel have not been adequately detailed in this plan or are at variance with this plan.

9.5.2 Secondary Plans will further detail, among other things, servicing requirements, open space and parkland requirements and calculations, street layout, transit and road policy, location and density of housing, details on the type and location of institutional uses, location and type of commercial uses and/or industrial uses.

9.5.3 Secondary Plans shall be prepared in accordance with the following guidelines:

a) Council shall adopt a Secondary Plan as an amendment to this Plan, and, as such, will follow the procedures necessary for approval of amendments.

b) An adopted Secondary Plan shall be implemented by, where appropriate, zoning by-laws, development and site plans, subdivision plans and agreements, land acquisition, or other means as required.

c) Until such time as a Secondary Plan is prepared for those areas deemed necessary, Council may permit limited development or redevelopment only if it is in conformity with general Official Plan policies.
9.6 **PUBLIC NOTICE**

9.6.1 To ensure that the public receives adequate notification, Council shall cause notice to be given of any proposed amendment to the Official Plan and that a meeting of the Planning Committee will be held to review the amendment. A record shall be kept of the meeting at which the amendment was considered and a copy of the record shall be forwarded to Council along with the recommendation and any supporting documents or studies.

9.6.2 Council hereby prescribes that the measures for informing and securing the views of the public in respect of proposed zoning by-laws and amendments to the Official Plan shall comprise the following:

a) All applications for rezoning or Official Plan Amendment shall be presented or referred to Planning Committee. All notice requirements as prescribed for the statutory public meeting shall apply.

9.7 **APPENDICES**

9.7.1 Supplementary data in support of the preparation of the Official Plan or policy and special study documents with respect to implementation of the Official Plan are included in the appendices.

9.8 **INTERPRETATION OF THE OFFICIAL PLAN**

9.8.1 It is intended that land use areas and low density residential areas shown on Schedule "A" and Schedule "I" and the location of proposed major streets on Schedule "B", the limits of Development Areas of Schedule "D" and the limits of medium or high density residential development on Schedule "E" be considered as approximate.

Amendments to this Official Plan will not be required in order to make minor adjustments to the approximate land use boundaries and to the location of streets provided that the general intent and purpose of the
Official Plan is maintained. Minor adjustments to the schedules of the Official Plan may be originated during the course of review or the preparation of Secondary Plans, Secondary Land Use Plans, plans of subdivision, plans of redevelopment, during review of details of passage of implementing restricted area zoning by-laws or during the process of land purchases.

9.8.2 It is intended that the land use areas, the location of major streets, the limits of other land areas shown thereon on Schedule "G" are approximate. Amendments to the Official Plan will not be required in order to make minor adjustments to the approximate land use boundaries and to the location of streets provided that the general intent and purpose of the Official Plan is maintained. Local streets will be finally determined at the time of plan of subdivision, rezoning, site plan control and the preparation of the final engineering reports to determine the precise location of all local streets shown on Schedule "G".

9.8.3 Deleted
9.8.4 Deleted
9.8.5 Deleted
9.8.6 Deleted
9.8.7 Deleted

9.8.8 In interpreting and applying the provisions of the Official Plan, the following definitions will apply:

The City or Council means the Council of the Corporation of the City of Peterborough.

Planning District means any one of the areas as depicted by name as a Secondary Land Use Plan area on Schedule "F".

Planning Area means the entire municipality.

Building Floor Area has the same meaning as that in the Zoning By-law.

Gross Leasable Floor Area has the same meaning as that in the Zoning By-law.

Major Shopping Centre means a grouping of retail and service
commercial units generally located on one site with combined access and parking facilities.

The predominant use shall be retail commercial within one building unit, however free standing structures may also be developed in conjunction with the centre, provided they are compatible with the design and accessibility of the centre itself.

**Freestanding Store or Building** means a structure located on the same site as a shopping centre which does not form part of the shopping centre and which is usually exclusively devoted to one permitted use.

**Secondary Residential Use** means a residential use which is not related to the main commercial use of a building and which is usually located above such a commercial use.

**Flea Market** has the same meaning as that in the Zoning By-law.

**Department Store** has the same meaning as that in the Zoning By-law.

**Food Store** has the same meaning as that in the Zoning By-law.

**Shopping Plaza** means a small group of commercial uses with the same characteristics as a shopping centre.

**Affordable**

In accordance with the Provincial Policy Statement (PPS):

a) In the case of ownership, housing, the least expensive of:

   i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or

   ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;

b) in the case of rental housing, the least expensive of:

   i. a unit for which the rent does not exceed 30 per cent of gross annual household income for low and moderate income households; or
ii. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

For the purpose of this definition:

Low and moderate income household means, in the case of ownership housing, households with incomes in the lowest 60 per cent of the income distribution for the regional market area; or in the case of rental housing, households with incomes in the lowest 60 per cent of the income distribution for renter households of the regional market area.

Brownfield Sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. (Provincial Policy Statement, 2005).

Built Boundary

The limits of the developed urban area as defined by the Minister of Energy and Infrastructure in accordance with Policy 2.2.3.5 of the Growth Plan for the Greater Golden Horseshoe.

Community Infrastructure

Community infrastructure refers to lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, securities and safety, and affordable housing.

Compact Urban Form

A land-use pattern that encourages efficient use of land, walkable neighbourhoods, mix land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. Compact urban form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail.

Complete Communities

Complete communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing and communities.
infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and option for safe, non-motorized travel is also provided.

**Designated Greenfield Area**

As established by the Growth Plan for the GGH, the area within the City’s settlement area boundary that is not built-up area.

**Employment Area**

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities. (Provincial Policy Statement, 2005)

**Greyfields**

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

**Infrastructure**

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

**Intensification**

The development of a property, site or area at a higher density than currently exists through:

a) redevelopment, including the reuse of brownfield sites;

b) the development of vacant and/or underutilized lots within previously developed areas;

c) infill development; or

d) the expansion or conversion of existing buildings. (Provincial Policy Statement, 2005)
Intensification Area

Lands identified by the City or the Minister of Energy and Infrastructure within the City that are to be focus for accommodating intensification. Intensification areas including urban growth centres, intensification corridors, major transit station area, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields.

Intensification Corridors

Intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Municipal Comprehensive Review

An official plan review, or an official plan amendment, initiated by the City that comprehensively applies the policies and schedules of this Plan.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. (Provincial Policy Statement, 2005)

Sensitive Land Use

Means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facilities. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, daycare centres, and educational and health facilities.

Significant

Means

a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time;
b) in regard to the habitat of endangered species and threatened species, means the habitat, as approved by the Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;

c) in regard to woodlands, an areas which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition or past management history;

d) in regard to other features and areas in the Provincial Policy Statement, ecologically important in terms of features, functions, representation or amount, and contribution to the quality and diversity of an identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the provincially Significant Mineral Potential Indexes;

e) in regard to potential for petroleum resources, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time; and

f) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Transit-supportive

Makes transit viable and improves the quality of the experience of using transit. When used in reference to development, it often refers to compact, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it often refers to design principles that make development more accessible for transit users, such as road laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the side/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.
Transportation Corridor

A thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

a) Major roads, arterial roads, and highways for moving people and goods;

b) Rail lines/railways for moving people and goods;

c) Transit rights-of-way/transitways including buses and light rail for moving people

Urban Growth Centres

Location as set out in Schedule 4 of the Growth Plan for the Greater Golden Horseshoe and illustrated on Schedule – A-1 – City Structure.
SECTION 10

SECONDARY PLANS
10.1 **GENERAL**

Pursuant to the policies of subsection 9.5 of this Plan, Secondary Plans may be prepared to provide additional policies for any major physical, social or economic issue, for any major development or redevelopment, or for any area within the municipality. Secondary Plans shall not conflict with the general intent and purpose of the Official Plan.

10.2 **LANSDOWNE WEST SECONDARY PLAN**

10.2.1 The Lansdowne West Secondary Plan shall apply to an area bounded by Lansdowne Street, Sir Sandford Fleming Drive (formerly Highway 7), Spillsbury Drive and The Parkway/Canadian National Railway corridor. It is the policy of Council that land within the Lansdowne West Secondary Plan shall be developed in accordance with the land use pattern shown on Schedule ‘M’. Reference shall also be made to the policies of subsection 10.2 in addition to other policies of the Official Plan. The land use categories of the Lansdowne West Secondary Plan shall have the same meaning as in the Official Plan or Zoning By-law.

10.2.2 **OBJECTIVES OF THE PLAN**

Council adopts the following objectives for the Lansdowne West Secondary Plan:

10.2.2.1 To establish a substantial residential node on the underdeveloped lands situated on the south side of Lansdowne Street, as a practical and viable alternative to commercial land use.

10.2.2.2 To provide for the protection and maintenance of the Harper Park area, including the wetland area, by ensuring that development proposals proceed in accordance with the recommendations of the Harper Creek Subwatershed Study.

10.2.2.3 To establish a travel information and service node in close proximity to The Parkway/Highway 115/7 interchange and expand the land use potential for existing industrial lands flanking The Parkway to enhance the image of Peterborough along the ‘Gateway’ entrance corridor.

10.2.2.4 To reserve locations of unique Municipal facilities which require and benefit from the locational context of the Planning Area including an inter-city rail/bus commuter facility, and major storm water detention facilities.
10.2.3 DEVELOPMENT POLICIES

Development of the Planning Area shall take place in conformity with detailed regulations for all properties within the planning area established in the Zoning By-law and in accordance with the following development policies:

10.2.3.1 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of the street system and the availability and adequacy of municipal services including storm, water and sanitary systems.

10.2.3.2 It is intended that the land use areas, the location of streets, the location and limits of other features or site specific land uses shown on Schedule “M" "Lansdowne West Secondary Plan" are approximate. Minor adjustments can be made without Amendment to the Official Plan provided the general intent and purpose of the plan is maintained. The location and alignment of local streets will be finally determined prior to development without amendment to this plan.

10.2.3.3 Notwithstanding the land use identified on Schedule “M” within flood prone areas, the regulatory flood lines shall have priority. Development shall only proceed in flood prone areas if approved by the Otonabee Region Conservation Authority.

10.2.3.4 Maximum effort will be made to assemble, for public enjoyment as an urban natural environment park, the lands designated "open space" and known as Harper Park. A detailed master plan for Harper Park will be prepared addressing among other matters:

1. the integration of abutting and potentially conflicting land uses.
2. access and property requirements.
3. rehabilitation and management requirements.
4. park development options.

10.2.3.5 The Residential component of the secondary plan shall not exceed the maximum development density identified on Schedule “M”. The residential lands will be developed in a manner which will be compatible with and enhance the general area.
10.2.3.6 In order to promote enhanced urban design and recreational and social amenities in the Residential designation of the Secondary Land Use planning area, Council may utilize the bonusing provision of Section 37 of the Planning Act and Section 9.2.7 of this Plan to achieve the maximum development densities.

Development densities with the Residential designations of the secondary plan, where no bonuses are applied, shall generally not exceed 75% of the maximum development density permitted on Schedule M.

Prior to the passage of any zoning by-law for new residential development in the Secondary Land Use planning area where bonuses are contemplated, the City shall conduct a review of development standards for multiple family housing applications in the Secondary Land Use planning area as a whole and reasonable bonuses for the provision of specific facilities, services or matters. Such bonuses shall be for public benefits beyond those benefits which can be required under the site plan and park land dedication provisions of the Planning Act.

10.2.3.7 The Industrial component of the Lansdowne West Secondary Plan shall be developed in accordance with the industrial classifications "light industrial", "prestige industrial" and "service industrial" as identified on Schedule M and in accordance with Sections 4.4.1.2 and 4.4.1.3 of the Official Plan.

10.2.3.8 The proposed storm water management area, municipal composting facility and inter-city commuter facility depicted on Schedule M represent potential rather than committed locations for such facilities within the secondary land use planning area. Any of these facilities may be permitted anywhere within the Planning Area, without amendments to this plan, so long as all requisite approvals are obtained.

10.2.3.9 Development of the Planning Area shall comply with provincial guidelines with respect to noise. In addition, development within the Planning Area shall consider land use compatibility between sensitive land uses and abutting industrial and public service uses/municipal facilities pursuant to provincial guidelines.

10.2.3.10 At the southern limit of the Secondary Plan Area, in the vicinity of Harper Park, the C.P. Rail line and Sir Sandford Fleming Drive is a former solid waste disposal site. Prior to the approval of development on lands within 500 metres of the former waste disposal site, studies shall be conducted to demonstrate that potential methane gas generated by previous waste disposal activities can be appropriately mitigated.
10.2.3.11 The Harper Creek Subwatershed Study Final Report and recommendations contained therein, will serve as the basis for completing stormwater management plans, including water quantity and quality measures, for the Planning Area as a whole and for individual developments within the Planning Area.

10.2.3.12 Proposals for development on lands adjacent to the Harper Park Wetland or Significant Natural Vegetation identified in the Harper Creek Subwatershed Study will include an environmental impact study to ensure that development will not have an adverse impact on these natural features. Proposal for development on lands adjacent to Harper Creek and its tributaries, as identified in the Subwatershed Study, must have regard to applicable Federal and Provincial Legislation.

10.2.3.13 Deleted

OPA #158
Sept 9/13
10.3 DOWNEY WEST SECONDARY PLAN

10.3.1 The Downey West Secondary Land Use Plan shall apply to the area generally bounded by Chemong Road and Hilliard Street, north of the proposed Parkway Route. The actual limits of the Planning Area are as shown on Schedule "F" - Key Map to Secondary Land Use Plans and on Schedule "L" of the Official Plan. It is the policy of Council that land within the Downey West Secondary Plan shall be developed in accordance with the land use pattern shown on Schedule "L". Reference shall also be made to the policies of section 10.3 in addition to other policies of the Official Plan. The land use categories shall have the same meaning as in the Official Plan or Zoning By-law.

10.3.2 OBJECTIVES OF THE PLAN

Council adopts the following objectives for the Downey West Secondary Plan:

10.3.2.1 To establish a residential community including those uses which are integral to and supportive of a residential environment for the lands north of the proposed Parkway Route, between Chemong Road and Hilliard Street.

10.3.2.2 To establish a transportation system that can relieve some of the traffic pressures on Towerhill Road.

10.3.2.3 To establish a linear park system throughout the Planning Area, which has the potential to connect to other linear systems.

10.3.2.4 To ensure that future development addresses and complies with an overall drainage plan which identifies permanent measures to accommodate water quality and quantity for the Planning Area.

10.3.3 DEVELOPMENT POLICIES

Development of the Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

10.3.3.1 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including streets, water distribution systems and stormwater and sanitary systems.

10.3.3.2 The land use designations applied to the lands within the limits of
Schedule "L" - Downey West Secondary Plan do not commit servicing capacity to these lands. Servicing capacity is not committed until lands are zoned and subdivision proposals are granted draft approval. The use of lapsing provisions may be used to ensure that all draft plans of subdivision proceed within an appropriate time period, as specified by the approval authority.

10.3.3.3 It is intended that the land use areas, location of streets, location and limits of other features or site specific land uses shown on Schedule "L" - Downey West Secondary Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Official Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.

10.3.3.4 When reviewing development proposals, Council will have regard for the existing natural features of the Secondary Planning Area, particularly within the large tract of undeveloped land south of Towerhill Road and north of the proposed Parkway Route, and will endeavour to integrate these natural features into subdivision plans and individual lot patterns.

10.3.3.5 Council may require the submission of natural features/vegetation and hydrogeological studies when reviewing development proposals. In particular, the Planning Area has demonstrated challenging ground water conditions which may require unusual foundation and lot grading solutions. Development approvals will be conditional upon the completion of required studies and implementation of necessary works.

10.3.3.6 New development proposals in the area south of Towerhill Road will be required to implement and comply with an overall drainage plan to accommodate water quantity and quality for the undeveloped area. The drainage plan shall be approved by the City of Peterborough and Otonabee Region Conservation Authority prior to the approval of new development.

10.3.3.7 When reviewing development proposals for the area south of Towerhill Road, east of the Milroy Drive extension, Council shall consider alternative forms of low density development, including cluster housing forms and attached housing, in an attempt to incorporate the mature vegetation into the subdivision design.

10.3.3.8 The area north of Milroy Drive, identified as major open space, provides the potential for parkland accommodating active sports fields or major recreation facilities. Council may undertake a review of various park development options for this area.
10.3.3.9 Schedule “L” provides for an alternative development scenario for the northwest corner of Hilliard Street and Towerhill Road as presented on the Secondary Plan. In the event that a public service and local commercial developments are not feasible, the area could be developed for low density residential and public service uses.

10.3.4 **SPECIAL PROVISIONS**

Notwithstanding the provisions of Section 4.2.6.3 of this Plan, the properties municipally known as 965 to 981 Chemong Road, which are designated ‘Local Commercial’ may also be used for a large format drug store.

Added by OPA 136 Apr. 14, 2008
10.4 AUBURN NORTH SECONDARY PLAN

10.4.1 The Auburn North Secondary Land Use Planning Area is bounded by Nassau Mills Road, Peterborough Golf & Country Club, the Otonabee River and the Trent Canal. It is the policy of Council that land within the Auburn North Secondary Land Use Planning Area shall be developed in accordance with the land use pattern shown on the Auburn North Secondary Plan - Schedule N. Reference shall also be made to the policies of subsection 10.4 in addition to other policies of the Official Plan. The land use categories of Schedule N shall have the same meaning as in the Official Plan or Zoning By-law.

10.4.2 OBJECTIVES OF THE PLAN

Council adopts the following objectives for the Auburn North Secondary Plan:

10.4.2.1 To establish a residential community including those uses which are integral to and supporting of a residential environment on the underdeveloped lands situated between the Otonabee River and the Trent Canal.

10.4.2.2 To protect the unique natural environment of the Auburn North Planning Area including the Otonabee River and Thompson Creek corridor by establishing buffer zones along watercourses and promoting informal passive recreation opportunities.

10.4.2.3 To develop a stormwater management plan which will protect the quality of the city's water supply and Thompson Creek.

10.4.2.4 To establish a realigned north/south arterial street (Armour Road) through the Planning Area in order to resolve access limitations, enhance development potential and provide passive recreation opportunities along the Otonabee River.

10.4.2.5 To establish the parks and recreation framework for the Planning Area recognizing the existing resource base, which includes the Otonabee River, Trent-Severn Waterway lands and the Thompson Creek Corridor.

10.4.2.6 To establish a linear trail along the abandoned CN Rail corridor and the existing Armour Road where it follows the east bank of the Otonabee River, once the realigned Armour Road has been completed. The trail designation on Schedule 'N' expresses the objective of retaining a north/south trail corridor, however, an alternate route, mutually agreed to by all of the stakeholders, may be implemented without an amendment to the Secondary Plan.
10.4.3 DEVELOPMENT POLICIES

10.4.3.1 The land use designations applied to lands within the Auburn North Secondary Planning Area, north of Thompson Creek, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” - Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” - Holding Provisions are removed.

10.4.3.2 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of the street system and the availability and adequacy of municipal services including stormwater and sanitary systems, water and hydro.

10.4.3.3 It is intended that the land use areas, location of streets, location and limits of other features or site specific land uses shown on Schedule N - "Auburn North Secondary Plan" are approximate. Minor adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Plan is maintained. The location and alignment of streets will be determined prior to development without amendment to this plan.

10.4.3.4 The realignment of the arterial street (Armour Road) along the abandoned Canadian National Railway right-of-way shall be completed in conjunction with development proposals which abut the realigned corridor. Direct controlled access to the realigned arterial street will be permitted.

10.4.3.5 The City will have the authority to expand designated road right-of-ways at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.

10.4.3.6 The City will coordinate the implementation of the Auburn North Development Area Servicing Options Study for the Auburn North Planning Area to confirm detailed infrastructure requirements, outlets for stormwater systems and land needs to implement the overall development.

10.4.3.7 The City and developers of property in the Planning Area, in a cooperative effort, will implement the recommended stormwater management measures, which are related to growth, as presented in the Thompson Creek Watershed Plan.
10.4.3.8 Development proposals proceeding prior to the implementation of the recommended stormwater management measures will be prohibited from outletting stormwater to Thompson Creek and to the Otonabee River north of the Water Filtration Plant, and must be designed such that future integration with the central stormwater facility is accommodated.

10.4.3.9 The commercial block located at the north east corner of Armour Road and the new collector street can develop as a local commercial block, but will have the potential to become a neighbourhood commercial site subject to the provisions of Section 4.3.7 of the Official Plan.

10.4.3.10 Any future development of the scrap yard site will be subject to soil testing and necessary decommissioning of contaminated soil according to the Ministry of the Environment and Energy guidelines.
10.5  JACKSON CREEK SECONDARY PLAN

10.5.1 The Jackson Creek Secondary Land Use Plan shall apply to the area generally bounded by Sherbrooke Street, Brealey Drive, Parkhill Road and the Firwood Crescent/Bridle Drive Area. The actual limits of the area are as shown on Schedule ‘F’ – Key Map to Secondary Land use Plans and as presented on Schedule ‘G’ of the Official Plan. It is the policy of Council that land within the Jackson Creek Secondary Plan shall be developed in accordance with the land use pattern shown on Schedule ‘G’. Reference shall also be made to the policies of Section 10.5 in addition to other policies of the Official Plan. The land use categories shall have the same meaning as in the Official Plan and Zoning By-Law.

10.5.2 OBJECTIVES OF THE PLAN

Council adopts the following objectives for the Jackson Creek Secondary Plan:

10.5.2.1 To establish a residential community including those uses which are integral to and supporting of a residential environment for the undeveloped lands south of Parkhill Road and east of Brealey Drive.

10.5.2.2 To recognize the Planning Area as a substantial new development and identify the need to anticipate development impacts on the surrounding neighbourhood and take reasonable actions to mitigate adverse impacts.

10.5.2.3 To provide for the protection and maintenance of the Loggerhead Marsh area by ensuring that development proposals proceed in accordance with the recommendations of the Loggerhead Marsh Management Plan.

10.5.2.4 To establish a transportation system that connects the community with the surrounding neighbourhood and is sensitive to alternative transportation modes, in particular, pedestrians and bicycles.

10.5.2.5 To establish a community open space system which preserves significant environmentally sensitive features within the Planning Area, with particular attention paid to Loggerhead Marsh and the two woodlots, and provides for diverse outdoor recreation opportunities and has the potential to connect to other open space systems outside of the Planning Area.

10.5.2.6 To establish a servicing strategy to link services in the Secondary Plan Area with services in the city in a cost-effective manner and ensure adequate standards are maintained for all services.
10.5.3 DEVELOPMENT POLICIES

Development of the Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

10.5.3.1 The land use designations applied to lands within the Jackson Creek Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” – Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” – Holding Provisions are removed.

10.5.3.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule ‘G’-Jackson Creek Secondary Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.

10.5.3.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.

10.5.3.4 Development may proceed on an interim sanitary servicing facility, subject to approval by the City Engineer, provided that the approved long term servicing strategy as described in the Jackson Creek West Secondary Planning Area, Sanitary Servicing Study, is respected. Any interim sanitary servicing arrangements will be solely at the developer’s expense.

10.5.3.5 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.

10.5.3.6 When reviewing development proposals, the City will have regard for the existing natural features of the Secondary Planning Area, particularly Loggerhead Marsh and its outlet channel. Development proposals adjacent to the Loggerhead Marsh shall provide a minimum open space buffer as recommended in the Loggerhead Marsh Management Plan. This buffer is represented by the Management Boundary illustrated on Schedule ‘G’. 
10.5.3.7 The City may require the dedication of additional open space lands outside of the lands designated “Major Open Space” to facilitate useable parkland and linear open space systems.

10.5.3.8 Prior to any grading, construction or tree removal, the City may require the submission of detailed natural features/vegetation studies, tree assessment and preservation plans, which will include an inventory of existing mature trees on site and identify measures for respecting these trees, hydrogeological studies and archaeological assessment studies when reviewing development proposals. Development approvals will be conditional upon the completion of required studies and implementation of necessary works.

10.5.3.9 The Loggerhead Marsh Management Plan and recommendations contained therein will serve as the basis for completing stormwater management plans, including water quality and quantity measures for the Planning Area. Development approvals will be granted, subject to the approval of detailed stormwater management reports, which will include a landscaping plan to be completed by a qualified landscape architect, for the stormwater management facilities.
10.6  CENTRAL AREA MASTER PLAN

10.6.1  GENERAL

The Central Area, as outlined on Schedules I and J, is the multi-functional centre of the City, where the combination of diverse activities and places combine to fulfill the central place functions of the City and Greater Peterborough Area.

These central place functions are reflected in the retail, service, government, residential, and cultural activities of the traditional central business district.

These central place functions are also reflected along the gateways that bring people to the downtown. Accordingly, the George Street South, Park Street, Charlotte Street West and Hunter Street East Business Districts are important components of the Central Area.

These central place functions are represented in the Industrial Conversion Sub-Area and Transitional Uses Sub-Area; an expansive zone around the traditional core area that contains a diverse mix of land uses, including stable residential neighbourhoods. These sub-areas contribute to the central place function today and provide the practical expansion capacity for more intensive development activity over time.

10.6.2  PURPOSE

The Central Area Master Plan is intended to complement the Commercial Land Use policies of the Official Plan. The Master Plan is a planning strategy that adds policy depth and clarity to the strategic direction for the Central Area found in Section 2.3 and the detailed land use policies of Section 4.3.2. The intent of the Central Area Master Plan is to identify a number of specific planning strategies that will assist the Central Area achieve its full potential during this planning horizon (to 2020).
10.6.3 OBJECTIVES OF THE MASTER PLAN

The goal of this Master Plan is to promote the continued growth and development of the Central Area. The specific objectives are as follows:

a) To confirm that the priority functions of the Central Area, worthy of protection, are Entertainment and Cultural Uses, Major Office Uses, and Institutional Uses;

b) To stabilize and strengthen the retail function of the Central Area, in particular, food, services and convenience shopping for residents of the Central Area;

c) To encourage new residential development, particularly in higher density or mixed-use forms, that will add to the vitality of the Central Area and create an expanding local market for retail growth;

d) To promote the quality of life in Central Area neighbourhoods;

e) To foster pedestrian connectivity throughout the Central Area particularly the completion of linkages to the Otonabee River, Little Lake and Jackson Creek, new trail and walkway development, and the further development of the Otonabee River Trail;

f) To continue the program of improvements to municipal infrastructure including streetscapes and storm water management systems; and

g) To promote the unique function of each Sub-area within the Central Area through targeted economic development strategies.

10.6.4 PROGRAM OF CENTRAL AREA ENHANCEMENTS

In order to achieve progress on each objective identified in section 10.5.3, the City will, as can be reasonably accomplished through annual budget allocations, pursue a program of Central Area enhancement. The program of enhancement is identified in sections 10.6.4.1 to 10.6.4.7 and addressed in detail in the Background Study to the Master Plan. The specific strategies are unique to this planning period and do not preclude the continuation of established and successful initiatives that are not yet complete.
10.6.4.1 Strategies to Confirm the Priority Functions of the Central Area and Strengthen the Retail Function

Entertainment and Cultural Uses, Major Office Uses, and Institutional Uses are considered to be priority functions of the Central Area. In addition, a healthy retail sector is regarded to be important to the multi-functional nature of the Central Area. The following strategies form part of the Master Plan:

a) The creation of a Public Square, a multi-purpose outdoor venue for gatherings and community celebrations.

b) The promotion of a “Downtown First” philosophy for public investment in municipal cultural and entertainment facilities, evidenced by:

i. The pursuit of a permanent off-street venue for a downtown Farmer’s Market, initially in the Public Square.

ii. The pursuit of a downtown location alternative for the Peterborough Museum and Archives in order to enhance the critical mass required for a more successful tourism offering.

iii. The active encouragement of more central Downtown locations for the Canadian Canoe Museum and an expanded Art Gallery.

c) The active promotion, in cooperation with Trent University and Fleming College, of a Downtown solution for expanded or modified academic programs, or as institutional facility issues change.

10.6.4.2 Strategies to Promote the Quality of Life in Central Area Neighbourhoods

Over time the Transitional Uses Sub-area represents the logical and practical expansion area for the downtown. It is not envisioned, within the life of the Central Area Master Plan, for the Transitional Uses Sub-area to be redeveloped to replicate the intensity of the Commercial Core. However, over time the Transitional Uses Sub-area will change incrementally, with more intensive development progressively radiating from the Commercial Core. During this planning period the residential neighbourhoods in and at the fringe of the Central area are worthy of planning measures to ensure the quality of life for current residents and new residents anticipated due to residential intensification initiatives. The following strategies form part of the Master Plan:
a) The preparation of neighbourhood plans for distinct residential areas in the Transitional Uses Sub-area, reflecting the unique planning opportunities and challenges of each neighbourhood.

b) The development of an enhancement strategy for the Aylmer/Bethune corridor to promote a positive environment for investment and a safe interface between the Downtown Commercial Core and the Transitional Uses Sub-area. As a component of the enhancement strategy, establish a future for the Bethune Street right-of-way.

10.6.4.3 Strategies to Encourage New Residential Development

a) The commitment to advocate for a change in Provincial school funding policy so that local School Boards have the financial capacity to retain midtown schools in Peterborough.

b) The proactive planning of the Industrial Conversion Area for long-range and intensive redevelopment purposes, and residential uses in particular.

10.6.4.4 Strategies to Foster Pedestrian Connectivity

a) The assignment of priority to the completion of the Otonabee River Trail connections to Downtown.

b) The establishment of a north-south walkway/cycling corridor serving the Central Area connecting the Trans Canada Trail at Brock Street and Bethune to the Extension of the Crawford Trail at Townsend Street and Bethune, as part of the refreshed Bethune Street right-of-way.

10.6.4.5 Strategies to Improve Municipal Infrastructure

a) The assignment of priority to the renewal of the Charlotte Street right-of-way from Water Street to Park Street.

b) The resolution of a sustainable municipal funding solution for an appropriate level of maintenance and safety.

c) The implementation of the conclusions of the Jackson Creek Flood Reduction Environmental Assessment on an accelerated basis.

d) The expansion of the municipal off-street parking supply in the Hunter Street East Business District (Village BIA Area).
e) The investigation of opportunities to establish additional off-street parking supply in the new Café District (Hunter Street).

10.6.4.6 Strategies to Promote Economic Development

a) The comprehensive pre-zoning of all properties in the Central Area, excluding the Transitional Uses Area until neighbourhood plans are prepared pursuant to policy 10.6.4.2 (a), to fulfill the full opportunity envisioned by the Official Plan and the neighbourhood plans.

b) The implementation of a program to refresh the “Downtown” brand.

c) The development of a Downtown-specific Tourism Development Strategy.

d) The completion of an urban design program to celebrate the gateways to the Central Area.

e) The establishment of a developer/staff task team to identify the barriers to downtown development and a program for regulatory reform.

f) The adoption of a Community Improvement Plan for the Central Area.

10.6.4.7 Strategies to Promote Sound Planning and Quality Development

a) Refresh existing Implementation Plans in the following areas to account for the physical expansion of the “Downtown” to the “Central Area”:

   i. Site and Building Design Guidelines
   ii. Residential Intensification Study
   iii. Streetscape Design Guidelines

b) Develop new Implementation Plans in the following areas to support the growth implications of “Places to Grow”:

   i. Servicing Capacity and Constraints Study
   ii. Open Space Needs Analysis
c) Respond to the Findings of Parallel Planning Initiatives including:

i. The Transportation Plan Update
ii. The Peterborough Policy Response to Places to Grow
iii. The Little Lake Master Plan
iv. Municipal Cultural Plan
v. Heritage Conservation Plan
10.7 **COLDSPRINGS SECONDARY PLAN**

10.7.1 The Coldsprings Secondary Plan shall apply to the area generally bounded by Highway 7/115, Bensfort Road/Wallace Point Road, Driscoll Road, Matchett Line and the Otonabee River. The actual limits of the area are as shown on Schedule ‘F’ - Key Map to Secondary Land Use Plans and as presented on Schedule ‘P’ of the Official Plan. It is the policy of Council that land within the Coldsprings Secondary Plan shall be developed in accordance with the land use pattern shown on Schedule ‘P’. Reference shall also be made to the policies of Section 10.7 in addition to other policies of the Official Plan. The land use categories shall have the same meaning as in the Official Plan and Zoning By-law.

10.7.2 **DEVELOPMENT POLICIES**

Development of the Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

10.7.2.1 The land use designations applied to lands within the Coldsprings Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” - Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” - Holding Provisions are removed.

10.7.2.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule “P”- Coldsprings Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.

10.7.2.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.
10.7.2.4 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.

10.7.2.5 When reviewing development proposals, The City will have regard for the existing natural features of the Secondary Planning Area, particularly the Otonabee River and its shoreline. Development proposals adjacent to these features shall define, through the preparation of an Environmental Study as described in Section 3.3.7, the limit of the Natural Area, development setback requirements, and the limit of any flood plain within the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to The City at no cost.

10.7.2.6 The City may require the dedication of additional open space lands outside of the lands designated “Major Open Space” to facilitate usable parkland and linear open space systems.

10.7.2.7 The Coldsprings Transportation Study identifies the need for transportation network improvements both within the Secondary Plan Area and external to the Secondary Plan Area to accommodate development within the Plan Area. Development approvals within the Secondary Plan Area will be conditional upon securing the necessary approvals for, and construction of, the transportation network improvements recommended in the Coldsprings Transportation Study generally in accordance with the development thresholds identified therein and/or as identified through the completion of Municipal Class Environmental Assessments, as required.

10.7.2.8 The City will cooperate with the County of Peterborough, the Township of Otonabee-South Monaghan, the Ministry of Transportation and other affected authorities to ensure that any roadway improvements beyond The City’s boundary that are required to serve the Secondary Plan area are done in accordance with any applicable County or Township Transportation Plan.
10.8 CHEMONG SECONDARY PLAN

10.8.1 The Chemong Secondary Land Use Planning Area is generally bounded by County Road 19 / Third Line of Smith Township, Fairbairn Street, Towerhill Road, Milroy Drive and Hilliard Street. The actual limits of the Planning Area are as shown on Schedule “F” – Key Map to Secondary Land Use Plans and on Schedule “Q” of the Official Plan. It is the policy of Council that land within the Chemong Secondary Land Use Plan shall be developed in accordance with the land use pattern shown on Schedule “P”. Reference shall also be made to the policies of section 10.8 in addition to other policies of the Official Plan. The land use categories of Schedule “Q” shall have the same meaning as in the Official Plan or Zoning By-law.

10.8.2 DEVELOPMENT POLICIES
Development of the Chemong Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the following policies:

10.8.2.1 The land use designations applied to lands within the Chemong Secondary Planning Area, do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” – Holding Provisions will be applied to development applications to allow the consideration of development proposals within this planning area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted, and “H” – Holding Provisions are removed.

10.8.2.2 It is intended that the land use areas, location of streets and limits of other features or site specific land uses shown on Schedule “Q”-Chemong Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.

10.8.2.3 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including water, stormwater and sanitary systems.
10.8.2.4 When reviewing development proposals, the City will require development proponents to assess the internal and external water and sanitary servicing needs of the proposal to the satisfaction of the City Engineer and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.

10.8.2.5 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.

10.8.2.6 When reviewing development proposals, the City will have regard for the existing natural features of the Secondary Planning Area, particularly the headwater areas of Bear’s Creek and Jackson Creek. Development proposals adjacent to these features shall define, through the preparation of an Environmental Study as described in Section 3.3.7, the limit of the Natural Area, development setback requirements, and the limit of any flood plain within the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to the City at no cost.

10.8.2.7 The City may require the dedication of additional open space lands outside of the lands designated “Major Open Space” to facilitate useable parkland and linear open space systems.

10.8.2.8 Where flood plain modeling is absent in the Planning Area, proponents shall undertake the required modeling to the satisfaction of the Authority. All lands deemed to be flood plain shall be zoned Open Space District 1 and shall be deemed to be designated as Flood Plain on Schedule “C” – Natural Areas and Flood Plain without amendment to this Plan.

10.8.2.9 The City will co-ordinate with the County and the Township of Smith-Ennismore-Lakefield and other affected authorities to ensure that adequate external roadway capacity is provided to serve the Secondary Plan area.

10.8.2.10 When reviewing development proposals, the City will require development proponents to assess the internal and external road servicing needs of the proposal to the satisfaction of the City Engineer, consistent with the City’s Comprehensive Transportation Plan, and to secure implementation of any required upgrades in a manner satisfactory to the City Engineer either prior to the issuance of development approval, or as a condition of development approval.
10.8.2.11 The Chemong Secondary Plan and Functional Planning Study and the Detailed Flood Reduction Studies prepared for the Bear’s Creek and Jackson Creek watersheds and the recommendations contained therein will serve as the basis for completing stormwater management plans, including water quality and quantity measures for the Planning Area.

10.8.2.12 Pursuant to Section 4.2.3.9 of this Plan, the City will encourage the development of secondary suites in areas designated for Low Density Residential use on Schedule Q. The development of secondary suites will be controlled through the application of Zoning By-law regulations.

10.8.2.13 Medium and high density residential development and the Neighbourhood Centre commercial area will be designed to incorporate appropriate linkages that promote pedestrian and non-motorized activity as well as vehicular access.

10.8.2.14 The Neighbourhood Centre commercial area identified on Schedule Q will be developed with a mix of local and neighbourhood commercial uses that, in conjunction with adjacent medium and high density residential uses and parkland will serve as a focal point for the east half of the Chemong Community in accordance with the following principles:

a) The designated area will be designed to reinforce its role as the focal point of the surrounding community through strategic orientation of buildings and access points, integration with the Chemong community, and urban design; and,

b) Up to 2,700 square metres (29,000 square feet) of Local and Neighbourhood Commercial floor space as described in Chapter 4, of this Plan, excluding neighbourhood scale food retail, will be permitted within the designated area.

Additional studies including a Planning Analysis pursuant to Section 4.3.7 of this Plan and an Urban Design Study may be required as part of any application for site plan control approval in the designated area to ensure implementation of the identified principles for the designated area.

10.8.2.15 Where development within the Secondary Plan area is subject to site plan control in accordance with Section 3.8 of this Plan, Council may require the submission of drawings noted in paragraph 2 of Subsection 41(4) of the Planning Act, R.S.O. 1990, c. P.13, as amended, including drawings that are sufficient to display matters relating to, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design insofar as they relate to exterior design.
10.8.2.16 Notwithstanding any other policy in this Plan to the contrary, the City will give consideration to development proposals in the Chemong Planning Area that employ alternative development standards such as reduced road right-of-way widths, rear laneways, alternative parkland sizing and placement, reduced lot sizes and building setbacks in order to facilitate the creation of a compact community that achieves a minimum average density of 50 residents and jobs per hectare over the entire Planning Area subject to the review and approval of the City Engineer.

10.8.2.17 Notwithstanding Section 5.7.2 of this Plan, where consideration is given to the development of a Local Street with a right-of-way width of less than 18.5 metres, the City shall have the ability to require sidewalks on only one side of the street.

10.8.2.18 Where consideration is given to the development of a Street with a right-of-way width that is less than the expected width for the proposed street class as noted in Section 5.4.1 of this Plan, the City may restrict or prohibit on-street parking pursuant to Section 5.11.3 of this Plan.

10.8.2.19 Where a development proposes the creation of municipally-maintained rear laneway, the City may require, as a condition of development approval, an upfront maintenance fee from the proponent. Additionally, the City may establish, by By-law, a Special Area Charge for abutting properties pursuant to Section 326 of the Municipal Act, 2001 or any successor thereof to reflect the enhanced level of municipal service required for the development.
10.9 **Lily Lake Secondary Plan**

10.9.1 The Lily Lake Secondary Land Use Planning Area is generally bounded by Lily Lake Road, Fairbairn Street, Jackson Park and Jackson Creek, and the Jackson Creek East Provincially Significant Wetland. The actual limits of the Planning Area are as shown on Schedule “F” – Key Map to Secondary Land Use Plans and on Schedule “R” of the Official Plan. It is the policy of Council that land within the Lily Lake Secondary Land Use Plan shall be developed in accordance with the land use pattern shown on Schedule “R”. Reference shall also be made to the policies of Section 10.9 in addition to other policies of the Official Plan. The land use categories of Schedule “R” shall have the same meaning as in the Official Plan or Zoning By-law.

10.9.2 **Objectives of the Plan**

Council adopts the following objectives for the Lily Lake Secondary Land Use Plan:

10.9.2.1 To establish a community for the undeveloped lands within the City that are north of Jackson Park and Jackson Creek, west of Fairbairn Street, south of Lily Lake Road and east of the Jackson Creek East Provincially Significant Wetland that contributes to the development of the City as a complete community by including convenient access to jobs, local services, community infrastructure (including schools and parks), and a range of housing, including affordable housing, that will be suitable for a broad range of age groups.

10.9.2.2 To recognize the Planning Area as a substantial new development area and identify the need to anticipate development impacts on the surrounding neighbourhood and environment and take reasonable actions to mitigate adverse impacts.

10.9.2.3 To establish a complete transportation system that integrates the Planning Area with the surrounding community by accommodating the needs of pedestrians, cyclists, transit users and motorists.

10.9.2.4 To establish a community open space system that preserves environmental features within and adjacent to the Planning Area including Jackson Creek and the Jackson Creek Valley, Jackson Park, and the Jackson Creek East Provincially Significant Wetland and tributary.
10.9.2.5 To establish a servicing strategy to link services in the Secondary Plan Area with services in the City in a cost effective manner and ensure adequate standards are maintained for all services.

10.9.3 Development Polices

10.9.3.1 Community Structure

10.9.3.1.1 Open Space System

The Community Open Space System consists of Natural Areas, Corridors and Connecting Links as depicted on Schedule “C” – Natural Areas and Flood Plains of the Official Plan. Additionally, buffers, adjacent lands, and parklands are an integral part of the Community Open Space System and are intended to help protect the function of the Natural Area and Corridor features and ensure their long term sustainability within the urban context while also providing passive and active recreation opportunities for the community.

10.9.3.1.2 Residential Areas

Residential areas permit a range of low and medium density residential uses which will be predominantly ground related in orientation. In addition, related uses that are complementary to residential uses shall be permitted including local commercial uses, home occupation uses, public and institutional uses, parks and recreation areas, churches and special care facilities.

10.9.3.1.3 Transportation System

The community will be developed based on a modified grid street system and related off-street trail/walkway system designed to provide for a full range of transportation options with a focus on maximizing the potential for transit service and active transportation.

10.9.3.2 Natural Area, Open Space and Parkland

10.9.3.2.1 When reviewing development proposals, the City will have regard for the form and function of existing natural features within and/or adjacent to the Secondary Planning Area, including:

- the Jackson Creek East Provincially Significant Wetland and its associated tributary;
- Jackson Creek and its associated valley lands, woodland and tributaries;
- unevaluated wetland pockets located within the Jackson Creek Valley and near the homestead at 689 Lily Lake Road;
• wildlife habitat and connectivity; and,
• species at risk.

Where an Environmental Study is required pursuant to this Section, Section 3.3.7 or as required in Section 2.1 of the Provincial Policy Statement 2014, such study shall be completed prior to the approval of development or site alteration and shall define the limit of the Natural Area, development setback requirements, and the limit of any flood plain associated with the Natural Area. Areas defined as Natural Area or required as a buffer to the Natural Area shall be dedicated to the City at no cost for open space purposes.

Additionally, for features and functions requiring protection, the study shall recommend measures for their protection and enhancement and for monitoring the effectiveness of these measures in accordance with Section 10.9.3.2.3.

10.9.3.2.2 In addition to the requirements of Sections 3.3.7 and 10.9.3.2.1, any Environmental Study prepared in support of a development proposal may also be required to investigate:

• the incidence of foxglove beardtongue;
• the presence of, or potential for, potential turtle nesting habitat on or adjacent to the lands; and,
• the hydrologic and ecological link between water features within the Jackson Creek Valley and features above the valley.

10.9.3.2.3 The City will establish, in partnership with the Otonabee Region Conservation Authority, a comprehensive program to monitor the effects of development on the form and function, including wildlife, of the Jackson Creek East Provincially Significant Wetland, the Jackson Creek Valley, Jackson Creek and its tributaries, and unevaluated wetlands within the Planning Area. Monitoring program observations will be summarized in an annual report during the life of the program. The annual report may include recommendations that adaptive measures or future measures be undertaken. Funding for the monitoring program will be secured from development proponents as a condition of development approval for properties adjacent to and/or within the watershed of the features. The development proponent’s obligations will be secured through a development agreement.

10.9.3.2.4 Where development is determined to be appropriate on adjacent lands to the Jackson Creek East Provincially Significant Wetland pursuant to Sections 3.3.6 and 3.3.7, such development will be permitted without amendment to this plan and will generally consist of Low Density Residential and Stormwater Management uses.
10.9.3.2.5 Prior to any development, site alteration, construction or tree removal, the City will require the submission of detailed natural features/vegetation studies, tree assessment and preservation plans (including an inventory of existing mature trees on site and measures for respecting or replacing these trees), hydrogeological and geotechnical studies, and archaeological assessment studies when reviewing development proposals.

10.9.3.2.6 Detailed landscaping and planting plans consisting of a variety of suitable native species shall be prepared in conjunction with studies prepared pursuant to Sections 10.9.3.2.1 and 10.9.3.2.5 and with consideration to shade and visual screening for all areas to be dedicated to the City for open space, parkland, and stormwater management purposes.

10.9.3.2.7 The Jackson Creek Valley is a significant valleyland and woodland area that serves to connect Jackson Park to significant natural areas beyond the City. Generally, the treeline along the top of and within the valley shall be protected. Limited tree removal may be permitted to facilitate the provision of infrastructure and trail facilities subject to the completion of studies and plans in accordance with Sections 10.9.3.2.1, 10.9.3.2.5, and 10.9.3.2.6.

10.9.3.2.8 Development in proximity to the Jackson Creek Valley shall be supported by an Erosion Hazard Limit Study prepared in accordance with Ministry of Natural Resources guidelines.

10.9.3.2.9 To promote public accessibility to and to protect public views to and from the Jackson Creek Valley, the City will encourage the provision of open space and tree planting along the top of the valley and may consider alternative design standards for streets that abut such open space.

10.9.3.2.10 Connecting Links are conceptually depicted on Schedule “C” – Natural Areas and Flood Plains. The final number, width and location of the connecting links shall be determined through the plan of subdivision process, and shall be subject to the recommendations of studies and plans prepared pursuant to Sections 10.9.3.2.1, 10.9.3.2.5, and 10.9.3.2.6 in order to protect the existing treelines around which they are planned and/or to accommodate significant re-vegetation and an off-road trail, in accordance with Section 3.3 of the Plan.

10.9.3.3 Land Use
10.9.3.3.1 It is intended that the land use areas and limits of other features or site specific land uses shown on Schedule “R” – Lily Lake Secondary Land Use Plan are approximate. Adjustments can be made without amendment to the Official Plan provided the general intent and purpose of the Secondary Plan is maintained.

10.9.3.3.2 Development of the Planning Area will be planned to achieve a minimum average density of 50 residents and jobs per hectare combined. To achieve this, notwithstanding the provisions of Sections 4.2.2.1 and 4.2.2.2, residential areas illustrated on Schedule “R” – Lily Lake Secondary Land Use Plan shall be planned for the following average minimum net densities:

- Low Density – 25 units per hectare;
- Medium Density – 45 units per hectare;
- Medium-High Density – 60 units per hectare.

10.9.3.3.3 Pursuant to Section 4.2.3.9 of this Plan, the City will permit and encourage the development of secondary suites in areas designated for Low Density Residential use on Schedule “R” – Lily Lake Secondary Land Use Plan. The development of secondary suites will be controlled through the application of Zoning By-law regulations and will be included in the assessment of residential intensification and density targets established in Section 2.4.4.2.

10.9.3.3.4 Subject to conformity with Sections 5.4.1 and 5.7.2 of this Plan, the City may consider development proposals in the Lily Lake Planning Area that employ alternative development standards such as rear laneways, alternative parkland sizing and placement, reduced lot sizes and building setbacks, and alternative parking arrangements in order to facilitate the creation of a compact community that achieves a minimum average density of 50 residents and jobs per hectare over the entire Planning Area.

10.9.3.3.5 When reviewing development proposals, the City may require development proponents to assess off-street parking requirements of the proposed development and to implement measures over and above typical lot-specific Zoning By-law standards to ensure adequate parking standards and arrangements are provided within the neighbourhood.
10.9.3.3.6 Where an elementary school is anticipated within the Planning Area on Schedule “R” – Lily Lake Secondary Land Use Plan, such blocks will be zoned to permit alternative uses by the underlying land use designation on Schedule “A” – Land Use including other institutional uses and residential uses. As part of the approval of a plan of subdivision, a lotting plan shall be submitted to demonstrate that the school block is configured in a manner which will permit future development for other purposes should a school not be developed.

10.9.3.3.7 In addition to those uses contemplated in Section 4.2.6.3, institutional and cultural uses, with the exception of cinemas and theatres, shall also be permitted within Local Commercial facilities identified on Schedule “R” – Lily Lake Secondary Land Use Plan.

10.9.3.3.8 A Neighbourhood Core is outlined on Schedule “R” – Lily Lake Secondary Land Use Plan. The Neighbourhood Core lies along both sides of the northerly east-west collector street and is centrally located within walking distance of most of the Planning Area. To encourage the development and use of this area as a neighbourhood focal point, to include a variety of uses and spaces, and to serve the day-to-day and “live work” needs of residents, the City will encourage properties within the Neighbourhood Core that are designated for residential purposes on Schedule “R” to integrate small scale, Local Commercial uses, as described in Section 4.2.6.3 and home-based businesses.

Development proponents within the Neighbourhood Core may be required to complete and implement a coordinated Urban Design program pursuant to Section 10.9.3.8.1 to foster a pedestrian oriented, accessible and active streetscape and multi-modal transportation.

10.9.3.3.9 Land use planning approvals for the southwest portion of the Planning Area shall protect the need for municipal infrastructure installations to Parkhill Road, in the vicinity of Ravenwood Drive, should they be deemed necessary in the future.

10.9.3.3.10 The eastern portion of the Planning Area is encompassed by a collection of undeveloped lots created historically by a process called “checkerboarding”. Due to fragmentation of ownership, these lands present a unique challenge to potential development. Notwithstanding the provisions of Section 10.9.3.3.2, Infill Housing may also be considered in accordance with Section 4.2.2.1.3.

10.9.3.4 Transportation
10.9.3.4.1 It is intended that the location of streets shown on Schedule “R” – Lily Lake Secondary Land Use Plan are approximate. The location and alignment of streets will be determined at the time of subdivision approval without amendment to the Secondary Plan.

10.9.3.4.2 Proponents of development will be required to complete Traffic Impact Studies in accordance with Sections 5.3.5 and 5.4.11. Implementation of required road network improvements will be secured either prior to, or as a condition of, development approvals.

10.9.3.4.3 The City will have the authority to expand designated road rights-of-way at collector/collector street intersections and collector/arterial street intersections if determined necessary for intersection design.

10.9.3.4.4 Roundabout intersections will be preferred where Collector Roadways intersect.

10.9.3.4.5 The City will cooperate with the County of Peterborough, the Township of Selwyn, and other affected authorities to facilitate implementation of any roadway improvements beyond the City’s boundary that are required to serve the Planning Area.

10.9.3.4.6 On-road bikeways will be provided on all Collector Roadways within the Secondary Plan area. The City will have the authority to expand designated road rights-of-way to accommodate planned pedestrian, cycling and infrastructure facilities if determined necessary.

10.9.3.4.7 Off-road bikeways and pedestrian facilities will be planned in conjunction with studies prepared pursuant to Sections 10.9.3.2.1, and 10.9.3.2.5 and implemented as a condition of development approvals. Off-road bikeways and pedestrian facilities will be planned to maximize linkages among parkland and open space features within the Planning Area and connectivity with adjacent features including the Trans-Canada Trail, Fairbairn Street and Poplar Park.

10.9.3.4.8 Public transit will be provided to the Lily Lake Planning Area in accordance with Sections 5.5.1 and 5.5.2. The timing for the provision of a scheduled fixed transit route to the Planning Area will be evaluated through periodic route evaluation reviews. The City will assess and implement a pedestrian and cycling link between Chemong Road and the eastern collector access to the Lily Lake Planning Area in accordance with Section 5.6.2 of the City’s Official Plan.

10.9.3.5 Stormwater Management
10.9.3.5.1 The Lily Lake Functional Planning Study and the Detailed Flood Reduction Study prepared for Jackson Creek, and the recommendations contained therein, will serve as the basis for completing stormwater management plans, including water quality and quantity measures for the Planning Area. Development approvals will be granted, subject to the approval of detailed stormwater management reports, which will include measures to:

- minimize or prevent thermal and chemical impacts on receiving waterbodies;
- minimize changes in water balance and erosion; prevent increase in risk to human health and safety and property damage both within the Planning Area and along downstream receiving waterbodies, particularly Jackson Creek;
- maximize the extent and function of vegetative and pervious surfaces; and,
- promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

All stormwater management plans shall be prepared in conjunction with Environmental, Hydrogeological and Geotechnical studies and plans prepared pursuant to Sections 10.9.3.2.1, 10.9.3.2.5, and 10.9.3.2.6.

10.9.3.5.2 Subject to the policies of this Plan, the City will work cooperatively with the Township of Selwyn and the County of Peterborough to encourage the provision of a stormwater management facility over a portion of the lands municipally known as 645 Lily Lake Road, Township of Selwyn.

10.9.3.5.3 All development shall protect against adverse water quantity and quality impacts on existing area groundwater users through the implementation of appropriate mitigation measures and monitoring as conditions of approval.

10.9.3.5.4 Where approved flood plain modelling is absent for a watercourse, proponents shall complete the required modelling to the satisfaction of the Otonabee Region Conservation Authority. All lands deemed to be flood plain shall be zoned for Open Space purposes and shall be deemed to be designated as Flood Plain on Schedule “C” – Natural Areas and Flood Plain without amendment to this Plan.

10.9.3.6 Servicing and Staging Of Development
10.9.3.6.1 Development of the Planning Area will proceed in a logical sequence having regard for the adequacy of municipal services including the roadway network, trails, water, stormwater and sanitary systems, the proximity of the existing built-up area, and the achievement of the residential intensification target established in Section 2.4.4.2.

10.9.3.6.2 The land use designations applied to lands within the Lily Lake Secondary Planning Area do not imply a pre-commitment of municipal services to future development. Conditions of Draft Plan of Subdivision Approval and “H” – Holding Provisions will be applied to development applications to allow the consideration of development proposals within the Planning Area without committing municipal servicing. Official Plan, Draft Plan of Subdivision and Zoning approvals granted to development applications within this area will not be considered in the calculation of the City’s uncommitted reserve capacity until Final Approval for plans of subdivision are granted and “H” – Holding Provisions are removed.

10.9.3.6.3 The establishment of new Public Services which are not included as elements of an approved Development Charge By-law such as parks, trails, landscaped open space, streets, water and wastewater shall be completed concurrent with each other by development proponents.

10.9.3.6.4 The City will encourage cooperation among all landowners within the Planning Area to ensure that the provision of water and wastewater servicing within the Planning Area unfolds in an efficient and timely manner.

10.9.3.6.5 Subject to the policies of this Plan, the City will work cooperatively with the Township of Selwyn and the County of Peterborough to encourage the provision of a trunk sanitary sewer and trail over a portion of the lands municipally known as 645 Lily Lake Road, Township of Selwyn.

10.9.3.7 Cultural Heritage

10.9.3.7.1 In addition to the requirements of Section 2.4.9, prior to any development, site alteration, demolition, construction or tree removal, the City shall require the submission of a Heritage Impact Assessment to assess the cultural heritage significance of existing built structures on the lands as well as the significance of the Jackson Creek Valley/Trans-Canada Trail as a Cultural Heritage Landscape and to identify measures for conserving features of cultural heritage significance.

10.9.3.8 Urban Design and Site Planning
10.9.3.8.1 To foster high quality urban design and a distinct built character in accordance with Section 2.4.7, the City may implement or may require development proponents to submit, receive approval, and implement an Urban Design program to address some or all of the following:

a) Site plan design, including sustainable design;

b) Built form (including building articulation), massing and architectural quality;

c) Exterior design such as building facades, fenestration, colour, material, rhythm and proportion of architectural elements;

d) Streetscapes and the public realm;

e) The Community Open Space System, including trails and wayfinding components;

f) Universal design, such as barrier free design;

g) Circulation and parking;

h) Lighting;

i) Signage;

j) Public art, and artistic expression in infrastructure;

k) Designated cultural heritage elements protected and incorporated into development;

l) Stormwater management ponds in accordance with Section 6.5.5 of the Plan;

m) Bus stops, such as locations for convenient pedestrian access, in close proximity to activity nodes and multi-modal facilities such as bicycle parking and car share facilities and inclusion of shelters with basic amenities; and

n) Additional matters as may be determined by the City.

10.9.3.8.2 Where development within the Secondary Plan area is subject to site plan control in accordance with Section 3.8 of this Plan, Council shall require the submission of drawings mentioned in paragraph 2 of Subsection 41(4) of the Planning Act, R.S.O. 1990, c. P.13, as amended, including drawings that are sufficient to display matters relating to, without limitation, the character, scale, appearance and design features of buildings, and their sustainable design insofar as they relate to exterior design.

10.9.4 Implementation and Interpretation
10.9.4.1 Development of the Lily Lake Secondary Planning Area shall take place in conformity with detailed regulations for all properties within the Planning Area established in the Zoning By-law and in accordance with the policies of this Plan.

10.9.4.2 This Plan should be read in conjunction with all other sections of the Official Plan which are also applicable to the Lily Lake Planning Area. In the event of conflict between the provisions of this Plan and any other provision of the Official Plan, the provisions of the Lily Lake Secondary Plan shall prevail.
### TABLE 1: RESIDENTIAL DEVELOPMENT BY SECONDARY LAND USE PLAN AREAS

<table>
<thead>
<tr>
<th>Area</th>
<th>Maximum Dwelling Unit Target</th>
<th>Existing and Approved (Jan.1992)</th>
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<td>Low Density</td>
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<tr>
<td>Nassau</td>
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City of Peterborough Official Plan

Consolidated December 31, 2017
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<th>28. Lily Lake</th>
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Note: Existing means built and/or registered, and Approved means zoned and/or draft plan approved.
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