

5.0 Environmental Stewardship and Sustainability

#	Comment/Question (Environmental Stewardship and Sustainability)	City's Response / What We Did
1	The City should dedicate lands for and permit community gardens and urban food production.	Community gardens are listed as permitted uses in the Major Open Space (Section 4.2.4) and Downtown Open Space (Section 4.3.6) designations. The draft Official Plan also includes policies for local food production, which includes community gardens and urban agriculture (Section 5.6).
2	Support space for farmers markets and sale of local food.	The draft Official Plan includes policies for local food production, which includes access to local food sources (Section 5.6).
3	Include fruit and nut trees in the urban canopy.	Policies regarding local food production contemplates the expanded use of City land for growing food including edible landscapes (Section 5.6).
4	Adopt sustainable development standards including green roofs and renewable energy sources.	The Official Plan contains policies for buildings and sustainable design (Section 5.4.3) which includes green building design. Added policy consideration for the implementation of green development standards to Section 5.7.
5	Walkable and energy efficient communities are encouraged.	Section 5.7 (Climate Change) includes growing as a sustainable community by developing walkable neighbourhoods and promoting energy efficient built forms.
6	Sustainability and green design standards for buildings need to be mandatory.	The Official Plan contains policies for buildings and sustainable design (Section 5.4.3) which includes green building design. Specific design standards for new development will be established through Urban Design Guidelines and/or secondary plans.
7	The Official Plan needs clear statements to implement climate change adaptation/mitigation. E.g., maximum effort towards protecting and enhancing nature features, support energy generation and distribution.	This intent has been generally considered throughout this review of the Official Plan.
8	Should include policies regarding daylighting Jackson Creek.	The Official Plan speaks to daylighting Jackson Creek in Section 5.4 (Urban Design).
9	The City needs to develop a composting facility for food waste.	The provision of an organic waste composting facility is outside the scope of the Official Plan; however, a new composting facility may be completed by fall of 2023. The Official Plan does speak to waste, recycling and composting containers as considerations for site plan approval under Section 7.7 and encouraging three stream waste collection capability in all multi-residential buildings under Section 5.4.3.

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81	<p>For the designation of heritage tree status there needs to be a historical/cultural significance for a tree. The book I referenced yesterday on page 101 has the size requirement for honey locust= 90cm dbh (diameter at breast height) which corresponds to an age of 120 years. The honey locust on Maniece Avenue has a dbh of 117cm. This book is a guide only. If the honey locust is about 120 years old then that puts it around the construction of the Lift Lock which was finished in 1904 & is a very prominent piece of Peterborough's history. For the Sugar maple page 103 has the dbh of 90 cm which puts the tree about 200 years old. The one on Maniece has a dbh of 109cm. If this tree is about 150-200 years old the Burnhams owned Maniece Avenue (historically Lot 29, Concession 12) in the 1800"s & they were a very influential family in Peterborough's history. Their ownership can be traced in the abstract registers for Otonabee Township. The largest Silver Maple in Peterborough has a dbh of 163cm. In comparison the one Silver Maple on Maniece Avenue has a dbh of 152cm which may also be one of the larger ones in the city.</p>	<p>See response above to comment #80.</p>
82	<p>Please add consideration for district heating and cooling in all new plans of subdivision. Not only are they more efficient regardless of energy source but that energy source can be changed out, including to 100% carbon neutral heating and cooling. These are hard to install post-development but easy to include in design of greenfield proposals.</p>	<p>This consideration is included in Section 5.4.3 (Buildings and Sustainable Design), which states that the City will work with the private sector to consider the inclusion of on-site renewable or alternative energy systems or identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling.</p>

6.0 Well-Connected with Options for Mobility

#	Comment/Question (Well-Connected with Options for Mobility)	City's Response / What We Did
1	Consider closing George Street to traffic during the summer months and making Water Street open to two-way traffic.	This is outside the scope of the Official Plan. This may be considered as part of the Transportation Master Plan.
2	The Official Plan lacks a real transportation plan for the future of the City. The Schedule only reflects the existing condition and is not forward looking.	A City-wide Transportation Master Plan is to be completed by 2022 and will be reflected in the Official Plan through an Amendment, once approved.
3	Connectivity and capacity of the existing road network is a concern.	This will be assessed through the Transportation Master Plan.
4	Sidewalks need to be built on both sides of the street and properly maintained once constructed.	As part of developing complete streets, the City will require sidewalks on public streets subject to the policies in Section 6.2.4 (Complete Streets).
5	Many bike lanes just end which puts cyclists in danger.	Connectivity of the cycling network to be reviewed in the Transportation Master Plan.
6	Rethink the use of Maria Street high capacity arterial as an egress.	This will be reviewed through the East Side Transportation Study and incorporated into the Transportation Master Plan.
7	More connections to the downtown required to spur revitalization.	This will be reviewed through the East Side Transportation Study and incorporated into the Transportation Master Plan.
8	Downtown focus should be on pedestrian movements, not cars.	Within the Central Area, it is required that all new development is transit-supportive and pedestrian-oriented (Section 4.3.1).
9	One-way street system needs to be removed.	Policy with specific reference to the George Street and Water Street two-way configuration (Section 6.2.6 (Road Network)) was removed. Changes to the existing road network will be assessed through the Transportation Master Plan.
10	Existing access from the east across the canal are insufficient.	This will be reviewed through the East Side Transportation Study and incorporated into the Transportation Master Plan.
11	A progress report on the 2012 Transportation Plan should be prepared.	This may be completed as part of the Transportation Master Plan.

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12	The Parkway needs to be reintroduced to Schedule D as a High Capacity Arterial.	This will be assessed through the Transportation Master Plan. Changes will be made accordingly to the Draft Official Plan - it is not the intent of the Official Plan policies to preconceive the outcomes of the Transportation Master Plan.
13	Removal of the Parkway from the Official Plan is long-overdue. (Note: the City received over 70 written submissions from the public in objection to any inferred reference to the Parkway. The submissions requested the removal of any reference to the "Future High Capacity Arterial", designation of the Parkway extension as a greenway/open space, and asked that alternatives such as a ring road and investments to public transit, active transportation, transportation demand management and smart traffic management systems are explored.)	The need for a "Future High Capacity Arterial" will be assessed through the Transportation Master Plan and changes will be made accordingly to the Official Plan. It is not the intent of the Official Plan policies to preconceive the outcomes of the Transportation Master Plan.
14	New investments in public transportation must include provisions for electric transit vehicles.	The particulars of transit vehicle operations are not within the scope of the Official Plan update.
15	All major arterial roads in the City should be designed to include cycling infrastructure.	As part of the complete streets policies (Section 6.2.4), the design of all roads will have regard for the provision of adequate space for pedestrian, cycling and transit infrastructure.
16	An Active Transportation Schedule should be made separate from the current Schedule D.	A separate Schedule for active transportation has been created and is consistent with the Province-Wide Cycling Network identified by the Ministry of Transportation
17	Accessibility and connectivity in the City need to be improved.	This will be assessed through the Transportation Master Plan.
18	Problematic intersections need to be reviewed (e.g. Water/George/Parkhill) to see if roundabouts can be utilized as improvements.	This will be assessed through the Transportation Master Plan.
19	Needs further direction on how the existing transportation system can accommodate the new development and intensification that is expected.	This will be assessed through the East Side Transportation Study and City-wide Transportation Master Plan process. Site-specific development proposals may be required to complete a Traffic Impact Study under Section 7.21.2 (Complete Application Requirements).
20	Existing transit system needs to be redesigned to make routes more efficient and user friendly.	This will be assessed through the Peterborough Transit Study.
21	Standards need to be established for a minimum level of service for public transportation.	This will be assessed through the Peterborough Transit Study.
22	When will the Transportation Master Plan be completed? Why was it not done concurrently with the Official Plan?	The Transportation Master Plan process will be completed in 2022. There was a need to complete the Official Plan process that has been underway since 2011.

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23	How will East Side Transportation Plan and Transportation Master Plan be incorporated into the Official Plan?	The recommendations of the transportation plans will be brought into the Official Plan through the Official Plan Amendment process.
24	A bike lane or path needs to be created to get from the southwest part of the City to downtown safely.	This will be assessed through the Transportation Master Plan.
25	More details on traffic plan for Lily Lake need to be available or established.	This will be assessed through the Transportation Master Plan.
26	Transit investment needs to be done to place it on a more level playing field with driving.	This will be assessed through the Transportation Master Plan and Peterborough Transit Study.
27	Metrics (e.g. travel time) need to be established for how vehicles and transit operates on the roads.	Standards may be established through the Transportation Master Plan and Peterborough Transit Study.
28	Section 6.2.5(b) could be used to avoid road improvements, leading to increased maintenance cost for transit vehicles.	The second sentence of this policy has been deleted.
29	Existing Heritage Trail should be shown to extend to the planned Medium Capacity Arterial further west.	Schedule D: Road Network Plan has been revised to extend Heritage Trail to the proposed Medium Capacity Arterial to the west.
30	How will the Medium Capacity Arterial north of Cumberland be implemented if the surrounding lands are identified as Rural Transition Area?	This will be assessed through the Transportation Master Plan.
31	Will the City be identifying a Major Transit Station Area?	This will be assessed through the Transportation Master Plan and Peterborough Transit Study.
33	In section 6.2.6. Road Network, streets are only defined by speed, vehicle lanes, vehicle volume, and right-of-way allowance. The definitions generally speak to flow of vehicle traffic and occasionally mention bikes and parking. There is no reference to: pedestrian, cyclist, or transit volume; how people are using the street; or function of adjacent properties.	Added policy that the City will prepare road or area-specific cross-sections to illustrate required components of the right-of-way, where appropriate. Section 6.2.4 (Complete Streets) speaks to the design of all roads providing regard to adequate space and safety measures for pedestrians and cyclists, and for safe transfers on and off transit vehicles.
45	More inclusion of mobility device users in Transportation sections.	The General Policies under the Transportation Section 6.2.2 states that the City's transportation system will be planned to be safe, energy efficient and fully accessible.
46	Peterborough needs a ring road to keep up with building boom. Can't abandon effective vehicular traffic movement when committing to low carbon future.	This will be assessed through the Transportation Master Plan.

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47	Open intersection of Royal Drive through to Heritage Park neighbourhood. Traffic light there would provide safe crossing for pedestrians and cyclists across Cumberland.	This is a secondary planning issue and not within the scope of the Official Plan Update.
48	Include more active transportation routes (including for mobility device users) in the Central Area/downtown	Central Area policies and complete streets section does speak to active transportation routes and streetscape improvements.
49	Page 149-152 Active Transportation explicitly includes mobility device (e.g., wheelchair users, walker devices) users in addition to pedestrians and cyclists.	The General Policies under the Transportation Section 6.2.2 states that the City's transportation system will be planned to be safe, energy efficient and fully accessible.
50	Section 6.2. Transportation: A Linked Community – include explicit commitment for transportation and active transportation to be AODA compliant. Section 6.2.1(a) excludes mobility device users – they are not the same as able bodied pedestrians	Section 6.2.1 (Introduction to Transportation: A Linked Community) has been revised to state: Successful communities are supported by planning public streets, spaces and facilities to be safe, accessible, inclusive and equitable, to foster social interaction and health, to facilitate community connectivity, and to meet the needs of pedestrians, cyclists, transit users and motorists.
51	There is no access from Clonsilla and Parkway to Medical Drive	Transportation improvements will be assessed through the Transportation Master Plan.
52	There is no continuous direct road from Parkway to Medical Dr to new subdivision on Lily Lake Rd.	Transportation improvements will be assessed through the Transportation Master Plan.
53	Repaving/upgrading of downtown streets and sidewalks needs to be a priority – they are in an embarrassing state.	Section 6.2.1 (Introduction to Transportation: A Linked Community) states that the objective of the City's transportation system is to develop, support and maintain a convenient and accessible transportation system that accommodates active transportation.
54	Need more pedestrian crosswalks	Section 6.2.3 (Active Transportation) states that signalized pedestrian crosswalks should be provided at locations where important civic destinations and/or significant walking traffic is anticipated. Section 6.2.4 (Complete Streets) states that the City shall prepare a Complete Street Guide, which will consider mid-block pedestrian crossings and the use of design features such as curb bump-outs, enhanced medians and boulevards and defined standing areas for pedestrians and/or cyclists at intersections.
55	What we heard: add "mobility" to "Pedestrians/Walkability/Mobility"	This comment was in reference to the display panels at the Official Plan open houses and is not relevant to the wording of the Official Plan.
56	All major arterial roads in the city should be designed to include cycling infrastructure (+mobility device)	Sections 6.2.6 (Road Network) provides design considerations for separated bikeways and/or on-street bike lanes.
57	Throughout well connected - mobility device users are excluded and they have the right to be included	Mobility device users are included under the lens of accessible.

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58	Accessible transportation – need for berms between roads and bike lane to ensure safe, alternative transportation that also supports climate change initiatives	The General Policies in the Transportation Section 6.2.2 states that the City's transportation system will be planned to be safe, energy efficient and fully accessible. Section 6.2.3 (Active Transportation) states that active transportation routes, such as sidewalks, bike lanes and multi-use trails will have streetscaping elements that promote pedestrian and cyclist comfort and safety. A new policy in Section 6.2.3 was added to require the preparation of cross-sections by the City where appropriate.
59	Build up a network of multi-use trails that allow small, motorized uses (scooters, etc) but with photo radar-enforced speed limits (25 km?). Get people out of cars but keep convenience and access. Low carbon transit means more small electric motor vehicles. Those can mix with cyclists and pedestrians at low speeds.	Section 6.2.3 (Active Transportation) states that the City will strive to expand and enhance its trail systems to promote connectivity, mobility, accessibility and active transportation within and between neighbourhoods, employment areas, areas of major open space, parks and the waterfront. Traffic/speed enforcement is outside the scope of the Official Plan.
60	If Peterborough gets passenger rail, where would the station be? How to connect passenger rail to local transit hub(s)?	The location is to be determined in consideration of broader planning objectives.
61	One-way streets should have bike lanes or wider sidewalks incorporated into streetscape.	Section 4.3.1 (Introduction to the Central Area) states that the City will undertake action to improve the appearance of the public realm and the activities it accommodates, including through streetscape improvements. Section 4.4.1 (Introduction to the Mixed-Use Corridors) states that the City will undertake a program of ongoing improvements including through streetscape improvements, barrier-free design, and by building active transportation infrastructure and transit facilities.
62	Downtown train station to connect City to Toronto and Ottawa.	Section 6.2.2 states that The City shall coordinate with the Province, the County, the railway companies, inter-city bus companies and other authorities, in order to provide an effective regional transportation system, adequate external roadway capacity, suitable access to and from the City, and to preserve and enhance the urban environment and function of the City.
63	One of Peterborough's biggest challenges. Cars should be 4 th on the planning priority list as we move towards the middle of this century. 1) Transit via bus 2) cycling 3) walking 4) cars	The priorities of different roads needs to be context sensitive.
64	It is impossible to be a pedestrian or use a mobility device in the winter, in the Central Area!	Winter maintenance policy is under Section 6.2.3 (Active Transportation), which states that winter maintenance of active transportation facilities will be an important consideration, particularly along routes that connect pedestrians to key destinations such as schools.

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65	More bike lanes please – and I'm 61!	Section 6.2.3 (Active Transportation) states that the City shall continue to provide for the development of bikeways by implementing the bikeway network as per the recommendations of the Transportation Plan and ensuring that all new development proposals and infrastructure works provide bikeways and support facilities.
66	Please review Section 4.3.7(f) since no rear laneway exists for Lock St.	The Peterborough Special Policy Area Official Plan Schedule J Land Use and Urban Design study envisioned that parking and loading are accessed through a rear public laneway system with entrance/egress points on Romaine, George and Lake Streets.
67	To improve accessibility, active transportation and ability for more children to walk/bike to school, more cat walks/shortcuts should be encouraged between streets/sub neighborhoods (similar to one found between Wildlark Drive and Fair Avenue in west end of the city); these were more popular in the 1960's and 70's in some Cities.	Section 6.2.3 (Active Transportation) states that particular regard will be given to adequate space and safety provisions for the movement of pedestrians and cyclists, with a clear system of through routes.
68	Why does the "Future High Capacity Arterial" road not appear on Schedule D and the northern section of the Parkway appear as an "off road bikeway"?	Schedule D indicates that any future high-capacity arterial will be determined through the Transportation Master Plan. It also currently shows the use as an off-road bikeway because that is the current use of the route.
69	Yes, from The Parkway to Medical Drive makes sense, for 115 access to the hospital. Management/upgrading of present arterial roads would be helpful.	This will be assessed through the Transportation Master Plan.
70	Alternatives to car transportation should be stated planning priorities. Affordable housing close to downtown amenities would allow walking, cycling and public transit to reduce need for gas-fuelled vehicles.	Support for transit and active transportation is an important component of the Official Plan; however general approach has been to limit additional explanatory text. We agree that all types of housing, including affordable housing supports active transportation and transit use. The Official Plan directs residential development and intensification to strategic growth areas, which includes the downtown.
71	Several of the roads depicted as High-Capacity Arterial on Schedule D do not yet exist; check line types between High Capacity Arterial and Future High-Capacity Arterial as these do not appear to be correctly symbolized on the schedule.	A revised Road Network Schedule has been prepared to distinguish between existing and future roads.
72	Ensure that accessibility and the needs of an aging population are addressed, especially since we have one of the nation's highest proportion of seniors.	Additional considerations were made for accessibility and universal design (e.g., Transportation, Community Improvement Plans, Site Plan Approval and development policies)

7.0 Strong and Diverse Economy

#	Comment/Question (Strong and Diverse Economy)	City's Response / What We Did
1	Need further direction on where new employment lands will be located.	The Growth Plan states that Municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and appropriate associated uses and ancillary facilities.
2	City should revisit plans to annex portions of Cavan Monaghan and the Airport.	This is not within the scope of the Official Plan update. Based on the Council motion passed on May 25, 2021, City staff have been directed to complete the Official Plan and focus land use designations within the City's boundary.
3	Develop policies for attracting new employers to the City.	The City has an overall policy direction to support a strong and diverse economy (Section 2.2.5). Opportunities for incentives for new employers include an exemption of development charges which would be established through the Development Charges By-law (Section 7.14) or identify an area as a Community Improvement Project Area (Section 7.15). Added policy language for the preparation of an Economic Development Strategy.
4	There is an opportunity to attract and enhance the trades sector in the City if adequate space for tradespeople and artisans is made available.	Artisans and workshops are permitted in the Employment Land designation and within the Central Area. Depending on the type of business, it may also be considered as a home-based business or a neighbourhood supportive use.
5	Seek creative industry as a potential re-use of the GE property.	Flexibility on the types of uses is provided within the Employment Land designation.
6	Support agricultural activity in industrial areas.	No change recommended due to land use compatibility issues and potential contamination issues.
7	Employment land should be identified within the existing City limits before seeking opportunities through annexation of farmland in the Townships for development.	Based on the Council motion passed on May 25, 2021, City staff have been directed to complete the Official Plan and focus land use designations within the City's boundary.

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8	Some large uncertainties that planning could clearly address appear to be considered in a rather generic way. For example, the GE lands constitute both a major challenge and a potentially huge (albeit long-term) opportunity for the city.	A policy was added acknowledge key opportunity sites and investment areas and potential financial and planning tools. A policy was also added in both the Central Area and the Employment Lands Designation sections for the preparation of Urban Design Studies for lands with significant redevelopment potential.
9	Introduce penalties or disincentives for vacant industrial property.	This is not within the scope of the Official Plan update, however, the draft Official Plan encourages the reuse and/or conversion of greyfields, underutilized sites, and brownfields.
10	Greater flexibility in the location of commercial development, especially food stores, within neighbourhoods is promising.	No changes made – comment is in support of draft policies.
11	Registered Blocks within Heritage Park have been identified as Rural Transition Area.	Schedule A: Urban Structure and Schedule B: Land Use Plan have been revised accordingly to reflect the land needs assessment.
12	Various requests for lands currently identified as Rural Transition Area to be changed to Designated Greenfield Area.	Schedule A: Urban Structure and Schedule B: Land Use Plan have been revised accordingly to reflect the land needs assessment.
13	How have auto-focused uses been defined?	Term has been revised to “automobile-focused uses” for greater clarity and definition for automobile-focused uses has been added.
14	How are the Rural Transition Areas treated for the purpose of calculating density and intensification?	The Rural Transitional Area designation is not included in the calculations for density and intensification.
15	Should identifiers of Trent, Fleming and PRHC be removed from Schedule A?	Major Institutional identifiers have been removed from Schedule A.
16	Are drive-thru businesses permitted? If so, are they appropriate?	Drive-through facilities are specifically prohibited in the Central Area. Drive-thru facilities are considered a type of automobile-focused use and have locational and design criteria in the Major Mixed-Use Corridor and General Employment Designations.
17	Will the draft Land Needs Assessment be made available to the public before the end of the commenting period?	The Land Needs Assessment will be made available with the final draft Official Plan.
18	How has the student population been accounted for and incorporated into the Land Needs Assessment?	The student population was accounted for as “Units not Occupied by Usual Residents” and “Non-household Population”.
19	Does a LTC facility count towards population and employment projections?	Long-term care will count towards population projections as “Non-household Population”. Long-term care staff will be count towards employment projections.
20	What steps has the City taken towards its assessment of employment area land needs?	Staff have prepared a Land Needs Assessment according to the methodology approved by the Province.

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21	Can some of the contaminated sites in central locations, e.g., GE, be re-used as municipally owned studios and community centre spaces? If corporate owners rehabilitate enough for temporary exposure, can spaces/buildings be re-used for community arts? Couldn't be used for residential, likely, with contamination levels.	This is outside the scope of the Official Plan; however, per Section 3.3 (Objectives for Growth Management) the City will encourage the remediation and redevelopment of brownfield sites to uses that revitalize neighbourhoods.
22	The Official Plan incorporates a number of initiatives to enhance the City for businesses and residents alike.	No changes made – comment is in support of proposed policies.
23	The Official Plan should include partnering with local economic development organizations (e.g., PKED, etc) to build strong and diverse economy	Added policy to direct the creation of an economic development strategy in consultation with key stakeholders/agencies.
24	Dedicate resources to securing railway	Section 6.2.7 (Railways) states that the City shall consider opportunities to share surplus lands to the railway company needs and consider the acquisition of such lines or lands for the City's possible use for transportation.
25	Non-commercial/non-profits should also be included as part of a healthy economy.	The Official Plan does not distinguish between profit and non-for-profit businesses.
26	Arts should especially be protected and encouraged as a driver of economic prosperity, not for their profitability	The Official Plan is not the best mechanism for addressing these issues, besides through the provision of affordable housing.
27	Bus development, economic growth, industrial lands cannot be taking priority over the value the land has as ecosystems, climate change mitigation, species protection, Peterborough really must change its attitude towards the destruction of the greenspace it has left. Economic growth and protecting the environment is 2019 and beyond.	The natural heritage system is protected pursuant to Section 4.6.
28	Suggest discussions begin with General Electric on how they will clean up their mess in the centre of our city, and Little Lake while there at it!	This is outside the scope of the Official Plan, however, per Section 3.3 (Planning for Growth in an Urban Structure) the City will encourage the remediation and redevelopment of brownfield sites to uses that revitalize neighbourhoods.

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29	Peterborough's commitment to a green city and economy should be declared, differentiating economic development strategy	Section 2.2.5 (Strong and Diverse Economy) speaks to providing incentives for green and knowledges economies. Reference added to Section 2.2.5 to speak to the green economy and created a policy directing the completion of an economic development strategy in Section 7.3.3 (Planning Studies).
30	General Electric site needs to be cleaned up and re-integrated into the community	Per Section 3.3 (Planning for Growth in an Urban Structure), the City will encourage the remediation and redevelopment of brownfield sites to uses that revitalize neighbourhoods.
31	Culture is not just about heritage. The OP should recognize the important part artists, art organizing, artisans, designers, etc. play in the local economy.	Mention of 'arts' was added to Section 2.2.5 (Strong and Diverse Economy).
32	Peterborough would have increased tourism as well as quality of life for residents if it adopts an environmentally friendly plan for the future.	Leadership in environmental sustainability is included in the Plan's vision statement.