



# **Draft – Official Plan for the City of Peterborough**

**June 19, 2019**



# **CITY of PETERBOROUGH**

## **Official Plan**

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## **1.0 INTRODUCTION**

### **1.1 Context**

- a. Situated on the Trent-Severn Waterway, the City of Peterborough is a **complete community** that provides a high quality of life for its residents within a highly valued natural environment. The City is the urban hub and focus of the northeast portion of the Greater Golden Horseshoe (GGH), and has an older average demographic and smaller average household size than many other GGH communities. Based on prevailing demographic trends, it is expected that the City's population growth will be driven by immigration and the migration of new citizens, including the migration of rural residents to urban centres.

The City is a single-tier municipality and the focus of the broader region for health, education, manufacturing, commerce, entertainment and other services. In recognition of this relationship, the City will liaise with the County of Peterborough, surrounding municipalities and Indigenous communities in managing its future growth and development.

- b. Part of the traditional territory of the Michi Saagiig and Chippewa Nations, the Peterborough area is an important landscape that has provided portage routes used by First Nations for upwards of 10,000 years. Formed around a site known as 'Nogojiwanong' in the Ojibwa language, meaning 'the place at the end of the rapids', Peterborough has long been an important destination.

In 1818 Treaty 20 was signed with the Michi Saagiig to allow for settlement to take place within their territory. This Treaty enabled Adam Scott to settle along the west shore of the Otonabee River in 1820, creating a sawmill and grist-mill. A settlement soon grew around the mill and became known as Scott's Plains. In 1826, the settlement was renamed Peterborough in honour of Peter Robinson, who was instrumental in bringing additional settlers to the area, many of whom were emigrants from Ireland.

In 1850, the modern City of Peterborough was incorporated. Early development capitalized on available hydroelectric power which fostered industrial development. The City has retained this industrial legacy with the establishment of companies such as General Electric, Pepsico, Minute Maid, Ventra Plastics, Siemens and Rolls Royce.

Today, the City is known as "the Gateway to the Kawarthas" in recognition of its key location on the Trent-Severn waterway, which links Lake Ontario to Georgian Bay through the Kawartha Lakes system. Peterborough's historic downtown opens to Little Lake, providing a scenic waterfront and a marina that allows boaters easy access to the core. Tourists are attracted to the Peterborough Lift Lock, the Canadian Canoe Museum, and to numerous cultural venues, festivals and sporting events in the

City. Peterborough is also home to a number of large institutions that serve a much broader area, including Trent University, Fleming College and the Peterborough Regional Health Centre. The Peterborough Airport, located outside of City boundaries, supports business activities both within the City and in nearby municipalities.

## **1.2 Purpose and Effect**

- a. This Official Plan (this Plan) comprises comprehensive and integrated policies and schedules that provide the framework for making decisions with respect to physical change in the City and its associated impacts on the welfare of the social, economic, cultural and natural environment. The purpose of this Plan is to set out a planning policy framework in accordance with the Planning Act and other relevant Provincial policies and guidelines. In addition, this Plan:
  - i. Provides for a planning period to the year 2041;
  - ii. Applies to all decisions in respect of the exercise of the City's authority that affects planning matters;
  - iii. Must be read in its entirety and all relevant principles, objectives and policies are to be applied to each situation; and,
  - iv. Will be implemented in a manner that is consistent with the Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.
- b. This Plan will be reviewed no less frequently than 10 years after it comes into effect, and every five years thereafter. In addition:
  - i. No By-Law may be passed and no public work may be undertaken by the City which does not conform with this Plan as approved; and,
  - ii. The capital works program and capital works budget are tools to implement the principles, objectives and policies of this Plan.

## **1.3 Organization**

- a. The operative components of this Plan include Sections 1 through 8, as well as **Schedule A: Urban Structure, Schedule B: Land Use Plan, Schedule C: Central Area Plan, Schedule D: Transportation Plan and Schedule E: Natural Heritage and Environmental Constraints**. Changes to the Sections and Schedules of this Plan will require an Official Plan Amendment, unless otherwise identified in the policies of this Plan. In addition, **Appendix I: The Natural Heritage System Background Study** is

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attached to this Plan for information purposes. Appendix I is not an operative component of this Plan, and may be modified at any time by Council Resolution.

- b. The organization of this Plan is described as follows:
  - i. Section 1, INTRODUCTION, describes the Plan's context, purpose and effect and organization;
  - ii. Section 2, VISION + GUIDING PRINCIPLES, sets out the City's basis for future development. The vision and principles were developed based on the results from the broad-based community consultation, and various housing, transportation, environmental, cultural and commercial studies conducted by the City;
  - iii. Section 3, PLANNING FOR FUTURE GROWTH, contains broad strategies for implementing the Vision, the identification of population and employment forecasts, objectives for growth management and planning for growth in an urban structure;
  - iv. Section 4, LAND USE DESIGNATIONS, establishes land use designations and associated permitted uses and development policies to guide new development in each area of the City;
  - v. Section 5, COMMUNITY DEVELOPMENT POLICIES, sets out policies applicable to the entire City, addressing cultural heritage, housing, parkland and urban design.
  - vi. Section 6, INFRASTRUCTURE POLICIES, sets out policies to direct the provision of water and sewer services, stormwater management facilities, utilities, energy generation and transmission and transportation facilities in coordination with land use planning.
  - vii. Section 7, IMPLEMENTATION, describes the range of tools and processes available to the City for implementing the policies of this Plan.
  - viii. Section 8, INTERPRETATION AND DEFINITIONS, outlines how this Plan is to be interpreted and provides a glossary of bolded terms used within this Plan to support policy implementation.

## **2.0 VISION + GUIDING PRINCIPLES**

### **2.1 Vision Statement**

#### **2.1.1 Establishing a Vision**

- a. During the preparation of this Plan, the City of Peterborough undertook an extensive community consultation program to provide a foundation for this Plan. Together with Provincial policies and strategic planning documents prepared by the City, this valuable input has directly shaped the Vision, Guiding Principles and general direction of this Official Plan. The Vision and Guiding Principles in this Section form the basis for policy directions, and are intended to guide growth and land use planning decisions by reflecting local priorities, knowledge, preferences and aspirations.
- b. The Vision for Peterborough's future is articulated in the following statement:

**Peterborough is a prosperous community, distinctive in its natural beauty, cultural heritage and strong sense of community. As a leader in environmental sustainability, growth in Peterborough uses infrastructure and land efficiently, promotes healthy lifestyles and incorporates green initiatives. The City will continue to develop as a complete, resilient and connected community that provides a high quality of life, supports a strong and diverse economy and promotes a unique, vibrant sense of place. Peterborough is equitable and accessible for all residents and visitors and celebrates its engaged, inclusive and diverse community.**

### **2.2 Guiding Principles**

- a. Guiding Principles provide more detailed action statements that represent a clear commitment from the City on how the Vision is to be achieved over time.

#### **2.2.1 Complete Community**

- a. A **complete community** is one that meets people's needs for daily living throughout their lifetime by providing convenient access to a mix of jobs, services, housing, food, **public service facilities**, open space, and transportation choices. Peterborough will continue to grow as a **complete community** by:
  - i. Fostering an inclusive and accessible community by providing a balanced mix of land uses including a range of housing, employment, commercial, **public service facilities**, infrastructure, a range of transportation modes, and access to parks and open spaces;



- ii. Undertaking growth management in accordance with Provincial policies and Plans, including the achievement of intensification targets in the **Delineated Built-Up Area** and density targets in **Designated Greenfield Areas** and in downtown Peterborough's **Urban Growth Centre**;
- iii. Encouraging the provision of a mix of uses to support daily needs and providing access to a full range of transportation modes at the neighbourhood level;
- iv. Encouraging increased intensification in built up areas where sufficient infrastructure capacity is available or planned and active modes of transportation can be supported, as a way of reducing land consumption and maximizing the efficiency and cost effectiveness of infrastructure investments;
- v. Encouraging and supporting the provision of a full range and mix of housing options throughout the City to meet the needs of all residents throughout their life-cycles. New development and redevelopment should address shifting household structures, provide for **affordable** and accessible units and maximize the number of residential units which are in close proximity to **active transportation** and transit routes, shops and services, and **public service facilities**. Higher density forms of housing may also enhance life-cycle and **affordable** housing options; and,
- vi. Supporting a high quality of life by encouraging initiatives that improve social equity, ensure that residents have access to health and social services, healthy food options and promote a high quality **public realm** and compact built form.

### **2.2.2 Environmental Stewardship and Sustainability**

- a. A sustainable environment is one that can meet the needs of the present without compromising the ability of future generations to meet their own needs. Peterborough will ensure that development contributes to a more sustainable environment over the long term by:
  - i. Considering the environmental implications of all future municipal planning decisions to ensure that potential impacts and opportunities are properly considered and acted upon;
  - ii. Improving the access of residents to natural and green spaces;
  - iii. Identifying, protecting, restoring and enhancing **natural heritage systems**, functions and resources using a **watershed** approach;

- iv. Encouraging **green buildings**, infrastructure resilience, and sustainable development practices that mitigate and adapt against climate change;
- v. Protecting water quality and sensitive surface water features;
- vi. Fostering the conservation of energy and the use of renewable and alternative energy systems;
- vii. Supporting local food sources and urban agriculture;
- viii. Protecting and enhancing the City's **urban forest**;
- ix. Restricting development in areas that contain hazards to human health or safety; and,
- x. Becoming a leader in fostering partnerships and developing creative initiatives to address environmental protection and sustainability, including with Indigenous communities, post-secondary institutions and other governmental bodies.

### **2.2.3 Vibrant and Unique**

- a. Peterborough is home to a vibrant arts, culture and heritage community that includes a wide variety of museums; a vibrant theatre scene; hundreds of cultural workers, producers, and organizations; a busy festival calendar; and well-preserved built heritage. Additionally, Peterborough is home to the rich cultural history of the Michi Saagiig Nation. Peterborough's location in the Kawartha Lakes region offers a wide range of opportunities for recreational and leisure activities that cater to active lifestyles including fishing, boating, swimming, camping, and hiking. The Otonabee River, Little Lake, the Trent Severn Waterway and the historic hydraulic lift lock are unique features that help define Peterborough's identity.
- b. Communities have social and physical characteristics that make them special and unique and which foster a sense of attachment and belonging for residents and visitors. Peterborough will foster its unique and vibrant identity by:
  - i. Supporting a vibrant, multi-functional Downtown Area as the civic, cultural, entertainment and economic heart of the City;
  - ii. Supporting and enhancing the community's environmental, recreational, cultural and arts facilities/amenities;

- iii. Ensuring a publicly accessible system of parkland, major open spaces and trails throughout the City, including the shorelines of the Otonabee River, Little Lake and the Trent Severn Waterway, for the benefit of residents and visitors;
- iv. Protecting and enhancing **cultural heritage resources** over the long term;
- v. Fostering excellence in design in both the public and private realms;
- vi. Acknowledging the importance of the Indigenous language, known as Anishinaabemowin in Ojibwa, and including Indigenous place names on the landscape of the City;
- vii. Providing opportunities for Indigenous placemaking and working with Indigenous communities to celebrate and commemorate Indigenous history and/or culture in public spaces;
- viii. Creating new unique and vibrant spaces, including focal points, landmarks, and gateways, involving residents, Indigenous communities and other stakeholders in the decision-making process through continuous, mutually respectful, meaningful and inclusive engagement; and,
- ix. Defining memorable spaces with the use of relevant public art.

#### **2.2.4 Well Connected with Options for Mobility**

- a. Peterborough is a social, cultural and economic hub, made possible by its ability to move people and goods throughout the city and region. An efficient, integrated and **multi-modal** transportation system provides choice for easy travel by facilitating all forms of transportation, including **active transportation**, transit, automobile, rail, air and water. Fostering a **multi-modal**, linked transportation system enhances the community's economic competitiveness, fosters active healthy lifestyles, facilitates social and economic inclusion, and promotes environmental and economic sustainability. Peterborough will create a more linked community by:
  - i. Integrating land use planning with transportation planning;
  - ii. Planning for an improved and safe transit and **active transportation** system, including through pedestrian-oriented development and enhanced infrastructure;
  - iii. Directing growth and development to areas with existing infrastructure and to **Strategic Growth Areas** that provide a range of services in convenient locations and encourage **active transportation**;

- iv. Providing new linkages between key destinations and the **multi-modal** transportation network;
- v. Ensuring that new development is barrier-free and easily accessible and that existing development is retro-fitted, wherever possible;
- vi. Working with relevant partners to ensure access to high quality telecommunications networks and a range of transportation modes to support telecommuting and other creative work options and minimize the need for automobile trips; and,
- vii. Protecting transportation corridors, planned corridors, major goods movement facilities, and utility corridors over the long term for their intended purpose and reusing abandoned corridors in a manner that preserves their linear integrity, where feasible.

#### **2.2.5 Strong and Diverse Economy**

- a. A strong, diverse economy is integral to a successful community. Peterborough is fortunate to be home to an abundance of natural resources, world-class educational facilities, a modern regional health care centre, a strong government sector, a diverse industrial sector including food services, manufacturing and aerospace, and a highly skilled, creative workforce. Additionally, Peterborough is favourably positioned with strong regional agricultural and tourism sectors, a growing regional airport, and convenient transportation links to regional, national and international markets.
- b. Peterborough recognizes the economic benefits and importance of being accessible to all people. Diversity and inclusion are important drivers of economic growth and innovation. Strong and diverse economies capitalize on existing community assets and are sustained by: strategic infrastructure investment; maintaining and protecting a sufficient land base for employment; developing and retaining a talented, creative labour force; fostering partnerships and economic diversification; and by enhancing quality of life. Peterborough will support a strong, diverse and creative economy by:
  - i. Providing for a wide range of employment opportunities, including employment in major institutions and the tourism industry;
  - ii. Fostering a high quality of life to attract and retain a younger workforce and new investment
  - iii. Planning for, protecting and preserving **Employment Areas** for current and future employment uses and ensuring that the necessary infrastructure is provided to support current and future needs;

- iv. Protecting **Employment Areas** for the long term by limiting the conversion of such areas to other uses or permitting the infiltration of uses which would undermine the function and viability of **Employment Areas**;
- v. Protecting **Employment Areas** near major transportation facilities and corridors associated with the inter- and intra-provincial movement of goods for uses which require such locations;
- vi. Cooperating with existing and prospective businesses to facilitate economic growth and opportunity, with a particular focus on supporting and providing opportunities for small and medium-sized businesses, local business and local economies;
- vii. Considering opportunities to offer incentives for business growth, particularly in the green and knowledge economies and food production; and,
- viii. Strategically planning the location, function and built form of Mixed-Use Corridors to support their vitality and the vitality of the Central Area.

### **3.0 PLANNING FOR FUTURE GROWTH**

#### **3.1 Implementing the Vision**

- a. The policies of this Section apply to decisions respecting planning for growth, new development and redevelopment throughout the City to the year 2041. The policies of this Section implement the City's vision, conform with the Growth Plan and are consistent with the Provincial Policy Statement. They promote sustainability, support investments in transit and facilitate the efficient and cost-effective use of infrastructure.

#### **3.2 Population and Employment Forecasts**

- a. The City of Peterborough will plan for population and employment growth in accordance with **Table 1: Population and Employment Forecasts**.

<b>Year</b>	<b>Population (people)</b>	<b>Employment (jobs)</b>
<b>2016</b>	83,000	44,000
<b>2031</b>	103,000	52,000
<b>2036</b>	109,000	54,000
<b>2041</b>	115,000	58,000

- b. In terms of residential growth, the City will grow from a population of 83,000 people in 2016 to a projected population of 115,000 people by 2041. This represents the need to accommodate 32,000 new residents. The City will also accommodate growth in employment, aiming to achieve an **Activity Rate** of at least 1 job for every 2 residents through 2041. It is anticipated that the employment sector will grow from 44,000 jobs in 2016 to 58,000 by 2041, representing the accommodation of 14,000 new jobs.
- c. **Table 1** identifies growth projections to the year 2041. Notwithstanding that time horizon, Peterborough is expected to continue to attract growth well beyond 2041. As such, this Plan does not represent an end state for the City of Peterborough, but rather a tool to manage its ongoing evolution.
- d. Development in Peterborough will generally proceed in accordance with the population and employment growth projections identified in **Table 1**. Growth will be managed by the City through the development approval processes provided in the Planning Act. All planning approvals will be undertaken in a financially responsible and environmentally sustainable manner that matches the growth, intensification and density targets of this Plan. All planning approvals will be evaluated on the basis of:
- i. Conformity/consistency with relevant Provincial policies;

- ii. Conformity with the relevant policies of this Plan;
- iii. Consistency with any applicable City approved Design Guidelines or Development Standards;
- iv. Confirmation of the availability of adequate municipal infrastructure and public and private utilities; and,
- v. Confirmation of the availability of adequate **public service facilities**.

### **3.3 Objectives for Growth Management**

- a. The City of Peterborough will continue to evolve as a healthy, safe and balanced community. To support that evolution, choices about where and how growth occurs need to be carefully made. Understanding the organization of the City on a broad level is necessary for directing growth to appropriate locations, while protecting established and stable areas from development-related undue, adverse impacts.
- b. The City will ensure that sufficient development opportunities are made available through intensification and in **Designated Greenfield Areas** to accommodate a wide range of land uses to meet the community's projected needs to the horizon of this Plan. Planning for infrastructure and **public service facilities** may extend beyond the horizon of this Plan.
- c. Growth management is focused on accommodating growth within a logical, definable and efficient urban structure. There are two important objectives that are crucial in considering growth management:
  - i. Promoting intensification within the **Delineated Built-Up Area** (lands within the Delineated Built Boundary, identified on Schedule A: Urban Structure); and,
  - ii. Ensuring an adequate and balanced supply of land in the **Designated Greenfield Areas** outside of the Delineated Built Boundary that can accommodate residential development, employment opportunities, **major retail facilities** and major institutional uses.
- d. Peterborough needs to provide a mix of jobs and housing to create opportunities for people to work close to where they live. Peterborough also needs to grow at **transit-supportive** densities, with **transit-oriented** street configurations. This Plan:
  - i. Facilitates the intensification of residential, commercial and institutional uses within the existing **Delineated Built-Up Area**. Compact urban form and

intensification efforts go hand-in-hand with efficient and enhanced transit - not only do they support each other, they are both necessary. This correlation is fundamental to where and how Peterborough will grow; and,

- ii. Supports a more efficient use of land and infrastructure investment by promoting the development of more compact neighbourhoods in **Designated Greenfield Areas** that optimize the use of land and moderate the rate at which land is consumed.
- e. The City will:
  - i. Plan to achieve minimum average density targets for the **Designated Greenfield Area** and within the defined **Urban Growth Centre**;
  - ii. Implement an annual minimum residential intensification target generally throughout the **Delineated Built-Up Area** and, in particular, encourage the intensification of people and jobs in the Central Area, and within Mixed Use Corridors as illustrated on **Schedule A: Urban Structure**;
  - iii. Encourage new development within the **Delineated Built-Up Area** 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**;
  - iv. Provide sufficient land to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for the Official Plan timeframe;
  - v. Encourage the remediation and redevelopment of **brownfield sites** to uses that revitalize neighbourhoods; and,
  - vi. Encourage the reuse and/or conversion of **greyfields** and underutilized sites.
- f. The City will permit the creation of **secondary suites** within single detached, semi-detached and townhouse dwellings and within buildings accessory thereto. When permitting **secondary suites**, the City will consider factors such as adequate parking, servicing capacity and access to parks and amenities. The Zoning By-Law will establish appropriate standards, which may include but not limited to parking, lot size, lot frontage, floor area and scale which will facilitate the creation of **secondary suites**.

### **3.4 Planning for Growth in an Urban Structure**

#### **3.4.1 Introduction**



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- a. To promote a balanced approach to managing growth, it is important that this Plan recognizes and builds upon the City's urban structure – an urban structure that begins with historical development patterns, and evolves into a logical, efficient, cost effective and **transit-supportive** development pattern.
- b. **Schedule A: Urban Structure** identifies, conceptually, the Urban Structure of the City of Peterborough as it evolves throughout the 21<sup>st</sup> Century. It identifies a number of key geographic components of the City that assist in articulating where and how growth will occur, and that will consequently influence Peterborough's success in achieving its stated Vision for the future. Peterborough will continue to develop as a **complete community** by managing growth in a logical and well-defined Urban Structure, as depicted on **Schedule A: Urban Structure** which, at the highest level, consists of:
  - i. The **Delineated Built-Up Area**;
  - ii. The **Designated Greenfield Area**.; and
  - iii. The Rural Transitional Area.
- c. The **Delineated Built-Up Area** and **Designated Greenfield Area**, as administrative elements which articulate how development will occur, are further subdivided into the functional components of the urban structure. Of these components, the Central Area and the Mixed Use Corridors are identified as "**Strategic Growth Areas**" and are to be the focus for accommodating intensification and/or higher intensity mixed uses in a more compact built form. Major development/redevelopment opportunities may include infill, **brownfield sites**, the expansion or conversion of existing buildings, **greyfields**, or the development of new mixed use, higher density corridors and centres serving emerging greenfield communities. The City will encourage appropriate development applications within the "**Strategic Growth Areas**" by considering:
  - i. A comprehensive strategy for municipal infrastructure in advance of anticipated development pressure;
  - ii. Reduced parking and parkland dedication standards/requirements;
  - iii. Reduced or deferred Development Charges;
  - iv. Prezoning lands for appropriate forms of development; and/or,
  - v. Financial incentives offered through a Community Improvement Plan.

- d) Growth to 2041 will occur through a combination of intensification within the **Delineated Built-Up Area** and development within the **Designated Greenfield Area**. In this Plan, these two primary development contexts have substantially different policy frameworks to guide their planning approvals and, ultimately, their development.

### **3.4.2 The Delineated Built-Up Area**

- a. Peterborough's **Delineated Built Boundary** is identified on **Schedule A: Urban Structure**. It represents the City's developed urban area as of June 16, 2006. The **Delineated Built Boundary** is an administrative boundary to facilitate implementation and monitoring of the growth management policies of this Plan. The **Delineated Built Boundary** defines the **Delineated Built-Up Area** of the City, and includes the following components:
- i. Neighbourhoods;
  - ii. Central Area, including the Urban Growth Centre;
  - iii. Mixed Use Corridors; and,
  - iv. Employment Districts.
- b. The **Delineated Built-Up Area** will be the focus of a significant portion of the City's future growth through appropriate intensification in locations where infrastructure capacity exists or can be readily improved. Intensification will facilitate development that is more compact and will result in the efficient use of land and resources, respond to changing housing needs, optimize the use of existing and planned infrastructure, support public transit and **active transportation**, contribute to improving air quality and promote energy efficiency. Each year, a minimum of **50 per cent** of new housing units approved by the City will be in the form of intensification.
- c. Intensification will be achieved through conversions of non-residential uses to residential, infilling, **secondary suites**, and redevelopment to promote an increase in planned densities. Development of employment opportunities through intensification will also be encouraged, where appropriate. The City will undertake intensification studies to identify/delineate priority areas for intensification City-wide.
- d. Higher density forms of intensification shall be primarily focused in the **Strategic Growth Areas**, and particularly in the **Urban Growth Centre**, identified on **Schedule A: Urban Structure**. These areas will accommodate mid and high-rise forms of housing, as well as an array of **population-related employment** opportunities. The Central Area shall also accommodate **Major Office** employment opportunities.

- e. The defined components of the urban structure will provide different community functions, and will therefore be different in terms of character, scale, mix of uses, function and potential to accommodate future growth. Intensification proposals outside of the **Strategic Growth Areas** will be considered on their merits and must demonstrate to the satisfaction of the City that:
  - i. The scale and character of the proposed development is compatible with and sensitive to the surrounding neighbourhood;
  - ii. The appropriate infrastructure, transportation facilities, including public transit, and **public service facilities** are or will be available;
  - iii. A high quality of urban design is incorporated into the development; and,
  - iv. Regard is given to the preservation of heritage resources where applicable.
- f. Residential intensification initiatives within the Neighbourhoods will be limited. That does not mean that Neighbourhoods will not evolve. Their contribution to the intensification target will be primarily through complementary and compatible development on vacant lots, minor infill development and the establishment of **secondary suites** and **garden suites**. The City shall conduct intensification studies or neighbourhood plans for established residential areas where additional pressures for intensification and redevelopment and other significant neighbourhood issues are being experienced.

### 3.4.3 The Designated Greenfield Area

- a. The **Designated Greenfield Areas** represent those lands within the City that are outside the **Delineated Built Boundary**, but excluding those lands within the Rural Transitional Area. The **Designated Greenfield Area** lands are intended to accommodate a portion of the City's anticipated residential and employment growth in conjunction with intensification within the **Delineated Built-Up Area**, to the year 2041. The **Designated Greenfield Area** includes the following components:
  - i. Neighbourhoods;
  - ii. Mixed Use Corridors; and,
  - iii. Employment Districts.
- b. The **Designated Greenfield Areas** are expected to accommodate significant growth over the time horizon of this Plan, and to develop with new residential neighbourhoods and new business parks, contributing to a healthy and **complete community**. However, all lands within the **Designated Greenfield Areas** may not be

needed to accommodate significant growth during the time horizon of this Plan. Greenfield development initiatives will be subject to the following:

- i. New residential neighbourhoods within the **Designated Greenfield Area** shall be planned to achieve an overall minimum density of **55 residents and jobs combined per hectare of developable land area** and will include **population-related employment** opportunities (public service facilities, retail, institutional and smaller scale office uses).
  - ii. New business parks within the **Designated Greenfield Areas** shall be planned to achieve an overall minimum density of **20 jobs per hectare of developable land area** and will include primarily employment land employment opportunities (industrial/warehouse uses with associated office and accessory retail uses), along with limited **population-related employment** opportunities; and,
  - iii. New residential neighbourhoods and business parks within the **Designated Greenfield Areas** should be planned to include higher density, mixed use centres and corridors to achieve the required associated density targets.
- c. Development of the **Designated Greenfield Areas** will be planned to be compact and **transit-supportive** through Secondary Plans that will provide:
- i. Mixed-use communities that include local services, social amenities (including schools, parks and healthcare), a range of housing (including **affordable** and accessible housing) that will be suitable for a broad range of age groups, and convenient and accessible transportation systems to the City's Central Area, Mixed-Use Corridors and designated **Employment Areas**;
  - ii. Urban form and densities that support and encourage the use of transit and safe means of walking and cycling;
  - iii. A diverse mixture of land uses, including residential, institutional and local commercial or other employment opportunities;
  - iv. High quality urban design of streetscapes and public open spaces that provide convenient and accessible linkages and foster the use of transit, walking and cycling as alternatives to the private automobile; and,
  - v. Appropriate phasing of development that complements the intensification objectives of this Plan.

#### **3.4.4 The Rural Transitional Area**

- a. The Rural Transitional Area is identified on Schedule A: Urban Structure. Rural Transitional Area lands, as they are located within the Settlement Area, are anticipated to accommodate urban land uses at some point in the future beyond the 2041 planning horizon of this Plan. Existing agricultural and agricultural related operations, rural residences, rural commercial and industrial operations, open spaces, and resource based recreational amenities are permitted and anticipated to continue until lands within the Rural Transitional Area are determined to be needed to accommodate urban growth. Lands within the Rural Transitional Area are not expected to accommodate any significant portions of the City's projected growth to 2041. Development decisions within Rural Transitional Area must consider, and must not preclude, the future orderly expansion of the City's settlement area and/or future urban development.

### 3.4.5 The Functional Urban Structure Components

- a. The following more detailed functional components of the Urban Structure identify the framework upon which Peterborough's future growth will be focused and accommodated.

#### **Neighbourhoods**

- b. Neighbourhoods, as identified on **Schedule A: Urban Structure**, comprise the City's existing residential communities and emerging or planned communities that are focused on residential land uses, but also include community facilities, parks, major and smaller scale institutional uses and supportive local retail and **service commercial uses**. The Neighbourhoods comprise a diverse range of communities within the City of Peterborough, from stable historic districts to recently constructed subdivisions and will accommodate a full range and mix of housing types.
- c. Neighbourhoods are expected to evolve over time, with new development and intensification within a Neighbourhood being evaluated based on the concept of compatible development. Intensification within Neighbourhoods will be primarily through development on vacant lots, minor infill development and the establishment of **secondary suites** and **garden suites**.
- d. New development on full urban services is required for residential growth in Neighbourhoods. New residential development on partial or private services is expected to be limited to minor infilling and minor rounding out of existing development where there are no urban services available or expected.

#### **Central Area**

- e. The Central Area is identified on **Schedule A: Urban Structure**. The Central Area is the major employment, culture, entertainment, recreation, retail, public service and

government centre for the City and broader region. It contains high residential and employment densities, has a diverse mix of residential, commercial and industrial uses, and is **transit-supportive**. The Central Area will be planned:

- i. As a focal area for investment in institutional and region-wide public services, as well as **major office**, commercial, recreational, cultural and entertainment uses;
  - ii. To accommodate and support major transit infrastructure, including a **Major Transit Station Area**;
  - iii. To serve as a high density major employment centre that will attract significant employment uses, including **Major Office** facilities; and,
  - iv. To accommodate a significant share of the City's projected population and employment growth to 2041 and beyond.
- f. The Central Area includes the identified **Urban Growth Centre**. The **Urban Growth Centre** will be planned to achieve an average gross density of 150 residents and jobs per hectare combined by 2031 or earlier, through intensification of under-developed parcels of land and redevelopment.

***Mixed Use Corridors***

- g. The Mixed Use Corridors are illustrated on **Schedule A: Urban Structure**. The Mixed Use Corridors include Major Mixed-Use Corridors and Minor Mixed-Use Corridors. Development proposals within identified Mixed Use Corridors will be planned to:
- i. Accommodate **transit-supportive** densities and promote **active transportation** and a range and mix of uses and activities;
  - ii. Include a diverse mix of uses, including **affordable** housing, to support existing and planned transit service levels;
  - iii. Provide alternative development standards, such as reduced parking standards;
  - iv. Minimize land uses and built form that would adversely affect the achievement of **transit-supportive** densities;
  - v. Foster collaboration between public and private sectors, such as joint development projects;
  - vi. Provide necessary social, community and municipal infrastructure;

- vii. Provide a broad array of retail and **service commercial uses** as well as mid and high-rise forms of housing;
- viii. Promote land use and built form transitions and urban design approaches that protect:
  - The stability or amenity of adjacent Neighbourhoods;
  - Employment uses from land use conflicts and adverse effects from encroachment by sensitive uses; and,
  - Areas of cultural heritage or areas of natural heritage sensitivity.
- h. Mixed Use Corridors are located both within the **Delineated Built-Up Area** (intensification opportunities) and within the **Designated Greenfield Area** (new development opportunities) and will evolve as an important connecting element of the City's Urban Structure.
- i. New development on full urban services is required for growth in the Mixed Use Corridors. New development on partial or private services is expected to be limited to minor infilling and minor rounding out of existing development where there are no urban services available or expected.

***Employment Districts***

- j. The Employment Districts currently accommodate a range of employment land employment opportunities, as well as some **population-related employment** opportunities. The Employment Districts are a crucial component of the urban structure in terms of the economic well-being of the City. The Employment Districts are expected to evolve over time, and while they are not planned to substantially intensify over time, they may.
- k. Key Employment Districts within the City are identified as **Employment Areas** and will be protected from conversion to other land uses in recognition of their important economic role. Incursions of non-**employment area** uses, or sensitive land uses will not be permitted within an Employment District, or adjacent to an Employment District, if those uses have a negative impact on the ongoing operations of existing industries.

## **4.0 LAND USE DESIGNATIONS**

### **4.1 Introduction**

#### **4.1.1 Designations**

- a. It is the policy of the City that land shall be developed in accordance with the land use pattern shown on **Schedule B: Land Use Plan** and **Schedule C: Central Area Plan**. The objectives and policies in this Section outline the desired land use pattern, standards for development and range of uses appropriate for each land use Designation. This Section must be read in conjunction with all other parts of this Plan.
- b. **Schedule B: Land Use Plan** and **Schedule C: Central Area Plan** establish the pattern of land use within the City, organized as follows:
  - i. Neighbourhoods
    - Residential Designation;
    - Major Institutional Designation;
    - Major Open Space Designation;
  - ii. Central Area
    - Downtown Core Area Designation;
    - Business District Designation;
    - Industrial Conversion Area Designation;
    - Downtown Neighbourhood Designation;
    - Downtown Open Space Designation;
    - Little Lake South District Designation;
    - Jackson Creek Special Policy Area;
  - iii. Mixed Use Corridors
    - Major Mixed-Use Corridor Designation;
    - Minor Mixed-Use Corridor Designation;
  - iv. Employment Districts
    - Employment Area Designation;
    - Employment Land Designation;
  - v. **Natural Heritage System**
    - Natural Areas Designation;
    - Adjacent Lands Overlay;
  - vi. Rural Transitional Area Designation



#### **4.1.2 General Policies for All Designations**

- a. In all Designations, excluding the **Natural Heritage System** designations, public parks, playfields, schools, public and private utility installations and other public uses and facilities, institutional and quasi-institutional uses which provide services directly to all properties in the City, or to the immediate neighbourhood shall be permitted, provided that:
  - i. Such use is necessary or essential; and,
  - ii. Installations are or can be made compatible with adjacent properties and the neighbourhood.
- b. Notwithstanding the list of permitted uses within any land use Designation, nothing in this Plan requires that every permitted use be permitted on every site. The Zoning By-Law shall establish the appropriate range of permitted uses on a site-specific or area wide basis. Further, the full range of permitted uses may not be permitted in instances where the location is subject to area specific policies contained in this Plan.

#### **4.1.3 General Policies for Hazard Lands**

- a. Protecting public health and safety and considering the increasing risks associated with climate change are critical to the social well-being, environmental sustainability, and long-term prosperity of the City. Both natural and human-made hazards, such as floodplains, unstable slopes, high water tables and contaminated sites can pose risks to health and safety as well as damage to property and infrastructure if not appropriately considered.
- b. Hazard Lands include both natural and human-made hazards. Development will generally be directed to areas outside of **hazardous lands** adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards, and **hazardous sites** where there is an unacceptable risk to public health or safety or of damage to property.

#### ***General Policies Applicable to Natural Hazards***

- c. The delineation and regulation of **hazardous lands** and **hazardous sites** are administered by the **Conservation Authority** and are generally shown on **Schedule E: Natural Heritage and Environmental Constraints**. Changes to the boundary of **hazardous lands** and **hazardous sites** may be facilitated through a study approved by the **Conservation Authority** without the need to amend this Plan.
- d. Where a development proposal contains or abuts a steep slope, watercourse or shoreline in an area where no detailed floodplain mapping exists and/or erosion

hazard limits have not been defined, development will be subject to the establishment of floodplain and erosion hazard limits by the **Conservation Authority** in consultation with the City.

- e. New development is prohibited in the following areas in recognition of potential threats to public health and safety or damage to property:
  - i. Areas rendered inaccessible during times of flooding hazards, erosion hazards, and/or dynamic beach hazards unless it has been demonstrated that the area has safe access that is appropriate for the nature of the development and the natural hazard; and,
  - ii. Areas located in a floodway, regardless of whether the area of inundation contains high points of land not subject to flooding.
- f. Some buildings, structures and lots are existing within or adjacent to a floodplain and/or erosion hazard limits as identified by the **Conservation Authority**. The expansion of an existing building or structure within or adjacent to **hazardous lands** will generally not be supported. Redevelopment or relocation of existing uses/structures within or adjacent to **hazardous lands** may be permitted subject to the approval of the **Conservation Authority**.
- g. A Special Policy Area may be applied in an area that has historically existed in the floodplain and where site-specific policies approved in consultation with the **Conservation Authority** are intended to address the significant social and economic hardships that would result from strict adherence to provincial policies.
- h. Development and site alteration will not be permitted within an identified flood or erosion prone area except where:
  - i. A Special Policy Area has been approved by the Province; or,
  - ii. The development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows or non-habitable accessory structures. Those identified uses which are required by the City, or other public agency, must meet the requirements of the **Conservation Authority**.
- i. Development adjacent to an identified flood or erosion prone area may be subject to a setback from the **Regulatory Flood** or the stable top of bank, whichever is greater. The location of the **Regulatory Flood** and stable top of bank shall be determined by the **Conservation Authority** in conjunction with the City.

- j. Development shall not be permitted to locate in **hazardous lands** and **hazardous sites** where the use is:
  - i. An institutional use associated with hospitals, nursing homes, pre-school nurseries, day care and schools, where there is a threat to the safe evacuation of the sick, the elderly, persons with disabilities, or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works or erosion;
  - ii. An essential emergency service such as that provided by fire, police, and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures or protection works or erosion; and,
  - iii. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.
- k. Floodplains and hazardous steep slopes are most often included within the Major Open Space Designation. In these **hazardous lands**, land uses and site alteration will be restricted to protect the public. As part of the development approval process, the zoning of hazard lands to an appropriate open space zone shall be required.
- l. When reviewing an application for development, the City shall consider the potential impacts of climate change that may increase the risk associated with natural hazards.

***General Policies Applicable to Human Made Hazards***

- m. Development on or adjacent to lands affected by mine hazards, oil, gas and salt hazards, former mineral mining operations, mineral aggregate operations, or petroleum resource operations may be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.
- n. Contaminated sites shall be remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects to human health.

**4.1.4 Commercial Uses in the Urban Structure**

- a. This Plan recognizes the need to increase the convenient access of residents' daily shopping needs to support complete communities and active transportation. To address this need, this Plan encourages commercial development within Strategic Growth Areas and Neighbourhoods.

- b. The City recognizes the distribution of food retail as a critical component to achieving complete communities. As such, **small-scale food stores** are permitted in Neighbourhoods and Strategic Growth Areas. **Large-scale food stores** are directed to Strategic Growth Areas. The City will encourage an equitable distribution of **large-scale food stores** based on population growth and needs.
- c. The commercial uses for each urban structure component are envisioned as follows:
  - i. **Central Area:** The Central Area is the historic heart of the community and will continue to develop as a multi-faceted, mixed-use activity centre for the City and surrounding region. Today it is a focus for office, administrative, cultural and entertainment uses as well as a diverse range of retail services serving both regional and local residents. The Central Area will continue to be the focus for government activities, community and recreational uses, higher density and specialized forms of housing, heritage sites and buildings, tourism and hospitality facilities, and the home of several key industries. The Central Area will also accommodate **Major Office** employment opportunities.
  - ii. **Mixed Use Corridors:** Mixed Use Corridors have the potential to accommodate significant growth, with mid-rise and high-rise buildings and **population-related employment** uses, including community or regionally scaled retail and institutional facilities, as well as office uses. Mixed Use Corridors are intended to permit a broad range of uses and an appropriate mix and range of commercial, retail, office, institutional and residential uses and promote Peterborough's function as a regional service centre.
  - iii. **Neighbourhoods:** Neighbourhoods will support the provision of non-residential supporting uses that enhance the quality of the residential environment and contribute to the creation of **complete communities**. Neighbourhood supportive uses include public service facilities, parks, institutional uses and local retail and **service commercial uses**.
  - iv. **Employment Districts:** Employment Districts will continue to recognize areas with significant existing industrial development and may accommodate new industrial and supportive uses. The Employment Districts are expected to provide opportunities for business and commerce, and industrial development while limiting retail sales to products manufactured, processed or assembled on the premises.

#### 4.1.5 General Policies for Food Stores

- a. The creation of complete communities is a key priority of this Plan. This Plan acknowledges convenient access to healthy food as the cornerstone to achieving complete communities. It is the intent of this Plan to encourage a greater number of

**small-scale food stores** that are well-distributed throughout the City as opposed to fewer, **large-scale food stores** being concentrated in a few areas of the City.

- b. **Figure 1** divides the City into four Sub-Areas: North, East, Central, and West. Priority will be given to directing new **large-scale food stores** to growth areas by implementing a target range of 0.33 to 0.46 square metres of food store floor space per capita in each of the Sub-Areas.
- c. An application to establish a **large-scale food store** shall be considered through a Zoning By-Law Amendment accompanied by justification that the proposed food store floor space is appropriate considering the existing population and 5-year population forecast within the Sub-Area and is consistent with the objectives of this Plan.
- d. The City will encourage the retention and development of food stores in the Central Area to support the day-to-day shopping needs of current and future residents in the Central Area and the continued success of the Central Area as a complete community.
- e. The City will monitor population growth, off-campus post-secondary student housing, and food store floor space growth to implement the intent of this Plan.

## **4.2 Neighbourhoods**

### **4.2.1 Introduction**

#### ***Intent***

- a. The Neighbourhoods, identified on **Schedule A: Urban Structure** include the areas of the City that are focused on residential land uses, including a variety of housing types, but also including **public service facilities**, parks, institutional uses and supportive local retail and **service commercial uses**. The Neighbourhoods comprise a diverse range of communities within the City, from historic districts to recently constructed subdivisions and planned neighbourhoods.
- b. The land use policy framework included in this Section of this Plan is intended to:
  - i. Permit and facilitate a variety of appropriately located and scaled residential building types, as well as an array of supportive land uses; and,
  - ii. Ensure that all new development is compatible with the existing community character.

#### ***Objectives***

- c. The objectives of this Section of this Plan with respect to Neighbourhoods are to:
- i. Encourage the provision of a broad range of housing types with respect to location, size, cost, tenure, design, and accessibility, including **affordable** housing, to meet the needs of all residents;
  - ii. Encourage residential intensification and infill 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;
  - iii. Support the provision of non-residential supporting uses that enhance the quality of the residential environment and contribute to the creation of **complete communities**;
  - iv. Support the development, at appropriate locations, of residential facilities that meet the housing needs of persons requiring specialized care;
  - v. Support the continued success and growth of Peterborough's institutions to ensure access to wide range of services and opportunities for Peterborough residents;
  - vi. Ensure that the character and array of institutional uses contribute to the image of the City and its desirability as a place to live and invest in;
  - vii. Support non-profit groups in developing non-profit and co-operative housing projects and promote housing initiatives that facilitate revitalization, compact urban form and an increased variety of housing options;
  - viii. Maintain and enhance a high quality and accessible municipal public open space system which is fully interconnected with the City's **active transportation** network and meets the needs of Peterborough's diverse population; and,
  - ix. Encourage the joint use of community open spaces and institutional uses.

***Designations***

- d. The Neighbourhoods include the following land use Designations:
- i. Residential Designation;
  - ii. Major Institutional Designation; and,

- iii. Major Open Space Designation.

#### **4.2.2 Residential Designation**

##### ***Intent***

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

##### ***Permitted Uses***

- b. Permitted uses on lands within the Residential Designation, as identified on **Schedule B: Land Use Plan**, may include the following:
  - i. Low-rise, mid-rise and high-rise residential buildings;
  - ii. Communal housing, which may include **special needs** housing;
  - iii. **Secondary suites**;
  - iv. Home occupations;
  - v. Bed and breakfast establishments;
  - vi. Secondary and elementary schools;
  - vii. **Public service facilities**; and,
  - viii. **Neighbourhood supportive uses**.

##### ***General Development Policies***

- c. The City shall consider the following criteria when reviewing an application for residential development or intensification:
  - i. The type, mix, density and affordability of the housing form proposed for the site positively contributes to the area and the provision of a diverse housing stock;

- ii. The nature and extent of existing land uses, landscape and built form within the area or in proximity to the site is enhanced;
  - iii. The adequacy of municipal services available to the area or to the site, including water, wastewater and stormwater management services;
  - iv. The promotion of **active transportation** and transit and mitigation of adverse impacts on traffic and the surrounding transportation system;
  - v. The adequacy of existing and/or proposed amenities within easy access to serve future residents and the existing community, including **public service facilities**, commercial opportunities and parks and open spaces;
  - vi. The provision of adequate parking, buffering, and landscaping;
  - vii. The prevention of adverse impacts on significant natural and cultural heritage features;
  - viii. The incorporation of sustainability features, including **green infrastructure**, **green building** practices, energy conservation measures and renewable/alternative energy systems;
  - ix. The financial viability of life-cycle cost of new and existing infrastructure and **public service facilities** required to service the development;
  - x. The phasing of development is consistent with the availability of municipal services and City intensification and/or density objectives; and,
  - xi. Where applicable, adherence to approved urban design and architectural control guidelines.
- d. The City will encourage residential intensification particularly along Arterial Roads where the impacts of development on existing uses can be minimized and where development can efficiently utilize existing municipal services and facilities.

***Policies for Low-Rise Residential Development***

- e. Low-rise residential uses shall generally be located within the interior of neighbourhoods, on Local Roads and Collector Roads. The maximum building height for low-rise residential uses shall be 3 storeys and low-rise residential buildings shall have a maximum **floor space index** of 1. The appropriate lot coverage will be identified by the Zoning By-law. Built-forms that are considered low-rise residential include:



- i. Detached, duplex and semi-detached dwellings;
  - ii. Triplexes, quadruplexes and street and block townhouse dwellings;
  - iii. Apartment buildings; and,
  - iii. **Secondary suites.**
- f. Where permitted by the Zoning By-Law, low-rise residential uses that are located adjacent to Provincial Highways and Arterial Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such highways or roads, but which avoids backlotting on Arterial Roads.
- g. Multi-unit low-rise residential built forms must provide for adequate on-site amenity spaces and on-site garbage pickup and recycling services.
- h. New low-rise apartment buildings shall:
  - i. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, buffering and stormwater management features including Low Impact Development. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses and built forms in the vicinity; and,
  - ii. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered.

***Policies for Mid-Rise Residential Development***

- i. Mid-rise residential uses shall generally be located on the periphery of neighbourhoods and shall generally be greater than 3 storeys, but no higher than 6 storeys. Built-forms that are considered mid-rise residential include:
  - i. Stacked townhouse dwellings;
  - ii. Apartment buildings; and,
  - iii. Other cluster or multiple unit dwellings.
- j. New mid-rise residential uses may be rezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:

- i. Have direct access to a Collector or Arterial Road. If direct access to such a road is not possible, the development may gain access to the Collector or Arterial Road from a Local Road, subject to the City's approval;
- ii. Have convenient access to public transit. If convenient access to public transit is not possible, the development may be supported where it has convenient access to high quality **active transportation** routes, subject to the City's approval;
- iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, on-site amenity features and spaces, on-site parking, on-site garbage pickup and recycling services, buffering and stormwater management features including Low Impact Development. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses and built forms in the vicinity;
- iv. Be located in proximity to amenities, such as parks, open space, schools, shopping, **active transportation** routes and other **public service facilities**, services and amenities;
- v. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
- vi. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas;
- vii. Not cause a traffic hazard; and,
- ix. Be subject to Site Plan Approval.

***Policies for High-Rise Residential Development***

- k. High-rise residential uses shall generally be located on the periphery of neighbourhoods. High-rise residential uses shall be greater than 6 storeys in height. Built-forms that are considered high-rise residential include:
  - i. Apartment buildings; and,
  - ii. Other multiple unit dwellings.
- l. New high-rise residential uses may be prezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:

- i. Have direct access to a Collector or Arterial road;
- ii. Be at a highly accessible location - within 250 metres of an existing or planned public transit route and, where possible, be generally within 500 metres of schools, commercial facilities and/or parks, open space and/or other **public service facilities**, services and amenities;
- iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, on-site amenity features and space, on-site garbage pickup and recycling services, on-site parking, buffering and stormwater management features. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses in the vicinity;
- iv. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
- v. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas. The City shall encourage underground parking facilities for all high-rise residential developments;
- vi. Not cause a traffic hazard; and,
- viii. Be subject to Site Plan Approval.

***Policies for Group Homes***

- m. Policies for group homes include:
  - i. A group home is a single housekeeping unit in a residential dwelling in which residents live under responsible supervision consistent with their particular needs. This does not include a Lodging 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.
  - ii. Group homes will be allowed "as-of-right" in any residential dwelling within the Residential Designation to a maximum of 6 bedrooms for residents exclusive of supervisory staff and receiving family.
  - iii. Group homes accommodating 7 to 10 bedrooms for residents exclusive of supervisory staff and receiving family may be allowed in any residential dwelling within the Residential Designation, subject to a rezoning application.

- iv. The City shall require the registration of group homes as permitted by the Municipal Act.

***Policies for Secondary Suites***

- n. **Secondary suites** may be permitted in accordance with the provisions of the Zoning By-law and as follows:
  - i. Only one **secondary suite** for each single detached, semidetached, or row/townhouse dwelling unit will be permitted;
  - ii. A **secondary suite** may be contained within a primary residential dwelling or in a building accessory thereto, but not in both;
  - iii. Severances to subdivide a **secondary suite** from its primary residential dwelling will not be permitted;
  - iv. A **secondary suite** shall generally be directed to areas outside of hazardous lands which are impacted by flooding hazards and/or erosion hazards and shall not be permitted within a floodway; and,
  - v. **Secondary suites** shall be developed with municipal water and wastewater services unless permission is granted otherwise in the Zoning By-law.

***Policies for Special Needs Housing***

- o. Policies for **special needs** housing include:
  - i. The City recognizes the need for **special needs** housing in the community and supports the integration of these housing types at appropriate locations, subject to the policies of this Plan.
  - ii. **Special needs** housing will be permitted in any land use Designation which permits residential uses, subject to Zoning By-Law regulations.
  - iii. Notwithstanding the above, **special needs** housing shall be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, and buffering. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses and built forms in the vicinity;

***Policies for Secondary and Elementary Schools***

- p. Secondary and elementary schools and other uses pursuant to the Education Act may be permitted in the Residential Designation, in accordance with the following policies:
  - i. Secondary and elementary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
  - ii. Applications for the development of a new secondary or elementary school shall address the surrounding neighbourhood with particular regard to scale/massing and common elements such as access points, driveways, landscaping and parking areas;
  - iii. The development of secondary or elementary schools in conjunction with municipal parkland and other **public service facilities** may be considered, so that a complementary integration of lands and facilities may be achieved;
  - iv. The coordinated use of recreational facilities located within secondary or elementary schools, or on school properties will be encouraged;
  - v. Adequate parking and other required facilities shall be provided on site;
  - vi. Direct pedestrian access shall be provided to schools from all parts of the surrounding residential area; and,
  - vii. Specific regulations for secondary and elementary schools shall be provided in the Zoning By-Law. Applications for a secondary or elementary school shall be subject to Site Plan Approval.

***Policies for Neighbourhood Supportive Uses***

- q. The City will support the integration of **neighbourhood supportive uses**, which are complementary and serve the needs of residents, at appropriate locations in the Residential Designation to support the development of a walkable and **complete community**. Individual properties will be zoned to achieve an appropriate mix of uses, building types, scale and density, that are compatible with the surrounding residential uses. **Neighbourhood supportive uses** shall be permitted as stand-alone buildings or integrated with residential uses in a mixed-use development.
- r. Within the Residential Designation the following **neighbourhood supportive uses** may be permitted through a Zoning By-Law:
  - i. Artisan establishments, studios and craftsman shops;

- ii. Business and financial institutions, to a maximum of 350 square metres per use;
  - iii. Healthcare offices and clinics, to a maximum of 350 square metres per use;
  - iv. Recreational, fitness and/or cultural facilities;
  - v. Places of worship;
  - vi. Day care facilities;
  - vii. **Small-scale food stores**; and,
  - viii. Small-scale convenience retail facilities, restaurants and **personal service commercial uses**, to a maximum of 350 square metres per use.
- s. The City will have regard for the following when evaluating an application to permit **neighbourhood supportive uses** in the Residential Designation:
- i. Whether the use will contribute to a walkable and **complete community**;
  - ii. Whether the site is suited to the development of non-residential land uses due to matters such as noise, vibration, and other incompatibilities and adverse effects;
  - iii. Whether the use will cause a traffic hazard;
  - iv. Whether the design, location and massing of the existing building or any new building, including lighting and signage, will be compatible with the surrounding residential buildings and the area; and,
  - v. Depending on the size and scale of a **neighbourhood supportive use**, front yard parking may not be permitted. Where it has been determined by the City that front yard parking will negatively impact the streetscape, parking and servicing areas shall be located at the rear of the building.
- t. Any proposed new non-residential development will have regard for residential uses, with respect to existing built form, building mass, scale, height, setbacks, orientation, landscaping, and visual impact. As such, where a proposed non-residential development abuts a residential use, the City shall require that impacts be mitigated through site design including appropriate screening and landscape treatments.
- u. **Neighbourhood supportive uses** should be clustered to create a focal point for the neighbourhood and to facilitate access by all forms of transportation.

**Neighbourhood supportive uses** shall generally be located at an intersection with a Collector or Arterial Road and shall be provided with appropriate access to those roads, in accordance with the requirements of the City.

- v. To help establish neighbourhood focal points, the City will encourage **neighbourhood supportive uses** to locate together and to be integrated with residential uses in mixed-use developments or in mixed-use buildings, where appropriate and desirable. In mixed-use buildings, non-residential uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor.
- w. Specific regulations for **neighbourhood supportive uses** shall be provided in the Zoning By-Law. Applications for a neighbourhood supporting use shall be subject to Site Plan Approval.

***Policies for Public Service Facilities***

- x. **Public service facilities** shall be planned in coordination with land use planning and in consideration of the following:
  - i. **Public service facilities** and public services should be co-located in community hubs and integrated to promote cost-effectiveness;
  - ii. Priority should be given to maintaining and adapting existing **public service facilities** and spaces as community hubs to meet the needs of the community and optimize the long term viability of public investments;
  - iii. Existing **public service facilities** that are located in or near **strategic growth areas** and are easily accessible by **active transportation** shall be the preferred location for community hubs;
  - iv. The City shall collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other **public service facilities**; and,
  - v. New **public service facilities**, including hospitals and schools, shall be located within the Settlement Areas and preference should be given to sites that are easily accessible by **active transportation**.

***Policies for Home Occupations***

- y. Home occupations, including bed and breakfast establishments, may be permitted as an accessory use within a dwelling unit or the accessory building of a dwelling unit subject to the following:

- i. The home occupation functions as a subordinate activity to the main residential use;
  - ii. The home occupation does not generate adverse impacts, including excessive traffic or parking problems, noise, odour or any environmental impacts in the immediate area which are incompatible with the residential area;
  - iii. The home occupation does not alter the residential character of the dwelling and the property;
  - iv. The use can demonstrate the availability of appropriate water and sewage disposal facilities;
  - v. The home occupation is of a scale and nature that is compatible with the surrounding residential neighbourhood; and,
  - vi. There is no outside storage of goods associated with the home occupation.
- z. Specific regulations for home occupations shall be provided in the Zoning By-Law.

#### **4.2.3 Major Institutional Designation**

##### ***Intent***

- a. The Major Institutional Designation is intended for institutional uses that are of a community or regional scale. Major Institutional uses are intended to be integrated into the City fabric, and are a crucial part of a **complete community**.
- b. The Major Institutional Designation primarily consists of Trent University, Sir Sandford Fleming College, and the Peterborough Regional Health Centre, recognizing the importance of these major institutions to the City and the wider region. This Designation does not preclude the establishment of new major institutions or separate colleges and facilities and may include the development of **innovation hubs**.

##### ***Permitted Uses***

- c. Permitted uses on lands designated Major Institutional, as identified on **Schedule B: Land Use Plan**, may include the following:
  - i. Schools, including post-secondary institutions, or other uses pursuant to the Education Act;



- ii. Hospitals, health offices and health clinics, medical laboratories;
- iii. Residential uses, where they are intended to provide accommodation for persons associated with academic and research uses;
- iv. Cultural and recreational uses that support a major institution as well as the general public;
- v. Research and development facilities;
- vi. Manufacturing and employment uses that are related to a research and development facility or are compatible with the intent of this Designation; and,
- vii. 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 a major institution.

***Development Policies***

- d. When considering an application for the development of a new institutional use within the Major Institutional Designation, the following shall be evaluated:
  - i. The landscape, built form and functional character of the surrounding community is enhanced;
  - ii. No undue, adverse impacts are created on adjacent properties in the vicinity;
  - iii. Significant **natural heritage features** and their associated ecological functions are appropriately protected;
  - iv. Identified on-site or adjacent **cultural heritage resources** are appropriately conserved;
  - v. The height and massing of nearby buildings is appropriately considered and buffering and/or transitions in height and density to adjacent properties are implemented, where necessary;
  - vi. On-site amenity space is provided and is, at a minimum, reflective of the existing patterns of private and public amenity space in the vicinity; and,

- vii. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no undue adverse impacts on the City's sewer, water, stormwater management and transportation systems.
- e. Specific regulations for major institutional uses shall be provided in the Zoning By-Law. Applications for development within the Major Institutional Designation shall be subject to Site Plan Approval.

#### **4.2.4 Major Open Space Designation**

##### ***Intent***

- a. Major Open Spaces are a valuable resource to the community and contribute to the quality of life in Peterborough. The primary intent of the Major Open Space Designation is to provide for a comprehensive and connected open space system of parks and trails, a buffer between land uses, and increase the opportunities for recreation and general enjoyment while having regard for the City's natural areas that are not designated as part of the **Natural Heritage System**.
- b. The Major Open Space Designation includes Community Parks and Regional Parks in excess of 3 hectares in size. Neighbourhood and Local Parks are not usually designated as Major Open Space unless they form part of a larger land area of open space.

##### ***Permitted Uses***

- c. Permitted uses on lands designated Major Open Space, as identified on **Schedule B: Land Use Plan**, may include the following:
  - i. Active and passive recreational uses;
  - ii. Horticultural uses including community gardens, garden plots, nursery gardening;
  - iii. Cemeteries;
  - iv. Community or recreational centres;
  - v. Conservation, forestry and wildlife management uses;
  - vi. Golf courses; and,
  - vii. Campgrounds.

- d. Accessory building and structures, and limited commercial uses which serve the main permitted use, such as concession stands, and restaurants, may be permitted subject to all other policies of this Plan and the requirements of the Zoning By-Law.
- e. Commercial development such as marinas, motels, hotels, museums, restaurants and small scale retail uses may be permitted on the Otonabee River or Trent-Severn Waterway system only within the Central Area or as an integral part of planned park development in the Lift Lock area.

***Development Policies***

- f. Lands which are designated Major Open Space shall be developed in accordance with the City's Arenas, Parks and Recreation Advisory Committee Master Plan, and all other applicable policies of this Plan.
- g. 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.
- h. If a proposal is made to amend the Major Open Space Designation applied to private land, the City shall consider the following:
  - i. The purpose of its Designation as Open Space;
  - ii. The adequacy of public open space in the vicinity and City wide;
  - iii. The strategic significance of the property or part of the property in contributing to a linked system of parkland;
  - iv. The need to protect adjacent properties from the impact of the proposed new use;
  - v. The need to protect the property or parts of the property containing **natural heritage features** of unique significance; and,
  - vi. 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 the **Natural Heritage System** or disrupt the continuity of the linked open space system, the amendment will not be supported.

- i. The City 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:

- i. The Peterborough marina, the Del Cray Park area and the Downtown Waterfront as a focus for tourism and tourist oriented commercial development;
  - ii. The Peterborough Hydraulic Lift Locks as an area of historical significance with tourism potential; and,
  - iii. Natural areas adjacent to and including the Trent Severn Waterway and Otonabee River and Little Lake.
- j. 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 the owners of such property to encourage its development and maintenance so as to complement the character of adjacent public open space or parkland.

***Policies for Cemeteries***

- k. The establishment of new cemeteries, or the enlargement of existing cemeteries shall be in accordance with Provincial Land Use Compatibility Guidelines and shall have regard for:
  - i. Potential impacts on adjacent existing and planned land uses;
  - ii. Access to the road system which does not create traffic hazards;
  - iii. Provision of adequate onsite parking facilities; and,
  - iv. Screening and landscaping to complement the plot plan and provide buffering with adjacent land uses.

**4.3 The Central Area**

**4.3.1 Introduction**

***Intent***

- a. The Central Area is identified on **Schedule B: Land Use Plan**, with the more refined designations for the Area identified on **Schedule C: Central Area Plan**. The Central Area is the historic heart of the community and will continue to develop as a multi-faceted, mixed-use activity centre for the City and surrounding region. Today it is a focus for office, administrative, cultural and entertainment uses as well as a diverse range of retail facilities and services serving both regional and local residents. The Central Area is also the focus for government activities, community and recreational uses, higher density and specialized forms of housing, heritage sites and buildings, tourism and hospitality facilities, and the home of several key industries. The success and health of the Central Area are contingent upon a concentration of residents and visitors, with supporting amenities to encourage a vibrant living and visiting experience that radiates outwards. The Central Area is a place that attracts investment.

**Objectives**

- b. The objectives of this Plan with respect to the Central Area are to:
- i. Promote the Central Area's function as a regional service centre providing a broad range of activities, goods and services to meet the diverse needs of its own resident population, local work force, 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;
  - ii. Maintain the economic vitality, historic and community value of the Central Area by encouraging the development and rehabilitation of the area for a diverse range of uses;
  - iii. Undertake, through direct municipal action, a program of ongoing improvements to the Central Area that:
    - Enhance its efficiency, convenience and safety;
    - Improve the appearance of the **public realm** and the activities it accommodates, including through streetscape improvements, barrier-free design, waterfront and riverside enhancement projects;
    - Upgrade municipal infrastructure; and,
    - Build/provide **active transportation** infrastructure and transit facilities;
  - iv. Increase the amount and intensity of residential uses within the Central Area by supporting compatible and appropriate multi-unit residential or mixed-use developments;

- v. Support the continued viability of Peterborough’s vibrant arts community, as well as small and/or locally scaled retail and business uses;
- vi. Require that all development within the Central Area be **transit-supportive** and pedestrian-oriented, incorporating high-quality design to support **active transportation**, and creating a strong **public realm**, including built form, architectural details, landscaping and signage;
- vii. Encourage opportunities for new institutional uses within the Central Area, particularly a post-secondary institutional facility and/or campus/satellite campus;
- viii. Allow the ongoing evolution of the retail sector within the Central Area to occur with a minimum of policy interventions with respect to the amount and type of space/facilities; and,
- ix. Encourage new development to accommodate a mix of uses, including a range of housing types, institutional, community and **service commercial uses** to support the development of a **complete community**, promoting service-oriented commercial activities that are easily accessible to the surrounding communities by a range of transportation modes.

***Designations***

- c. The Central Area, as identified on **Schedule C: Central Area Plan** includes the following Designations:
  - i. Downtown Core Area Designation;
  - ii. Business District Designation;
  - iii. Industrial Conversion Area Designation;
  - iv. Downtown Neighbourhood Designation;
  - v. Downtown Open Space Designation;
  - vi. Little Lake South District Designation; and,
  - vii. Jackson Creek Special Policy Area.

***General policies applicable throughout the Central Area***

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- d. In order to maintain and enhance the breadth, depth and continued viability of the Central Area, the City will prioritize development which fulfills the following functions:
  - i. Small scale higher-order retail facilities such as specialty shops, which attract and serve residents from throughout the City and surrounding region;
  - ii. All forms of office uses including business, government and professional offices;
  - iii. **Service commercial uses** and community facilities;
  - iv. Cultural and entertainment facilities including cinemas and theatres;
  - v. Post-secondary institutional facilities and/or a campus/satellite campus.
  - vi. Hospitality and tourism facilities; and,
  - vii. Retail commercial uses that support residential uses in the Central Area and nearby areas, such as food, drug and convenience shopping uses, personal services and other facilities.
- e. Anticipated development throughout the Central Area is intended to promote economic revitalization within the context of historic preservation, recognizing the potential for adaptive re-use, redevelopment and intensification. In addition, when considering an application for a development within the Central Area, the following shall be considered:
  - i. The landscape, built form and functional character of the surrounding community is enhanced;
  - ii. No undue, adverse impacts are created on properties in the vicinity;
  - iii. Significant **natural heritage features** and their associated ecological and hydrologic functions are appropriately protected;
  - iv. Identified on-site or adjacent **cultural heritage resources** are appropriately conserved;
  - v. The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height and density to adjacent properties are implemented, where necessary;

- vi. On-site amenity space is provided in a manner that reflects or improves upon the existing patterns of private and public amenity space in the vicinity;
  - vii. Streetscape patterns, including block lengths, setbacks and building separations are maintained; and,
  - viii. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no undue, adverse impacts on the City's sewer, water, stormwater management and transportation systems.
- f. The **Urban Growth Centre**, as identified on **Schedule C: Central Area Plan** will be planned to achieve a gross density of 150 residents and jobs combined per hectare by 2031 or earlier.
- g. In most instances, lands within the Central Area will be pre-zoned to permit the full range of uses contemplated for various areas subject to site plan approval and other implementation processes. This Plan promotes developments that are mixed-use, either a mixture of permitted uses on an individual site, or within individual buildings.
- h. Development shall include context appropriate on-site parking, as required in the Zoning By-Law. Where required, parking is encouraged to be located in parking structures, either above or below grade, however, surface parking lots are permitted. Parking lots are subject to the following development requirements:
- i. Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape;
  - ii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and,
  - iv. Access to parking facilities shall be from secondary public roads, wherever possible.

Exemptions may be granted from all or part of the off-street parking required by a proposed development in the Central Area in exchange for the payment of **cash-in-lieu** of parking. In addition, the City may consider reduced parking standards for any development within the Central Area, to the satisfaction of the City, and as supported by appropriate parking studies and the proximity of the subject lands to transit facilities.

- i. Where appropriate and deemed necessary to meet parking needs, the City should seek opportunities to create new, public, structured parking facilities within the Central Area to facilitate intensification, particularly of existing surface parking lots. The City may explore a range of strategies, including direct City action and through



public private partnerships. New structured parking facilities shall be subject to the following development requirements:

- i. Parking facilities shall be appropriately designed and landscaped to complement the urban streetscape;
  - ii. Above grade parking structures shall incorporate active uses at-grade facing onto any Arterial Road or Collector Road; and,
  - iv. Access to parking facilities shall be from secondary public roads, wherever possible.
- j. **Public service facilities** are permitted within the Central Area, and shall be planned in coordination with land use planning and in consideration of the following:
  - i. **Public service facilities** and public services should be co-located in community hubs and integrated to promote cost-effectiveness;
  - ii. Priority should be given to maintaining and adapting existing **public service facilities** and spaces as community hubs to meet the needs of the community and optimize the long term viability of public investments;
  - iii. Existing **public service facilities** that are located in or near **strategic growth areas** and are easily accessible by **active transportation** shall be the preferred location for community hubs;
  - iv. The City shall collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other **public service facilities**; and,
  - v. New **public service facilities**, including hospitals and schools, shall be located within the Settlement Areas and preference should be given to sites that are easily accessible by **active transportation**.
- k. Low-rise residential uses shall be located on Local Roads and Collector Roads. The maximum building height for low-rise residential uses shall be 3 storeys and low-rise residential buildings shall have a maximum **floor space index** of 1.5. The appropriate lot coverage will be identified by the Zoning By-law. Built-forms that are considered low-rise residential include:
  - i. Detached, duplex and semi-detached dwellings;
  - ii. Triplexes, quadruplexes and street and block townhouse dwellings;

- iii. Apartment buildings; and,
- iii. **Secondary suites.**
- l. Where permitted by the Zoning By-Law, low-rise residential uses that are located adjacent to Provincial Highways and Arterial Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such highways or roads, but which avoids backlotting on Arterial Roads.
- m. Multi-unit low-rise residential built forms must provide for adequate on-site amenity spaces and on-site garbage pickup and recycling services.
- n. Mid-rise residential uses shall generally be located on the periphery of neighbourhoods and shall generally be greater than 3 storeys, but no higher than 6 storeys. Built-forms that are considered mid-rise residential include:
  - i. Stacked townhouse dwellings;
  - ii. Apartment buildings; and,
  - iii. Other cluster or multiple unit dwellings.
- o. New mid-rise residential uses may be rezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:
  - i. Have direct access to a Collector or Arterial Road. If direct access to such a road is not possible, the development may gain access to the Collector or Arterial Road from a Local Road, subject to the City's approval;
  - ii. Have convenient access to public transit. If convenient access to public transit is not possible, the development may be supported where it has convenient access to high quality **active transportation** routes, subject to the City's approval;
  - iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking, and buffering. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses and built forms in the vicinity;
  - iv. Be located in proximity to amenities, such as parks, open space, schools, shopping, **active transportation** routes and other **public service facilities**, services and amenities;

- v. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
  - vi. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas;
  - vii. Not cause a traffic hazard;
  - viii. Provide for adequate on-site amenity spaces and on-site garbage pickup and recycling services; and,
  - ix. Be subject to Site Plan Approval.
- p. High-rise residential uses shall generally be located on the periphery of neighbourhoods. High-rise residential uses shall be greater than 6 storeys in height. Built-forms that are considered high-rise residential include:
- i. Apartment buildings; and,
  - ii. Other multiple unit dwellings.
- q. New high-rise residential uses may be prezoned or may be approved subject to a site-specific Zoning By-Law Amendment, and shall:
- i. Have direct access to a Collector or Arterial road;
  - ii. Be at a highly accessible location - within 250 metres of an existing or planned public transit route and, where possible, be generally within 500 metres of schools, commercial facilities and/or parks, open space and/or other **public service facilities**, services and amenities;
  - iii. Be on a site of suitable size for the proposed development, and shall provide adequate landscaping, amenity features, on-site parking and buffering. The height, massing, scale, and arrangement of buildings and structures shall be compatible with existing uses in the vicinity;
  - iv. Be sited so as to minimize their effect on neighbouring low-rise residential land uses particularly with regard to privacy, traffic generation, and reduction of sunlight. The visual impact of each project will be carefully considered;
  - v. Address the surrounding neighbourhood with particular regard to common elements such as access points, driveways, landscaping and parking areas. The

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City shall encourage underground parking facilities for all high-rise residential developments;

- vi. Not cause a traffic hazard;
  - vii. Provide for adequate on-site amenity spaces and on-site garbage pickup and recycling services; and,
  - viii. Be subject to Site Plan Approval.
- r. The maximum building height for each designation shall only be achieved subject to:
- i. A determination, to the satisfaction of the City, that there are no undue, adverse impacts on properties in the vicinity of the application for development related to heritage conservation, shadow, noise, privacy, or sky view;
  - ii. A determination, to the satisfaction of the City, that the proposed development enhances the character of the adjacent community; and,
  - iii. The application of appropriate landscape treatments, setbacks, step backs and/or generally 45 degree angular planes, which are to be further articulated within the Zoning By-Law. For streets with a historic character, step backs shall be required above the prevailing historic street wall height, to the satisfaction of the City; and,
  - iv. The provisions of any applicable Heritage Conservation District or detailed study addressing the relationship between building height and the protection of cultural heritage, which will establish appropriate maximum building heights. The City will complete a Heritage Conservation District study for the Central Area.
- s. Within the Central Area additional building height may be considered by the City on a site by site basis, subject to the height bonus provisions of this Plan and where community benefits have been secured in exchange for additional height. Further, the City may focus its use of the height bonus provisions of this Plan on locations where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.
- t. The City may consider the preparation of a Community Improvement Plan to establish a vision for the Central Area, identify **public realm** improvement priorities and establish incentive programs to assist the private sector in improving their properties and to encourage the intensification of the Central Area.

- u. All development within the Central Area shall be subject to Site Plan Approval. The City will encourage a high standard of design and will continue to rely on the Central Area Master Plan and the Nodes, Corridors and Downtown Urban Design Guidelines as a basis for the evaluation of Site Plan Applications.
- v. The City will continue to work with the Business Improvement Areas and individual landowners to encourage the maintenance and improvement of existing buildings and facilities throughout the Central Area.
- w. The City will ensure that adequate financial resources are available to maintain and improve existing public facilities within the Central Area, including programs to ensure that these areas maintain a public image of quality and cleanliness and foster civic pride.

#### **4.3.2 Downtown Core Area Designation**

##### ***Permitted Uses***

- a. The Downtown Core Area Designation is a significant concentration of retail, office, entertainment and **service commercial uses** in the City. Permitted uses on lands within the Downtown Core Area Designation identified on **Schedule C: Central Area Plan**, may include the following:
  - i. Retail, wholesale and **service commercial uses**;
  - ii. Business, government and professional offices;
  - iii. Hotels and other tourism facilities;
  - iv. Restaurants;
  - v. Private clubs;
  - vi. Entertainment and cultural facilities;
  - vii. Artisan studios, galleries and associated retail sales facilities;
  - viii. Mid-rise and high-rise residential uses, including live-work units and communal or **special needs** housing;
  - ix. Home occupations;
  - x. Recreational and **public service facilities**; and,

- xi. Parking facilities at-grade and/or in structure.

***Policies***

- b. In addition to the policies for the broader Central Area, all development should reinforce the character of the Commercial Core Area as a pedestrian shopping area in a 'main street' setting and should generally be based on conformity with the following criteria:
  - i. Active, pedestrian-oriented uses, particularly retail commercial uses, should be located at grade, with any office and residential uses in upper storeys to maintain the continuous street-level shopping function;
  - ii. Existing buildings and/or facades which contribute positively to the character of the Commercial Core Area and/or have heritage value should be conserved, whenever practical;
  - iii. New buildings, particularly those on 'main streets', should be designed to respect the existing rhythm and scale of building facades and building heights in the immediate vicinity, maintaining the character associated with nearby **cultural heritage resources**;
  - iv. Pedestrian linkages throughout the Commercial Core Area, particularly to parking areas and open space areas should be improved;
  - v. The design of sites which abut Jackson Creek should recognize and enhance the relationship of the site to the creek; and,
  - vi. All development or redevelopment in proximity to the Otonabee River and Little Lake should reinforce the relationship to the waterfront by adhering to high standards of urban design, providing enhanced landscaping, and providing strong pedestrian linkages to the waterfront.
- c. Within the Downtown Core Designation the maximum building height shall be up to 8 storeys, subject to the policies of this Plan.
- d. Notwithstanding any other height related policy of this Plan, development on lands abutting the intersection of Charlotte Street and George Street North shall not exceed 2.5 storeys, generally matching the cornice line of the Market Hall building.

**4.3.3 Business District Designation**

***Permitted Uses***

- a. The Business District Designation, identified on **Schedule C: Central Area Plan**, includes clusters of commercial establishments with diverse ownerships and tenants along a major street and are distinguished by built form rather than the land use. The Business District Designation generally includes small scale commercial uses operating from less intensively developed sites. Permitted uses on lands within the Business District Designation may include the following:
  - i. Retail and **service commercial uses**;
  - ii. Gas bars and car wash facilities to a maximum area of 250 m<sup>2</sup> and vehicle repair shops to a maximum area of 400 m<sup>2</sup>, with no combination of these auto-focused uses on the same site exceeding 400 m<sup>2</sup>;
  - iii. Business, government and professional offices;
  - iv. Hotels and other tourism facilities;
  - v. Restaurants;
  - vi. Private clubs;
  - vii. Entertainment and cultural facilities;
  - viii. Artisan studios, galleries and associated retail sales facilities;
  - ix. Low-rise and mid-rise residential uses, including live-work units and communal or **special needs** housing;
  - x. Home occupations;
  - xi. Recreational and **public service facilities**; and,
  - xii. Parking facilities at-grade and/or in structure.

***Policies***

- b. In addition to the policies for the broader Central Area, the following policies apply within the Business District Designation:
  - i. The Lansdowne Street West Business District recognizes an established cluster of retail and service uses, included auto-focused uses, and low rise apartment buildings, which create important opportunities for intensification. This Plan encourages redevelopment to include improvements to site

conditions, including buildings addressing and facing onto the street, high quality façades and architectural treatments, streetscaping and landscaping. Development within the Lansdowne Street West 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; and,

- ii. The George Street South Business District recognizes an established cluster of retail, office and personal service uses connecting the Downtown Area to Lansdowne Street. This Plan supports the redevelopment of a limited number of residential properties along George Street to establish a high quality commercial corridor denoting its gateway profile for the Downtown. Development within the George Street South 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.
- c. Within the Business District Designation the maximum building height shall be up to 6 storeys, subject to the policies of this Plan.
- d. The following locational and design features are to be applied to permitted auto-focused uses:
  - i. Auto-focused uses should be limited to no more than two at any intersection;
  - ii. No outside storage associated with an auto-focused use shall be permitted;
  - iii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties; and,
  - iv. Auto-focused uses should not be located generally within 120 metres of Otonabee River/Little Lake or 200 metres of the following intersections:
    - George Street/Lansdowne Street; and,
    - Lansdowne Street/Edwards Street.

#### **4.3.4 Industrial Conversion Area Designation**

##### **Context**



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- a. The Central Area currently includes a number of industrial operations on small isolated sites. While this Designation does not permit new industrial operations, this does not diminish the contribution that these existing industrial uses make to the vitality of the Central Area. The City will continue to work with all industrial uses to encourage their ongoing viability and fit within Central Area.

### ***Permitted Uses***

- b. Notwithstanding a. above, the City may permit the conversion of some, or all of the lands within the Industrial Conversion Area Designation, as identified on **Schedule C: Central Area Plan**, in conformity with the conversion requirements of the Employment Lands Designation of this Plan. Subsequent to a decision by the City to convert any lands within the Industrial Conversion Area Designation, the following uses may be permitted, subject to the policies of this Section:
  - i. Retail, wholesale and **service commercial uses**;
  - ii. Business, government and professional offices;
  - iii. Hotels and other tourism facilities;
  - iv. Restaurants;
  - v. Private clubs;
  - vi. Entertainment and cultural facilities;
  - vii. Artisan studios, galleries and associated retail sales facilities;
  - viii. Mid-rise and high-rise residential uses, including live-work units and communal or **special needs** housing;
  - ix. Home occupations;
  - x. **Public service facilities**; and,
  - xi. Parking facilities at-grade and/or in structure.

### ***Policies***

- c. The Industrial Conversion Area includes an area along the western edge of the Central Area and recognizes a node of old, predominately single-storey industrial buildings. The intent of the Industrial Conversion Area Designation is to facilitate the utilization of industrial buildings and sites 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.

- d. Subject to conversion and a Zoning By-Law Amendment, this Plan encourages the introduction of mid-rise and high-rise residential development within the Industrial Conversion Area Designation, which may be supported by the Community Improvement Plan incentives. The introduction of residential uses in this area will take full advantage of its location within the Central Area, the proximity to the waterfront and the future trail system. Careful consideration and incorporation of the older industrial buildings is encouraged to maintain the heritage character within the Industrial Conversion Area Designation.
- e. In addition to the policies for the broader Central Area, all development should generally be based on conformity with the following criteria:
  - i. Active, pedestrian-oriented uses, particularly retail commercial uses, should be located at grade level, with any office and residential uses in upper storeys to maintain the continuous shopping function; and,
  - ii. Pedestrian linkages throughout the Industrial Conversion Area, particularly to parking areas and open space areas should be improved.
- f. Within the Industrial Conversion Area Designation the maximum building height shall be up to 12 storeys, subject to the policies of this Plan.

#### **4.3.5 Downtown Neighbourhood Designation**

##### ***Permitted Uses***

- a. The Downtown Neighbourhood Designation, as identified on **Schedule C: Central Area Plan**, is located at the edge of the Central Area and provides a transition between these areas and the residential neighbourhoods adjacent to and just outside of the Central Area. The Downtown Neighbourhood Designation recognizes that transitional areas exhibit a diversity of land uses which are compatible with residential uses. Permitted uses on lands identified as Downtown Neighbourhood Designation, may include the following, subject to the policies of this Section:
  - i. Low-rise residential uses, including live-work units;
  - ii. Home occupations;
  - iii. Small-scale retail and **service commercial uses**;
  - iv. Artisan studios, galleries and associated retail sales facilities;

- v. Small-scale business, government and professional offices;
- vi. Small-scale tourism facilities; and,
- vii. **Public service facilities.**

***Policies***

- b. For the purposes of the Downtown Neighbourhood Designation, small-scale shall be defined as less than 300 square metres per individual use on a specific site.
- c. In addition to the policies for the Central Area, all development within the Downtown Neighbourhood Designation should be compatible with the character and scale (building height and massing) of existing uses in proximity. Development applications should demonstrate how they meet the following criteria:
  - i. Provide pedestrian linkages with adjacent districts, both within and adjacent to the Central Area;
  - ii. Ensure that new buildings are designed in a manner compatible with the existing buildings;
  - iii. Place developments which generate a significant amount of traffic on Arterial or Collector Roads; and,
  - iv. Recognize the natural amenities of the site, particularly sites which abut Jackson Creek and respect the Creek as a public amenity and pedestrian corridor.
- d. Within the Downtown Neighbourhood Designation the maximum building height shall be up to 3 storeys, subject to the policies of this Plan.
- f. Prior to rezoning sites for non-residential development in the Downtown Neighbourhood Designation, the City may require the approval of an Urban Design Study to ensure consistency in development standards on a block basis or larger area, rather than on individual sites.

**4.3.6 Downtown Open Space Designation**

***Permitted Uses***

- a. The Downtown Open Space Designation, as identified on **Schedule C: Central Area Plan**, recognizes the existing and potential open space areas along the Otonabee

River and Jackson Creek and the major public parks in the Central Area, such as Morrow Park. These park and open space areas are a major asset for the Central Area, and they should be maintained, enhanced and expanded wherever possible. Permitted uses within the Downtown Open Space Designation may include:

- i. Active and passive recreational uses;
- ii. Horticultural uses including community gardens, garden plots, nursery gardening;
- iii. Cemeteries;
- iv. Community or recreational centres; and,
- v. Conservation, forestry and wildlife management uses;

***Policies***

- b. The City will continue to make improvements within the Downtown Open Space Designation along the Downtown Area's waterfront.
- c. The development of a diverse range of public recreation, leisure, cultural and entertainment activities, in addition to supporting tourism uses, will be encouraged within the Downtown Open Space Designation.
- d. The development and redevelopment of parkland and open space within the Downtown Open Space Designation shall be in accordance with the Parkland and Open Space policies of this Plan, and should consider the following urban park hierarchy:
  - i. Urban Community Parks – intended to be greater than 8,000 square metres in size and the primary focal point of Central Area communities. These parks provide multifunctional flexible space and programming for large-scale social gatherings, festivals and civic functions, and accommodate facilities for the entire community;
  - ii. Urban Squares – intended to generally be between 1,000 and 8,000 square metres in size and play an important role in the pedestrian realm network. These parks are community focal points that should accommodate special features such as public art that add visual interest and contribute to placemaking;
  - iii. Urban Pocket Parks – intended to generally be between 75 and 1,000 square metres and may be either publicly or privately owned and publicly accessible.

These parks will generally be integrated with the surrounding built form and are small, pedestrian-friendly spaces that accommodate socializing in dense urban areas, forming part of the pedestrian realm network;

- iv. Sliver Parks – intended to small spaces, often fronting retail spaces and functioning as a substantially widened sidewalks to create plazas or forecourts. These parks may be either publicly or privately owned and publicly accessible;
- v. Courtyards – intended to be small interior or exterior spaces that are surrounded by buildings, and lined with small stores, restaurants and outdoor cafes. These parks may be either publicly or privately owned and publicly accessible and contribute to the logical wayfinding system and a fine-grained pedestrian realm network; and,
- vi. Connecting Links – outdoor walkways that may be linked with small stores, restaurants and outdoor cafes and which may be either publicly or privately owned and publicly accessible. These parks provide valuable opportunities to improve connections between the public sidewalk system and other components of the pedestrian realm network.

#### **4.3.7 Little Lake South District Designation**

##### **Context**

- a. The Little Lake South District Designation, as shown on **Schedule C: Central Area Plan**, is located along the south shoreline of Little Lake between George Street and Little Lake Cemetery. This Designation has been subject to a Land Use and Urban Design Study that resulted in specific recommendations for this area.
- b. The Little Lake South District Designation supports moderate intensification scaled to its context that brings more residents and businesses to the centre of the City. It frames views and vistas of Little Lake that, through high quality architecture and landscaping, projects a strong positive image of Peterborough. It is an important public place, which serves as a location of scenic natural beauty, a community meeting place for recreation and community events and an amenity for pedestrians and cyclists.

##### **Principles**

- c. This vision is achieved by the following land use and urban design principles:
  - i. Ensure a publicly accessible waterfront;

- ii. Enhance public spaces through landscaping and amenities;
- iii. Use public art to celebrate the area's identity;
- iv. Preserve the role of the waterfront in community life;
- v. Preserve existing mature trees where possible;
- vi. Add additional trees and greenery while preserving views;
- vii. Ensure new development fits within its context in terms of design and transitions;
- viii. Ensure the architectural compatibility of new development with the existing character of the area;
- ix. Respect the area as an important view/vista;
- x. Control and calm traffic along Crescent Street;
- xi. Improve amenities for pedestrians and cyclists and link to broader walking and cycling networks; and,
- xii.. Promote accessibility for those with disabilities and limited mobility.

***Permitted Uses/Built Forms***

- d. Throughout the Little Lake South District Designation, the predominant land use is residential. The exception to this is along Lake Street. At-grade commercial uses along the Lake Street frontages are permitted.
- e. Permitted built forms are as follows:
  - i. "Sub-Area 1" is defined as the block bounded by Crescent, Romaine, George and Lake Streets. Mid-rise buildings may be permitted, transitioning in height from a maximum of 6 storeys along George and Lake Streets, to a maximum of 3 storeys at the corner of Lock and Romaine Streets; and,
  - ii. "Sub-Area 2" includes the blocks defined by Crescent, Haggart, Ware and Lock Streets, plus the half block defined by Lock Street, the former CP Rail spur-line corridor and Romaine Street. Low-rise apartments and stacked townhouse development at a scale compatible with existing detached dwellings may be permitted

- f. Garages shall not front on Crescent, Ware, Haggart and Lock Streets. Along these streets, parking and loading should only be accessed from a public rear laneway system accessed from Ware and Romaine Streets.
- g. In the Little Lake South District Designation, additional height may be considered through height bonusing to a maximum of 8 storeys for those lands that have an existing maximum height of 6 storeys, and to a maximum of 4 storeys for those lands that have an existing maximum height of 3 storeys, subject to the height bonus provisions of this Plan.

#### **4.3.8 Jackson Creek Special Policy Area**

##### ***Defined Area***

- a. Within the Downtown Area there are certain lands along the Jackson Creek which are susceptible to flooding under a **Regulatory Flood**. This Plan identifies these lands on **Schedule C: Central Area Plan** with the Jackson Creek Special Policy Area. 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.
- b. The permitted land uses within the Jackson Creek Special Policy Area will be in accordance with the policies of this Plan for the underlying land use designations, as identified on **Schedule C: Central Area Plan**.

##### ***Development Policies***

- c. 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.
- d. Any building or structure shall be designed such that its structural integrity is maintained during a Regional Storm.
- e. 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.
- f. 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.

- g. Nursing homes, hospitals, housing for older persons, group homes for persons with **special needs**, 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.
- h. 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.
- i. 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.
- j. 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.

***Policies for Commercial and Non-Residential Uses***

- k. Development and redevelopment of commercial and non-residential structures shall be permitted provided:
  - i. The minimum lowest opening elevation shall be the **Regulatory Flood** elevation;
  - ii. Where i. 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; and,
  - iii. New mechanical, electrical, heating and air conditioning equipment will be located above the **Regulatory Flood** level or flood proofed to the **Regulatory Flood** level.
- l. Notwithstanding any other applicable policy of this Plan, a development which is considered 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.

***Policies for Residential Uses within Commercial Structures***



- m. Development which creates residential units shall be permitted subject to the applicable policies of this Plan and shall also include the provision of safe access and safe parking.

***Policies for Residential Uses***

- n. Residential development and redevelopment will be permitted provided the structure is flood proofed to the **Regulatory Flood** level and:
  - i. The habitable floor space elevation of any residential dwelling unit is located above the **Regulatory Flood** level;
  - ii. Safe access and safe parking can be achieved; and,
  - iii. Mechanical, electrical, heating and air conditioning equipment are located above the **Regulatory Flood** level.
- o. Renovations to increase the number of new residential units will only be permitted where the above noted policies can be achieved.
- p. Notwithstanding any other applicable policy of this Plan, 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.

***Implementation***

- q. 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 Ontario Regulation 167/06: Regulation of development, interference with wetlands and alterations to shorelines and watercourses of the Conservation Authority.
- r. Applications for planning approvals within the Jackson Creek Special Policy Area shall not be approved until the City has been notified by the Conservation Authority that the future development arising from the application can be approved under the development, interference with wetlands and alterations to shorelines and watercourses regulation, Section 28 of the Conservation Authorities Act, as amended.
- s. Applications for site plans within the Jackson Creek 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.

- t. 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 elevation.
- u. 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.

## **4.4 Mixed Use Corridors**

### **4.4.1 Introduction**

#### ***Intent***

- a. The Mixed Use Corridors, identified on **Schedule A: Urban Structure** have the potential to accommodate significant growth, in an intensified built form, with mid-rise and high-rise buildings and **population-related employment** uses, including community or regionally scaled retail and institutional facilities, as well as office uses. The Mixed Use Corridors also play a crucial role in defining the planned urban structure of the City and its major corridors, and in supporting a successful transit system.
- b. Mixed Use Corridors are intended to be responsive to changes in land use patterns and densities, and permit a broad range of uses depending on the location within the City's urban structure. An appropriate mix and range of commercial, retail, office, institutional and residential uses at different scales and intensities will be encouraged and supported within the Mixed Use Corridors.
- c. To promote the ability to accommodate anticipated growth and development within the Mixed Use Corridors, it is the intent of the City to ensure that:
  - i. There is a significant supply of lands identified within the Mixed Use Corridors to provide multiple opportunities for a diversified economic base that support a wide range of activities and considers the needs of existing and future residents and businesses;
  - ii. The necessary infrastructure is available to support current and projected growth and development; and,
  - iii. All development within the Mixed Use Corridors incorporates high quality design including building materials, architectural details, landscaping and signage.

**Objectives**

- d. The objectives of this Plan with respect to Mixed Use Corridors are to:
- i. 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, work force, business and institutional sectors and visitors, as well as those in a wider regional area who look to Peterborough for a range and depth of facilities and functions not locally available;
  - ii. Maintain the economic vitality, and community value of Peterborough's Mixed Use Corridors by encouraging development, redevelopment and rehabilitation for a diverse range of uses;
  - iii. Undertake, by both direct municipal action and private sector incentives, a program of ongoing improvements in the Mixed Use Corridors to enhance the efficiency, convenience, safety and appearance of the Mixed Use Corridors and the activities they accommodate, including through streetscape improvements, barrier-free design, waterfront and riverside enhancement, infrastructure upgrading and by building **active transportation** infrastructure and transit facilities;
  - iv. Increase the amount and intensity of residential uses in and around the Mixed Use Corridors by supporting appropriate multi-unit residential or mixed-use development;
  - v. Require that all development within the Mixed Use Corridors be **transit-supportive** and pedestrian-oriented, incorporate high-quality design to support **active transportation**, and create a strong **public realm**;
  - vi. Allow the ongoing evolution of the retail sector within the Mixed Use Corridors to occur with a minimum of policy interventions with respect to the amount and type of space/facilities; and,
  - vii. Encourage new development to accommodate a mix of uses, including higher density forms of housing, institutional, community and **service commercial uses** to support the development of **complete communities** and high quality **public realms**, and provide locations for service-oriented commercial activities easily accessible to the surrounding communities by a range of transportation modes.

**Designations**

- e. The Mixed Use Corridors identified on **Schedule A: Urban Structure** are further subdivided into the following land use Designations that are identified on **Schedule B: Land Use Plan**:
  - i. Major Mixed-Use Corridor Designation; and,
  - ii. Minor Mixed-Use Corridor Designation.

#### **4.4.2 Major Mixed-Use Corridor Designation**

##### ***Intent***

- a. The lands within the Major Mixed-Use Corridor Designation are intended to represent a key commercial component of the Urban Structure, and will be designed as focal points for major retail and other associated commercial development. This Plan focuses on broadening the mixture of land uses within the Major Mixed-Use Corridor Designation, and promoting good urban design and high quality architecture and landscapes. Lands within the Major Mixed-Use Corridor Designation are considered to be key destinations for the existing and planned transit system.

##### ***Permitted Uses***

- b. Permitted uses on lands designated as Major Mixed-Use Corridor, as identified on **Schedule B: Land Use Plan**, may include:
  - i. Retail, **service commercial uses** and restaurants of all types and scales;
  - ii. Auto-focused uses such as gas bars, car wash facilities and vehicle repair shops, but not including vehicle rental or sales facilities;
  - iii. Commercial, medical, social service, administrative, government and institutional office uses of all types;
  - iv. Mid-rise and high-rise residential uses, including live-work units and communal or **special needs** housing;
  - v. Hotels and motels, including ancillary uses;
  - vi. Convention/conference facilities;
  - vii. Recreational facilities, including private athletic clubs;
  - viii. Places of worship;

- ix. Day care facilities;
- x. **Public service facilities;**
- xi. Home occupations;
- xii. Funeral homes; and,
- xiii. Parking facilities at-grade and/or in structure.

***Development Policies***

- c. Buildings and sites throughout the Major Mixed-Use Corridor Designation may develop as comprehensively planned commercial centres, consisting of individual buildings or multi-unit buildings. New development is encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the Designation in general, but also on individual development sites, and within individual buildings. Uses within stand-alone buildings are also permitted, unless specified otherwise within the policies of this Plan, or by the Zoning By-Laws.
- d. Permitted office and residential uses shall be permitted in stand-alone buildings, but are encouraged to locate in the upper storeys of a mixed-use building/development. They may be located on individual sites, or form part of a larger, comprehensively planned site. Permitted office uses shall not exceed 1,000 square metres of Gross Floor Area in any one building.
- e. Development in the Major Mixed-Use Corridor Designation shall generally be part of a comprehensively planned project with some common parking and/or loading facilities and shared ingress and egress. Freestanding buildings are also permitted on individual sites, provided they do not adversely affect access or traffic circulation within the broader Major Mixed-Use Corridor Designation.
- f. Within the Major Mixed-Use Corridor Designation, the minimum building height shall be 2 storeys and the maximum building height shall be 8 storeys. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, to a maximum total building height of 12 storeys, subject to the height bonus provisions of this Plan and where community benefits have been secured in exchange for additional height. Further, the City may focus its use of the height bonus provisions of this Plan on locations where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.
- g. The City acknowledges several key intersections in the City that have the potential to reinforce a community hub or gateway through intensification, the design of adjacent

buildings and improvements to the **public realm**. As such, the City will encourage higher density development and/or higher quality **public realm** at the following intersections:

- i. Lansdowne Street/Clonsilla Avenue;
  - ii. Lansdowne Street/Ashburnham Drive;
  - iii. Clonsilla Avenue/Sherbrooke Street;
  - iv. Parkhill Road/Water Street/George Street; and,
  - v. Chemong Road/Towerhill Road.
- h. When considering an application for a development within the Major Mixed-Use Corridor Designation, the following shall be considered:
- i. The landscape, built form and functional character of the surrounding community is enhanced;
  - ii. No undue, adverse impacts are created on adjacent properties in the vicinity;
  - iii. Significant **natural heritage features** and their associate ecological and hydrologic functions are appropriately protected;
  - iv. Identified on-site or adjacent **cultural heritage resources** are appropriately conserved and compatibility with the heritage built form is achieved;
  - v. The height and massing of nearby buildings is appropriately considered, and buffers and/or transitions in height density to adjacent properties are implemented, where necessary;
  - vi. On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity, except where deviating from existing patterns will make a positive contribution to the built form of the City;
  - vii. Streetscape patterns, including block lengths, setbacks and building separations are maintained;
  - viii. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no adverse impacts on the City's sewer, water, stormwater management and transportation systems; and,

- ix. Higher priority is generally given to locating at-grade, active commercial uses at an intersection with a Collector or Arterial Road and corner properties rather than locating these commercial uses at mid-block locations.
- i. Development within the Major Mixed-Use Corridor Designation will have regard for an adjacent land use or area, with respect to existing built form, building mass, height, setbacks, scale, orientation, landscaping, and visual impact. As such, where a development in the Major Mixed-Use Corridor Designation abuts a low-rise or mid-rise residential use, the City shall moderate the height of new development through the application of generally a 45 degree angular plane, setbacks, step backs and/or landscape buffer requirements.
- j. Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. To promote a high quality appearance, these facilities, except for a limited amount of visitor parking, shall generally not be located between the building(s) and Arterial Roads, or Collector Roads. Loading and garbage collection/storage facilities shall be oriented away from existing or planned residential areas by setbacks, screening, landscaping or other buffering measures. Shared access and parking among various properties is encouraged.

Exemptions may be granted from all or part of the off-street parking required by a proposed development in the Major Mixed-Use Corridor Designation in exchange for the payment of **cash-in-lieu** of parking. In addition, the City may consider reduced parking standards for any development within the Major Mixed-Use Corridor Designation, to the satisfaction of the City, and as supported by appropriate parking studies and the proximity of the subject lands to transit facilities.

- k. Sidewalks, walkways and other pedestrian facilities linking the major retail components of the development, as well as nearby transit stops and public sidewalks, shall be provided within new developments to promote and support pedestrian activity.
- l. Landscaping is required adjacent to existing or planned residential uses and abutting streets except where crossed by access points, and adjacent to existing or planned residential uses.
- m. **Public service facilities** shall be planned in coordination with land use planning and in consideration of the following:
  - i. **Public service facilities** and public services should be co-located in community hubs and integrated to promote cost-effectiveness;

- ii. Priority should be given to maintaining and adapting existing **public service facilities** and spaces as community hubs to meet the needs of the community and optimize the long term viability of public investments;
  - iii. Existing **public service facilities** that are located in or near **strategic growth areas** and are easily accessible by **active transportation** shall be the preferred location for community hubs;
  - iv. The City shall collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other **public service facilities**; and,
  - v. New **public service facilities**, including hospitals and schools, shall be located within the Settlement Areas and preference should be given to sites that are easily accessible by **active transportation**.
- n. The following locational and design features are to be applied to permitted auto-focused uses:
- i. Auto-focused uses should be limited to no more than two at any intersection;
  - ii. Outside storage associated with an auto-focused use shall be permitted where it is located behind the main building and appropriately screened from view from the street and from any adjacent residential and/or open space uses;
  - iii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties; and,
  - iv. Auto-focused uses should not be located generally within 120 metres of Otonabee River/Little Lake or 200 metres of the following intersections:
    - Lansdowne Street/Clonsilla Avenue;
    - Lansdowne Street/Ashburnham Drive;
    - Chemong Road/Towerhill Road; and,
    - Parkhill Road/Water Street/George Street.
- o. The City may consider the preparation of a Community Improvement Plan to establish a vision for a defined area, identify **public realm** improvement priorities and establish incentive programs to assist the private sector in improving their properties and to encourage the intensification of the corridors in accordance with the City's planned urban structure.



- p. Development in the Major Mixed-Use Corridor Designation shall be subject to Site Plan Approval and the City will encourage a high standard of urban design. The City will encourage a high standard of design and will continue to rely on the Nodes, Corridors and Downtown Urban Design Guidelines as a basis for the evaluation of Site Plan Applications, where applicable. The City may develop further design guidelines to assist land owners in preparing development plans, and to be used as a basis for the evaluation of site plan applications. The City may also utilize Site Plan Approval to ensure appropriate building materials, colours and architectural details, subject to City adopted guidelines.

#### **4.4.3 Minor Mixed-Use Corridor Designation**

##### ***Intent***

- a. The Minor Mixed-Use Corridor Designation recognizes areas that are primarily low-rise residential, but that also function as part of the connective spine of the City. Minor Mixed-Use Corridors provide a significant opportunity for creating vibrant, pedestrian and **transit-oriented** places through investment in infrastructure, as well as modest residential intensification, infill and redevelopment, with particular attention to the adjacent context.
- b. Areas that are designated Minor Mixed-Use Corridor are evolving, and will continue to evolve over time. These corridors are expected to accommodate limited intensified development, while maintaining a broad mix of compatible land uses that support investment in transit and the achievement of **complete communities**.

##### ***Permitted Uses***

- c. Permitted uses on lands designated as Minor Mixed-Use Corridor, as identified on **Schedule B: Land Use**, may include:
  - i. Small scaled commercial, medical, social service, administrative, government and institutional office uses of all types;
  - ii. Low-rise and mid-rise residential uses, including live-work units;
  - iii. **Secondary suites**;
  - iv. Home occupations;
  - v. Bed and Breakfast establishments;
  - vi. **Neighbourhood supportive uses**, including **small-scale food stores**; and,

vii. **Public service facilities.**

***General Development Policies***

- d. Buildings and sites throughout the Minor Mixed-Use Corridor Designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the Designation in general, but also on individual development sites, and within individual buildings. Uses within stand-alone buildings are also permitted, unless specified otherwise within the policies of this Plan or by the Zoning By-Law.
- e. Development within the Minor Mixed-Use Corridor Designation shall conform with the applicable policies within the Residential Designation, except where more specific policy direction is provided by this Section. Where there is a conflict between the policies of the Residential Designation and the policies of this Section, the policies of this Section shall prevail.
- f. Development in the Minor Mixed-Use Corridor Designation shall generally be part of a comprehensively planned site, where a grouping of permitted uses function with some common parking and/or loading facilities and shared ingress and egress. Freestanding buildings are also permitted on individual sites, provided they do not adversely affect access or traffic circulation within the broader Minor Mixed-Use Corridor Designation.
- g. Within Minor Mixed-Use Corridor Designation, the maximum building height shall be 4 storeys. Notwithstanding the identified maximum height limit, additional building height may be considered by the City on a site by site basis, to a maximum total height of 6 storeys, subject to the height bonus provisions of this Plan and where community benefits have been secured in exchange for additional height. Further, the City may focus its use of the height bonus provisions of this Plan on locations where additional building height may enhance the distinction and landmark quality of corner buildings or visual terminus sites or may accentuate the visual prominence of a site.
- h. When considering an application for a development within the Minor Mixed-Use Corridor Designation, the following shall be considered:
  - i. The landscape, built form and functional character of the surrounding community is enhanced;
  - ii. No undue, adverse impacts are created on adjacent properties in the vicinity;
  - iii. Significant **natural heritage features** and their associate ecological and hydrologic functions are appropriately protected;

- iv. Identified on-site or adjacent **cultural heritage resources** are appropriately conserved;
  - v. The height and massing of nearby buildings is appropriately considered and buffering and/or transitions in height and density to adjacent properties are implemented, where necessary;
  - vi. On-site amenity space is provided and it is reflective of the existing patterns of private and public amenity space in the vicinity, except where deviating from the existing patterns will make a positive contribution to the built form of the City;
  - vii. Streetscape patterns, including block lengths, setbacks and building separations are maintained; and,
  - viii. Utility, infrastructure and transportation system capacity exists to serve the proposed development and there are no adverse impacts on the City's sewer, water, stormwater management and transportation systems.
- i. Development within the Minor Mixed-Use Corridor Designation will have regard for an adjacent land use or area, with respect to existing built form, building mass, height, setbacks, scale, orientation, landscaping, and visual impact. Where a development in the Minor Mixed-Use Corridor Designation abuts a low-rise or mid-rise residential use, or any lands within the Residential Designation, the City shall ensure an appropriate transition between built forms and uses, and shall moderate the height of new development through the application of generally a 45 degree angular plane, setbacks, step backs and/or landscape buffering requirements.
- j. Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. Front yard parking will not be permitted for non-residential uses and mid-rise residential uses and parking and servicing areas shall be located at the rear or side of the building and not visible from the street. The parking and servicing areas must further be set back and appropriately buffered from existing or planned residential areas.
- k. **Public service facilities** shall be planned in coordination with land use planning and in consideration of the following:
- i. **Public service facilities** and public services should be co-located in community hubs and integrated to promote cost-effectiveness;
  - ii. Priority should be given to maintaining and adapting existing **public service facilities** and spaces as community hubs to meet the needs of the community and optimize the long term viability of public investments;

- iii. Existing **public service facilities** that are located in or near **strategic growth areas** and are easily accessible by **active transportation** shall be the preferred location for community hubs;
  - iv. The City shall collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other **public service facilities**; and,
  - v. New **public service facilities**, including hospitals and schools, shall be located within the Settlement Areas and preference should be given to sites that are easily accessible by **active transportation**.
- l. The City may consider the preparation of a Community Improvement Plan to establish a vision for a defined area, identify **public realm** improvement priorities and establish incentive programs to assist the private sector in improving their properties and to encourage the intensification of the corridors in accordance with the City's planned urban structure.
- m. Development in the Minor Mixed-Use Corridor Designation shall be subject to Site Plan Approval and the City will encourage a high standard of urban design. The City will encourage a high standard of design and will continue to rely on the Nodes, Corridors and Downtown Urban Design Guidelines as a basis for the evaluation of Site Plan Applications, where applicable. The City may develop further design guidelines to assist land owners in preparing development plans, and to be used as a basis for the evaluation of site plan applications. The City may also utilize Site Plan Approval to ensure appropriate building materials, colours and architectural details, subject to City adopted guidelines.

## **4.5 Employment Districts**

### **4.5.1 Introduction**

#### ***Intent***

- a. Peterborough's local economy continues to evolve, and needs to be diverse and adaptable to changing trends. The City places a high priority on the protection of its Employment Districts, identified on **Schedule A: Urban Structure**, to preserve its long-term economic health and vitality. Having an appropriate supply of designated land intended to accommodate employment generating land uses is critical to the economic health and fiscal sustainability of the City.
- b. Employment Districts recognize areas with significant existing industrial development, and which may accommodate new, potentially intensified industrial

and supportive uses. The potential for a diversity of uses within the identified Employment Districts requires a recognition and understanding of the diverse circumstances to satisfy the needs of the various users and the community at large. The Employment Districts are expected to provide opportunities for business and commerce, and industrial development. These lands are intended to provide adequate lands for the future needs of this aspect of Peterborough's economy over the time horizon of this Plan.

- c. The redevelopment of outmoded industrial uses to other compatible uses, particularly in conjunction with the Mixed Use Corridors, is contemplated and may be considered where such proposed uses are deemed compatible with surrounding uses, and in conformity with the policies of this Plan.

**Objectives**

- d. The objectives of this Plan with respect to Employment Districts are to:
  - i. Provide opportunities for a diversified economic base which supports a healthy, stable economy and enhances employment opportunities;
  - ii. Ensure that an adequate supply of employment land is designated to maintain a reasonable vacancy rate and that the necessary infrastructure is provided to support current and projected needs;
  - iii. Optimize the efficient use of existing and new infrastructure and land for employment growth through redevelopment, infill and intensification and facilitate the development of **transit-supportive** built forms;
  - iv. Improve the functional relationship and compatibility between industrial establishments and other adjacent uses, including through urban design, streetscaping and an enhanced **active transportation** network;
  - v. Protect Employment Districts from the encroachment of non-employment or auxiliary activities which may undermine their stability by impacting land values, or by the imposition of physical and operational restrictions on employment uses and development; and,
  - vi. Allow flexibility in the range of permitted uses in older industrial areas in transition, while ensuring the protection of the viability of existing uses.

**Designations**

- e. The Employment Districts include the following land use Designations:

- i. Employment Area Designation; and,
- ii. Employment Land Designation.

***General policies applicable throughout the Employment Districts***

- f. Business operations within the Employment Districts are to be protected from intrusions of sensitive land uses that may restrict the operations of existing or planned industrial land users in accordance with the Provincial Land Use Compatibility Guidelines. Residential uses, **major office** uses, major institutional uses and major retail uses are not permitted in the Employment Districts.
- g. All permitted development within the Employment Districts shall be conducted in a manner that prevents pollution from smoke, noise, vibration, odour, dust or other forms of pollution, and be in compliance with all applicable municipal and Provincial policies, standards and guidelines.
- h. Building design, location and treatment should be compatible with surrounding uses. Buildings are expected to present a best face forward design approach, particularly adjacent to the Highway 115 and Arterial Roads, to heighten the aesthetic appeal of the location and the surrounding area, including the use of landscaping.
- i. Adequate parking, loading and garbage collection/storage facilities will be provided on site. To promote a high quality appearance, these facilities, except for a limited amount of visitor parking, should generally not be located between the building(s) and the street. Shared access and parking for adjacent developments is encouraged, together with shared internal roadways, to reduce the need to use local streets. Notwithstanding the above, surface parking should be minimized where possible, and alternative transportation solutions should be considered.
- j. Adequate visual screening between the uses permitted in the Employment Districts and adjacent residential and open space uses shall be provided.
- k. Outside storage or display areas may only be permitted provided that they are properly screened from public view, and shall be subject to the following:
  - i. All storage areas shall be located away from any adjacent existing residential and/or open space uses, or have adequate buffers that will visually screen the storage area from adjacent lands;
  - ii. All buffers, fencing and screening shall visually enhance the site, and shall be of permanent construction; and,

- iii. Where natural landscaping is utilized it shall be of adequate size to appropriately screen the storage area when it is installed.
- l. The City will encourage the design and built form of new development to be transit supportive, compact and pedestrian-friendly.
- m. In reviewing development 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 industrial developments and activities to more sensitive abutting land uses;
  - v. Effective integration of any accessory uses, particularly accessory retail components; and,
  - vi. Sustainable design elements.
- n. Development within the Employment Districts shall be subject to Site Plan Approval, in accordance with the policies of this Plan.

#### **4.5.2 Employment Area Designation**

##### ***Intent***

- a. The Employment Area Designation generally applies to the City's inventory of large modern business parks, typically along the Highway 115 and the rail corridor. Lands within the Employment Area Designation shall include clusters of business and economic activities including, but not limited to, manufacturing, warehousing, and associated retail and ancillary facilities. It is intended that development within the Employment Area Designation will exhibit a high standard of building design and landscaping, and accommodate a full range and mix of employment generating land uses.

##### ***Permitted Uses***

- b. Permitted uses within the Employment Area Designation, as identified on **Schedule B: Land Use Plan**, may include:

- i. Manufacturing in wholly enclosed buildings;
- ii. Warehousing and distribution centres;
- iii. Pharmaceutical uses in wholly enclosed buildings;
- iv. Research and development facilities, including data processing businesses;
- v. Business service establishments; and,
- vi. Limited retail sales of products manufactured, processed or assembled on the premises.

***Development Policies***

- c. This Plan specifically protects the Employment Area Designation for future economic growth and development, recognizing their limited supply and the important contribution that these lands make to the City's economy. To ensure the long-term protection of the existing Employment Area Designation, amendments to this Plan that have the effect of reducing the extent of any Employment Area Designation can only be considered at the time of a Municipal Comprehensive Review.
- d. The City may only consider Employment Area Designation conversions through a Municipal Comprehensive Review process. In considering such a request, it shall be demonstrated to the satisfaction of the City that:
  - i. There is a need for the conversion;
  - ii. An analysis of the City-wide supply of, and demand for lands within the Employment Area Designation identifies a long-term oversupply of lands in the Employment Districts, and in each Employment District Designation;
  - iii. An analysis of the City-wide supply of, and demand for the proposed land use identifies a shortfall in the inventory of land for the proposed use;
  - iv. The City will continue to meet its allocated employment forecasts, as well as the density and intensification targets and any other applicable policies of the Province and/or City;
  - v. The conversion will not adversely affect the overall viability of the adjacent Employment District lands;



- vi. The conversion will not create a land use conflict and/or assists the City in resolving an existing, defined land use conflict;
  - vii. There is existing or planned infrastructure and **public service facilities** to accommodate the proposed conversion; and,
  - viii. Cross-jurisdictional issues have been considered.
- e. The City, upon considering the establishment of new employment uses in existing **Employment Areas** and the extension of **Employment Areas**, shall encourage such uses in locations which:
- i. Take advantage of existing and proposed transportation facilities including main goods movement facilities and corridors and 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 Land Use Compatibility Guidelines established by the Province.

#### **4.5.3 Employment Land Designation**

##### ***Intent***

- a. The Employment Land Designation represents existing pockets of older industrial development that are integrated into the historic fabric of the City. The Employment Land designated lands play an important role in the economy of the City, but it is recognized that, given their location in proximity to residential neighbourhoods or other sensitive land uses, some existing businesses may be better served in the long-term in a more modern location within one of the City's **Employment Areas**.

##### ***Permitted Uses***

- b. Permitted uses within the Employment Land Designation, as identified on **Schedule B: Land Use Plan**, may include:
  - i. Manufacturing in wholly enclosed buildings;
  - ii. Artisan studios, galleries and associated retail sales facilities;
  - iii. Micro-breweries and micro-distilleries and associated retail sales and hospitality facilities;

- iv. Research and development facilities, including data processing businesses;
- v. Recreational facilities and health clubs;
- vi. Business service establishments;
- vii. Auto-focused uses, including gas bars, car wash facilities, vehicle repair shops and vehicle rental/sales facilities;
- viii. Limited retail sales of products manufactured, processed or assembled on the premises; and,
- ix. Contractor and construction premises.

***Development Policies***

- c. The following locational and design features are to be applied to permitted auto-focused uses:
  - i. Gas bars should be limited to no more than two at any intersection; and,
  - iii. Car washing facilities should be located and designed to minimize visual and noise impacts on adjacent properties.
- d. Notwithstanding the policies of this Plan, where appropriate and where negative impacts will not result, the integration of lands in the Employment Land Designation with adjacent non-**employment areas** should be encouraged to develop vibrant, connected and Mixed-Use areas and to ease the transition between different uses.
- e. An application for conversion of a site or area identified as Employment Land on **Schedule B: Land Use Plan** shall be considered through an Official Plan Amendment accompanied by a study that demonstrates to the satisfaction of the City that:
  - i. The conversion will not adversely affect the overall viability of the adjacent Employment District lands;
  - ii. The application has considered the opportunity to replace the jobs that the subject site/area accommodates, or has the potential to accommodate;
  - iii. The application provides opportunities on the subject site/area for the accommodation of other employment generating land uses that may be appropriate to mitigate the defined impact on adjacent sensitive land uses;

- iv. The conversion will not create a land use conflict and/or assists the City in resolving an existing, defined land use conflict; and,
- v. There is existing or planned infrastructure and **public service facilities** to accommodate the proposed conversion.

## **4.6 Natural Heritage System**

### **4.6.1 Introduction**

#### ***Intent***

- a. The City recognizes the important contribution that **natural heritage features** and their associated ecological functions make to the community's unique identity and to the creation of a vibrant, livable City. The **Natural Heritage System** is made up of wetlands, woodlands, valleylands, watercourses, significant wildlife habitat, areas of natural and scientific interest and the linkages between **natural heritage features**. Benefits provided by a functional **Natural Heritage System** include, but are not limited to: flood moderation, erosion control, air quality improvements, pollination services, genetic resources, recreation opportunities and human health. The intrinsic value of natural areas and the flora and fauna that inhabits natural areas are highly valued by the community. Further, it is acknowledged that water and wetlands are sacred and are of utmost importance culturally, physically, emotionally, and spiritually to the Michi Saagig Nation.
- b. Developing a **Natural Heritage System** approach is the preferred method to protecting **natural heritage features** and their associated ecological functions. A **Natural Heritage System** approach recognizes the interdependence of features and functions, and thus seeks to maintain connections among **natural heritage features**, so that their existing ecological functions are maintained or enhanced. In this Natural Heritage System, the existing patterns of natural heritage features have been incorporated along with the identification of Regional Connections on **Schedule E: Natural Heritage and Environmental Constraints** which provide general pathways of connectivity between the City's **Natural Heritage System** and the regional Natural Heritage System for the Growth Plan. Protecting an interconnected system can facilitate adaptations that contribute to the resiliency of habitats and organisms when faced with threats associated with a changing climate.
- c. The **Natural Heritage System** ensures that an appropriate balance is struck between protecting the key elements of the natural environment and the need to accommodate and manage future growth in a sustainable and healthy environment.
- d. It is the intent of this Plan that a comprehensive, functional and resilient **Natural Heritage System** is implemented through strong planning policies that identify and

maintain long-term sustainability of the valuable natural heritage resources within the City, recognizing linkages between and among **natural heritage features and areas**, surface water features and ground water features.

***Objectives***

- e. The **Natural Heritage System** contains significant **natural heritage features** and their associated ecological functions that are currently identified as worthy of preservation within the urban environment of the City. The **Natural Heritage System** also includes policies that identify minimum vegetation protection zones and lands which physically link the significant **natural heritage features** and their associated ecological functions in order to achieve the following objectives:
  - i. Provide opportunities for the protection from the impacts of development of all significant **natural heritage features** and their associated ecological functions that are of Provincial significance and additional natural areas which, in the view of the City, have local or regional significance or value in complementing the urban environment;
  - ii. Provide access, where appropriate, to the **Natural Heritage System** for the purposes of environmental education and nature-based recreation and integrate nature-based recreation opportunities within parks and along walking trails and bicycle routes that facilitate self-powered forms of transportation;
  - iii. Enhance connectivity between the **Natural Heritage System** and the established trail system including the Rotary Greenway Trail, Jackson Park Trail and the Trans-Canada Trail System, and establish new linear connections associated with the Bethune Street Corridor, Bears Creek, Byersville Creek and Harper Creek; and,
  - iv. Promote diversity in the approach to urban development in proximity to the **Natural Heritage System** by appropriate conservation techniques and, where they exist, the integration of significant **natural heritage features** and their associated ecological functions in ways that improve the quality of both the urban and natural environments.

***Designations***

- f. The **Natural Heritage System** includes the Natural Areas Designation, which comprises the environmental features that the City shall protect and conserve.

***General Policies Applicable throughout the Natural Heritage System***

- g. The Adjacent Lands Overlay, which is based on an approximate 120 metre setback from the boundary of the Natural Areas Designation and is identified on **Schedule E: Natural Heritage and Environmental Constraints**, is intended to act as a trigger for the completion of an Environmental Impact Study.
- h. The City will establish Environmental Impact Study guidelines in consultation with the Conservation Authority, Indigenous Communities and appropriate stakeholders to fulfill the policy requirements of this Plan.
- i. Where an application for development and/or site alteration is of a minor nature, the City in consultation with the Conservation Authority, or any other agency having jurisdiction, may waive the requirement to conduct an Environmental Impact Study, or appropriately scope the study requirements.

#### **4.6.2 Natural Areas Designation**

##### ***Intent***

- a. It is the intent of the Natural Areas Designation, identified on **Schedule B: Land Use Plan**, to:
  - i. Protect the health and water quality of the Otonabee River Watershed and all of the subwatersheds within the City;
  - ii. Conserve biodiversity;
  - iii. Protect all significant **natural heritage features** and their associated ecological functions; and,
  - iv. Protect surface and underground water resources.

##### ***Levels and Components***

- b. Natural Areas are designated on **Schedule B: Land Use Plan and Schedule E: Natural Heritage and Environmental Constraints** and are further articulated in **Appendix I**. In recognition of the wide spectrum of natural features that comprise the Natural Heritage System a graduated protective approach is applied that reflects the function and significance of the various system components, as follows:
  - i. Level A features are afforded the highest level of protection and the intent is to protect the form and function of these areas in situ.

- ii. Level B features are important to the overall function of the Natural Heritage System. The intent is to preserve the function that these areas provide to the Natural Heritage System while allowing some flexibility in the protection of the feature in cases where it can be demonstrated that a net gain in function can be achieved through mitigation or a compensation strategy.
- iii. Level C features are recognized for the supporting role they provide to the Natural Heritage System. The preservation and/or replication of the function of these features either on the site or elsewhere in the City is paramount.
- c. Level A is comprised of the following natural heritage features and areas:
  - i. Provincially **Significant Wetlands**;
  - ii. **Significant Woodlands**;
  - iii. Significant Valleylands;
  - iv. Provincially or Regionally Significant Life Science or Earth Science Areas of Natural and Scientific Interest;
  - v. Permanent and Intermittent Watercourses (including Little Lake);
  - vi. Habitat for Threatened or Endangered Species; and,
  - vii. Significant Wildlife Habitat within natural features.
- d. Level B is comprised of the following natural heritage features and areas:
  - i. **Non-Provincially Significant Wetlands**;
  - ii. Non-Significant Woodlands greater than or equal to 0.2 hectares;
  - iii. Non-Significant Valleylands;
  - iv. Locally Significant Life Science or Earth Science Areas of Natural and Scientific Interest;
  - v. Naturally Occurring Waterbodies; and,
  - vi. Significant Wildlife Habitat within semi-natural features.
- e. Level C is comprised of the following natural heritage features and areas:

- i. All wetlands that do not otherwise qualify under Natural Heritage System Level A or Level B;
  - ii. Non-Significant woodlands that are less than 0.2 hectares in area;
  - iii. Ephemeral watercourses; and
  - iv. Significant Wildlife Habitat within or associated artificial features.
- f. Regional Connections are areas that provide a general pathway of connectivity between the Natural Heritage System and the provincial Natural Heritage System for the Growth Plan for the Greater Golden Horseshoe. They are illustrated on **Schedule E: Natural Heritage and Environmental Constraints**. It is the intent that the connectivity function be maintained and where possible enhanced in the vicinity of these areas.
- g. Proximity Linkages occur where Natural Heritage System Level A and Natural Heritage System Level B features occur within 60 metres of each other and a functional linkage (i.e. free of barriers) is present. The intent is that these areas are to be treated in a manner similar to Level B Natural Heritage System features. In the instance of land development, the function may be addressed through various solutions established through site specific investigation and an Environmental Impact Study to determine the location and dimensions best suited to the Natural Heritage System function.
- h. Lands within the Natural Areas Designation are not intended to represent an exhaustive inventory of **natural heritage features** and their associated ecological functions. Additional features and functions may be added to the Designation as more detailed information becomes available. Such information may be incorporated as part of a regular update of this Plan or by Official Plan Amendment. In addition, the City may:
- i. Undertake studies and use environmental data collected through planning studies, environmental assessments, development applications, and other means, to maintain and update the inventory of **natural heritage features** and their associated ecological functions; and/or,
  - ii. Work with other levels of government, the Conservation Authority, local First Nations and the community to gather data on **natural heritage features** and their associated ecological functions and support education, outreach and landowner stewardship programs.

**Permitted Uses**

- d. Permitted uses, subject to the results of an Environmental Impact Study, on lands designated Natural Areas may include:
  - i. Conservation uses;
  - ii. Trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
  - iii. Buildings or structures appropriate and supportive of trails and other associated passive recreational opportunities and facilities;
  - iv. Buildings or structures necessary for flood or erosion control; and,
  - v. Existing lawful uses, restricted to their geographic location as of the date of the passing of this Plan.
- e. The establishment of any permitted use shall demonstrate, through the required Environmental Impact Study, conformity with the below criteria for the applicable Level:
  - i. For Level A features, notwithstanding the permitted uses identified in (d), an Environmental Impact Study shall consider the protection of features and functions associated with the Natural Heritage System as paramount.
  - ii. For Level B features, additional uses may be considered where it can be demonstrated to the satisfaction of the City, in consultation with the Conservation Authority and any other agency having jurisdiction:
    - That there is no negative impact to the function of the features within the overall Natural Heritage System;
    - That a net gain of Natural Heritage System function will be achieved through compensation; and,
    - That conformity with provincial and federal policies/regulations is achieved.
  - iii. For Level C features, additional uses may be considered where there is an opportunity to replicate Natural Heritage System function elsewhere within the City as well as conform with provincial and federal policies/regulations.
  - iv. For Regional Connections, additional uses that maintain or enhance connectivity within the Natural Heritage System may be considered.



- v. For Proximity Linkages, additional uses that maintain or enhance connectivity function through various solutions established through site specific investigation and an Environmental Impact Study to determine the location and dimensions best suited to the Natural Heritage System function may be considered.
- f. In addition to those permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted within lands designated as Natural Areas, subject to the application of specific mitigation measures as set out in an approved Environment Impact Study or equivalent.
- g. Notwithstanding the list of permitted uses, nothing in this Plan requires that every permitted use be permitted on every site. The Zoning By-Law shall establish the appropriate range of permitted uses on a site specific or area wide basis. Further, the full range of permitted uses may not be permitted in instances where the location is subject to area specific policies contained in this Plan.

**Development Policies**

- h. When an Environmental Impact Study or other land use planning document has determined the need for a minimum vegetation protection zone (or buffer), the minimum vegetation protection zone area shall be added to the Natural Areas Designation to protect its ecological and hydrological functions.
- i. A minimum vegetation protection zone shall be established in accordance with Table A. Where an Environmental Impact Study establishes the need for a vegetation protection zone that exceeds the standard in **Table A**, the larger recommended protection zone shall be established.

**Table A: Natural Heritage Feature Minimum Vegetation Protection Zones**

<b>Feature</b>	<b>Minimum Vegetation Protection Zone Width</b>
Provincially Significant Wetlands	30 metres
Non-Provincially Significant or Unevaluated Wetlands	15 metres
Woodlands	10 metres from dripline
Valleylands	10 metres
Permanent and Intermittent Watercourses (Cool/Cold Water)	30 metres
Permanent and Intermittent Watercourses (Warm Water)	15 metres

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Naturally Occurring Waterbodies	15 metres
Significant Wildlife Habitat	To be determined through an Environmental Impact Study
Provincially or Regionally Significant Life Science or Earth Science Areas of Natural and Scientific Interest	To be determined through an Environmental Impact Study
Habitat for Threatened or Endangered Species	To be determined through application of the appropriate legislation

- j. No buildings or structures, nor the removal or placing of fill of any kind whether originating on the site or elsewhere, may be permitted within the Natural Areas Designation, except with the approval of the City, in consultation with the Conservation Authority and any other agency having jurisdiction. Where development and/or site alteration is proposed within the Natural Areas Designation, the City shall require that an Environmental Impact Study be prepared that demonstrates conformity with the requirements consistent with the Natural Heritage System Level that may be affected.
- k. Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied.
- l. Existing legal non-conforming uses within the Natural Areas Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such structures and uses may be considered by the City, subject to the submission of an Environmental Impact Study, in consultation with the Conservation Authority and any other agency having jurisdiction. The application shall demonstrate conformity with the requirements consistent with the Natural Heritage System Level that may be affected.
- m. The removal or destruction of a key **natural heritage feature** or any associated ecological function by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Natural Areas Designation. Restoration, to the satisfaction of the City, in consultation with the Conservation Authority and any other agency having jurisdiction, will be required where the removal or destruction of a key **natural heritage feature** or any associated ecological function by unauthorized development or site alteration has occurred.
- n. Significant changes to the Natural Areas Designation may only be considered through an Official Plan Amendment supported by an Environmental Impact Study.
- o. Minor adjustments to the boundary of the Natural Areas Designation in accordance with the Level classification may be facilitated through an Environmental Impact

Study without the need to amend this Plan. Where a minor adjustment to the boundary of the Natural Areas Designation is approved by the City, in consultation with the Conservation Authority and any other agency having jurisdiction, the adjacent land use Designation as identified on **Schedule B: Land Use Plan** shall apply, without the need to amend this Plan.

- p. Lands within the Natural Areas Designation may be dedicated to the City or other public authority, subject to the approval of the City, without cost and shall not be considered as part of the required parkland dedication.
- q. The City, in coordination with appropriate parties, will evaluate all of the wetlands within the City following the Ontario Wetland Evaluation System for Southern Ontario to determine significance.
- r. Where a negative impact is unavoidable within a Level B Natural Heritage System feature, then the City at its sole discretion, and in consultation with the **Conservation Authority** and any other agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, development and site alteration will only be considered if it can be demonstrated that a **net gain** of Natural Heritage System function will be achieved through compensation (e.g., replacement, restoration, and/or enhancement) as well as conformity with provincial and federal policies/regulations.
- s. Where the proposed establishment of any permitted use within a Level C Natural Heritage System feature is anticipated to result in a negative impact, the City at its sole discretion, and in consultation with the **Conservation Authority** and any other agency having jurisdiction, may accept an approach that replicates the functions to be removed elsewhere within the City, in conformity with provincial and/or federal requirements.

#### **4.6.3 Adjacent Lands Overlay**

##### ***Intent***

- a. The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study in conjunction with applications for development.
- b. The area included within the Adjacent Lands Overlay includes all areas that are within 120 metres and abutting the Natural Areas Designation and is shown on **Schedule E: Natural Heritage and Environmental Constraints**. Areas within the Adjacent Lands Overlay may have associated ecological functions or linkages that are important to the long-term health of the **natural heritage features** within the **Natural Heritage**

**System.** As an Overlay Designation, the policies in this Section of this Plan must be read in conjunction with the policies of the associated underlying land use Designation that is identified for any specific site, on **Schedule B: Land Use Plan**.

***Permitted Uses***

- c. The uses permitted on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use Designation, as identified on **Schedule B: Land Use Plan**, subject to the results of the required Environmental Impact Study.
- d. Notwithstanding c. above, underlying land use Designations do not imply any development rights on any property until the results of the required Environmental Impact Study are known, and the City is satisfied that any development proposed conforms with the requirements of the Natural Heritage System Level that may be affected.
- e. In addition to any permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted within lands delineated as within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environment Impact Study.
- f. The range of permitted land uses within the Adjacent Lands Overlay shall be further refined through the Zoning By-Law.

***Development Policies***

- g. Prior to any lands being considered for development, redevelopment or site alteration, within any area identified as within the Adjacent Lands Overlay, an Environmental Impact Study is to be undertaken by the proponent in accordance with City requirements and approved by the City in consultation with the Conservation Authority and any agency having jurisdiction.
- h. Subject to the conclusions and requirements of the required Environmental Impact Study, the subject lands may be developed in accordance with the permitted uses and development policies of the underlying land use Designation that is identified on **Schedule B: Land Use Plan**. Any changes to the extent of the **developable land area**, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Environmental Impact Statement shall be identified, implemented, regulated or otherwise secured to the satisfaction of the City.

- i. The City may facilitate the protection of any **natural heritage feature** and their associated ecological functions that are identified within the Adjacent Lands Overlay, or any lands within the Adjacent Lands Overlay that about the Natural Areas Designation through the following actions:
  - i. Designating and zoning lands to permit land uses that would be compatible with natural areas;
  - ii. 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;
  - iii. Working in co-operation with the Conservation Authority or parties interested in entering into agreements involving the voluntary stewardship of natural areas or conservation easements;
  - iv. Retaining or acquiring ownership or partial rights such as conservation easements, as a condition of development approvals to preserve and rehabilitate all or strategically significant portions of identified areas or **natural heritage features**;
  - v. Regulating the destruction or removal of trees from properties through the requirement of a permit and agreements for their replacement; and/or,
  - vi. Permitting the alteration of sites and grades on the basis of approved plans for development or explicit permission.

## **4.7 The Rural Transitional Area**

### **4.7.1 Introduction**

#### ***Intent***

- a. This Plan recognizes that the Rural Transitional Area, identified on **Schedule A: Urban Structure** and **Schedule B: Land Use Plan**, constitutes an important component of the City's urban structure and contributes to the local economy. The Rural Transitional Area is intended to identify **excess lands** which, due to their location, physical

features or current level and type of development, are not considered as areas for urban forms of development during the planning horizon of this Plan.

- b. It is the intent of this Plan that the Rural Transitional Area will eventually accommodate urban development on full municipal services in the future and it is therefore the intention of the policies of this Plan to avoid development which might preclude or interfere with the proper and orderly urban development of these areas through appropriate study and amendments to this Plan. While it is expected that existing lawful uses may continue, no development will be permitted within these areas until the lands can be redesignated through a Municipal Comprehensive Review.

***Objectives***

- c. The objectives of this Plan with respect to the Rural Transitional Area are to:
  - i. Protect the potential for future urban development on full municipal services within the Rural Transitional Area, beyond the time horizon of this Plan;
  - ii. Sustain the City's Rural Transitional Area lands as longer term future growth areas while maintaining a secure, financially viable rural resource area; and,
  - iii. Prohibit development on all excess lands to the horizon of this Plan.

## **5.0 COMMUNITY DEVELOPMENT POLICIES**

### **5.1 Cultural Heritage**

#### **5.1.1 Introduction**

- a. Peterborough's **cultural heritage resources** contribute to its unique sense of place, economic vitality and high quality of life for its residents. It is the intent of this Plan that the City's **cultural heritage resources** be identified, conserved, promoted and enhanced wherever possible and that development should occur in a manner which respects the City's heritage.
- b. The City recognizes the importance of **cultural heritage resources** and their contribution to fostering community identity, particularly in the Central Area and other **strategic growth areas**. Significant **built heritage resources** and **cultural heritage landscapes** will be identified and conserved so that they continue to be experienced and appreciated by residents, visitors and future generations.
- c. **Cultural heritage resources** include, but are not restricted to:
  - i. Archaeological sites and marine archaeological sites, including cemeteries and burial grounds;
  - ii. Buildings or sites associated with an historic event or person;
  - iii. Buildings and structural remains of historical and architectural value; and,
  - iv. Urban districts, rural areas, landscapes and views of historical and/or scenic interest.
- d. Heritage planning is a shared responsibility including the Federal and Provincial governments, the City and affected Indigenous Communities. Further, the City will consult with the Arts, Culture and Heritage Committee and the Peterborough Architectural Conservation Advisory Committee on matters related to heritage conservation, such as the listing of designated and non-designated heritage properties, alteration or demolition of properties with cultural heritage value or interest, creation of heritage easements and covenants and the identification of a study area or passing of a plan for a Heritage Conservation District.
- e. It is recognized that the geographic area of the City is located on Treaty 20 Michi Saagiig territory and in the traditional territory of the Michi Saagiig and Chippewa Nations. As such, the City will make every effort to ensure the notification and involvement of all Indigenous Communities having interest in cultural heritage matters, as appropriate.

- f. All new development permitted by the land use policies and designations of this Plan shall:
  - i. Have regard for **cultural heritage resources**;
  - ii. Be planned in a manner that conserves and enhances the context in which **cultural heritage resources** are situated; and,
  - iii. Wherever possible, incorporate these resources into any new development plans.
- g. **Cultural heritage resources** may be conserved using a variety of methods, including but not limited to:
  - i. Heritage Impact Statements and related conservation plans and supportive policies and programs in Community Improvement Plans and Secondary Plans;
  - ii. Municipal and Provincial conservation grants and loans, and other financial incentives;
  - iii. The Municipal Heritage Register;
  - iv. Conservation easements/restrictive covenants;
  - v. Zoning By-Law regulations restricting the use of the lands to current or compatible uses;
  - vi. Urban Design Guidelines;
  - vii. Conditions within Plans of Subdivision; and,
  - viii. Site Plan Approval.
- h. Key historic or cultural events, people and Indigenous place names should be acknowledged on the physical landscape of the City, including but not limited to, street names, park names, public art, civic building naming, and naming of other City assets.

#### **5.1.2 Designation of Cultural Heritage Resources**

- a. The City may designate properties of cultural heritage value or interest, **cultural heritage landscapes** and Heritage Conservation Districts and other heritage elements in accordance with the Ontario Heritage Act.



- b. The City recognizes the need to protect **cultural heritage resources** while also providing a greater level of certainty to the development community to support the achievement of the City's intensification target. To this end, the City shall conduct an evaluation of **cultural heritage resources** as part of its intensification strategy to identify those properties where heritage conservation should be prioritized, as well as identify potential intensification opportunities.
- c. The City may, by By-Law, designate heritage resources in accordance with the Heritage Act if they exhibit or contain one or more of the following:
  - i. The property contributes to the identity of the community or cultural landscape;
  - ii. The property is associated with an historic event or person;
  - iii. The property has architectural significance or distinguishing artistic or cultural value; and/or,
  - iv. The property contains substantial remaining original materials, workmanship and siting.
- d. In consultation with the Arts, Culture and Heritage Committee and Peterborough Architectural Conservation Advisory Committee, property owners and residents, and pursuant to Part V of the Ontario Heritage Act, the City may, by By-Law, designate any area within the City as a Heritage Conservation District. Properties located within a Heritage Conservation District may also be designated under Part IV of the Ontario Heritage Act.
- e. Prior to designating a Heritage Conservation District, the City shall complete a Heritage Conservation District Study that meets the requirements of Section 40.2 of the Heritage Act and follows the Ontario Heritage Tool Kit procedures. Said plan shall be prepared by a qualified heritage conservation professional who is a full member of the Canadian Association of Heritage Professionals, and will set out the objectives and strategies, and identify the heritage value of the district and of the individual properties. The study process will include consultation with the public and any Indigenous Communities having interest.
- f. The City may pass a By-Law to designate an area of interest a Heritage Conservation Study Area for up to one year while the study is being completed, and may require development applicants within the Study Area to complete a Heritage Impact Statement as part of a complete development application that is submitted during that time.

- g. The Study will recommend development control measures to preserve the heritage character of the area. The Heritage Conservation District shall be managed and conserved through alterations, additions, new development, demolitions and removals completed in accordance with the Heritage Conservation District Plan.

### 5.1.3 Cultural Heritage Resource Registry

- a. The City, in consultation with the Arts, Culture and Heritage Committee and the Peterborough Architectural Conservation Advisory Committee, property owners, residents, as well as other local agencies and groups, shall develop and maintain a cultural heritage resource registry, including **built heritage resources** (including contextual elements) and **cultural heritage landscapes**. Properties, landscapes or districts within the Registry will be based on the criteria outlined in this Plan for designation under the Heritage Act, and will include an itemized summary of heritage attributes for each resource.
- b. The City may also list non-Designated properties of cultural heritage value or interest on the Registry in accordance with the provisions of the Heritage Act, and the criteria as established by the City.
- c. Applications for demolition of a Designated heritage building shall be subject to the provisions of the Heritage Act and the City's Demolition Control By-Law and shall be required to submit a Heritage Impact Statement.

### 5.1.4 Heritage Impact Statements

- a. Applications for development of a property that is a Listed or Designated heritage resource having known cultural heritage value, or adjacent to a property having known cultural heritage value, will require a Heritage Impact Statement prepared by a qualified professional. The requirement to prepare a Heritage Impact Statement may also apply to unknown or recorded heritage resources that are discovered during the development application stage or construction. The Heritage Impact Statement shall demonstrate how the heritage values, attributes and integrity of the property are to be conserved and how any impacts may be mitigated.
- b. The character of an individual heritage designated property as defined through a Heritage Impact Statement shall be maintained or enhanced through the careful consideration of plans for additions, alterations, renovation and restoration. It is the intent of the City to conserve and enhance **cultural heritage resources** in their original place, wherever possible. The proposed relocation, removal or demolition of designated structures and the development of new structures on a Designated property shall be subject to the provisions of the Heritage Act and the City's Demolition Control By-Law. As a condition of any development approval, the City may

require specific measures to conserve, restore or otherwise ensure the preservation of any affected cultural heritage resource.

- c. Where an application for development or site alteration is of a minor nature, the City in consultation with any relevant agency, including Indigenous Communities, may waive the requirement to conduct a Heritage Impact Statement, or scope the study requirements.
- d. All Heritage Impact Statements will be prepared by a qualified professional for the proponent in accordance with City requirements and approved by the City in consultation with any agency having jurisdiction, including Indigenous Communities. The City may require that a peer review of the work carried out by the proponent's consultant team be carried out, to be paid for by the proponent.

#### **5.1.5 Heritage Conservation Incentives**

- a. The City, may offer financial incentives to encourage and assist with the conservation, restoration and reuse of heritage resources.
- b. To encourage the conservation, restoration and reuse of heritage resources, the City, may permit:
  - i. Increases in height and/or density in accordance with Section 37 of the Planning Act; and,
  - ii. Expansions of permitted land uses and/or relaxed parking standards through amendments to the Zoning By-Law.
- c. In accordance with the policies of this Plan, and pursuant to Section 28 of the Planning Act, the City may prepare Community Improvement Plans for areas of the City with special heritage qualities to preserve and enhance the character of these areas.
- d. Methods of obtaining funding for the conservation and restoration and reuse of heritage resources through the assistance of the Province and all other appropriate authorities will be investigated.

#### **5.1.6 Archaeological Resources**

- a. Archaeological sites are distributed in a variety of settings across the Peterborough landscape, being locations or places that are associated with past human activities, endeavours, or events that are of cultural heritage value or interest. These sites may occur on or below the modern land surface.

A marine archaeological site is an archaeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water.

- b. The physical forms that these archaeological/marine archaeological sites may take include:
  - i. Surface scatters of artefacts;
  - ii. Subsurface strata which are of human origin or incorporate cultural deposits;
  - iii. Human remains, or the remains of structural features; or,
  - iv. A combination of these attributes.

Where burial sites are encountered during any excavation or other action, the provisions of the Cemeteries Act and its regulations will apply. The appropriate Indigenous Communities will be notified in regard to the encounter of burial sites and **archaeological resources** related to their ancestry.

- c. Upon receiving information that lands proposed for development may include **archaeological resources** or constitute an area of archaeological potential, the City will not take any action to approve the development, and the owner of such land will be required, as part of a Complete Application, to have an Archaeological Assessment and fieldwork studies carried out by a licensed archaeologist in accordance with the Provincial standards to:
  - i. Assess the property;
  - ii. Assess the impact of the proposed development;
  - iii. Indicate methods to mitigate any negative impact of the proposed development on any **archaeological resources**, including methods of recovery and preservation; and,
  - iv. Comply with current Provincial standards and guidelines for consulting archaeologists.

If an area is considered to be an area of marine archaeological potential, particularly along shorelines and waterfronts, the City shall require the proponent to carry out a marine archaeological assessment by a licensed marine archaeologist to the satisfaction of the City and the Province pursuant to the Ontario Heritage Act.

- d. 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 conservation in situ, with conservation in situ being the preferred option. Where significant **archaeological resources** must be preserved in situ, only development and site alteration which maintains the heritage integrity of the site may be permitted.
- e. Where areas of archaeological potential or **archaeological resources** are identified through an Archaeological Assessment and are found to be Indigenous in origin, the proponent is required, through their consultant archaeologist, to ensure all Indigenous Communities having interest as identified by the City receive a copy of the Archaeological Assessment Report prior to the development proceeding. The City will engage local Indigenous Communities to ensure the identification and appropriate protection of significant Indigenous archaeological resources. Early and on-going engagement with Indigenous communities throughout the Archaeological Assessment process is encouraged as appropriate.

Where the preservation of the **archaeological resources** in situ is not possible, the proponent should engage with all Indigenous Communities having interest as identified by the City to address their interest in the resource and define interpretive and commemorative opportunities related to the resource.

These measures will apply to any development projects, including infrastructure development, conducted by private property owners or the City of Peterborough.

- f. The City intends to cooperate with the Provincial government to designate archaeological sites in accordance with the Ontario Heritage Act. The City may also adopt By-Laws for prohibiting any land use activities on a site which is a significant archaeological resource.
- g. It is the policy of the City to keep confidential the existence and location of **archaeological resources** to protect against vandalism, disturbance, and the inappropriate removal of resources. The City's Cultural Heritage Resource Registry may, however, include available archaeological resource data and locations, and relevant mapping from the Provincial archaeological database, under the provisions of a Municipal-Provincial Data Sharing Agreement. These site data and locations will be maintained for the purpose of heritage conservation planning and development review. The mapping database will be updated regularly when appropriate, as new **archaeological resources** are identified.
- h. The City may, in partnership Indigenous Communities, and other stakeholders, prepare an Archaeological Management Plan, to be reviewed on the same schedule as this Plan. A Contingency Plan will also be prepared, with the advice of a licensed archaeologist and the Province and adopted by By-Law, for emergency situations to

protect **archaeological resources** that are accidentally discovered or are under imminent threat(s).

#### **5.1.7 Heritage Master Plan**

- a. The City will prepare a Heritage Master Plan, which is undertaken by qualified heritage consultants including individuals licensed under the Ontario Heritage Act. The Heritage Master Plan will identify and map **cultural heritage resources** including known provincially registered archaeological sites, features, landscapes or districts. A Heritage Master Plan would also outline policies, programs and strategies to conserve significant **cultural heritage resources**.
- b. The preparation of a Heritage Master Plan should be guided by the Arts, Culture and Heritage Committee and the Peterborough Architectural Conservation Advisory Committee with direct representation of all Indigenous Communities having interest as identified by the City.

### **5.2 Housing**

- a. Housing is vital to the creation of healthy, sustainable, and **complete communities**. Residents of all ages, income levels and abilities rely on a range and mix of housing types to offer a meaningful place to grow and a safe and secure place to live. An appropriate range of housing choices contributes to the overall health and well-being of communities.
- b. Facilitating an appropriate and adequate mix of housing types and tenures is central to accommodating not only existing needs but also new growth. By creating a multitude of opportunities, the supply of housing available within the City can more effectively respond to local housing needs and changes in demand, particularly as the existing population ages and as the City strives to attract young families and professionals. The policies of this Plan aim to create an inclusive and diverse community through the provision of an appropriate range of housing choices.

#### **5.2.1 Housing Production**

- a. The City acknowledges the need to ensure the provision of an adequate supply and variety of housing, including **affordable** housing, with different forms and levels of tenure and cost. In an effort to provide housing opportunities, the City will strive to maintain a supply of land through residential intensification, redevelopment, and, as necessary, lands designated and available for residential development. This will include a three year supply of land zoned for residential intensification and residential lots/units in registered and draft plan approved subdivisions within the context of the population target to 2041 contained in this Plan.

- b. The City shall maintain at all times servicing capacity sufficient to provide 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.
- c. The City 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.

#### **5.2.2 Housing Supply**

- a. The City shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
  - i. Permitting and facilitating all forms of housing required to meet the social, health and well-being needs of current and future residents, including **affordable**, accessible and **special needs** housing;
  - ii. Supporting all forms of residential intensification, including **secondary suites**, and redevelopment in appropriate locations, with an emphasis on Peterborough's **strategic growth areas**;
  - iii. 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;
  - iv. Promoting new housing at densities which efficiently use land, resources, infrastructure and **public service facilities**, and which support the use of **active transportation** and transit in areas where it exists or is to be developed; and,
  - v. Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate a compact built form, while maintaining appropriate levels of public health and safety.
- b. The City shall require:
  - i. Greater housing diversity by requiring a mix of housing types, sizes and densities in new development and encouraging a mixture of tenures, unit sizes and affordability which will accommodate changes in community needs over time; and,

- ii. Opportunities for increased housing densities and intensification for residential development.
- c. It is important to maintain and improve the existing housing stock to acceptable property standards and to allow for the appropriate intensification to new and innovative housing. Based on an assessment of need, the City should identify neighbourhoods as Community Improvement Areas, and plan for, and implement neighbourhood improvement programs, in accordance with the applicable policies of this Plan.

### **5.2.3 Accessible, Assisted and Affordable Housing**

- a. The City has developed a Housing and Homelessness Plan, in consultation with the County and Townships, that establishes a strategy to meet the current and future **affordable** housing needs of all residents. The City will strive to achieve the targets for the provision of **affordable** housing identified in the Housing and Homelessness Plan, specifically **affordable** housing for low and moderate income households, seniors, families and singles, and those requiring support services.
- b. The City requires that at least 10 per cent of all new residential units be **affordable** housing.
- c. **Affordable** housing shall be supplied in a variety of housing types, provided for a range of family sizes and encouraged in all neighbourhoods within the City.
- d. The following planning strategies may be considered by the City in an effort to achieve **affordable** and accessible housing objectives:
  - i. Promote infill development, which includes higher density housing forms where housing is more **affordable** due to reduced per unit land costs. Increased residential densities shall be supported in appropriate locations, in accordance with the policies of this Plan;
  - ii. Encourage the development of smaller dwelling units, where housing is considered more **affordable** due to lower construction costs;
  - iii. Support alternative residential development standards to facilitate **affordable/accessible** housing and a more compact development form;
  - iv. Encourage the inclusion of **affordable** accessible housing units within subdivisions and other developments;
  - v. Develop educational materials to increase awareness of innovative and non-traditional housing models that make home ownership more **affordable**;



- vi. Ensure that the provisions of the Zoning By-Law are sufficiently flexible to permit or explore a range of innovative housing types and sizes, including **secondary suites**, accessory dwelling units, **garden suites**, cohousing, tiny homes, communal housing and life-lease housing;
- vii. Encourage the development of housing geared to lower income seniors, including housing models that allow seniors and residents with disabilities to stay in their own home for longer;
- viii. Support **affordable** and accessible independent living options that address the needs of an aging population and persons with disabilities.
- x. Support, where appropriate, the conversion of single-detached dwellings into multiple dwellings, subject to an appropriate approval process and compatibility with existing development;
- xi. Encourage the renovation and rehabilitation of residential uses above commercial uses;
- xii. Encourage the provision of **affordable** housing as a community benefit in accordance with the height bonus provisions of this Plan; and,
- e. The City will encourage and assist, where possible, in the creation of **affordable** housing by:
  - i. Exploring opportunities for fast-tracking development applications that are providing **affordable** housing;
  - ii. Partnering with the private sector and other levels of government to implement housing programs that assist in the creation of **affordable** housing;
  - iii. Considering **affordable** or accessible housing as priority uses for surplus City-owned land and working with other levels of government to make surplus land available to providers of **affordable** or accessible housing development at little or no cost;
  - iv. Applying for government grants and/or subsidies, including land dedication, that will reduce overall development costs;
  - v. Informing the community of government grants available to encourage the creation of **secondary suites**, converted units, and accessory units;
  - vi. Exempting secondary suites from development charges;

# CITY of PETERBOROUGH

## Official Plan

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- vii. Discouraging the demolition of rental apartment buildings with more than 4 rental apartment units, unless replacement units are provided and the rents of the replacement units are at, or below the average market rents in the City at the time of the application;
  - viii. Discouraging the conversion of rental apartment dwellings or units to short term vacation rental occupancy;
  - ix. Considering the reduction of parking requirements for projects that provide **affordable** or accessible housing;
  - x. Supporting and assisting the non-profit housing sector, where possible, in providing **affordable** housing and related services; and,
  - xi. Providing financial relief from development, planning, permit, and other fees normally charged for projects or in the form of tax incentives and payment of fees through mechanisms such as a Municipal Capital Facilities By-Law and a Community Improvement Plan for projects that provide permanent **affordable** or accessible housing.
- f. The City will work with developers to maximize the provisions of **affordable** and/or by:
- i. Encouraging an adequate mix of rental and ownership tenure units for a wide range of household types, particularly for larger development applications; and,
  - ii. Requiring that new subdivisions provide a variety of housing types and densities which contribute to meeting the City housing targets as set out in the City's Housing and Homelessness Plan.
- g. The location and development of accessible, assisted and/or **affordable** housing units will have regard for the proximity of transit and **active transportation** routes, schools, recreation facilities, open space and commercial areas and other amenities.
- h. **Secondary suites** shall be permitted and encouraged within single-detached, semi-detached, townhouse dwellings and detached accessory buildings throughout the City. **Garden suites** shall be permitted and encouraged on residential lots containing single-detached dwellings.
- i. **Infill housing** will be encouraged in all residential areas subject to the following provisions:

- i. **Infill housing** shall be designed to be compatible with adjacent properties and be sensitive to the continuity of the existing residential streetscape; and,
- ii. 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.
- j. Subject to applicable legislation, the City may pass a By-Law to guide and set criteria for inclusionary zoning as a means to meet affordability objectives as set out in the City's Housing and Homelessness Plan.

#### **5.2.4 Conversions of Rental Housing**

- a. Conversion of an existing rental housing project to condominium ownership shall be conditional upon:
  - i. Council approval;
  - ii. Approval of condominium plan under the Planning Act and Condominium Act
  - iii. The results of a Rental Market Impact Study/Rental Housing Conversion Assessment;
  - iv. Satisfactory incentives being provided to established tenants to allow them to purchase or remain in the unit after the conversion to condominium;
  - v. The completion of an independent engineering study, funded by the developer, to determine:
    - The structural integrity of the building;
    - Any Building Code and maintenance deficiencies;
    - An appropriate replacement reserve, pursuant to the Condominium Act; and,
    - The need for landscaping and site servicing improvements.
  - vi. An agreement with the City by the developer to:
    - Undertake all remedial work identified in the engineering study prior to registration;

- Create and fund a replacement reserve in accordance with the engineering study; and,
  - Enter into a new site plan agreement to upgrade all site improvements to current design standards; and,
- vii. The completion of any conditions of approval in accordance with the Council decision.

The City will discourage the conversion of rental housing units to condominium when the vacancy rate for rental accommodation is below 3 per cent.

- b. The City may approve a conversion of rental housing to condominium if the conversion results in the creation of **affordable** home ownership housing.

#### **5.2.5 Monitoring the Housing Supply**

- a. In order to track the City's housing stock, the City should monitor, evaluate and report on changes within the housing market as well as the City's progress in achieving its housing objectives through implemented housing policies including:
- i. The inventory of vacant lands and lands with the potential for development;
  - ii. The **affordable** housing target identified within this Plan;
  - iii. The supply of lands designated for residential uses; and,
  - iv. Residential construction activity, including the tenure and type of housing (single detached, semi-detached, townhouse, **secondary suites**, **garden suites** and multi- unit forms) being developed.
- b. The City shall review infrastructure programs so that any constraint on the supply of serviced residential land can be identified and overcome.

### **5.3 Parkland and Open Space**

- a. The shoreline of the Otonabee River, Little Lake and the Trent Severn Waterway, supplemented by other key regional and community parks and trails, will be set aside as part of the City's parks and open space network. A complementary program to provide active and passive open space and recreation facilities will 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 will be placed on ensuring the continuity and accessibility of a connected system of parkland throughout the City of Peterborough.

- b. The City will seek to manage municipally-owned land in an environmentally conscientious manner. This will 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.
- c. Development of parks and recreation facilities will be guided by the preparation of a 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture. The document may describe design standards for facilities and rationalize the development of City parkland and provision of recreation facilities. The 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture 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.

#### **5.3.1 Provision of Parkland**

- a. The City will, wherever possible, consolidate parkland and provide a continuous linked system of open space using linear parks and trails systems to connect larger blocks of parkland. The City will promote, wherever practical, opportunities to link parks and open space through pedestrian pathways, sidewalks, trail systems, bicycle routes, natural heritage corridors, utility or hydro corridors and drainage systems.
- b. The City will provide a public park system that provides opportunities for physical recreation, socialization, cultural pursuits, community identification, **active transportation**, nature appreciation and education.
- c. The City will strive to expand the supply of parkland, community facilities and recreation services through direct provision and partnership arrangements. This will include maximizing the use of existing facilities and services, as well as joint ventures and facility sharing with other institutions and community groups.
- d. Where applicable, lands to be reserved for future public open space and trail linkages will be identified as part of a development proposal.

#### ***A Five-Tiered Classification System***

- e. City parkland and other public and publicly available open space have been organized into five categories that represent a hierarchy of parks and other open space. Placement in the hierarchy is based principally on:
  - i. The distance that most visitors travel to make use of/appreciate facilities and features;

- ii. The level/scale of outdoor and indoor facilities
  - iii. The degree of uniqueness and/or specialty of facilities, features and other assets (including geological features, built heritage and **natural heritage features**), and,
  - iv. The location within the urban or suburban part of the City.
- f. The five categories within the parkland hierarchy are:
- i. Regional Parks and Other Open Spaces;
  - ii. Community Parks and Other Open Spaces;
  - iii. Neighbourhood Parks and Other Open Spaces;
  - iv. Pocket Parks; and,
  - v. Urban Park Spaces.
- g. The fifth category (Urban Park Spaces) has been developed to respond to the accelerating trend toward significantly increasing density in the downtown and the eight designated high-density mixed-use **strategic growth areas** that will be located throughout Peterborough. The pedestrian realm network within the **strategic growth areas** will contain a hierarchy of Urban Park Spaces that is unique to these areas.

### **5.3.2 Regional Parks and Other Open Spaces**

#### ***Purpose***

- a. Regional Parks are intended to accommodate a wide array of opportunities that appeal to people of all ages, abilities and cultures. The unique features and the higher scale of culture and recreation facilities found in Regional Parks attract visitors from across the City and beyond. They can contain museums, clusters of outdoor sport facilities, culture and recreation centres, specialized recreation facilities, venues for large public gatherings and events, marinas, campgrounds, display gardens, beaches, waterplay facilities, playgrounds, and other facilities of a scale and purpose suitable for a Regional Park.
- b. Regional Parks assist in protecting and enhancing the image of Peterborough as a ‘city in the country’. They can protect natural and historic features from the impacts of development. They can act as a buffer for a high-value natural heritage feature, where required. Regional Parks can be integral to the linked open space system, recreational trail network and **active transportation** system. Regional Parks can restrict

development from occurring in areas that would be hazardous and in doing so, provide naturally vegetated amenity space for passive recreation and nature appreciation. Typically, this level of park and other open space attracts day-use activities but could include a campground or marina.

***Planning + Design Guidelines***

- c. This category of open space includes City parkland and other public and publicly-available open space with a similar purpose and draw (e.g., County, federal and provincial parkland; a post-secondary education campus; Conservation Authority lands; golf courses; older adult centres, the Canadian Canoe Museum, etc.). The following planning and design guidelines apply to Regional Parks and Other Open Spaces:
  - i. Generally, these are large parks, but can also be small properties, depending on the focus, features and functions;
  - ii. If the focus of a Regional Park is ‘active’ recreation, it should be predominantly prime/table land;
  - iii. All or part of a Regional Park or Other Open Space may include storm water retention features, steeply sloping (hazardous) lands, waterfront and **natural heritage features** – including identified **natural heritage features**;
  - iv. If a Regional Park is principally or entirely comprised of **natural heritage features**, the property may be called a nature reserve or similar name;
  - v. If a Regional Park is not considered a nature reserve, it should be accessible and appealing to all residents - and be useable year-round;
  - vi. Generally, Regional Parks should be highly visible and accessible to the full range of transportation modes, including public transit and **active transportation**. Directional signage should be provided on arterial streets throughout the City to indicate appropriate street access to these parks. Where possible, secondary access should be provided along linked public lands for cyclist and pedestrians;
  - vii. New Regional Parks should be designed with a minimum of 25 per cent of the perimeter exposed to Arterial or Collector Roads. Variations will only be considered on the basis of the specific role or focus of the park identified by the Arenas, Parks and Recreation Advisory Committee and/or the 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture;

- viii. Special focus parks should be designed to ensure that activities in certain parts of the park do not detract from the primary focus of the park;
- ix. Where Regional Parks incorporate river banks, wetlands, significant woodlots and other environmentally sensitive features, the design of the park should be respectful of and sensitive to these **natural heritage features**;
- x. Regional Parks can celebrate arts, history and culture
- xi. Regional Parks may celebrate and/or acknowledge indigenous placemaking/history; and,
- xii. Regional Parks that accommodate large public gatherings and sport tournaments should include public washroom facilities, as well as off-street parking facilities, wherever possible.

### **5.3.3 Community Parks and Other Open Spaces**

#### ***Purpose***

- a. Positioned between Regional and Neighbourhood parkland, Community Parks attract visitors from beyond a neighbourhood to the across the City. Typically, Community Parks do not attract much if any visitors from beyond the City. Although the focus of Community Parks is typically on higher level outdoor sports facilities (lit and unlit ‘intermediate’ and ‘senior’ in scale), they can also accommodate a wide variety of other active and passive culture and recreation facilities and features. Community Parks can be partially or completely comprised of **natural heritage features**. They can also contain large-scale landscape features to enhance urban aesthetics in high profile locations.

#### ***Planning + Design Guidelines***

- b. The following planning and design guidelines apply to Community Parks and Other Open Spaces:
  - i. Size can vary from very small to 40 hectares (and larger), depending on role and characteristics. If a Community Park is principally as sports park, the minimum size should be 10 hectares;
  - ii. Generally, Community Parks should be highly visible and accessible to the full range of transportation modes, including public transit and **active transportation**;



- iii. New Community Parks should be designed with a minimum of 25 per cent of the perimeter exposed to public streets, preferably Arterial or Collector Roads. Variations will only be considered on the basis of the specific role or focus of the park identified by the Arenas, Parks and Recreation Advisory Committee and/or the 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture;
- iv. It is appropriate for a Community Park to be located adjacent to a secondary school, elementary school or post secondary education campus - with the sites planned and developed into a joint park/school open space campus where facilities are shared with the community. Sometimes, it is appropriate to similarly share with a place of worship;
- v. Community Parks that accommodate public gatherings and sport tournaments should include public washroom facilities, as well as off-street parking facilities, either on-site or in conjunction with adjacent lands, wherever possible;
- vi. Although most Community Parks should be predominantly or entirely prime/table land to support the primary focus on active recreation, some sites (or parts of sites) can incorporate a storm water retention feature, steeply sloping lands and/or **natural heritage features**;
- vii. Ideally, Community Parks should be linked to the municipal and regional trail network, greenway system and the transit system;
- viii. Community Parks should be appealing and accessible to all residents - and be useable year-round;
- ix. Community Parks can celebrate arts, history and culture
- x. Community Parks may celebrate and/or acknowledge indigenous placemaking/history; and,
- xi. If a Community Park is not focused on a natural heritage feature or an historic entity, the location should be influenced by criteria such as: direct access to high traffic roads and public transit, as well as being a high visibility property.

### **5.3.4 Neighbourhood Parks and Other Open Spaces**

#### ***Purpose***

- a. Neighbourhood Parks are intended to serve the close-to-home social and recreation needs of a neighbourhood or part of a neighbourhood – and to be ‘a gathering place for the neighbourhood’. The scale, size and appeal of Neighbourhood Parks and other open spaces and associated facilities provide opportunities for less

organized/structured, passive leisure and social activities, contribute to the aesthetics of Neighbourhoods and enhance the connectivity of parkland and other open spaces. Neighbourhood Parks are to be provided at a rate of approximately 1 hectare per 1,000 residents and serve the population that is within about a 5 minute walk (400 metre radius) from the Park.

***Planning + Design Guidelines***

- b. The following planning and design guidelines apply to Neighbourhood Parks and Other Open Spaces:
- i. A Neighbourhood Park shall be within approximately 0.5 - 1.5 hectares in size. Parks of less than 0.5 hectares may be established or retained only where:
    - The property may potentially form part of a linear park;
    - The property could be merged with an adjacent schoolyard; or,
    - No alternative public open space opportunities exist within a service radius of 400 metres;
  - ii. People (especially children) should not have to cross a busy street (high capacity arterial road) to access a Neighbourhood Park;
  - iii. Neighbourhood Parks should incorporate outdoor facilities and features that suit the scale and role of this category of park; therefore unlit, smaller-scale and unscheduled facilities are preferred;
  - iv. Neighbourhood Parks should be appealing to all age groups and accessible to all residents;
  - v. Neighbourhood Parks should be linked to the municipal trail and sidewalk systems - and some can be linear in shape;
  - vi. For new Neighbourhood Parks, ensure that a minimum of 25 per cent of the perimeter fronts onto a street, and most of the park is visible from the street(s). Variations will only be considered on the basis of the specific role of the park identified by the Arenas, Parks and Recreation Advisory Committee and/or the 10-Year Strategic Plan for Recreation, Parks, Arenas and Culture;
  - vii. Although most or all of the Neighbourhood Park site should be prime/table land, preservation and rejuvenation of **natural heritage features** is encouraged;

- viii. In some cases, it is preferred that a Neighbourhood Park be located adjacent to an elementary or secondary school and jointly planned, developed and used as a park-school campus; and,
- ix. Off-street parking is not required within Neighbourhood Parks.

### **5.3.5 Pocket Parks**

#### ***Purpose***

- a. Pocket parks are small, intensively developed spaces generally located outside of the Central Area and Mixed Use Corridors, as identified on **Schedule A - Urban Structure**. Pocket Parks located in suburban areas of the City have two purposes:
  - i. To augment the role of Neighbourhood Parks in the existing residential neighbourhoods; and,
  - ii. To improve the public use and appearance of curb extensions and road islands (green streets).

#### ***Planning + Design Guidelines***

- b. The following planning and design guidelines apply to Pocket Parks:
  - i. Pocket Parks are small spaces, of variable scale based on the adjacent urban fabric;
  - ii. Generally the service area for a Pocket Park is within a 2 to 5 minute walk (approximately 150-400 metres) of residents;
  - iii. Designed, developed and maintained to support more intensive levels of use than Regional, Community and Neighbourhood Parks;
  - iv. Pocket Parks should be:
    - Attractive and welcoming – and draw people in;
    - Useable by all age groups, and,
    - Usable in all seasons;
  - v. These spaces can celebrate arts, history and culture;

- vi. Pocket Parks may celebrate and/or acknowledge indigenous placemaking/history; and,
- vii. Pocket Parks should be highly visible, intensively developed and contain facilities and features that complement other nearby parks - and align with the needs and interests of nearby residents.

### **5.3.6 Urban Park Spaces**

- a. Urban Park Spaces are to be located within the Central Area and the Mixed Use Corridors identified on **Schedule A - Urban Structure** where intensified development forms are to be promoted. Urban Park Spaces are pedestrian-friendly spaces that accommodate socializing in a dense urban area. They include both hard and soft landscape elements and are equipped with ample amenities that respond to the needs of the adjacent mixed-use community. It is expected that all of the Primary Urban Park Spaces be acquired, owned, developed and maintained by the City, notwithstanding that there may be opportunities where private ownership options are appropriate.

#### **5.3.6.1 Primary Urban Park Spaces**

- a. The two primary components of the parks and open space system within the intensively developed **strategic growth areas** are Urban Community Parks and Urban Squares.

#### **Urban Community Parks**

- b. Urban Community Parks are the largest and highest profile component of the Urban Park hierarchy. They are intended to be the primary focal point of a Growth Area. They are expected to provide multifunctional flexible space and programming for large-scale social gatherings, festivals and civic functions, and to accommodate facilities for the entire community. Urban Community Parks may include concert venues, public markets, water play, playgrounds and organized or unorganized sporting activities for all age groups and abilities and are to be developed with the following criteria in mind:
  - i. Expected to be greater than 8,000 square metres in size, and can be much larger;
  - ii. Have frontage on at least two public streets but may be surrounded by public streets where the scale of the park is appropriate;
  - iii. Be designed such that they provide 40 per cent of the area of the park in tree canopy by the end of the tenth year after its opening;

- iv. Be primarily soft surfaced and green but may include hard surface elements;
- v. Include substantial programmable spaces such as performance venues, sports fields, courts and playful elements for children;
- vi. Include seating and a full furniture program (e.g., lighting, facilities for dogs, facilities for seniors, facilities for children and youth, water features and public art).

**Urban Squares**

- c. Urban Squares are moderately-scaled components of the Pedestrian Realm Network. Urban Squares may provide multifunctional space and programming for social gatherings, festivals and civic functions. Urban Squares are community focal points that should accommodate special features such as public art that adds to visual interest and contributes to placemaking. They are expected to develop with the following criteria in mind:
  - i. Expected to be greater than 1,000 square metres in size, but generally less than 8,000 square metres;
  - ii. Expected to serve the resident population and /or local business community within approximately a ten-minute walk or 800 metres;
  - iii. Have frontage on at least one public street but may be surrounded by public streets where the scale of the square is appropriate;
  - iv. Require that adjacent built form have primary and active frontages facing the Urban Square, where appropriate;
  - v. Be designed such that they provide 40 per cent of the area of the square in tree canopy by the end of the tenth year after its opening;
  - vi. Be primarily hard surfaced but may include soft surface elements;
  - vii. Include community and civic spaces, as well as performance venues and playful elements for children; and,
  - viii. Include seating and a full furniture program (e.g., lighting, opportunities for outdoor cafes and restaurants, facilities for seniors, facilities for children and youth, water play features and public art).

**5.3.6.2 Secondary Urban Park Spaces**

- a. Secondary Urban Park Spaces are typically smaller than Primary Urban Park Spaces and are generally wholly integrated within/adjacent to buildings. It is the intent that Secondary Urban Park Spaces may be publicly or privately owned. They are important connectors within the Public Realm Network and provide diversity and interest within the Central Area and the Mixed Use Corridors. Secondary Urban Park Spaces include: Urban Pocket Parks, Sliver Parks, Courtyards and Connecting Links.
- b. Privately owned Urban Park Spaces will only be considered as part of the required parkland dedication of the Planning Act, where the City is satisfied that the park space component is accessible to the public, has been designed to City standards, and is to be maintained to City standards. Legal agreements to ensure the long-term satisfaction of these requirements will need to be established.

**Urban Pocket Parks**

- c. Urban Pocket Parks are small, pedestrian-friendly spaces that accommodate socializing in dense urban areas. Urban Pocket Parks are key elements of the interconnected Public Realm Network. They provide social spaces animated by their adjacent uses such as cafes and shops. Urban Pocket Parks are expected to develop with the following criteria in mind. Urban Pocket Parks are intensively developed and used. They are expected to develop with the following criteria in mind:
  - i. Expected to be less than 1,000 square metres in size, but generally greater than 75 square metres;
  - ii. Generally, within a 2 to 5 minute walk (approximately 150-400 metres) of residents, visitors and business within a high density, mixed-use neighbourhood;
  - iii. Have frontage on at least one public street but may be surrounded by public streets where the scale of the park is appropriate;
  - iv. Require that adjacent built form have primary and active frontages facing the park, where appropriate;
  - v. Be designed such that they provide 50 per cent of the area of the park in tree canopy by the end of the tenth year after its opening; and,
  - vi. Be primarily hard surfaced but may include soft surface elements.

**Sliver Parks**

- d. Sliver Parks are narrow linear spaces that often front retail spaces and function as a substantially widened sidewalk, creating plazas or forecourts between the face of the

adjacent building and street right-of-way. They are extensions of the public sidewalk system. Sliver Parks should be established adjacent to building frontage, wherever possible. Transparent and accessible at-grade uses adjacent to Sliver Parks will help to animate the space, improve safety and encourage use. Sliver Parks are expected to develop with the following criteria in mind:

- i. Are small, and will have variable sizes based on the urban fabric;
- ii. No specific service area. Sliver Parks will be provided where appropriate;
- iii. Require that adjacent built form have primary and active frontages facing these open spaces;
- iv. Be primarily hard surfaced, with limited planting and soft surface elements; and,
- v. Be flexible to accommodate spill out retail space, as well as outdoor cafes and restaurants.

***Courtyards***

- e. Courtyards are interior or exterior spaces that are surrounded by buildings, and are lined with small stores, restaurant and outdoor cafes. They promote a high standard of quality and pedestrian comfort. Courtyards should contribute to the logical wayfinding system and help to establish a fine-grained Pedestrian Realm Network.
- f. Indoor and outdoor Courtyards are sometimes public spaces but are often privately owned and publicly accessible. Although they all enable pedestrians to travel through the community quickly and easily, many are destinations unto themselves with seating, restaurants and retail frontages, and public art. They provide valuable opportunities to improve connections between the public sidewalk system and the other components of the Pedestrian Realm Network. Courtyards are expected to develop with the following criteria in mind:
  - i. Small spaces based on the adjacent urban fabric;
  - ii. No specific service area. Courtyards will be provided where appropriate;
  - iii. Have several egress opportunities to the public sidewalk system;
  - iv. Require that adjacent built form have primary and active frontages facing the courtyard space; and,
  - v. Have a combination of high quality landscaping and hard surfaces.

***Connecting Links***

- g. Connecting links are outdoor walkways that may be linked with small stores, restaurants and outdoor cafes. These spaces are sometimes public spaces but are often privately owned and publicly accessible. Although they all enable pedestrians to travel through the community quickly and easily, many are destinations unto themselves with seating, restaurants and retail frontages, and unique public art. Connecting Links provide valuable opportunities to improve connections between the public sidewalk system and other components of the Pedestrian Realm Network. They will play an important role in creating a logical wayfinding system and assist in the establishment of a more beautiful and inviting Pedestrian Realm Network within the Growth Areas. Connecting Links are expected to develop with the following criteria in mind:
  - i. No specific size guideline;
  - ii. No specific service area. Connecting Links will be provided where appropriate;
  - iii. Be provided in high pedestrian volume areas, for easy of movement, as well as the creation of unique urban spaces;
  - iv. Be located between pedestrian destinations and may become destinations themselves;
  - v. Have opportunities for retail along their length, or alternatively, a green, soft landscape treatment with plantings and lighting;
  - vi. Be safe and secure with adequate lighting; and,
  - vii. Width should consider scale of adjacent buildings.

**5.3.7 Parkland and Stormwater Management**

- a. In cases where parks or portions of parkland include or are designed to include stormwater management facilities, such facilities would be subject to the approval of the City and the Conservation Authority. Where substantial changes to grades are necessary as a part of a stormwater management facilities, or the presence of water precludes the use of portion of the land for parkland purposes, the stormwater management facility shall not be accepted as a part of a parkland dedication.
- b. The following principles shall be adhered to in the design of stormwater facilities involving parkland or other open spaces, or identified by the Official Plan:



- i. Stormwater will be considered a resource rather than a waste product of development;
  - ii. Stormwater facilities will be designed to maintain or improve the ecological integrity of the environment;
  - iii. Where open watercourses exist, or are used for stormwater management purposes, they are to be retained, wherever feasible, in their uncovered, unchannelized, natural state in order to maintain the natural integrity of the watercourse; and,
  - iv. Artificial stormwater facilities will be designed, wherever possible, to provide community amenities. Shore land immediately adjacent to watercourses shall be planted to establish riparian buffers for the protection of water quality. Where possible, such facilities will be designed with naturalized edges to a standard that would not require fencing from the standpoint of public safety.
- c. Stormwater management facilities shall not be generally accepted as parkland dedication.

#### **5.3.8 Parkland and Educational Facilities**

- a. It is recognized that school sites often provide an important open space resource within the community and the City will continue to co-operate with the local Boards of Education in obtaining new school sites and integrating such sites with municipal parkland.
- b. 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.
- c. Where the land base for school sites is provided on the basis of 5.5 hectares / 1000 students for elementary schools and 8 hectares / 1000 students 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 pedestrians and cyclists. Where feasible, the City 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.
- d. The City shall coordinate planning initiatives and work with school boards in locating satisfactory sites for schools based on population projections and appropriate community structure. 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, by the full range of transportation modes.

- e. Where playgrounds and other recreation facilities are provided on parkland adjacent to 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.

## **5.4 Urban Design**

### **5.4.1 Introduction**

- a. An attractive and inviting environment provides a sense of belonging, offering areas to reflect, gather, or interact with others. Designing places for people, or enhancing those that currently exist, is a key element of celebrating the community while planning to meet the needs of a growing population.
- b. The City will continue to create new, vibrant, publicly accessible, public urban spaces through the approval of development applications, Urban Design Guidelines, partnerships with public and private organizations, and other civic actions. The following policies shall be read in conjunction with all other policies of this Plan.
- c. The City recognizes that there are many components that contribute to the City's unique and vibrant sense of place for both residents and visitors to the community. These include Peterborough's riverfront location on the Otonabee River and the Trent-Severn Waterway; its heritage resources, cultural amenities, rolling topography, scenic natural areas and waterfront trails; and the City's distinctive public areas such as Little Lake, the Central Area, the Lift Lock and Jackson Park. In its approval of new development or redevelopment, the City will build on and enhance the amenity of these valued places, wherever possible.
- d. Urban design is an important tool for creating public and private spaces that contribute to a distinctive and vibrant sense of place. The City's general objectives for urban design are to:
  - i. Provide safety, comfort and amenity for those experiencing the area or space;
  - ii. Provide accessible, coherent, attractive, safe and distinctive public spaces - including streetscapes, gateways, urban squares, parks or waterfront areas;
  - iii. Promote innovative and diverse urban forms and excellence in architectural design,
  - iv. Integrate areas of differing form or character in a harmonious manner; and,

- v. Create distinctive places and locales, including the Central Area, new developing greenfield areas, and high profile locations such as the gateways to the City and the Downtown.
- e. The City will maintain and enhance its parks, recreational facilities, open space network, cultural amenities and built **cultural heritage resources** for the benefit of all residents and as amenities for visitors to the City. Specific measures include:
  - i. Integrating these facilities and services with community planning initiatives, including development and redevelopment opportunities;
  - ii. Establishing urban design guidelines to promote enhanced streetscapes, landscaping, and building design, and reduced visibility of parking areas;
  - iii. Fostering the enhanced development of Little Lake, the Trent Severn Waterway and Lift Lock area and planned trails;
  - iv. Enhancing gateways to the City and to the Central Area, with initial focus on Hunter Street, Park Street, Charlotte Street and George Street as gateways to the Downtown;
  - v. Exploring options for an inter-municipal transportation/transit station in the Downtown, and investigating the feasibility of rediscovering/daylighting Jackson Creek in the Downtown through the creation of open space that will increase synergy with other cultural amenities; and,
  - vi. Promoting access to a range of recreational facilities, programs and services for all current and future citizens.
- f. The City shall explore opportunities for the acquisition of land abutting its waterways for the purposes of improving public access and enjoyment of the water's edge.
- g. The City is committed to achieving a high quality of urban design and architectural excellence to provide both innovative and diverse urban forms that promote an accessible, sustainable, dynamic and livable environment. In order to promote visually appealing, safe and pedestrian-oriented experiences, development proponents will be encouraged to design buildings which include building materials and colours, landscaping and architectural styles compatible with the context of the area, while achieving variety along the streetscape. Development proponents will be further encouraged to incorporate architectural detailing and high-quality durable materials that maintain and enhance the character of the existing area and extend the life cycle of the built environment.

- h. Urban Design Guidelines will be prepared for areas within the **public realm**, as determined by the City over the course of this Plan. As priority, detailed Urban Design Guidelines will be prepared for:
  - i. The Hunter Street, George Street, Charlotte Street, and Park Street Gateways to the Downtown Area;
  - ii. The Crescent Street residential area; and,
  - iii. Development areas adjacent to the Peterborough Lift Lock.
- i. All development, with a focus on streetscapes, parks and open spaces, parking lots and other publicly accessible areas, shall consider the following design principles:
  - i. Clear sight lines, allowing view from one end of the walkway to the other;
  - ii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
  - iii. Adequate fencing and windows;
  - iv. Clear signage that delineates permitted use and speed;
  - v. Streetscape and building design that promotes ‘eyes on the street’; and,
  - vi. Lighting that is energy efficient (eg. PV, LED), Dark Sky/Nighttime Friendly compliant, and adequate for vehicular, cyclist, and pedestrian requirements.

#### **5.4.2 Policies for the Street Network and Accessibility**

- a. The Plan shall provide for a balanced transportation system that promotes **active transportation** facilities to encourage walking and cycling. This Plan requires that a highly walkable community is developed based on an interconnected network of streets with pedestrian supportive streetscapes that provide for ease of access, orientation and safety for pedestrian, cyclists, and motor vehicles to ensure that all members of society have a range of transportation options.
- b. This Plan requires that all development will contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents. Development will be accommodated on a connected and permeable grid of streets - including arterial roads, collector roads, local roads and laneways - and associated parks and open spaces to establish development blocks that achieve an orderly and efficient pattern and visual interest and diversity. Development block lengths shall be designed between 150 to 250 metres.

- c. Sidewalks, bike lanes and multi-use paths will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support **active transportation**. **Active transportation** routes, such as sidewalks, bike lanes, trails, and multi-use paths will include streetscaping elements that promote pedestrian and cyclist comfort and safety and are designed to enhance accessibility for all residents and will comply with the Accessibility for Ontarians with Disabilities Act.
- d. The creation of a generous promenade is encouraged along key **active transportation** corridors, including wide sidewalks and significant tree plantings. Where feasible, the design of major corridors should include a greenway treatment, accommodating multi-use trails, landscaping, stormwater management facilities, and small parks and/or seating.
- e. Mid-block walkways, pedestrian mews and landscaped spaces are encouraged to supplement the street pattern and connect open spaces to major destinations and transit corridors.
- f. The road network serving the Peterborough community will be developed under the principle of “complete streets”, with appropriate facilities provided for pedestrians, cyclists, transit, and vehicles. All streets will be designed as important components of the **public realm**, providing a network that is appealing for pedestrians, cyclists, transit users and motorists. The road network shall be designed to provide vistas and view sheds to public parks and open spaces and to the **Natural Heritage System** to assist in the creation of a sense of place. In addition, and where feasible, development plans will maximize solar gains through street orientation to maximize potential for passive and active solar energy.
- g. Cul-de-sacs, crescent streets, and loop streets will not be utilized unless they are located and provide pedestrian connections to adjacent or nearby significant infrastructure, or are abutting the **Natural Heritage System**. Further, back lotting or reverse lot frontages shall be avoided where feasible and not considered unless demonstrated to be the only alternative.
- h. New development shall consider the needs of emerging online retail and transportation trends by ensuring that sufficient space is provided to accommodate ride-sharing drop-off zones, short-term parking for frequent delivery vehicles and charging stations for electric vehicles.

### 5.4.3 Policies for Buildings and Sustainable Design

- a. New development shall be designed so that buildings reinforce street edges, have main entrances from the sidewalk and have a ground floor design and uses that help

provide interest at ground level. Facades facing public streets should be articulated to provide interest and have significant windows; blank walls shall not face streets.

- b. Buildings should be located and designed to screen parking from the **public realm**. In general, parking and servicing access should be located to the rear of buildings, or in parking structures screened from the street.
- c. New development is encouraged to emphasize key gateways through the location and design of public space, adjacent buildings and public art.
- d. Building heights should be designed to appropriately transition to adjacent areas through application of a 45 degree angular plane or as otherwise directed by urban design guidelines established by the City.
- e. The City should take a leadership role in promoting **green building** design and construction and will work with the private sector to consider the following for all new building design:
  - i. Include on-site renewable or alternative energy systems which produce at least 5 per cent of building energy use. Alternatively, identify opportunities for the provision of centralized, integrated energy systems, such as district energy for heating and cooling;
  - ii. Maximize solar gains through:
    - Building orientation to maximize potential for passive and active solar energy;
    - South facing windows;
    - Building construction that facilitates future solar installations (i.e. solar ready);
  - iii. Mitigate heat island effects by:
    - Locating trees or other plantings to provide shading for a least 50 per cent of the surface area of sidewalks, patios, and driveways within 15 metres of new buildings;
    - Installing light-coloured paving materials including white concrete, grey concrete, open pavers and any material with a solar reflectance index of at least 29;

- The incorporation of green/white or other high albedo roofs into building design for all buildings that achieve a **floor space index** of 1.5 or greater;
- iv. Promote water conservation by including the installation of rainwater harvesting and re-circulation/reuse systems for outdoor irrigation and outdoor water use, and achieving 10 per cent greater water efficiency than the Ontario Building Code, 2017;
- v. Require that new construction use regionally and locally sourced building materials to the greatest extent possible, and divert construction waste from landfills;
- vi. Include three stream waste collection capability in all multi-residential buildings;
- vii. Promote sustainable landscape practices by requiring:
  - The use of water efficient, drought resistant plant materials in parks, along streetscapes and in public and private landscaping, including;
  - Avoidance of turf grass areas, and when required, install drought resistant ground covers;
  - Reduce the impact caused by new development in the natural hydrological cycle by installing permeable driveway and parking lot surfaces; and,
- viii. Encourage bird-friendly design measures for predominantly glass buildings, particularly those adjacent to the **Natural Heritage System** or waterways.

#### **5.4.4 Policies for Public Art**

- a. The City of Peterborough recognizes the value of public art that reflects the diversity of the community, provides unique attractions for citizens and visitors, and strengthens community pride. Public art that fosters community identity through interpreting local history, traditions and culture, including indigenous artwork, is encouraged in all public and privately owned, but publicly accessible spaces.
- b. Public art is encouraged throughout the City, particularly in areas of cultural significance and in parks, urban squares, plazas, gateways and civic building sites, as well as integrated in public works, for the purpose of enhancing Peterborough's unique sense of place, history and culture. The City will also encourage private developers to introduce public art installations as part of developments.

- c. The City will continue to support the adoption of policies and procedures for the implementation of a successful public art program which will contribute to a strong civic identity. The City will encourage the inclusion of indigenous artwork as part of any public art program.
- d. In accordance with Section 37 of the Planning Act and the applicable policies of this Plan, the City may permit increases in height or density of development, above the levels otherwise permitted by the Zoning By-Law, in return for community benefits, which may include public art.
- e. The City will consider public art throughout the planning and design stages of City construction or renovation projects and other appropriate capital projects.
- f. The City will pursue public-private partnerships with businesses to establish public art.

#### **5.4.5 Policies for the Urban Forest**

- a. The **urban forest**, which includes trees and shrubs on public and private lands, provides ecological benefits that support natural area functions and assists in mitigating the urban heat island effect. The City further recognizes the importance of the **urban forest** in maintaining the natural image of Peterborough. The City is committed to managing the **urban forest** by promoting community stewardship and strategic practice to preserve, renew and enhance this essential resource and recognizes the **Urban Forest Strategic Plan** as the mechanism by which **urban forest** management is guided.
- b. Trees or other plantings shall be located throughout the community to provide shading for at least 50 per cent of the surface area of sidewalks, parks and open spaces and other publicly accessible areas. In addition, the City shall be planned to achieve a total forest cover of 30 per cent of the total land area within the timeframe of this Plan. The City's Restoration and Enhancement Strategy will guide stewardship activities and priorities areas for enhancement. To this end, the City shall:
  - i. Implement the Restoration and Enhancement Strategy and street tree and naturalization programs to increase urban tree canopy cover; and,
  - ii. Require the planting of trees in all City infrastructure-related works.
- c. The **urban forest** shall include a variety of trees that are hardy, resilient, non-invasive, salt tolerant, drought resistant and low maintenance. All trees shall be of a species native to this region and that would provide a large canopy and shade over sidewalks,



parks and open spaces. The City will further encourage the planting of species that are culturally significant to Indigenous Communities.

- d. To preserve and protect Peterborough's **urban forest**, the City will promote public and private initiatives to increase the planting of trees within the City so that there will be **no net loss** of tree canopy.
- e. The City will regulate the cutting of trees and will require the replacement of any trees which must be removed, and require protection of trees during site development or construction where appropriate. Tree planting and replacement will be used as a means of enhancing the **Natural Heritage System** where appropriate.
- f. It is the City's intention that where trees must be removed, they be replaced on the same site. Trees will be replaced in accordance with the City's tree by-laws. If it is not feasible to replant trees on the same site, a **cash-in-lieu** fee of equivalent value will be paid to the City to support replanting trees on other available sites as determined by the City.
- g. Development and redevelopment of City owned open space and parkland associated with school yards involving the removal of trees will require a comprehensive shade audit as part of the plan
- h. Where trees are removed as a result of municipal development or infrastructure works, trees will be replaced in accordance with the City's tree by-laws. If it is not feasible to replant trees in the same location, the City will replant trees on other available municipally owned land.
- i. The City will require the submission of a tree preservation/management plan as a condition of a development application. The tree preservation/management plan will identify the trees proposed to be removed, their condition, justify the need for their removal, specify a replacement/replanting program, and identify mitigative measures to protect remaining trees.
- j. In an effort to increase the city's canopy cover, opportunities for tree planting of native species on municipally owned lands will be identified and implemented in coordination with other public agencies and local interest groups.

#### **5.4.6 Policies for Local Food Production**

- a. Community gardens, urban agriculture, and farmers markets provide residents increased access to healthy food, leisure and educational opportunities and support sustainable food practices. The City acknowledges the benefits of local food and urban agriculture on the local economy, food security, sustainability, social inclusion

and community building. It is the intent of this Plan to encourage and support local food activities and urban agriculture.

- b. The City will encourage increased production and access to local food sources through the following means:
  - i. Supporting the growing of food and the sharing of produce in local neighbourhoods through accessible community gardens and community kitchens;
  - ii. Supporting the continued operation of the farmers markets in the Central Area and Morrow Park and the creation of food hubs that will enable people of all incomes and abilities to meet and to access nutritious food;
  - iii. Supporting the continued use of **excess lands** for agriculture, until it is needed for urban development in accordance with this Plan, recognizing that Peterborough's **excess lands** are not prime agricultural lands;
  - iv. Considering the expanded use of City land for growing food, including edible landscapes;
  - v. Considering permissions for small scale food processing (i.e. food co-ops, community food centres);
  - vi. Considering permissions for food-related home occupations/industries, subject to applicable policies and regulations;
  - vii. Encouraging private gardens throughout the community and roof top gardens in higher density development as part of the private outdoor amenity; and,
  - viii. Designating sufficient land for food-related industry and uses.

#### **5.4.8 Policies for Climate Change**

- a. Strong, liveable and healthy communities are resilient to climate change. In the face of a changing climate, the City recognizes the need to adopt climate change mitigation and adaption measures to enhance the resiliency of its built and natural environments. The intent of this Plan is to support energy efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaption through sustainable land use patterns and the integration of green infrastructure.
- b. The City will promote development and land use patterns that conserve biodiversity and consider the impacts of a changing climate. The City has adopted the Greater Peterborough Area Community Sustainability Plan/Sustainable Peterborough Plan

(2012) and Greater Peterborough Area Climate Change Action Plan (2016) to reduce local contributions to climate change and to better prepare for a changing climate. In addition, the City should consider:

- i. The preparation of Sustainable Neighbourhood Action Plans for all existing communities identified as Neighbourhoods on Schedule A – Urban Structure;
  - ii. The establishment of climate change adaptation policies which would apply to all capital works projects, including those within existing neighbourhoods;
  - iii. Developing strategies to reduce greenhouse gas emissions and improve resiliency;
  - iv. The development of greenhouse gas inventories and forecasts; and,
  - v. Establishing and monitoring greenhouse gas emission reduction targets.
- b. Peterborough will grow as a sustainable community over the long term by utilizing planning and capital investment tools, as well as urban design approaches, in its strategic planning for infrastructure and approval of development. Such sustainability considerations include:
- i. Promoting an efficient, cost effective land use pattern as well as built forms which conserve land, capitalize on existing infrastructure, and minimize the cost of new infrastructure;
  - ii. Avoiding development or land use patterns which may create environmental, public health or safety concerns;
  - iii. Recognizing, protecting and, where possible, enhancing **natural heritage features** and their ecological and hydrologic functions;
  - iv. Planning for increased densities and a greater mixture of uses to create a more efficient, transit supportive and walkable community;
  - v. Promoting energy efficient built forms and the use of renewable energy;
  - vi. Providing increased mobility options that promote walking, cycling and transit to reduce dependence on the car and improve air quality; and,
  - vii. Protecting water quality and quantity, including promoting best practices for stormwater management.

- c. New planning, engineering and conservation concepts need to be considered and incorporated, particularly related to climate change, energy conservation and **green infrastructure**. The City shall encourage and provide policy direction on the following:
  - i. The implementation of strategies or initiatives related to water conservation, energy conservation, air quality protection and integrated waste management opportunities;
  - ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans, as well as land use patterns and urban design standards to support energy conservation objectives;
  - iii. The promotion of innovative residential and public building designs that contribute to energy reduction and natural resource conservation, as well as synergies between buildings and site management practices; and,
  - iv. **Green infrastructure** to complement existing infrastructure, including the requirement for innovative low impact development (LID) opportunities and best practices that minimize the risks associated with natural hazards.

## **6.0 INFRASTRUCTURE POLICIES**

- a. This section sets out the City's general policies governing the planning and provision of municipal infrastructure. Detailed information on infrastructure plans and priorities are contained in supporting City Plans including the Transportation Master Plan, Water Master Plan, and Wastewater Master Plan. As this Plan requires the close link and relationship between land use planning and infrastructure planning, a review of this Plan may lead to a review of the supporting plans, and vice versa.

### **6.1 Servicing and Utilities**

#### **6.1.1 Introduction**

- a. Municipal services and utilities, which support the day-to-day needs of residents, businesses and visitors, are an essential part of a complete and healthy community. This includes ensuring the economical and efficient provision of adequate water, sanitary sewers, stormwater management, solid waste collection services, and utilities for energy and communications/ telecommunications. While the City does not have jurisdiction for the provision and maintenance of all the aforementioned services and utilities, the City will work collaboratively to ensure that appropriate facilities and infrastructure are in place.

#### **Objectives**

- b. The objectives of the City with respect to servicing and utilities are to:
  - i. Provide services, infrastructure and utilities in a co-ordinated, efficient, and cost-effective manner that is integrated with planning for growth so that these services meet the City's current and projected needs;
  - ii. Ensure efficient use of existing municipal services before extending or developing new services;
  - iii. Ensure that the provision of new or upgraded infrastructure supports the policies of this Official Plan, including in meeting the intensification and density targets;
  - iv. Provide sufficient infrastructure capacity in **strategic growth areas**;
  - v. Promote cost-effective development patterns and standards to help minimize servicing costs;

- vi. Undertake the appropriate financial planning, including identifying full life cycle costs, to make the necessary investments in infrastructure to accommodate long term growth; and,
  - vii. Consider the impacts of a changing climate, including assessing infrastructure risks and vulnerabilities and identifying strategies to address these challenges.
- c. Notwithstanding the planning horizon of this Plan, longer term population and employment forecasts or the life-cycle of infrastructure assets may be used for infrastructure planning studies undertaken by or for the City, provided that they conform to Provincial growth forecasts.

#### **6.1.2 General Policies**

- a. Future urbanization will be coordinated with the provision or extension of municipal services required to meet recognized standards of urban development or redevelopment to ensure that growth and redevelopment take place in an efficient, cost effective and environmentally sound manner. All development shall be provided with municipal water, sanitary sewers and a storm water drainage system, unless otherwise specifically exempted by the policies of this Plan.
- b. The rate, staging and location of development, especially residential development, will generally be related to the logical extension or expansion of existing services to ensure contiguous growth and to minimize the under-utilization of municipal services and will have regard for the City's ability to assume the financial costs involved. If the City cannot assume the financial costs involved, the developer may assume the financial costs involved. The various public and private authorities involved will attempt to make full use of existing facilities and to program extensions in the most economic manner.
- c. Where adequate municipal water, sanitary or storm sewer capacity does not exist to support proposed development or redevelopment, the City shall not be obligated to provide such services in advance of available budget resources. Development proposed on lands where restricted capacities exist will be required to conduct all necessary assessments to the satisfaction of the City.
- d. The development of lands will normally be approved and permitted in stages of orderly progression depending on the provision of municipal services and utilities from the termination of existing services. 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.

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- e. 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.
- f. Public utilities, including sanitary sewage facilities, stormwater management facilities, municipal water, hydro, gas, telecommunication infrastructure, or any other utilities shall be permitted within any land use designation of this Plan. The location of public utilities should avoid lands designated Natural Areas. Where the construction of any municipal infrastructure project is proposed within the lands designated Natural Areas or on lands within the Adjacent Lands Overlay, the project shall be required to submit an Environmental Impact Study, and/or other appropriate studies, in accordance with the policies in this Plan.
- g. 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.
- h. 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.
- i. The extension of municipal sewer and water services shall be planned, designed and constructed in accordance with a comprehensive water or wastewater master plan or equivalent, informed by **watershed planning**, which:
  - i. Demonstrates that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;

- ii. Identifies the preferred option for servicing growth and development in accordance with the policies of this Plan, and not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological and other needs;
  - iii. Identifies the full life cycle costs of the system and develop options to pay for these costs over the long term; and,
  - iv. Includes a servicing strategy for those lands which are designated for development in this Plan, but which are currently beyond the extent of municipal services.
- j. The lands within the Designated Greenfield Area will generate a substantial population. This population will be realized at varying rates in each specific project or plan of subdivision. The City 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. The sequencing of development within the **Designated Greenfield Areas** will be prioritized in areas where municipal infrastructure is available throughout or can be readily extended to each site.
- k. Development applications will demonstrate adequate servicing capacity to meet the requirements of the development and not adversely impact adjoining or downstream properties.
- l. All lots shall have frontage onto a public road. Lots that do not have frontage and direct access to a public road, which is maintained year round, shall be placed in an appropriate zone in the Zoning By-law, which identifies the limited service aspects of these areas. This does not apply to condominium roads.

### **6.1.3 Water and Waste Water Systems**

- a. All new development within the City shall be connected to municipal water, sanitary sewers and a stormwater drainage system, unless otherwise specifically exempted by the policies of this Plan.
- b. 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.
- c. The City will promote intensification by directing and accommodating growth and development in a manner that achieves the Province's minimum intensification targets and promotes the efficient use and optimization of existing municipal water services and sanitary services to minimize the number of pumping stations required. Further, the City will pursue and promote programs that promote water use reduction



in new development, and throughout the City, in accordance with the policies of this Plan.

- d. The City will prepare and update, as appropriate, studies to assess City-wide or area-specific sanitary sewer capacity, and/or review studies prepared and submitted by developers or third parties, in order to determine requirements for upgrades and maintenance, and plan for the long term needs.
- e. New development will be responsible for the installation of all necessary localized sanitary sewer services, which will meet the City's standards and specifications. Sanitary sewer services shall be designed, constructed and maintained to:
  - i. Provide adequate service to the proposed development;
  - ii. Accommodate full development of the drainage area;
  - iii. Utilize gravity flow wherever possible, to avoid the need for pumping stations;
  - iv. Protect the natural characteristics of the landscapes in which they are located;
  - v. Provide for sufficient depth and capacity to serve those areas which may ultimately be connected; and,
  - vi. Consider infiltration/inflow and downstream capacity issues.
- f. The City shall ensure that all water and sanitary sewer services 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;
  - iii. Protects human health; and,
  - iv. Allows lot creation only where there is confirmation of sufficient reserve municipal water and sanitary sewer service capacity.
- g. Pumping stations may be considered as an alternative option to gravity based sanitary servicing where gravity options are not feasible. Details such as feasibility, cost analysis, operation and maintenance, downstream capacity, and related studies shall be determined by the City as part of the development approvals process.

Where a pumping station is proposed by an owner/applicant to service a proposed development, the cost related to the feasibility studies, environmental assessment,

design, construction and start-up, operation and maintenance including monitoring, removal and decommissioning, and the integration of the system with the permanent servicing solution will be the responsibility of the developer.

- h. The City will monitor the quality and quantity of industrial sewage effluent entering the municipal sanitary sewage system, to control its impact on the operation and capacity of the waste water collection and treatment system and on the receiving watercourse. All effluent shall meet the standards of the City Sewer Use By-law. Where this is not possible, an agreement with the City is required in accordance with the By-law.

#### **6.1.4 Water Resources**

##### ***Introduction***

- a. The City occupies nine primary watersheds that all drain into the Otonabee River. Healthy watersheds and water resources are vital to quality of life and health of residents of the City and downstream communities. The benefits of healthy watersheds include: safe drinking water, climate change adaptation, erosion control, flood mitigation, fish and wildlife habitat and nature-based recreation opportunities.
- b. The City will use watershed plans and the watershed planning process to protect and enhance the hydrological function of the City's water resources. In addition to the policies of this Plan, the City's watershed plan will be the guiding document for goals and objectives of the watershed and all sub-watersheds in the area.
- c. The City will lead the implementation of **watershed planning** initiatives, in partnership with the Conservation Authority, neighbouring municipalities, Indigenous Communities and other agencies, that:
  - i. Protect and enhance watercourse system functions, linkages and sensitivities;
  - ii. Meet water quality and quantity objectives for the **watershed**;
  - iii. Address the long term cumulative impact of development on the **watershed** as necessary;
  - iv. Protect and enhance existing geology, hydrology, hydrogeology, geomorphology, limnology, aquatic and terrestrial habitats and the quality, quantity and function of groundwater recharge areas;
  - v. Provide guidelines for sustainable development, design and construction; and,

- vi. Where practical, facilitate modifications to existing neighbourhoods to ensure better hydrologic and water quality function.
- d. The City will promote and play a leadership role in the efficient and sustainable use of water resources, including practices for water conservation and sustaining water quality. Such practices may include encouraging educational initiatives, supporting other agencies with programs related to water conservation, incorporating stormwater management best practices and considering technological and other system improvements to address such issues as inflow and infiltration of sanitary sewers.
- e. The City will require hydrogeological assessments in support of all major development applications, which will include requirements to maintain pre-to-post development water balances and measures to substantially maintain infiltration, recharge, and peak flow rates relative to existing conditions.
- f. Development and site alteration will 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.
- g. The City will protect, improve or restore the quality and quantity of water by:
  - i. Using the **watershed** as the ecological meaningful scale for integrated and long term planning;
  - ii. Minimizing potential negative impacts, including cross-jurisdictional and cross-**watershed** impacts;
  - iii. Identifying water resource systems consisting of ground water features, hydrologic functions, **natural heritage features and areas**, and surface water features which are necessary for the ecological and hydrological integrity of the **watershed**;
  - iv. Implementing restrictions on development and site alteration to:
    - Protect all municipal drinking water supplies and designated vulnerable areas;
    - Protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;

- v. Maintaining linkages and related functions among surface and ground water features, hydrologic functions, and **natural heritage features and areas**, and surface water features including shoreline areas;
- vi. Promoting planning for efficient and sustainable use of water resources, including through practices for water conservation and sustainable water quality, such as water demand management and water recycling; and,
- vii. Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

***Source Water Protection***

- h. **Schedule E: Natural Heritage and Environmental Constraints** identifies the Vulnerable Area, or more specifically the Intake Protection Zones, for Peterborough Municipal Drinking Water System as defined under the Clean Water Act, 2006. Specific land use activities are identified which are or would be a significant drinking water threat if undertaken in the Vulnerable Area. To protect the Intake municipal drinking water sources, significant drinking water threat activities are subject to policies set out in the Trent Source Protection Plan which was developed under the Clean Water Act, 2006.
- i. The following land use activities shall be prohibited in the Intake Protection Zones where they would constitute a significant drinking water threat, unless otherwise stated in the Trent Source Protection Plan:
  - i. The establishment, operation or maintenance of a system that collects, stores, transmits, treats, or disposes of sewage;
  - ii. The management or storage of agricultural source material or application of agricultural source material to land;
  - iii. The handling, storage or application of non-agricultural source material to land;
  - iv. The handling, storage or application of commercial fertilizer to land;
  - v. The handling, storage or application of pesticides to land;
  - vi. The handling or storage of road salt;
  - vii. The storage of snow;
  - viii. The handling and storage of fuel;

- ix. The handling and storage of a dense non-aqueous phase liquid;
  - x. The handling and storage of an organic solvent;
  - xi. The management of runoff that contains chemicals used in the de-icing of aircraft;
  - xii. An activity that takes water from an aquifer or a surface water body without returning the water taken to the same aquifer or surface water body; an activity that reduces the recharge of an aquifer;
  - xiii. The use of land as livestock grazing or pasturing land, an outdoor confinement area or a farm-animal yard; and,
  - xiv. Maintenance of mown grass for parks and recreation purposes that facilitate the congregation of waterfowl near water.
- j. A development application on lands within an Intake Protection Zone as identified on **Schedule E: Natural Heritage and Environmental Constraints** will be subject to the following:
- i. The proponent will be required to pre-consult with the Risk Management Official;
  - ii. The complete application will be circulated to the Risk Management Official for review and consideration;
  - iii. A Notice under Section 59(2) of the Clean Water Act, 2006, as amended is a required item for a complete application.
- k. New land uses, including the creation of new lots and Transport Pathways, shall not be permitted within the Intake Protection Zones unless it can be demonstrated that the land use activities do not pose a significant drinking water threat and conform to the policies of the Trent Source Protection Plan.
- l. To prevent the activity causing the significant drinking water threat in the Intake Protection Zones, the City shall consider the acquisition of properties located in the most vulnerable areas on an ongoing basis.
- m. The City shall plan to minimize the amount of impervious surfaces that may require the application of road salt located within the Intake Protection Zones, and in consultation with the Risk Management Official, consider the circumstances where

the application of road salt to impervious surfaces is, or would be a significant drinking water threat.

- n. The establishment of a new waste water collection facility within an Intake Protection Zone is generally prohibited. Such a facility shall only be permitted in cases where:
  - i. The proposed facility is intended to replace an existing facility;
  - ii. The proposed facility would be more protective of drinking water; and,
  - iii. The instrument for the proposed facility contains conditions that ensure that it does not become a significant drinking water threat.

All existing development located within Intake Protection Zone 1 requiring sewage disposal must be connected to a municipal waste water collection system where the connection is feasible given financial and technical constraints.

- o. The City will implement a maintenance program for existing stormwater management facilities within the Intake Protection Zones, which will include regular inspections to ensure they are being adequately maintained such that the facility is not a significant drinking water threat.
- p. The City will develop a management plan to reduce the presence of waterfowl on municipally owned properties with the Intake Protection Zones. The plan will follow an adaptive approach to waterfowl management that includes habitat modification and ongoing monitoring of the effectiveness of the plan. The plan may include but is not limited to site alterations to reduce the attractiveness of the property to waterfowl, such as shoreline planting and installation of physical barriers.
- q. The City will support efforts to implement any incentive programs that promote and support the use of best management practices as would apply to activities that are or would be significant drinking water threats within the Intake Protection Zones.
- r. The City will ensure the development and implementation of an ongoing education and outreach program which will seek to educate anyone engaging in an activity that is or would be a significant drinking water threat and may include:
  - i. The location of vulnerable areas;
  - ii. Best management practices that can minimize or eliminate the impacts of the subject activities on the drinking water source; and,
  - iii. Opportunities for funding under the Ontario Drinking Water Stewardship Program.

- s. The City will provide an annual report to the Source Protection Authority regarding source protection initiatives in accordance with the Trent Source Protection Plan and the Clean Water Act, 2006.

#### **6.1.5 Stormwater Management**

- a. The effects and impact of stormwater management including quantity and quality control and low impact development features form an integral and important part of development, redevelopment and public works. As such, stormwater management should be an important part of any development consideration.

##### ***Objectives***

- b. The objectives for stormwater management are as follows:
  - i. Maintaining or enhancing surface water quality;
  - ii. Preventing and limiting flood risk for both new development and existing built up areas;
  - iii. Maintaining and enhancing the natural hydrologic cycle, including the promotion of water balance, volume control and Low Impact Development;
  - iv. Creating a system that is sustainable, well maintained and cost effective; and,
  - v. Promoting a system that enhances the environmental, aesthetic and recreational potential of the City.

##### ***General Policies***

- c. Stormwater management facilities, including stormwater management ponds, shall be permitted on lands in any land use designation, with the exception of the Natural Areas Designation. Where stormwater management facilities are located on lands within the Adjacent Lands Overlay, an Environmental Impact Study shall be prepared.
- d. All new development in the City shall utilize stormwater management techniques to control the quality of run-off and control erosion and sedimentation during and after construction, in accordance with the City's prevailing engineering design standards, in order to minimize adverse effects on the receiving body of water. The City's Watershed Plan and Flood Reduction Master Plan will guide the quantity control criteria.

- e. Stormwater quality control, in accordance with the latest Provincial guidelines, shall be implemented for new development, incorporating an integrated treatment train approach. Every effort will be made to incorporate Low Impact Development techniques and other innovative methodologies to minimize changes to the water balance on the development site by reducing peak flow and runoff volumes, and provide appropriate quality and quantity control of runoff at the source.
- f. The City encourages development proponents to propose innovative stormwater management works, including but not limited to, underground stormwater storage and source control techniques, to control stormwater quality and quantity, erosion, sedimentation and temperature, subject to approval by the City and the Conservation Authority.
- g. The City will pursue opportunities to implement quantity and quality controls for stormwater management works and/or source control programs where current controls do not exist or are not adequate.
- h. The City will develop a stormwater plan, or equivalent for its serviced settlement area that:
  - i. Is informed by **watershed planning**;
  - ii. Protects the quality and quantity of water by assessing existing stormwater facilities and systems;
  - iii. Characterizes existing environmental conditions;
  - iv. Examines the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;
  - v. Incorporates appropriate low impact development and **green infrastructure**;
  - vi. Identifies the need for stormwater retrofits, where appropriate;
  - vii. Identifies the full life cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and
  - viii. Includes an implementation and maintenance plan.
- i. The City recognizes that effective stormwater management involves a hierarchy of planning and management techniques. As such, in addition to a Watershed Plan, the



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City may undertake Sub-watershed Plans, Master Drainage Plans, Functional Servicing Plans and Stormwater Plans to ensure appropriate stormwater control and management.

- j. No Official Plan Amendment, Zoning By-Law Amendment or Plan of Subdivision shall be approved if the proposed development would have a significant adverse impact on the hydrologic cycle.
- k. Required stormwater facilities shall not generally be considered as part of any parkland dedication where the lands are not useable for any other purpose. The City will encourage stormwater management works which allow the land to be usable for other purposes.
- l. The City may acquire, where deemed appropriate, access to watercourses or easements along watercourses for the purposes of stream improvement works and maintenance, flood/hazard mitigation and works to protect human health.
- m. Stormwater Management Plans are required for all new Secondary Plans, Plans of Subdivision, a one lot severance, Official Plan Amendments, vacant land Plan of Condominium, Zoning By-Law Amendments, developments under Site Plan Control, and may be required for developments, which by their nature, magnitude or location have a potential for negative impact on the drainage area. The proposed Stormwater Management Plan shall be acceptable to the relevant agencies and bodies having jurisdiction and shall be designed in accordance with any City design standards, and if applicable, the Master Drainage Plan for the sub-**watershed** area. The Stormwater Management Plan will:
  - i. Be informed by a sub-**watershed** plan or equivalent;
  - ii. Incorporate an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, including the incorporation of appropriate low impact development and **green infrastructure**;
  - iii. Establish planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces;
  - iv. Align with the City-wide stormwater master plan, where applicable; and,
  - v. Address such matters as best management practices, consideration of **watershed** flow regimes and headwater areas, stormwater flow control, centralized facilities, impact on groundwater resources, maintenance of base flow and storage levels and effects on water quality including temperature, wildlife, fisheries and the implementation of any mitigating measures.

**6.1.6 Utilities and Telecommunications**

- a. All utilities, telecommunications/communications facilities and other cable services shall be located underground and can potentially be grouped into a single utility trench as part of new development. In the case of existing built up areas, they shall be relocated underground and grouped as part of any major road reconstruction, where feasible. For larger equipment, and facilities that are required to be located above grade, the City shall ensure that appropriate locations are identified and/or cluster sites have been determined, which take into consideration the location requirements for larger infrastructure within public rights-of-way, as well as easements on private property. New utility plants will require a Municipal Consent from the City.
- b. Utility and telecommunications/communications services shall be permitted in all land use designations. Where any of these facilities are to be located on lands within the Natural Areas designation, an Environmental Impact Study or equivalent shall be prepared.
- c. The City shall support the shared placement of utilities, including distribution pipelines, within easements and rights-of-way to minimize land requirements and increase efficiency of utility construction and maintenance.
- d. Distribution pipelines will be encouraged to locate in such a manner so as not to impact on the function, amenity or safety of adjacent land uses and shall be designed and constructed in consultation with the City and at the sole cost of the utility and/or the appropriate developer.
- e. The City will encourage, support and pursue the provision of electronic communications technology involving high capacity fibre optic networks, or other technologies, to enhance telecommunications and high-speed broadband throughout the entire City. The City will consider a development standard that would ensure the provision of high capacity fibre optic lines in all new developments.
- f. Lands required to be used for large utility structures shall be shown as a block(s) on a draft plan of subdivision and the location shall be confirmed as a condition of draft plan approval or site plan approval, to the satisfaction of the utility provider and the City.
- g. Utilities, whether public or private, will be consulted and will be part of a co-ordinating committee to assure the most economic provisions of utilities and services and to minimize the disruption to the activities of the City.

**6.1.7 Extension Beyond City Limits**

- a. Municipal utility services, sanitary sewer and water supply shall not be extended beyond the City boundaries, except in the case where such infrastructure is to serve City owned facilities such as the Peterborough Airport.
- b. Notwithstanding any other policy of this Official Plan, 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.
- c. Notwithstanding any other policy of this Official Plan, 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.

## **6.2 Transportation: A Linked Community**

### **6.2.1 Introduction + Objectives**

- a. Successful communities are supported by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, cyclists, transit users and motorists, foster social interaction and facilitate community connectivity.
- b. The City's transportation system is intended to move goods and people in a safe, efficient and economical manner. The system may include roads, public transit, pedestrian linkages, bicycle routes and multi-use trails, air and rail facilities.
- c. The land use planning and the transportation system will be developed as complementary parts of the Official Plan to ensure efficient and practical accessibility throughout the city. Efficient use will be made of existing and planned transportation infrastructure.
- d. The development of the City's transportation system shall be directed to achieve the following objectives:
  - i. To develop, support and maintain a convenient, accessible, affordable and integrated transportation system that incorporates and accommodates **active transportation**, public transit and vehicular traffic;
  - ii. To 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 throughout the City;

- iii. To plan for a more balanced transportation system which supports and encourages the increased use of public transit, cycling and pedestrian facilities;
- iv. To have regard for the overall quality of life of all City residents in the provision of transportation services and facilities;
- v. To provide a transportation system with appropriate connections between City, regional and provincial transportation systems; and,
- vi. To 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.

#### **6.2.2 General Policies**

- a. The City's transportation system will be planned to:
  - i. Be safe, energy efficient and fully accessible;
  - ii. Offer a balance of transportation choices that reduces reliance upon any single mode and promotes transit and **active transportation**;
  - iii. Provide connectivity among transportation modes for moving people and goods; and,
  - iv. Address future projected needs within the City in consultation with the County of Peterborough, neighbouring municipalities and other levels of government.
- b. The City supports land use planning that is integrated with safe and efficient transportation systems for the movement of people and goods. Where feasible, Transportation Demand Management (TDM) strategies will be employed to create a more balanced and efficient **multi-modal** transportation system that addresses current and future needs. The TDM strategy may include carpooling programs, preferential parking, transit pass incentives, cycling incentives, provision of shuttles and walking programs. The City's goals with respect to TDM will be further achieved through the following strategies:
  - i. Approval of increased height and density on transit corridors to support more frequent service;
  - ii. Provision of a wider range and mix of uses throughout the City to minimize the need for vehicle trips and trip lengths and to allow residents to use **active transportation** to reach services and amenities; and,

- iii. Connecting various modes of transportation, including connections which cross jurisdictional boundaries.
- c. The primary function of public rights-of-way shall be for the movement of people and goods, while also providing appropriate access to infrastructure and adjacent properties. The maintenance of an adequate right-of-way width 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, low impact development features, traffic management devices and signage.
- d. Transportation infrastructure shall be designed and located to maximize safety and energy efficiency, and to minimize the impact on the **Natural Heritage System**.
- e. 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.
- f. Adequate and accessible off-street parking and loading areas shall be provided for all permitted uses.
- g. The City may enter into partnerships and/or develop a system for the provision of adequate off-street parking in defined parts of the City.
- h. The City will plan for and protect transportation corridors, planned corridors and major goods movement facilities over the long term to meet the current and projected needs of the City's population and businesses. Specific means of achieving that goal include the following:
  - i. Development within the planned corridors will be limited to types of development that will not preclude or negatively affect the use of the corridor for its intended purpose;
  - ii. New development proposed on adjacent lands to existing or planned corridors will be compatible with the long term purpose of the corridor and will be designed to avoid or mitigate any negative impacts on both the adjacent use and the corridor;
  - iii. In consultation with the County of Peterborough and neighbouring townships, the City will plan for uses near the airport and major intersections of Highway

7-115 so that major goods movement facilities (including the airport) will be protected over the long term;

- iv. Any sensitive land uses that may be permitted near a major goods movement facility will be appropriately separated, designed or buffered to ensure the long term use of the facility in accordance with Provincial guidelines, and,
  - v. Wherever feasible, protecting and re-using abandoned corridors in a manner that preserves their linear connectivity.
- i. The planned locations of Arterial Roads, Collector Roads and bicycle routes are shown on **Schedules D: Transportation Plan**. The locations of facilities and intersections illustrated on **Schedule D: Transportation Plan** 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 Plan 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 The City.
- j. **Schedule D: Transportation Plan** 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 D: Transportation Plan** will be revised accordingly.

### **6.2.3 Active Transportation**

- a. This Plan requires that all development contribute to the creation of a 4-season walkable and connected community with multiple destinations within walking or cycling distance of all residents.
- b. Sidewalks, bike lanes and multi-use trails will connect to the street network and to community amenities and will ensure that corridors between key destinations are fully accessible and support **active transportation**. The winter maintenance of **active transportation** facilities will be an important consideration, particularly along routes that connect pedestrians to key destinations such as schools.
- c. **Active transportation** routes, such as sidewalks, bike lanes and multi-use trails, will include streetscaping elements that promote pedestrian and cyclist comfort and

safety, and are designed to enhance accessibility for all residents, in compliance with the Accessibility for Ontarians with Disabilities Act.

***Streetscapes/Sidewalks***

- d. The coordinated installation of roadways, utilities, sidewalks, bike lanes, streetscaping elements, lighting, tree planting and low impact development features will be part of the planning, design, and development of all streets. 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, and for safe transfers on and off of transit vehicles.
- e. Sidewalks shall form a continuous network throughout the community, connect to the trails network and constitute an integral part of the pedestrian system to promote **Active transportation**. The City should identify fragmented sidewalks and connectivity within existing residential areas and develop a plan for the construction of sidewalks or multi-use trails where needed.
- f. Signalized pedestrian crosswalks should be provided at locations where important civic destinations and/or significant walking traffic is anticipated, such as near large scale retail stores and **public service facilities** including recreation centres and libraries.
- g. Streetscaping elements shall be provided throughout the community. They shall be designed to be consistent and complementary to the character of the community. Streetscaping elements shall include a unified furnishings palette, and include a paving pattern that denotes modal priority. The streetscaping palette shall include, but is not limited to:
  - i. Street lighting;
  - ii. Street trees;
  - iii. Landscape plantings;
  - iv. Street furnishings; and,
  - v. Signage/wayfinding.
- h. The City should develop an active urban street tree planting program which shall include:
  - i. Locations and distribution of street trees;

- ii. Appropriate tree species; and,
- iii. Design and planting specifications.
- i. The requirements of the Accessibility for Ontarians with Disabilities Act shall be incorporated into the design or re-design of all sidewalks, including geometric standards, placement of furniture and landscaping, use of curb cuts and ramps, drainage and route signage.

***Multi Use Trails***

- j. 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.
- k. In developing a comprehensive multi use trails network throughout the City, the following will apply:
  - i. The multi-use trails network will include and link to trails within the **Natural Heritage System**, storm water management facilities, parks and open spaces and the sidewalks and bike lanes within the street network;
  - ii. Right-of-ways for the multi-use trails network that are not already on public lands, will be dedicated to the City as part of the land requirements for transportation through new development;
  - iii. Multi use trails, where adjacent to the street network, will generally be separated from the road right-of-way by a landscaped berm; and,
  - iv. Where a multi-use trail is adjacent to, and within the prescribed minimum vegetation protection zones (or buffer) of the **Natural Heritage System**, it will be designed to avoid impacts on the features and ecological and hydrologic functions, including the requirement to utilize native, non-invasive plant materials.
- l. The multi-use trails network shall be designed to:
  - i. Be of a sufficient width to accommodate all users, of all abilities, and to accommodate two-direction travel;
  - ii. Meet the requirements of the Accessibility for Ontarians with Disabilities Act, including with respect to slopes;
  - iii. Encourage water infiltration, including the use of permeable materials;



- iv. Include wayfinding signage throughout;
- v. Provide, at trail heads, and at regular intervals along the route, benches, waste and recycling receptacles and bicycle racks; and,
- vi. Minimize vehicular crossings, but where they do cross, provide clear signage and appropriate curb-cuts.

***Cycling Infrastructure***

- m. The Bikeway Network illustrated on **Schedule D: Transportation Plan** 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.
- n. The City shall continue to provide for the development of bikeways by:
  - i. Implementing the **Schedule D: Transportation Plan** Bikeway Network as per the recommendations of the Transportation Plan;
  - ii. Ensuring that all new development proposals and infrastructure works provide bikeways and support facilities, in accordance with **Schedule D: Transportation Plan** and the Transportation Master Plan;
  - iii. Maintaining the surface condition, including repair and clearing, markings and signage of on and off-road bikeways;
  - iv. Ensuring that bikeway design and implementation is coordinated with pedestrian routes and open space systems as well as access to public transit; and,
  - v. Preparing and implementing a cycling master plan associated with **Schedule D: Transportation Plan**.
- o. Proposed development or improvement to transportation facilities along routes designated as Bikeways on **Schedule D: Transportation Plan** 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.

- p. 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.
- q. The City shall provide bicycle parking facilities at all municipally owned and operated facilities to promote the use of bicycles as an alternative to motor vehicles. Site Plan approval will require consideration of bicycle parking facilities for all new development.

***Municipal Active Transportation Plan***

- r. Walking and cycling are recognized by the City as viable modes of transportation for a variety of trips that are in the range of 5 kilometres or less. Other personal motorized and non-motorized modes of transportation (such as scooters and e-bikes) are also viable transportation modes within the Peterborough context. To facilitate growth in these modal choices, the City should develop a Municipal Active Transportation Plan. The Municipal Active Transportation Plan shall include, at a minimum, requirements for:
  - i. Sidewalks/trails in new development;
  - ii. New sidewalks and trails, and enhancements to existing sidewalks and trails in the built-up areas;
  - iii. Dedication of lands in new development to complete future road and multi-use trail connections;
  - iv. Cycling and pedestrian safety measures (bike lanes, signage);
  - v. Implementation of Accessibility for Ontarians with Disabilities Act standards; and,
  - vi. Secure bicycle racks and shelters, with appropriate connections to buildings.

**6.2.4 Complete Streets**

- a. A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including cyclists, pedestrians, transit riders, and motorists, appropriate to the function and context of the facility.
- b. In the design of all roads, regard will be given to the provision of adequate space and safety measures for pedestrians and cyclists, and for safe transfers on and off transit vehicles. Specific road requirements shall be determined at the detailed design stage

and in addition to traffic demand, be based upon considerations such as the preservation of trees and overall effect upon the streetscape.

- c. Improvements, construction and standards will follow, as much as possible, the most recently adopted Transportation Master Plan, and the applicable policies of this Plan and in particular the policies related to complete streets.
- d. The City will establish a complete streets approach for the design of new streets, as well as the refurbishment and reconstruction of all existing Arterial, Collector and Local Roads to accommodate the needs and safety of all road users. As such, the City shall:
  - i. Provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the public road network;
  - ii. View all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in the City and to recognize bicycle, pedestrian, and transit modes as integral elements of the City's transportation system;
  - iii. Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams;
  - iv. Build "complete streets" that facilitate bicycle, pedestrian, and transit travel, beginning early in system planning and continuing through project delivery, maintenance and operations;
  - v. Within the Central Area designation, a "Pedestrian First" principle shall apply to all design and capital works;
  - vi. Promote collaboration and partnerships among the Provincial government, all City departments and community stakeholders to plan, develop, and maintain a network of complete streets;
  - vii. Prepare a Complete Streets Manual that outlines statutory requirements, planning policy, and project delivery procedures to facilitate multimodal travel, which includes connectivity to public transit for bicyclists and pedestrians, and that provides tools and establishes processes that ensure regular maintenance and operations activities meet the safety and mobility needs of cyclists, pedestrians, and transit users. The Complete Streets Manual should include consideration of:
    - Reduced right-of-way and traffic lane widths;
    - Permission for on-street parking;

- A hierarchy of bike lanes, from fully separated to demarcated to sharrows;
- Requirements for wider sidewalks and mid-block pedestrian crossings;
- Requirements for transit amenities; 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.

e. Sidewalks shall be required on all public roads as follows:

- i. On both sides of Arterial and Collector Roads;
- ii. On both sides of all Local Roads, including cul-de-sacs with 30 or more residential units, and any cul-de-sac having a through pedestrian connection.

Sidewalks will also be required on at least one side of new condominium private roads and public or private lanes. Where the City determines that physical or practical circumstances would prohibit or not warrant a sidewalk connection, such facilities may not be required to be constructed.

#### **6.2.5 Public Transit**

- a. Transit planning and land use planning will be integrated and mutually supportive. Plans for new development will have regard for the safe, convenient and efficient provision of public transit and pedestrian and cycling facilities. To facilitate the development of a transit supportive environment, development plans will consider the following measures:
  - i. Densities that are supportive of transit and commensurate with the type and frequency of transit service planned for the area;
  - ii. A road pattern and related pedestrian and cycling facilities network that provide for direct pedestrian and cycling access to transit routes and stops; and,
  - iii. Transit stops and bus bays on primary and secondary transit corridors and Arterial Roads and the incorporation of these features into road design requirements.
- b. The City shall continue to operate and improve a public transit system to provide efficient 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 improvements and off-street parking

demands. Well-designed transit can serve as a stimulus for residential intensification and can shape where and how growth happens in the City.

- c. The City will require development and redevelopment proposals to provide for and support pedestrian and cycling facilities and provide access to public transit services within a walking distance of no more than 500 metres, subject to the Public Transit Operations Review.
- d. 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 per cent of the City's developed urban area.
- e. The City, through Peterborough Transit, will re-consider the continuation of any scheduled fixed route service on any transit route proven to continually provide for less than 10 trips per revenue hour.
- f. The City will require that development proposals be designed to facilitate for easy access to public transit by:
  - i. Ensuring that all new development forms and street patterns support the use of transit in accordance with established transit and transportation planning principles;
  - ii. Requiring that Collector and Arterial Road patterns support the extension of transit routes in areas of new development;
  - iii. Requiring that sidewalks and other pedestrian facilities connect major traffic generators to public transit;
  - iv. Ensuring that the design and maintenance of transit facilities take user comfort and safety into consideration, including the provision of amenities including, but not limited to bicycle parking, weather protection, seating, waste/recycling receptacles, lighting, route information, and automated fare machines;
  - v. Ensuring the appropriate design of streets to accommodate public transit use; and,
  - vi. Requiring appropriate pedestrian facilities and road improvements to provide for on- or off-site transit facilities in order to integrate transit use within large individual developments.
- g. 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.

- h. 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.
- i. The City shall work with Peterborough County, the Province, adjacent municipalities and any other applicable agencies to support transit service integration within and across municipal boundaries and between transit and other modes of travel beyond the City's boundaries. Further, the City will ensure that any strategy to connect various modes of travel beyond its boundaries meets a requirement for full cost recovery.

#### **6.2.6 Road Network**

- a. The road network within Peterborough is illustrated on **Schedule D: Transportation Plan** and shall be classified as follows:
  - i. Provincial Highway - 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 Road network. The ultimate development of a Provincial Highway can be expected to provide access only by separated grade crossings and will be constructed as a multi-lane divided highway.
  - ii. 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 Roads, 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 36 metre right-of-way.
  - iii. 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 Roads, 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 30 metre right-of-way.
  - iv. 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 30 metre

right-of-way. Low Capacity Arterials may accommodate some on-street parking and/or on-street bike lanes.

- v. High Capacity Collector - to serve intra-municipal traffic for medium distances between Arterials and Local streets, with access to adjacent properties. 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 26 metre right of way. Private driveways and on-street parking and bikeways may be accommodated along such streets.
  - vi 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 23 metre right-of-way. Low Capacity Collectors pass through areas with fronting properties, driveways, on-street parking and possible on-street bikeways.
  - vii. Local Roads – to serve traffic from abutting properties to Collector Roads within a right-of-way of 20 metres. On-street parking may be expected and through traffic is usually discouraged. On-street bikeways may be established to ensure a continuous, logically linked network.
- b. The preceding roadway classifications describe maximum roadway capacities and base widths for the road right-of-way that may be expected.
  - c. 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 this Plan, it is intended that the developer provide sufficient land to meet the width, at no cost to the City, as a condition of approval.

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 and intersections to improve sight lines at intersections, provide off-street bicycle lanes, accommodate landscaped medians, accommodate transit amenities, provide turning lanes and provide grade separations may also be required. The length of each side of the sight triangle abutting the road shall be in accordance with City standards.

- d. Notwithstanding Policy c., the required right-of-way allowance widths and/or sight triangle requirements may be waived or reduced on a case-by-case basis by the City where:

- i. An application for development and/or site alteration is of a minor nature;
  - ii. It is determined through the development review process, it is not feasible or desirable to widen an existing right-of-way width to the prescribed width in consideration of, but not limited to, the existing streetscape, natural heritage features, cultural heritage resources, built form and public need; or,
  - iii. An environmental assessment, secondary plan study, or other transportation or planning study approved by Council has deemed an alternative right-of-way width as appropriate.
- e. Where development that results in increased vehicular traffic which cannot be effectively or safely accommodated within the expected right-of-way is approved, The City may require additional lands along the entire road frontage to provide for potential turning lanes and public transit, bicycle and pedestrian facilities.
- f. For newly created Arterial Roads, direct access to adjacent properties will normally be prohibited by the establishment of one foot reserves or be designated by By-Law as controlled access streets.
- g. New direct access to Arterial Roads in developing areas will be avoided for new residential development, except where it facilitates residential intensification in accordance with the policies of this Plan. Where redevelopment and/or intensification occurs, the development of shared access will be encouraged to reduce the number of driveways accessing Arterial Roads. Existing private access associated with redevelopment may be further regulated or eliminated where possible and a one-foot reserve may be taken to restrict access to the Arterial Road.
- h. For Arterial Roads in established urbanized areas, development and redevelopment will consider the appropriateness of relocating access to other streets, satisfactory spacing and design of access locations. New development or redevelopment that would require backing a motor vehicle onto high or medium capacity Arterial Road will not be permitted.
- i. The City will consider the conversion of one-way streets to two-way streets within the Downtown, with priority given to George Street and Water Street.
- j. The City's Transportation Master Plan indicates the need to protect long-term future roadway corridors in proximity to the City's boundaries to meet future needs for 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 on **Schedule D: Transportation 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.



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 By-Law 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.

- k. 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 traffic. Such measures may include the diversion of non-local traffic to peripheral Arterials, use of traffic calming measures, on-street parking and inclusion of enhanced cycling and walking facilities.
- l. 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 Roads in predominantly residential areas.

### 6.2.7 Railways

- a. The City shall encourage and support measures that will enhance the level of passenger rail service available to City residents, including commuter rail service.
- b. The City shall monitor and cooperate with railway companies to identify portions of railway lands that may be practical opportunities for transportation facilities. The City shall consider 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.

### 6.2.8 Navigable Waterways

- a. 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.
- b. 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 D: Transportation**.

**6.2.9 Air Transportation**

- a. Air Transportation for the City and for the region is focused at Peterborough Municipal Airport, outside of 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.
- b. 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.

## **7.0 IMPLEMENTATION**

- a. This Plan shall be implemented by means of the powers conferred upon the City by the Planning Act, The Municipal Act and such other relevant Provincial statutes, enabling legislation, policies, guidelines and programs as may be applicable.
- b. The City shall undertake the implementation of this Plan in conjunction with citizens and other interested and affected stakeholders within the City.
- c. This Section outlines and describes the tools that the City may use to implement the Vision and Guiding Principles, objectives and policies of this Plan.

### **7.1 Indigenous Peoples of Canada and Engagement**

- a. Peterborough is located on land which is in the traditional territory of the Williams Treaty First Nations and covered by the Williams Treaties and Treaty 20.
- b. In the spirit of reconciliation, in acknowledging the “free, prior and informed consent” as set out in the United Nations Declaration on the Rights of Indigenous Peoples as applied and interpreted by Courts of competent jurisdiction, and the right to carry out traditional pursuits in a respectful and unrestricted manner, Peterborough intends to continue its work on building a new relationship with the diverse Indigenous peoples who call Peterborough home.
- c. The City recognizes the urban indigenous population in Peterborough and the broader interest of the Treaty 20 First Nations from a local and regional planning perspective. The City will engage and partner as appropriate with Indigenous Communities when considering planning matters that may affect their interests. Collaboration with the First Nations of Curve Lake, Hiawatha, Scugog Island, and Alderville will be the priority, with continued cooperation and communication with the Nogojiwanong Friendship Centre.
- d. In the spirit of reconciliation and the Aboriginal and treaty rights as set out under Section 35 of the Constitution Act, 1982, Peterborough shall work with local Treaty 20 First Nations and other Indigenous Communities on building a constructive and cooperative relationship based on mutual respect.
- e. Under this Plan, Peterborough will continue efforts to engage with local and regional Indigenous Communities on protocols for land use and development approvals. This approach will balance the growth and development requirements of the Provincial Policy Statement while acknowledging the traditional knowledge and cultural heritage of the Treaty 20 First Nations and other Indigenous Communities.

- f. The City acknowledges the value of the traditional knowledge and cultural heritage of Indigenous Communities and will encourage further partnerships to achieve the objectives of this Plan, support mutual learning and understanding and to strengthen relationships.

## **7.2 Public Consultation and Community Engagement**

### **7.2.1 Introduction**

- a. The City recognizes the importance and value of community engagement to the planning process. The policies of this Plan seek to support opportunities for meaningful and inclusive community engagement, while balancing the need to process development applications within the timelines prescribed by the Planning Act.

#### ***Objectives***

- b. The objectives for community engagement are as follows:
  - i. To progressively seek input from residents, agencies, and other stakeholders on planning matters;
  - ii. To offer mutually respectful, continuous and meaningful engagement;
  - iii. To provide equitable opportunity for a wide demographic to be informed and involved on planning matters;
  - iv. To consider, explore and utilize partnerships and innovative methods/tools for public engagement; and,
  - v. To enhance accessibility and transparency.

#### ***General Policies***

- c. Community engagement will be conducted in accordance with The Planning Act, The Accessibility for Ontarians with Disabilities Act and other applicable legislation, policies, and regulations.
- d. The City will provide opportunities for community engagement during:
  - i. The Municipal Comprehensive Review, and amendments to this Plan;
  - ii. The development and review of the Zoning By-Law and other applicable By-Laws;

- iii. The preparation and review of Secondary Plans, other Area-Specific Planning Studies, and Community Improvement Plans;
  - iv. The development review process, where appropriate; and,
  - v. Any other planning matter that the City considers appropriate for public engagement.
- e. When preparing and releasing materials for the general public, the City is committed to communicating in plain language and ensuring the legibility, graphics, and presentation of materials is consistent with the City's Guide to Accessible Documents and The Accessibility for Ontarians with Disabilities Act.
- f. Community engagement will take place early in the planning process and on a continual basis, as practical and appropriate.
- g. When a public open house, public meeting, or community engagement event is required or appropriate, the City will consider the following for the selection of venues:
- i. The accessibility of the venue with respect to The Accessibility for Ontarians with Disabilities Act, public transit, active transportation, and private vehicles;
  - ii. Community gathering places such as farmers markets, public libraries, shopping malls, the downtown, special events, and other venues where higher volumes of people congregate and which are accessible to a broad demographic range; and,
  - iii. Where possible and applicable, the geographic appropriateness and convenience with respect to the area of the City most impacted by the planning matter under deliberation.

#### **7.2.2 Public Meetings and Notification**

- a. The Planning Act contains provisions regarding public meetings, notification requirements, and processing timelines for the consideration of development applications. The City will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the Planning Act, and in some instances, the City may exceed these requirements as deemed appropriate and as outlined in this Section.
- b. The City of Peterborough will use the provisions for public meetings and notifications outlined in this Section, to allow for enhanced consultation during the early review

process and not rely solely on the notice of public meeting as outlined in the Planning Act. This will foster communication and education of issues to people and groups early in the decision-making process.

- c. The City will utilize a variety of communication methods to seek public consultation, participation and input on planning matters. Depending on the planning matter in question, the City shall choose the most appropriate method of communication, which may include, but not limited to:
  - i. Direct mail outs;
  - ii. Newspaper notice;
  - iii. Public Notice signs;
  - iv. Sign postings;
  - v. Electronic or mailed surveys;
  - vi. Public information open houses/Neighbourhood Ward meetings;
  - vii. Statutory Public meetings;
  - viii. City website postings;
  - ix. Design Charrettes;
  - x. Workshops; and,
  - xi. Social media.
- d. In addition to the methods identified in this Section, the City will use the following mechanisms to promote public participation in the planning process by:
  - i. Requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process;
  - ii. Requiring the proponent to host a public information meeting for informing and obtaining the views of the public of a development application; and,
  - iii. Any other means deemed appropriate by the City.

### **7.3 Official Plan Amendments**

**7.3.1 Official Plan Review**

- a. The City will review the policies in this Plan as part of a provincially mandated review program, to ensure the continued relevance of the objectives and policies contain herein. Such a review will occur no less frequently than 10 years after it comes into effect, and every five years thereafter, in accordance with the requirements of the Planning Act.
- b. Monitoring and reviewing of this Plan is required to identify trends in planning issues in the City, to analyze the effectiveness of the policies, and to allow for adjustments and updating. It is critical to monitor, review, update and consolidate this Plan from time to time to ensure its continued relevance and usefulness.
- c. The City will review existing and future legislation contained in the Planning Act, the Municipal Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing By-Laws or pass new By-Laws to ensure ongoing conformity with the policies of this Plan.

**7.3.2 Monitoring**

- a. Monitoring and measuring the performance of this Plan is crucial to determine if:
  - i. The assumptions of this Plan remain valid;
  - ii. The implementation of the policies fulfills the overall Vision, Guiding Principles and Objectives of this Plan;
  - iii. Provincial growth and intensification targets are being met; and,
  - iv. The priorities identified in this Plan remain appropriate or require change.
- b. Monitoring and measuring performance will be conducted through both available qualitative and quantitative measures. The City will undertake performance measurement in a variety of ways including, but not limited to:
  - i. Residential Monitoring Report; and,
  - ii. Provincial and/or municipal performance measures reporting.

**7.3.3 Planning Studies**

- a. The City may undertake planning studies to monitor progress of planning initiatives, understand new trends, ensure an appropriate response is provided to issues which may arise, or for any other purpose deemed suitable by the City.

- b. The City will dedicate sufficient resources, or seek partnership funding where possible, for planning studies so that the work can be undertaken with appropriate professional diligence.
- c. The City may implement the findings of a planning study with an Official Plan Amendment, a Secondary Plan, a Zoning By-Law Amendment, a By-Law or any mechanism deemed appropriate.

#### **7.3.4 Amendments to this Plan**

- a. The City will consider applications for site specific Amendments to this Plan within the context of the policies and criteria set out throughout this Plan.
- b. Applicants for an Official Plan Amendment shall be required to submit a Planning Justification Report(s) to demonstrate the rationale for an Amendment to this Plan, and shall be required to evaluate and address such matters, including but not limited to:
  - i. An assessment of the conformity of the proposed Amendment with Provincial policies and plans;
  - ii. An assessment of the conformity of the proposed conformity to the Vision, Guiding Principles, Objectives and Policies of this Plan, and other City approved policies and plans;
  - iii. A statement identifying the need for the proposed Amendment;
  - iv. An analysis of the suitability of the subject lands for the proposed use;
  - v. An evaluation of land use compatibility with existing and future uses of surrounding lands; and,
  - vi. An evaluation of the adequacy of municipal infrastructure and community facilities to support the proposed use.
- c. In accordance with the Planning Act, there will be no appeal with respect to the refusal or failure of the City to adopt an Official Plan Amendment and/or the passage of a Zoning By-Law Amendment:
  - i. For the re-designation or conversion of lands designated as an **Employment Area**; and,
  - ii. For the expansion of the Settlement Area Boundary.



- d. Further to the above, there will be no appeal with respect the passage of Official Plan policies or a Zoning By-law Amendment authorizing the creation of **secondary suites** and any related requirements or standards.
- e. Notice of Official Plan Amendments will be given in accordance with the procedures as provided for in the Planning Act and the applicable policies of this Plan.
- f. Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
  - i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
  - ii. Altering punctuation or language for consistency;
  - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors; and,
  - iv. Adding technical information to maps or Schedules.

### **7.3.5 Secondary Plans**

- a. Secondary Plans shall be prepared for any major development, or for any area within the municipality where the City deems it necessary to undertake a comprehensive study to ensure orderly and logical development. Secondary plans shall be prepared in accordance with the following:
  - i. Secondary plans shall be adopted as an Amendment to this Plan and, as such, will follow the procedure in accordance with the Planning Act;
  - ii. An adopted Secondary Plan shall be implemented by Zoning By-Laws, Plans of Subdivision/Condominium, Development Agreements, Site Plan Approval, or other means as required;
  - iii. An adopted Secondary Plan may also require land securement through acquisition, dedication, or other means as required;
- b. It is anticipated that planning approvals within the **Strategic Growth Areas** - the **Urban Growth Centre** - Downtown Peterborough, **Major Transit Station Areas**, the **Central Area** and Mixed Use Corridors - will be facilitated through the preparation of comprehensive, area-focused Secondary Plans prepared by the City, and associated Zoning By-Laws.

Where applications for development approval within a **Strategic Growth Area** precede the approval of a Secondary Plan, applicants may be required to prepare a Tertiary Plan that addresses a number of key planning and engineering issues. The City will determine the appropriate study area and the detailed requirements for the Tertiary Plan at the required pre-consultation meeting with the applicant.

- c. Planning approvals for the **Designated Greenfield Areas** will only be considered following the approval of a comprehensive Secondary Plan, prepared by the City. Secondary Plans for the **Designated Greenfield Areas** and phases within Secondary Plans will be released for development in accordance with municipal need and demand. The City will have regard for the following factors when approving Secondary Plans for the **Designated Greenfield Areas**:
  - i. The supply of vacant designated lands in the land use category;
  - ii. For residential development, the availability of registered and draft approved residential lots and blocks intended for **affordable** housing;
  - iii. The availability and capacity of municipal services and **public service facilities** and the capital and operating costs of providing new services and facilities; and,
  - iv. The promotion of development in a logical, contiguous manner in order to achieve a compact, pedestrian-friendly and healthy urban form.
- d. Until such time as a required Secondary Plan is approved for an area, the City may permit only limited land division and/or development, and only where such development it is in conformity with this Plan and where the outcome of the Secondary Plan is not prejudiced, to the satisfaction of the City.
- e. Secondary Plans shall generally address the following:
  - i. Patterns of land use, land use designations and built form;
  - ii. Connectivity and integration with existing developed or planned development areas of the City;
  - iii. Urban design;
  - iv. The **Natural Heritage System**;
  - v. Cultural heritage and **archaeological resources**;
  - vi. Transportation, including transit and **active transportation** facilities;

- vii. Municipal infrastructure planning and design;
- viii. **Neighbourhood supportive uses;**
- ix. Community facility requirements;
- x. Phasing of development;
- xi. Water resources, including surface and groundwater, **watershed** and sub-**watershed** studies and stormwater management plans;
- xii. Implementation of specific policies of this Plan;
- xiii. Conformity with the policy frameworks of the Provincial Growth Plan and this Plan; and,
- xiv. Any other matters deemed appropriate by the City.

## **7.4 Zoning By-Laws**

### **7.4.1 The Comprehensive Zoning By-Law**

- a. Zoning By-Laws, prepared in accordance with the provisions of the Planning Act, shall implement the policies of this Plan by regulating the use of land and the character, location and use of buildings and structures. The Zoning By-Law may be more restrictive than the provisions of this Plan. It is not intended that the full range of uses, heights or densities permitted by this Plan will be permitted by the Zoning By-Law in all locations.
- b. Within three years of the adoption of this Plan, the existing Comprehensive Zoning By-Law will be reviewed and amended, or a new Comprehensive Zoning By-Law prepared and adopted, to conform to the policies of this Plan, in accordance with the Planning Act.
- c. Until such time as the comprehensive Zoning By-Law is amended, the existing Comprehensive Zoning By-Law shall remain in effect. However, any Amendment to the existing Comprehensive Zoning By-Law shall be required to be in conformity with this Plan.
- d. Areas of the City that were annexed into the City are subject to the applicable Township Zoning By-Laws that were in effect for these areas prior to their annexation. These By-Laws remain in effect until they are replaced by the City's Comprehensive Zoning By-Law.

- e. The City may in the Zoning By-Law, permit a use of land or the erection, location or use of buildings or structures subject to one or more prescribed conditions.

#### **7.4.2 Holding By-Laws**

- a. The City may enact a Holding provision in conjunction with any zoning category which enable lands to be zoned for specific uses but prevents development and redevelopment from occurring until the City is satisfied that certain conditions have been met. Under Section 36 of the Planning Act, the City may pass a “Holding” By-Law that places an “H” symbol on a comprehensive or site-specific basis, and specifies the conditions that shall be met before the “H” symbol is removed and the lands can be developed.
- b. The City may use a site-specific holding symbol in conjunction with the Zoning By-Law for one or more of the following reasons:
  - i. To ensure that certain conditions, studies or requirements related to a proposed zoning change are met;
  - ii. To achieve orderly staging of development or redevelopment, in accordance with municipal and Provincial policies;
  - iii. To ensure that adequate infrastructure and **public service facilities** are, or shall be, available in accordance with municipal standards;
  - iv. To adopt measures to mitigate negative impacts resulting from the proximity of lands to transportation and utility corridors, incompatible land uses or any other source of nuisance or hazard to public health and welfare;
  - v. To satisfy the policies of this Plan related to heritage conservation, site plan control, potentially contaminated sites, protection of the **Natural Heritage System**, community improvement and any other planning matters determined to be relevant to the development of the lands;
  - vi. To achieve the exchange of facilities, services or other matters set out in the bonusing policies of this Plan;
  - vii. To ensure the payment of monies for services and/or local improvements; and,
  - vii. To ensure the execution of legal agreements, approval of subdivision plans and/or approval of necessary studies by the appropriate authorities to satisfy any of the criteria set out above.

- c. Before enacting a By-Law to delete the holding provision in accordance with the Planning Act, the City shall be satisfied that:
  - i. Adequate servicing, such as water supply, sewage disposal facilities, stormwater drainage, solid waste collection and disposal, roads and any other required utility can be provided;
  - ii. All necessary requirements of the City have been satisfied;
  - iii. All necessary subdivision or development agreements have been entered into, and that the conditions of these agreements have been, or will be met; and,
  - iv. Development satisfies all other relevant policies of this Official Plan.
- d. 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, in accordance with the permitted uses within the Official Plan land use designation of the subject lands.

#### **7.4.3 Increase in Height and Density By-Law**

- a. In accordance with Section 37 of the Planning Act, the City may in a By-Law, authorize increases in the height and density of development otherwise permitted in the By-Law in return for the provision of community benefits which may include such facilities, services or other matters set out in the By-Law.
- b. Height and density bonusing will only be considered by the City where there is a clear and definable benefit to the general public. In addition, any height and density bonuses applied to a development will:
  - i. Be consistent with the guiding principles, objectives and policies of this Plan;
  - ii. Be compatible with the surrounding area;
  - iii. Provide community benefits above and beyond those that would otherwise be provided under the provisions of this Plan, the Planning Act, Development Charges Act, or other statute; and,
  - iv. Provide community benefits that bear a reasonable planning relationship to the increase in height and/or density such as having a geographic relationship to the development or addressing the planning issues associated with the development.

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- c. In authorizing such increases in height and density, the City may seek any of the following community benefits:
  - i. Innovative, green and/or environmentally sensitive development which incorporates principles of sustainable development;
  - ii. Provision of on-site recreational and social amenities such as day-care facilities, leisure facilities and additional open space;
  - iii. Provision of superior urban design features including but not limited to enhanced landscaping standards and improvements to public open spaces;
  - iv. Conservation and/or rehabilitation of **cultural heritage resources**;
  - v. Provision of **special needs**, accessible and/or **affordable** housing;
  - vi. Public transit infrastructure, facilities and /or services;
  - vii. Cultural facilities;
  - viii. Public art or arts facilities;
  - ix. Enhanced **active transportation** infrastructure, facilities or amenities;
  - x. Enhanced public access and connections to community facilities, open space and natural areas, including multi-use pathways and trails system;
  - xi. Preservation and enhancement of the **Natural Heritage System**, including the conveyance of natural areas to a public authority;
  - xii. Community centres and/or facilities and improvements to such centres and/or facilities;
  - xiii. Parkland and improvements to parks; and,
  - xiv. Any public work, initiative or matter in compliance with this Plan to the satisfaction of the City.
- d. The use of an Increase in Height and Density By-Law will be strongly encouraged within the Central Area, the Major Mixed-Use Corridor Designation and the Minor Mixed-Use Corridor Designation.
- e. Height and density bonusing shall only be considered where the proposed development can be accommodated by existing or improved infrastructure. Servicing

studies may be required to address infrastructure capacity for the proposed development and impacts on the surrounding area.

- f. Height and density bonusing provisions will be enacted in the Zoning By-Law and the By-Law shall set out the approved height and/or density and shall describe the community benefits which are being exchanged for the increase in height and/or density.
- g. Prior to the enactment of an Increase in Height and Density By-Law, the owner of the subject land may be required to enter into one or more legal agreement with the City, to be registered against the title to the land, which will identify the community benefits to be provided, the timing of their provision and the corresponding additional height and/or density.

#### **7.4.4 Interim Control By-Laws**

- a. Pursuant to Section 38 of the Planning Act, the City may enact a By-Law to control the development of land within the municipality on an interim basis while a study of land use planning policies is undertaken by the municipality.
- b. Interim Control By-Laws will specify the permitted uses and any additional applicable regulations, while the By-Law is in effect, provided that such interim uses do not conflict with the ultimate designated use of the lands.
- c. Interim Control By-Laws shall define the specific area affected and establish an expiry date of not more than one year from the date of passing thereof.
- d. The City may pass a further By-Law to grant an extension of the Interim Control By-Law for up to one additional year. The City may not enact another Interim Control By-Law on the same lands where one has lapsed, for a period of three years.
- e. Interim Control By-Laws shall not prohibit the use of lands for any purpose lawfully in existence, or for which a building permit has been issued under the Building Code Act, on the date of passing of the Interim Control By-Law.

#### **7.4.5 Temporary Use By-Laws**

- a. The City may pass Temporary Use By-Laws in accordance with Section 39 of the Planning Act to authorize the temporary use of land, buildings or structures for any purpose that would otherwise not be permitted by the Zoning By-Law.
- b. A Temporary Use By-Law will define the land to which it applies and will prescribe the period of time during which it is in effect.

- c. The City may grant extensions of the temporary use. Any extension will be granted through passage of a By-Law, in accordance with the provisions of the Planning Act.
- d. Prior to the approval of a Temporary Use By-Law, the City shall be satisfied that the proposed temporary use meets the following conditions:
  - a. That it is compatible with surrounding land uses;
  - b. That adequate on-site parking can be provided;
  - c. That sufficient services such as water, sewage disposal and roads can be provided without the extension or expansion of existing municipal services;
  - d. That an adverse impact on traffic will not be created;
  - e. That the construction of a permanent building or structure is not required; and,
  - f. That the use is in general conformity with the intent and policies of this Plan.
- e. Upon the expiry of the time period(s) authorized by a temporary use By-Law, the use of land, buildings or structures that were permitted under such a By-Law will cease to exist and will not be considered legal non-conforming within the context of the Planning Act or this Plan.

## **7.5 Committee of Adjustment**

### **7.5.1 Purpose**

- a. The City shall appoint a Committee of Adjustment to consider minor variances to the Zoning By-Law and land severances, in accordance with Section 45 (1) and (2) of the Planning Act.
- b. The Committee may further grant the enlargement or extension of a legal, non-conforming building or structure, or the change of use of a non-conforming use, as provided by the Planning Act provided the general intent and purpose of the Zoning By-Law and the Official Plan are maintained.
- c. Decisions of the Committee of Adjustment will maintain the general intent and purpose of this Plan, and will be in accordance with requirements of the Planning Act and all other applicable legislation.

### **7.5.2 Minor Variances**



- a. The Committee of Adjustment shall consider applications for minor variance to the use and/or regulation provisions of the Zoning By-Law in accordance with the provisions of the Planning Act. The Committee shall authorize minor variances only where it is satisfied that:
  - i. The proposed variance is minor;
  - ii. The proposed variance is desirable for the appropriate development or use of the lands;
  - iii. The general intent of the Zoning By-Law is maintained; and,
  - iv. The general intent of the Official Plan is maintained.
- b. The Committee of Adjustment may attach such conditions as it deems appropriate and desirable to the approval of an application for minor variance.

#### **7.5.3 Consent to Sever**

- a. Consents may be permitted for the creation of a new lot, boundary adjustments, rights-of-way, easements, long term leases and to convey additional lands to an abutting lot.
- b. Approval for consent to create new lots shall only be granted only where:
  - i. A plan of subdivision is deemed to not be necessary;
  - ii. The lot(s) can be fully serviced by water, wastewater and storm drainage facilities;
  - iii. The lot will have frontage and direct access onto a public street and access will not result in a traffic hazard;
  - iv. The lots conform to the policies of this Plan, including any secondary plans where one exists;
  - v. The lots comply with the Zoning By-Law or an approved minor variance
  - vi. The lot(s) will not restrict the ultimate development of adjacent lands;
  - vii. The lots reflect the general scale and character of the established development pattern in the surrounding area by taking into consideration lot frontages and areas, building height, coverage, mass, setbacks, privacy, and overview.

- c. The Committee of Adjustment may attach such conditions as it deems necessary to the approval of a consent. Such conditions may include, but are not limited to the following:
  - i. The fulfillment of all servicing, grading, easement and financial requirements of the City;
  - ii. The dedication of lands for park purposes or the payment of **cash-in-lieu** thereof;
  - iii. The dedication of appropriate road widenings or land for intersection improvements where required and/or improvements or extensions to existing rights-of-way; and,
  - iv. The preparation of development agreements respecting the development of the land.

#### **7.5.4 Other Powers**

- a. In accordance with Section 45(2) of the Planning Act, the Committee of Adjustment may also permit an extension or enlargement of a legal non-conforming uses, building or structure, where:
  - i. The land, building or structure was lawfully used for a purpose prohibited by the Zoning By-Law on the day the Zoning By-Law was approved; and,
  - ii. The use has continued until the date of application to the Committee of Adjustment.
- b. If the criteria identified in this Plan are met, the Committee of Adjustment may also permit a different use for the land, building or structure, provided the use of the land, building or structure is similar or more compatible than the purpose it was used for on the day the Zoning By-Law was passed. In this case, the similar or more compatible use shall be an interim use.
- c. In no circumstance may permission be granted to enlarge or extend the building or structure beyond the limits of the land owned and used in connection with the use on the day the Zoning By-Law was approved.
- d. Prior to permitting extension or enlargement of lands, buildings or structures associated with a legal non-conforming use, the Committee of Adjustment shall be satisfied that the proposed development:
  - i. Is in the public interest;

- ii. Represents good planning;
- iii. Will not create undue, adverse impacts upon abutting properties with regard to increased noise, vibration, fumes, smoke, dust, odours, lighting or traffic; and,
- iv. Represents an evolution of the existing legal non-conforming use, or in the case of a similar or more compatible use, will be an improvement over the existing use in terms of appearance and function in relation to the surrounding area and will more closely satisfy the intent of the policies of this Plan and provisions of the Zoning By-Law than the purpose for which it is being used.

## **7.6 Legal Non-Conforming Uses, Buildings or Structures**

- a. The use of lands, buildings or structures which do not comply with the Zoning By-Law but which lawfully existed prior to the approval of the Zoning By-Law and which continue to be used for such purpose, shall be recognized as legal non-conforming uses. If such legal non-conforming uses cease for a period of up to one year, then the rights derived from the legal non-conforming use shall terminate.
- b. It is the intention and expectation that legal non-conforming uses, buildings or structures shall eventually cease to exist and be replaced by uses, buildings or structures that conform with the intent of this Plan and comply with the Zoning By-Law.
- c. Notwithstanding any other policy in this Section, a legal non-conforming use(s) destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building and/or structure are not substantially increased and the use of the building and/or structure is not substantially altered and all applicable approvals are obtained.
- d. The City may recognize uses that exist at the time of the approval of this Plan and which do not have a negative impact on the environment and do not pose a significant threat to health and safety. This will be done by means of appropriate site-specific Zoning By-Laws. Such specific zoning will not be considered to be in contravention of the policies of this Plan and will:
  - i. Only be accomplished by the adoption of a site-specific Zoning By-Law which will incorporate specific and appropriate regulations relative to the existing specific use and site; and,
  - ii. Be restricted to the property boundaries of the land owned at the time of the approval of this Plan.

## **7.7 Site Plan Approval**

- a. Site Plan Approval is a tool used to achieve high quality site and exterior building design. It is used to achieve appropriate siting and massing of development and to ensure safety, accessibility, attractiveness and compatibility of a development within the site context and overall urban landscape. It is also used by the City to secure land for road widenings and to implement streetscape improvements in public boulevards adjoining development sites. Site Plan Approval is one of the key tools for implementing the City's policies on urban design in accordance with this Plan, and any current or future Urban Design Guidelines.
- b. The City will establish, by By-Law, a Site Plan Approval Area which will encompass all of the lands within the boundaries of the City and will be applicable to all development or redevelopment.
- c. Notwithstanding any other policy of this Plan, the City may exempt development which would otherwise be subject to Site Plan approval where it considers such approval to be unnecessary due to the type or scale of development proposed. The City may by By-Law:
  - i. Require Site Plan Approval as a condition of a subdivision agreement;
  - ii. Require Site Plan Approval as a condition of any decision of the Committee of Adjustment; and,
  - iii. Require Site Plan or Building Permit Approval prior to the issuance of a demolition permit(s) for properties formally designated under the Ontario Heritage Act, and for those properties that the City has identified as having significant heritage attributes.
- d. Site Plan Approval will be used in accordance with Section 41 of Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Proposed development or redevelopment within the Site Plan Approval Area may not be permitted until such time as the City has approved drawings showing plan, elevation and cross-section views for all buildings to be erected (including all buildings to be used for residential purposes regardless of the number of units) and for other site development works sufficient to display the following:
  - i. Exterior building design considerations including, without limitation:
    - Appearance;
    - Character, including building materials and colour;
    - Design features;
    - Scale;

- Signage, where applicable; and,
- Sustainable design;
- ii. Design elements within and/or adjacent to the City right-of-way, including without limitation:
  - Bicycle parking facilities;
  - Buffers;
  - Curb cuts and driveway ramps;
  - Other plantings and groundcover;
  - Public Transit facilities, where applicable;
  - Street furniture including location of public art;
  - Landscaping including trees, shrubs and/or hedges; and,
  - Waste, recycling and composting containers; and,
- iii. Site development works and site design including, without limitation:
  - Barrier-free and universal accessibility;
  - Grading, drainage, erosion and sedimentation control;
  - Facilities for the storage of garbage, recycling and other waste material;
  - Landscaping and fencing;
  - Lighting;
  - Loading and parking areas;
  - Outdoor amenity and/or play facilities, where appropriate;
  - Pedestrian access and bicycle facilities;
  - Signage, where applicable;
  - Stormwater management design and areas; and,
  - Road widenings and road improvements.
- e. The exterior design of all buildings proposed through the Site Plan Approval process, shall be consistent with any applicable urban design policies contained in this Plan, and any other design policies and reports approved by the City.
- f. The City may require an Urban Design Brief be submitted in support of a development application or **public realm** improvement project. The Urban Design Brief will be in accordance with the policies of this Plan, and any current or future Urban Design Guidelines, and may be used to guide the site plan approval process.
- g. The City shall acquire the widenings for rights-of-way, turn lanes and daylight triangle at intersections, in accordance with the policies of this Plan, as a condition of Site Plan approval.
- h. The City may, as a condition of approval, require the owner of lands subject to site plan control to fulfill conditions of site plan approval and enter into an agreement which may be registered against the title of the subject lands.

## **7.8 Plans of Subdivision and Condominium**

### **7.8.1 Plan of Subdivision**

- a. All lands within the City shall be subject to subdivision control pursuant to Section 50 and 51 of the Planning Act.
- b. The division of land shall occur by draft plan of subdivision where:
  - i. A new road or extension to an existing road is required, extension of services and/or reconfiguration of the stormwater management system is required; or,
  - ii. The City deems it necessary in the public interest for the proper development of the lands.
- c. The City, when considering applications for plans of subdivision, will have regard to the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of subdivision that meet the following criteria:
  - i. The plan conforms to the policies of this Plan;
  - ii. The plan will not impose an unacceptable financial burden on the City;
  - iii. The plan of subdivision can be supplied with adequate services and **public service facilities**;
  - iv. The plan will not adversely impact upon the transportation system and will support public transit, cycling and walkability;
  - v. The plan will not adversely impact the natural environment;
  - vi. The plan will be integrated with surrounding lands, subdivisions and streets; and,
  - vii. The plan meets the urban design policies contained in this Plan and any current or future Urban Design Guidelines.
- d. As a condition of draft plan of subdivision approval, the City shall require proponents to satisfy certain conditions prior to final approval and registration of the plan. The applicant may be required to meet the conditions within three years which, if not met, may cause the draft plan approval to lapse. To ensure that conditions are bound to

the owner and the land, the City shall require the proponent to enter into a Subdivision Agreement which will be registered on title.

- e. When an extension to an approved draft plan of subdivision is requested, the City may request Amendments to the approved plan to ensure the development is consistent with the policies of this Plan.
- f. Pursuant to Section 50 (7) of the Planning Act, the City may enact a By-Law to exempt properties from Part-Lot Control, to permit the creation and conveyance of lots or blocks within a registered plan of subdivision, to make minor boundary adjustments, and to establish easements.

#### **7.8.2 Plan of Condominium**

- a. Only those development proposals submitted under the Condominium Act that conform to the general policies of this Plan shall be considered for approval.
- b. The City, when considering applications for plans of condominium, will have regard to the provisions of the Planning Act and related Provincial policies and plans, along with the Conservation Authority policies and procedures. In addition, the City will approve only those plans of condominium that meet the following criteria:
  - i. The plan conforms to the policies of this Plan;
  - ii. The plan will not impose an unacceptable financial burden on the City;
  - iii. The plan of condominium can be supplied with adequate services and **public service facilities**;
  - iv. The plan will not adversely impact upon the transportation system and will support public transit, cycling and walking;
  - v. The plan will not adversely impact the natural environment;
  - vi. The plan will be integrated with surrounding lands, subdivisions and streets; and,
  - vii. The plan meets the urban design criteria contained in this Plan and any current or future Urban Design Guidelines.
- c. The Condominium Act allows the approval authority to exempt a plan of condominium from the relevant provisions of Sections 51 and 51.1 of the Planning Act, which deal with the draft plan approval with conditions and parkland dedication. The City may consider granting an exemption for plans of condominium where:

- i. Site plan approval has been granted; and,
- ii. All municipal issues are addressed.

## **7.9 Site Alteration**

- a. The City will pass a By-Law regarding site alteration of property to prevent the premature alteration of the natural state of land, including with respect to grading, stormwater drainage, excess soil and fill, prior to an approved plan for development. The By-Law will include the requirement for an account of the origins and destination of material associated with development of property within the City and the use of best practices for soil management.

## **7.10 Municipal Finance**

- a. The implementation of this Plan must be financially responsible, by ensuring that the required capital expenditures to provide services for development and infrastructure improvements are paid for in an equitable and appropriate manner. The City will strive to maintain financial sustainability and integrity by managing its financial resources and by undertaking development in a fiscally responsible manner.
- b. The City shall continue to maintain a balance between the demands for services and its overall fiscal capacity and, in approving new development, the City shall be cognizant of maintaining an appropriate balance between residential and non-residential assessment. In addition, future development will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City.
- c. Municipal capital expenditures implementing any aspect of this Plan will be guided by an Asset Management Plan and a Multi-Year Capital Budget, which will be reviewed annually. The City will undertake capital works programs, in accordance with the approved Asset Management Plan and Capital Budget, to provide the municipal services and infrastructure necessary for intensification areas and new growth.
- d. Where possible, the City will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use planning and the provision of infrastructure and community infrastructure.
- e. The City may request a Municipal Financial Impact Assessment from the owner/applicant of any development application, including a review of capital costs, the degree to which development charges finance these costs and potential



mitigation that could reduce the magnitude of any negative impacts. The terms of reference of such a study will be determined by the City.

- f. A Municipal Financial Impact Assessment will be prepared and may be peer reviewed at the owner/applicant's expense. Development proposals may be refused or deferred on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.
- g. The City will fulfill its financial reporting obligations to the Province as required by the Planning Act, the Development Charges Act, and other applicable legislation.

### **7.11 Land Acquisition**

- a. The City may acquire and hold lands within the City for the purposes of implementing the Official Plan in accordance with the provisions of the Planning Act, including the strategic acquisition of land for **public service facilities**.
- b. The City recognizes that public acquisition of hazard lands, open space lands, and lands designated Natural Areas improves opportunities for conservation, protection, enhancement and stewardship of natural features and the mitigation and management of natural hazards.
- c. The City shall require the conveyance of hazard lands, open space lands and lands designated Natural Areas through the development approval process, as permitted by the Planning Act and in accordance with the policies of this Plan.
- d. Where public ownership cannot be achieved through conveyance, the City may secure the long term protection of hazard lands, open space lands and lands designated as Natural Areas through other means including but not limited to easement agreements, land exchange, long-term lease, land trusts and land protection under the planning process.

### **7.12 Securement of Lands within the Natural Heritage System**

- a. Nothing in this Plan shall be construed to imply that the lands within the Core Natural Area Designation or the Adjacent Lands Overlay of the **Natural Heritage System** are free and open to the general public or that such lands will be purchased by the City or any other public agency. It is, however, the intent of the City to work cooperatively with the Conservation Authority, the Province of Ontario, the Government of Canada and private property owners to establish ongoing financial, policy and legislative support for the protection and enhancement of all significant **natural heritage features** and their associated ecological functions within the Natural Areas Designation, in accordance with the policies of this Plan.

- b. Mechanisms to secure lands within the Natural Areas Designation of the **Natural Heritage System** may include, but are not limited to, the following property acquisition tools:
  - i. Land dedications/conveyance;
  - ii. Voluntary sale and public purchase through funds allocated in the City's budget;
  - iii. Land swaps/exchanges;
  - iv. Donations, gifts, bequests from individuals and/or corporations;
  - v. Density transfers and/or bonuses; and/or,
  - vi. Other appropriate land acquisition methods.
- c. It is recognized that the City may not be able to acquire or secure in public ownership all of the lands that are within the Natural Areas Designation or the Adjacent Lands Overlay of the **Natural Heritage System**. Where lands within the Natural Areas Designation of the **Natural Heritage System** are not in public ownership, the City will work cooperatively with the landowners to protect the identified natural, environmental and cultural features and/or their associated functions on private lands.
- d. In instances where the City may not be able to acquire or secure in public ownership all of the lands that are within the that are within the Natural Areas Designation or the Adjacent Lands Overlay of the **Natural Heritage System**, the City shall consider the following stewardship techniques to ensure the appropriate level of protection for the significant **natural heritage features** and their associated functions:
  - i. Municipal land use controls including zoning;
  - ii. Information and education programs;
  - iii. Stewardship agreements;
  - iv. Charitable tax receipts;
  - v. Conservation easements; and/or,
  - vi. Any other appropriate agreements with the landowners.

- e. The City will undertake a Restoration and Enhancement Strategy in consultation with the **Conservation Authority**, Indigenous Communities, and stakeholders to guide acquisition, compensation, restoration and stewardship activities within the City. The Restoration and Enhancement Strategy will provide recommendations regarding the identification of priority areas for restoration, enhancement and securement using principles of conservation biology and landscape ecology and will allow for compensation measures to be directed in a manner that will provide a benefit for the overall Natural Heritage System.
- f. The City will establish a Land Securement Fund to be used to contribute to the costs of acquisitions for specific properties that are within the Natural Areas Designation or the Adjacent Lands Overlay of the **Natural Heritage System**.
- g. The City may provide an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities to achieve the vision for the lands within the **Natural Heritage System**.

### **7.13 Parkland Dedication**

- a. The City shall require the conveyance of land for park purposes as a condition of development, in accordance with the Planning Act, as follows:
  - i. For non-residential development, require a maximum of 2 per cent of the land proposed for development be conveyed to the City for parkland/open space purposes; or
  - ii. For residential development, require 5 per cent of the land proposed for development, or alternatively require up to 1 hectare for each 300 dwelling units proposed be conveyed to the City for parkland/open space purposes;
  - iii. For mixed use development, the parkland calculations, in accordance with i. and ii. above, shall be pro-rated to take into account the proportions of residential and non-residential lands within the net land area.
- b. The City's Parkland Dedication By-Law may include provisions for reductions or exemptions from parkland dedication requirements for the purposes of achieving intensification, economic development and/or other objectives of this Plan.
- c. Where the Planning Act authority is used to require the dedication of land, that land will be intended for park purposes, and be free from any encumbrances such as steep slopes, **natural heritage features**, cultural heritage features, municipal infrastructure, flood plains and overflow routes, and shall be fully accessible.

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- d. 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.
- e. Stormwater management facilities, lands within the Natural Areas Designation, lands considered to be contaminated, hazard lands, hazardous sites and major utility corridors and easements shall generally not be considered acceptable lands eligible to satisfy parkland dedication requirements and shall be not be considered for the purpose of calculating the land area subject to the parkland dedication.
- f. Lands to be accepted by the City as Community and Neighbourhood parkland will be “prime parkland”, which is described as generally level, well drained lands considered suitable for accommodating the development of playgrounds, active sports fields or recreation facilities. Woodlands may be accepted in addition to lands provided for active purposes and incorporated into public parkland for passive recreation use and conservation purposes.
- g. The City may accept **cash-in-lieu** of all or part of the required parkland dedication in accordance with the provisions of the Planning Act. The amount paid shall be equal to the value of the land to be conveyed and shall be determined in accordance with the provisions of the Planning Act. **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, as may be determined by the City, in consultation with the Parks and Recreation Committee. Where **cash-in-lieu** of parkland is determined to be the appropriate option, the **cash-in-lieu** will be used to purchase lands which are identified by this Plan as Major Open Space or Core Natural Area, that may form part of a logical link of the Open Space system, or to ensure that a minimum standard of parkland is provided.
- h. Parks held in private ownership will only be considered part of parkland dedication where legal agreements are in place to ensure park design and maintenance standards are defined, and public access is ensured, to the satisfaction of the City. The City's Parkland Dedication By-Law will further articulate the conditions under which privately owned, publicly accessible park spaces (POPS) will be regulated, and how those spaces may be counted toward parkland dedication requirements.
- i. The City may enter into other mutually agreeable agreements/arrangements with an owner/developer for the purposes of developing a park at the expense of the owner/developer, to be conveyed to the City, and reimbursed to the owner/developer through a reduction in development charges.
- j. Parkland may further be acquired by any of the following means:

- i. Strata ownership arrangements, pursuant to the Condominiums Act;
  - ii. Lease;
  - iii. Shared use agreement;
  - iv. Property exchange;
  - v. Property donation; or,
  - vi. Purchase.
- k. The City, in consultation with school boards and appropriate stakeholders, will prepare a 10-year Strategic Plan for Recreation, Parks, Arenas and Culture that examines the need for parkland in the City. The 10-year Strategic Plan for Recreation, Parks, Arenas 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 in accordance with the Planning Act.

#### **7.14 Development Charges**

- a. The City will prepare a background study and enact a By-Law under the Development Charges Act, to ensure that the capital cost of growth related services does not place a financial burden upon the City's existing taxpayers and that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- b. The City may enact a Development Charges By-Law that applies to the City, as a whole and/or that apply to specific geographic areas within the City.
- c. The City may exempt some or all of the Development Charge or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.
- d. The City will apply, calculate and collect Development Charges in accordance with the provisions of the Development Charges By-Law and the Development Charges Act.

#### **7.15 Community Improvement Plans and Areas**

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

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- i. 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,
  - ii. The establishment of policies and programs to address identified economic, land development and housing supply issues or needs.
- b. Community Improvement will be carried out through the designation, by the City, of Community Improvement Project Areas and through the preparation and implementation of Community Improvement Plans pursuant to the Planning Act. The Community Improvement provisions of the Planning Act give the City tools and powers that may be used to achieve a broad range of goals and objectives of this Plan. Community Improvement Plans identify specific projects that need to be carried out in a particular area to improve the quality of life and the built environment, and/or incentives for private sector investment to stimulate the redevelopment, rehabilitation or improvement of an area.
- c. All lands within the City are considered eligible for Community Improvement initiatives, and eligible to be designated as a “Community Improvement Project Area”, pursuant to the provisions of the Planning Act.
- d. Within a designated Community Improvement Area, the City 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 the City.
- e. When designating Community Improvement Project Areas, one or more of the following criteria must be satisfied:
  - i. Building stock or property in need of rehabilitation;
  - ii. Building and structures of heritage or architectural significance in an area warranting conservation and/or enhancement;
  - iii. Conflicting or incompatible land uses or activities;
  - iv. Deteriorated or insufficient physical infrastructure such as, but not limited to, sanitary and storm sewers and water mains, hydro, public transit and utilities;
  - v. Deteriorated or insufficient community services such as, but not limited to public recreational or community facilities, public open space/parks and public

- social facilities, in terms of size, space, location, access, landscaping, grading or equipment;
  - vi. Inadequate mix of housing types and densities, including insufficient **affordable** housing;
  - vii. Known or perceived environmental contamination;
  - viii. Deterioration or insufficient parking facilities;
  - ix. Poor overall visual amenity of the area, including, but not limited to streetscapes and urban design;
  - x. Existing Business Improvement Areas or potential for inclusion in a Business Improvement Area designation;
  - xi. Deficient streetscapes in terms of poor roads, curbs, traffic circulation, sidewalks, boulevards, tree planting, street furniture and street lighting;
  - xii. Inadequate flood protection;
  - xiii. Need for greater energy or water efficiency on land or in buildings;
  - xiv. Need for waste reduction or achieve other environmental sustainability objectives;
  - xv. Opportunities for intensification and redevelopment of under-utilized sites;
  - xvi. There are a number of screening, buffering or landscaping deficiencies in the area;
  - xvii. Shortage of land to accommodate building expansion and/or parking and loading facilities;
  - xviii. Other barriers to the improvement or redevelopment of underutilized land or buildings; or,
  - xix. Any other environmental, social or community economic development reasons for designation.
- f. Community Improvement Plans will provide direction on one or more of the following:

- i. Allocation of public funds such as grants, loans or other financial instruments for the physical rehabilitation, redevelopment or improvement of land and buildings;
  - ii. 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;
  - iii. Encouragement of infill and rehabilitation;
  - iv. Promotion of historic preservation through the appropriate local, Provincial and Federal legislation;
  - v. Promotion of the viability of commercial areas through the establishment and support of Business Improvement Areas; and,
  - vi. 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.
- g. In the preparation of a Community Improvement Plan and any subsequent Amendments, the City 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.
- h. The City will determine the priorities and sequences in which designated Community Improvement Project Areas will have individual Community Improvement Plans prepared.
- i. The City will be satisfied that community improvements shall be within the financial capability of the City.
- j. 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.
- k. 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.

## **7.16 Demolition Control**

- a. Demolition Control enables the City to:



- i. Maintain the integrity of residential neighbourhoods;
  - ii. Prevent the premature loss of housing stock;
  - iii. Avoid the creation of vacant parcels of land in stable neighbourhoods; and,
  - iv. Retain existing residential units until new uses have been considered and redevelopment plans have been approved.
- b. The City may, by By-Law, designate all lands within the City as a demolition control area.
- c. A Demolition Control By-Law may be used as a tool to:
  - i. Preserve and enhance the character of an area;
  - ii. Protect existing housing stock; or,
  - iii. Preserve other buildings, structures or features, within the City deems appropriate.
- d. No person shall demolish or otherwise remove the whole or any part of a residential property in a Demolition Control Area, unless that person is the holder of a demolition permit for that residential property issued by the City.
- e. This By-Law shall not apply where:
  - i. The demolition of part of the residential property does not reduce the number of dwelling units on the residential property;
  - ii. The residential property is exempted under federal or provincial regulations; or,
  - iii. The residential property is deemed unsafe in accordance with the Building Code Act, and an order for demolition has been issued by the Chief Building Official.
- f. Under Section 33 of the Planning Act, the City may delegate authority to the Chief Building Official to issue demolition permits where;
  - i. Where no City concerns have been raised regarding the proposed demolition; or,

- ii. Where the property is not designated or listed under the Heritage Act.
- g. Where a building permit has been issued by the Chief Building Official, the City may impose conditions related to the timing of completion of replacement buildings, and impose a fee for non-compliance, in accordance with Sections 33(6), 33(7), and 33(11) of the Planning Act.
- h. Applications to demolish designated cultural heritage buildings or structures shall be considered in accordance the provisions of the Ontario Heritage Act and all other applicable policies of this Plan.

## **7.17 Maintenance and Occupancy By-Law**

- a. The City shall enact a By-Law pursuant to the Building Code Act or other enabling legislation setting forth minimum standards for maintenance and occupancy of all buildings, dwellings and open space areas within the City.
- b. The City shall appoint a Property Standards Committee and Property Standards Officers to ensure the carrying out of a Maintenance and Occupancy Standards By-Law.
- c. A minimum Maintenance and Occupancy Standards By-Law will have regard for any or all of the following matters or related items and set appropriate standards or conditions:
  - i. Compliance in terms of permitted use with the City of Peterborough's Zoning By-Law;
  - ii. The physical condition of buildings, including dwellings, with particular regard to, but not limited to, the following:
    - Yards;
    - Surface conditions, lot grading, drainage;
    - Outdoor storage;
    - Fences;
    - Parking areas, walks, driveways;
    - General standards for buildings;
    - Exterior and interior of buildings;
    - Garbage and storage facilities;
    - Utilities;
    - Vacant, fire damaged, or buildings under construction or demolition;
    - Egress;
    - Water, sewer, plumbing;
    - Insulation, windows, doors;
    - Electrical;

- Ventilation; and,
- Heating and air conditioning systems.

### **7.18 Brownfield Site Development**

- a. Proposed development on any known or suspected contaminated site shall be the subject of a study by a qualified professional, in accordance with any applicable senior government guidelines, which will investigate and provide a remedial plan as required.
- b. Where the need for remediation is confirmed, the proposed restoration works will be completed or implemented prior to development taking place or as a secured condition of the required development agreement.

### **7.19 The Community Planning Permit System**

- a. The Community Planning Permit System is an additional implementation tool that may be used by the City to ensure the goals, objectives and policies of this Plan are realized. The Community Planning Permit System is intended to be a flexible planning tool that combines zoning, Site Plan Approval, and minor variance processes into a single process.
- b. Before passing a By-law to establish a Community Planning Permit Area, an Official Plan Amendment shall be required to:
  - i. Identify the area to which the Community Planning Permit System applies;
  - ii. Set out the scope of the authority that may be delegated and any limitations on the delegation, if the City intends to delegate any authority under the Community Planning Permit By-law;
  - iii. Specify goals, objectives, and policies of the Community Planning Permit Area;
  - iv. Set out the types of criteria and conditions that may be included in the Community Planning Permit Bylaw;
  - v. Identify the classes of development or redevelopment that may be exempt;
  - vi. Specify height and density provisions; and
  - vii. Specify complete application requirements.

- c. The City may, in a By-law passed under the Planning Act, establish a Community Planning Permit System for one or more Community Planning Permit Areas within the City.

## **7.20 Inclusionary Zoning**

- a) Council may consider the use of inclusionary zoning to support the provision of **affordable** housing subject to the completion of an Assessment Report and implementation through Official Plan and Zoning By-law Amendments.

## **7.21 Pre-Consultation and Complete Application Requirements**

### **7.21.1 Pre-Consultation Meeting**

- a. Consultation with City Staff prior to the submission of an application requiring a Planning Act approval is encouraged in all instances and shall be required for applications for Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium, Site Plan Approval and Consent.
- b. The intent of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s) and identify the need for, and the scope of other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).
- c. The City shall determine the information and materials necessary for submission with the application based on the nature of the application, and in accordance with the list of Studies identified in this Plan. This determination will set out clear requirements for a complete application.
- d. The City may waive the requirement for formal pre-consultation, where the City has identified that due to the nature of the proposal, the need for and scope of required information and materials can be determined without formal consultation.
- e. Where pre-consultation is required, development applications submitted to the City prior to the formal pre-consultation meeting shall be considered incomplete and returned to the applicant.

### **7.21.2 Complete Application Requirements**

- a. In addition to the prescribed information to be submitted under the Planning Act for applications for Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision, Draft Plan of Condominium and Consent, the City may also require the submission of additional information and material to assist in the review of an

application before the application is deemed complete. This additional information will be identified in the required pre-consultation meeting and may include:

- i. Environmental/Natural Heritage/Natural Hazards:
  - Environmental Impact Study (or Scoped EIS);
  - Tree Inventory/Preservation/Enhancement Plan, and Arborist Report;
  - Floodplain and Erosion Hazard Study;
  - Geotechnical/Slope Stability Study and Cut/Fill Analysis including Erosion Hazards;
  - Hydrogeological Assessment including a WHPA Plan and Geotechnical Study;
  - Landscaping/Site Rehabilitation Plan;
  - Fish Habitat Assessment;
  - Energy Conservation Study;
  - Environmental Site Assessments and/or Record of Site Condition;
  - Shoreline Engineering Report;
  - A Master Environmental Servicing Plan;
  - Species At Risk (SAR) Screening/Evaluation;
- ii. Cultural Heritage and **Archaeological Resources**:
  - Cultural Heritage Impact Assessment;
  - Archaeological Assessment;
  - Cultural Heritage Conservation Plan;
  - Structural Engineering Report;
- iii. Transportation:
  - Transportation Study;
  - Traffic Impact Study;
  - Parking, Pedestrian and Sidewalk Analysis;
  - Parking Study;
  - Travel Demand Management Plan;
- iv. Servicing and Infrastructure:
  - Site Servicing Plan;
  - Site Grading Plan;
  - Stormwater Management Studies/Plan;
  - Hydrogeological and Geotechnical Study;
  - Private Servicing Study;
  - Fire Suppression Analysis;
  - Water and Wastewater Servicing Capacity/Feasibility Study;
  - Water Quality Impact Assessment;
- v. Development Impacts:
  - Noise Impact Study/Noise Assessments and Feasibility Studies;

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- Vibration Impact Study;
  - Land Use Compatibility Study;
  - Dust and/or Odour Impact Study;
  - Agricultural Impact Analysis;
  - Photometric Report and Plan;
  - Public Accommodation Study;
  - Environmental Site Assessment;
- vi. Financial and Market Impacts:
- Retail Market Analysis;
  - Commercial Needs Study;
  - Economic Impact Study;
  - Municipal Financial Impact Assessment;
  - Infrastructure Cost Assessment;
  - Long Term Maintenance Cost Assessment;
- vii. Planning:
- Planning Justification Report;
  - Affordable Housing Report;
  - Rental Housing Conversion Assessment;
  - Urban Design Report and Streetscape/Public Realm Plan;
  - Notice to Proceed from Risk Management Official and Risk Management Plan;
  - Strategy for public consultation;
- viii. Plans and Drawings:
- Site Plan or Concept Plan in accordance with City requirements, including a digital submission;
  - Tertiary Plan;
  - Subdivision Plan or Condominium Plan in accordance with City requirements, including a digital submission;
  - Building Elevation Drawings;
  - Angular Plane Analysis;
  - Shadow Impact Study; and,
  - Accessibility Analysis.
- b. All required reports and/or studies shall be prepared in accordance with any applicable standards or specifications, and be completed by qualified professional consultants retained by and at the expense of the applicant. The City may require a peer review by the appropriate public agency or professional consultant retained by the City at the applicant's expense.
- c. The City may refuse all information, studies and materials, submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory. In

addition, the applicant may be required to submit any other supporting information, studies and materials identified by the City during the formal pre-consultation process for the application to be deemed complete.

- d. Where a peer review is required of one or more of the studies listed in this Section, the time period to process the application shall not commence until the peer review study has been submitted to the City, and the City has been fully reimbursed by the applicant for the cost of the peer review.

***Environmental Impact Study***

- e. An Environmental Impact Study may be required, in accordance with the policies of this Plan to:
  - i. Identify and evaluate the potential effects of a proposed development, redevelopment or site alteration on the **Natural Heritage System**;
  - ii. Recommend means of preventing, minimizing or mitigating impacts as well as opportunities for enhancing or restoring the quality and connectivity of the elements comprising the **Natural Heritage System**;
  - iii. Identify and evaluate the presence and significance of elements of the **Natural Heritage System**, where insufficient information exists; and/or,
  - iv. Interpret the boundaries of the **Natural Heritage System**, where appropriate.
- f. An Environmental Impact Study shall meet the following general requirements:
  - i. Demonstrate that the proposed development, site alteration, or boundary adjustment will have no adverse effects or negative impacts on the defined **Natural Heritage System**;
  - ii. If development and/or site alteration is permissible, identify planning, design and construction practices that will maintain or restore and, where feasible, improve the health, diversity and size of the **Natural Heritage System**;
  - iii. Demonstrate how connectivity within the **Natural Heritage System** will be maintained or restored and, where possible, improved during and after construction to allow for the effective dispersal and movement of plants and animals;
  - iv. Determine if the minimum 30 metre ecological buffer used to establish the Natural Areas Designation is sufficient to protect the ecological and hydrologic functions of the various **natural heritage features**, and the area being

evaluated. If the minimum ecological buffers are not sufficient to protect the function of the feature or protect opportunities for feature enhancement, the Environmental Impact Study shall specify the dimensions of the enhanced minimum ecological buffer;

- v. Determine if any lands within the Adjacent Lands Overlay would be appropriate for restoration or re-naturalization to enhance the features and functions within the Core Natural Area Designation; and,
  - vi. Determine if any lands within the Adjacent Lands Overlay should be redefined to the Core Natural Area Designation because they are required to protect **natural heritage features** and their ecological and hydrologic functions.
- g. Environmental Impact Studies are to be undertaken by the proponent in accordance with City/Conservation Authority requirements and approved by the City in consultation with the Conservation Authority and any other agency having jurisdiction. As a condition of approval, the City may peer review all or part of an Environmental Impact Study prepared by the proponent in support of a development application, at the sole expense of the proponent.
- h. The need for, scope and acceptability of an Environmental Impact Study will be determined in collaboration with the Province, Federal government and the Conservation Authority and any other agency having jurisdiction. If the natural heritage feature extends beyond the boundaries of the City, the adjacent municipality will be offered the opportunity to participate in this determination.
- i. Any required Environmental Impact Study will be prepared by a qualified professional and submitted together with the development application as part of the Complete Application Requirements in accordance with the policies of this Plan.
- j. The completion of an Environmental Impact Study does not guarantee that the proposed development, redevelopment or site alteration will be approved. Proposed development, redevelopment or site alteration will not be approved where it is in conflict with other policies of this Plan.
- k. The City, in consultation with the Conservation Authority and any other agency having jurisdiction, may prepare an Environmental Impact Study Manual or a Terms of Reference, to assist owners/applicants in identifying the scope of any required Environmental Impact Study.

***Tertiary Plans***



- I. Tertiary Plans are a non-statutory planning tool that helps to inform Council and staff as they consider applications for development. The purpose of a Tertiary Plan shall be to:
  - i. Promote comprehensive planning at a scale appropriate to the type and scale of the proposed development;
  - ii. Provide contextual information that will help to determine the compatibility of the proposed development with adjacent properties and other properties in the vicinity;
  - iii. Understand the impact of the proposal on the future development potential of adjacent properties and other properties in the vicinity;
  - iv. Determine appropriate requirements/dedications for the provision of parkland, community benefits and other **public service facilities**; and,
  - v. Determine appropriate requirements for the provision/connection to municipal service infrastructure.
- b) City staff will identify the need for a Tertiary Plan and the requirements and scope of the Plan, including definition of the adjacent properties and other properties in the vicinity, at the required Pre-Submission Consultation Meeting.

## **8.0 Interpretation and Definitions**

### **8.1 Interpretation**

- a. The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location except where they coincide with highways, streets, railways, watercourses or other bodies of water or other clearly recognizable or defined physical features. Future streets and transit systems shown on Schedules to this Plan are shown in approximate locations only. Provided that the intent of this Plan is maintained, minor adjustments to the location of boundaries shown on the Schedules to this Plan shall not require an Amendment to this Plan.
- b. Throughout this Plan reference is made to "the City". For the purposes of this Plan, the City refers to the Corporation of the City of Peterborough, and includes Council, staff and/or any authorized Committee of Council. It shall be the ultimate responsibility of Council to implement the Vision, Guiding Principles, Objectives and Policies of this Plan, in consultation with their duly assigned delegates.

### **8.2 Definitions**

Defined terms are bolded throughout the text, except where otherwise stated.

#### **Active Transportation**

Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

#### **Activity Rate**

The ratio of the number of jobs to the population of working age residents.

#### **Affordable**

- 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 purposes of this definition:

Low and moderate income households 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 for the regional market area.

Regional market area means an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In the GGH, the upper- or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper- or single-tier boundaries, it may include a combination of upper-, single- and/or lower-tier municipalities.

**Archaeological Resources**

Includes artifacts, archaeological sites, marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act.

**Areas of Natural and Scientific Interest (ANSI)**

Means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

**Barrier Free**

Designs that are free from any barrier which is anything that prevents a person with a disability from fully participating in all aspects of society because of his or her disability, including a physical barrier, an architectural barrier, an information or communications barrier, an attitudinal barrier, a technological barrier, a policy or a practice.

**Brownfield Site**

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.

**Built Heritage Resources**

A building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. **Built heritage resources** are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

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### **Cash-in-Lieu**

A payment of money in lieu of a conveyance otherwise required under the Planning Act.

### **Complete Communities**

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and **public service facilities**. **Complete communities** are age-friendly and may take different shapes and forms appropriate to their contexts.

### **Conservation Authority**

Means the Otonabee Region Conservation Authority or its successors.

### **Cultural Heritage Landscape**

A defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, Heritage Conservation Districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g., a National Historic Site or District designation, or a UNESCO World Heritage Site).

### **Cultural Heritage Resources**

**Built heritage resources**, **cultural heritage landscapes** and **archaeological resources** that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some **cultural heritage resources** may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

### **Delineated Built Boundary**

The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in the 2017 Growth Plan.

### **Delineated Built-Up Area**

All land within the **delineated built boundary**.

### **Designated Greenfield Area**

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Lands within settlement areas but outside of **delineated built-up areas** that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. **Designated greenfield areas** do not include **excess lands**.

### **Developable Land Area**

The area of the property less the area occupied by key **natural heritage features**, key hydrologic features and any related vegetation protection zone.

### **Development** (not bolded in text)

The creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act, but does not include:

- a. activities that create or maintain infrastructure authorized under an environmental assessment process; or
- b. works subject to the Drainage Act.

### **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.

### **Excess Lands**

Lands within settlement areas but outside of **delineated built-up areas** that have been designated in an official plan for development but are in excess of what is needed to accommodate forecasted growth to the horizon of this Plan.

### **Endangered Species**

Means a species that is listed or categorized as an “Endangered Species” on the official provincial species at risk list or Schedule 1 of the federal Species at Risk Act, as amended from time to time.

### **Ephemeral Watercourse**

Water flows for a short period of time in response to localized precipitation (e.g. spring freshet or storm events). Surface water channel is above the local groundwater table.

### **Fish Habitat**

Spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

**Floor Space Index (FSI)** – the ratio between the total floor area of a building or buildings to the net area of the lot to which the building(s) are located. For example a **floor space index** of 1.0 means that the total floor area of the building is equivalent to the net lot area on which the building is located.

**Garden Suite**

Means a temporary self-contained detached residential structure that is accessory to a single detached dwelling unit and that is designed to be portable.

**Green Building**

A building that, in its design, construction or operation, reduces or eliminates negative impacts, and can create positive impacts, on the climate and natural environment.

**Green Infrastructure**

Natural and human-made elements that provide ecological and hydrologic functions and processes. **Green infrastructure** can include components such as **natural heritage features** and systems, parklands, stormwater management systems, street trees, **urban forests**, natural channels, permeable surfaces, and green roofs.

**Greyfields**

Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict or vacant.

**Habitat of Endangered Species or Threatened Species:**

- a. With respect to a species listed on the Species at Risk in Ontario List as an endangered or threatened species for which a regulation made under clause 55(1)(a) of the Endangered Species Act, 2007 is in force, the area prescribed by that regulation as the habitat of the species;
- b. With respect to any other species listed on the Species at Risk in Ontario List as an endangered or threatened species, an area on which the species depends, directly or indirectly, to carry on its life processes, including life processes such as reproduction, rearing, hibernation, migration or feeding, as approved by the Ontario Ministry of Natural Resources; and places in the areas described in clause (a) or (b), whichever is applicable, that are used by members of the species as dens, nests, hibernacula or other residences.
- c. In respect of aquatic species listed on Schedule 1 of the Species at Risk Act, spawning grounds and nursery, rearing, food supply, migration and any other areas on which aquatic species depend directly or indirectly in order to carry out their life processes, or areas where aquatic species formerly occurred and have the potential to be reintroduced; and,
- d. In respect of other wildlife species listed on Schedule 1 of the Species at Risk Act, the area or type of site where an individual or wildlife species naturally occurs or depends on directly or indirectly in order to carry out its life processes or formerly occurred and has the potential to be reintroduced.

**Hazardous Lands**

Property or lands that could be unsafe for development due to naturally occurring processes. Along river, stream and small inland lake systems, this means the land, including

that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

**Hazardous Sites**

Property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

**Infill Housing**

Any project that builds new housing in an already established neighbourhood, such as:

- a. Demolishing one single-family home and building a new one on the same lot;
- b. Building a duplex where a single-family home once stood;
- c. Putting up a row of townhouses where one or more single-family homes stood previously; or,
- d. Constructing a new building on a vacant lot.

**Innovation Hubs**

Locations that support collaboration and interaction between the private, public and academic sectors across many different economic sectors to promote innovation.

**Intermittent Watercourse**

Water flows for several months during the year because of a connection with seasonally high groundwater table or flow contributions from wetlands. Typically flow typically ceases during the summer months (July and August).

**Isolated or Dug-out Ponds**

Anthropogenic waterbodies that are created by excavating basins with no inlet or outlet channels in which surface and/or groundwater collect. Does not include facilities constructed for the treatment/storage of stormwater.

**Large-scale food store**

A retail establishment specializing in food products with a Gross Floor Area greater than 1,000 square metres.

**Linkage/Corridor**

A linear area intended to provide connectivity, supporting a complete range of community and ecosystem processes, enabling plants and smaller animals to move between core areas and other larger areas of habitat over a period of generations.

**Major Office**

Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

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### **Major Institutional**

Significant institutional facilities which are generally included within the Major Institutional Designation, and which have a minimum gross floor area of 4,000 square metres.

### **Major Retail Facilities**

Large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

### **Major Transit Station Area**

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. **Major transit station areas** generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

### **May, should, encourage** (not bolded in text)

Discretionary language providing guidance, but with inherent flexibility in the interpretation of the policy.

### **Multi-Modal**

Relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine.

### **Natural Heritage Features and Areas**

Features and areas, including significant wetlands, significant coastal wetlands, other coastal wetlands in Ecoregions 5E, 6E and 7E, fish habitat, significant woodlands and significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of endangered species and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

### **Natural Heritage System**

The system mapped and issued by the Province in accordance with this Plan, comprised of **natural heritage features and areas**, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include key **natural heritage features**, key hydrologic features, federal and provincial parks and conservation reserves, other **natural heritage features and areas**, lands that have been restored or have the potential to be restored to a natural state, associated areas that support hydrologic functions, and working landscapes that enable ecological functions to continue.

### **Naturally Occurring Waterbodies (Lakes/Ponds)**



Waterbodies that occur and persist without anthropogenic influence (i.e. was not constructed and does not require on-going maintenance).

**Neighbourhood Supportive Uses**

Uses which are complementary, serve the needs of local residents and support the development of a walkable and **complete community** and which do not create an adverse impact on the surrounding residential uses.

**No Net Loss**

Where unavoidable habitat, environmental and/or resource losses are balanced with the replacement of those features, such as through site restoration.

**Non-Provincially Significant Wetlands**

Wetlands that do not meet the criteria for provincially significant wetlands or unevaluated wetlands that meet the following criteria:

- a. Wetlands greater than or equal to 0.5 hectares; or
- b. Wetlands 0.2 to 0.5 hectares that meet one or more of the following:
  - i. Located within floodplain;
  - ii. Contiguous with a permanent or intermittent watercourse, a Significant Valleylands or Natural Heritage System Level A or B woodland;
  - iii. Identified as a bog or fen; or
  - iv. Identified as part of an ecologically functional corridor or linkage between natural heritage features.

**One Hundred (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 per cent change of occurring or being exceeded in any given year, as determined by the **Conservation Authority**.

**Permanent Watercourse**

Continuous year-round surface flow occurs in most years. Baseflow conditions are supported by year-round groundwater discharge and/or wetland/surface storage areas.

**Personal Service Commercial**

A building or part thereof used for the furnishing of personal services to individual persons, including a barber, hairdresser, beautician, tailor, dressmaker, shoemaker, self-service laundry, self-service dry cleaning establishment, dry cleaning depot - Class 2 or suntanning shop, but specifically excluding a use as a body massage parlour or an adult entertainment parlour.

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### **Population-Related Employment**

Means employment that exists in response to a resident population that is primarily not located in **employment areas** or **major office** jobs. This category includes retail, education, health care, local government and work at home employment.

### **Public Realm**

All spaces to which the public has unrestricted access, such as streets, parks and sidewalks.

### **Public Service Facilities**

Lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. **Public service facilities** do not include infrastructure.

### **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**.

### **Redevelopment** (not bolded in text)

The creation of new units, uses or lots on previously developed land in existing communities, including **brownfield sites**.

### **Risk Management Official**

The Risk Management Official appointed under Part IV of the Clean Water Act, 2006. The Risk Management Official is responsible for making decisions about risk management plans and risk assessments and must meet the prescribed criteria in the regulations under the Clean Water Act, 2006

### **Significant Wildlife Habitat**

Habitat of seasonal concentrations of animals, rare vegetation communities or specialized habitat for wildlife, habitat for Species of Conservation Concern and animal movement corridors that meets a pre-determined threshold of function.

### **Significant Wetland**

Provincially Significant Wetlands (PSW) meeting the point scoring threshold through an Ontario Wetland Evaluation System valuation and designated by the Ministry of Natural Resources and Forestry.

### **Significant Woodland**

- a. Woodlands 2 hectares or greater in extent; or
- b. Woodlands 0.5 hectares or greater in extent and that:
  - Directly supports threatened or endangered species, with the exception of specimens deemed not requiring protection by the Province (e.g. as is sometimes the case with Butternut); or,

- Are within 30 metres of a provincially significant wetland or permanent stream or intermittent stream; or,
- Are identified as part of an ecologically functional corridor or linkage between natural heritage features; or,
- Are dominated by native trees older than 100 years and having late successional characteristics.

**Secondary Suite**

Self-contained residential units with a private kitchen, bathroom facilities and sleeping areas within dwellings or within structures ancillary to a dwelling (e.g., above laneway garages).

**Secondary suites** are also referred to as second units, basement apartments, accessory apartments, granny flats, in-law apartments, or nanny suites.

**Service Commercial Use**

A building or structure or part thereof where clerical, business, professional and administrative services such as banking, accounting, insurance, investment and financial planning, land use planning, engineering or architectural services or the services of other consultants are provided and may include personal service uses such as florists, dry cleaning, tailors, travel agents, hair salons, diet centres, day spas, tanning parlours, shoe repair and video stores, but shall not include any Adult Entertainment Use.

**Shall, will, must** (not bolded in text)

Definitive language indicating an obligation on the subject of the policy to meet the stated requirements, with little flexibility in interpretation.

**Small-scale food store**

A retail establishment specializing in food products with a maximum Gross Floor Area of 1,000 square metres.

**Special Needs**

Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of **special needs** housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

**Strategic Growth Areas**

Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. **Strategic growth areas** include **urban growth centres, major transit station areas**, and other major opportunities that may include

infill, redevelopment, **brownfield sites**, the expansion or conversion of existing buildings, or **greyfields**. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as **strategic growth areas**.

**Threatened species**

Means a species that is listed or categorized as a “Threatened Species” on the official provincial species at risk list or Schedule 1 of the federal Species at Risk Act, as amended from time to time.

**Transit-Oriented**

Development which is designed to be well connected and integrated with transit systems, helps to make transit use more efficient, comfortable and attractive, provides quality pedestrian amenities to support the walk to and from transit services and generates ongoing demand for transit ridership.

**Transit-Supportive**

Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. **Transit-supportive** development will be consistent with Ontario's Transit Supportive Guidelines.

**Tree**

Woody vegetation that can grow to a minimum of 6 m in height at maturity. Excluded are: European Buckthorn (*Rhamnus cathartica*), Staghorn Sumac (*Rhus typhina*) and Common Lilac (*Syringa vulgaris*).

**Urban Forest**

A collection of trees that grow within an urban area or any human settlement. Trees may be naturally occurring or planted and may exist as mixtures of individual trees, woodlots or forest, riparian complexes and fields in various stages of succession toward a tree-dominated landscape.

**Urban Growth Centre**

Existing or emerging downtown areas shown in Schedule 4 of the 2017 Growth Plan and as further identified by the Minister on April 2, 2008.

**Valleylands**

A natural area that occurs in a depression within the landscape that has two sides and that has water flowing through or standing for some period of the year. For the purposes of the policy of this Official Plan, Significant Valleylands and valleylands exclude built-up valleyland areas within the City of Peterborough. These areas may still be subject to Conservation Authority regulations.

**Vegetation Protection Zone**

A vegetated buffer area surrounding a key **natural heritage feature** or key hydrologic feature.

**Watershed**

An area that is drained by a river and its tributaries.

**Watershed Planning**

Planning that provides a framework for establishing goals, objectives, and direction for the protection of water resources, the management of human activities, land, water, aquatic life, and resources within a **watershed** and for the assessment of cumulative, cross-jurisdictional, and cross-**watershed** impacts.

**Watercourse**

An identifiable depression in the ground in which a flow of water regularly or continuously occurs.

**Watershed planning** typically includes: **watershed** characterization, a water budget, and conservation plan; nutrient loading assessments; consideration of climate change impacts and severe weather events; land and water use management objectives and strategies; scenario modelling to evaluate the impacts of forecasted growth and servicing options, and mitigation measures; an environmental monitoring plan; requirements for the use of environmental best management practices, programs, and performance measures; criteria for evaluating the protection of quality and quantity of water; the identification and protection of hydrologic features, areas, and functions and the inter-relationships between or among them; and targets for the protection and restoration of riparian areas.

**Watershed planning** is undertaken at many scales, and considers cross-jurisdictional and cross-**watershed** impacts. The level of analysis and specificity generally increases for smaller geographic areas such as sub-**watersheds** and tributaries.

**Wetlands**

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic or water tolerant plants. Four main categories of wetland are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands.

**Wildlife Habitat**

Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

**Woodland**

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All treed areas less than 0.2 hectares determined by dripline, includes woodlots and forested areas, including treed wetlands, other than a cultivated fruit or nut orchard or a plantation established for the purpose of producing Christmas trees or nursery stock. The following Ecological Land Classification (ELC) Community Classes and Series are also considered woodland:

- a. Forest – coniferous forest (FOC), mixed forest (FOM) or deciduous forest (FOD);
- b. Swamp – coniferous swamp (SWC), mixed swamp (SWM) or deciduous swamp (SWD); and;
- c. Cultural – cultural woodland (CUW) or cultural plantation (CUP).

Treed areas separated by more than 20 metres will be considered to be separate woodland areas.

# Schedule A: Urban Structure

- Municipal Boundary/Settlement Area Boundary
- Delineated Built Boundary
- Rural Transitional Area

## Lands within the Delineated Built Boundary (Delineated Built-Up Area)

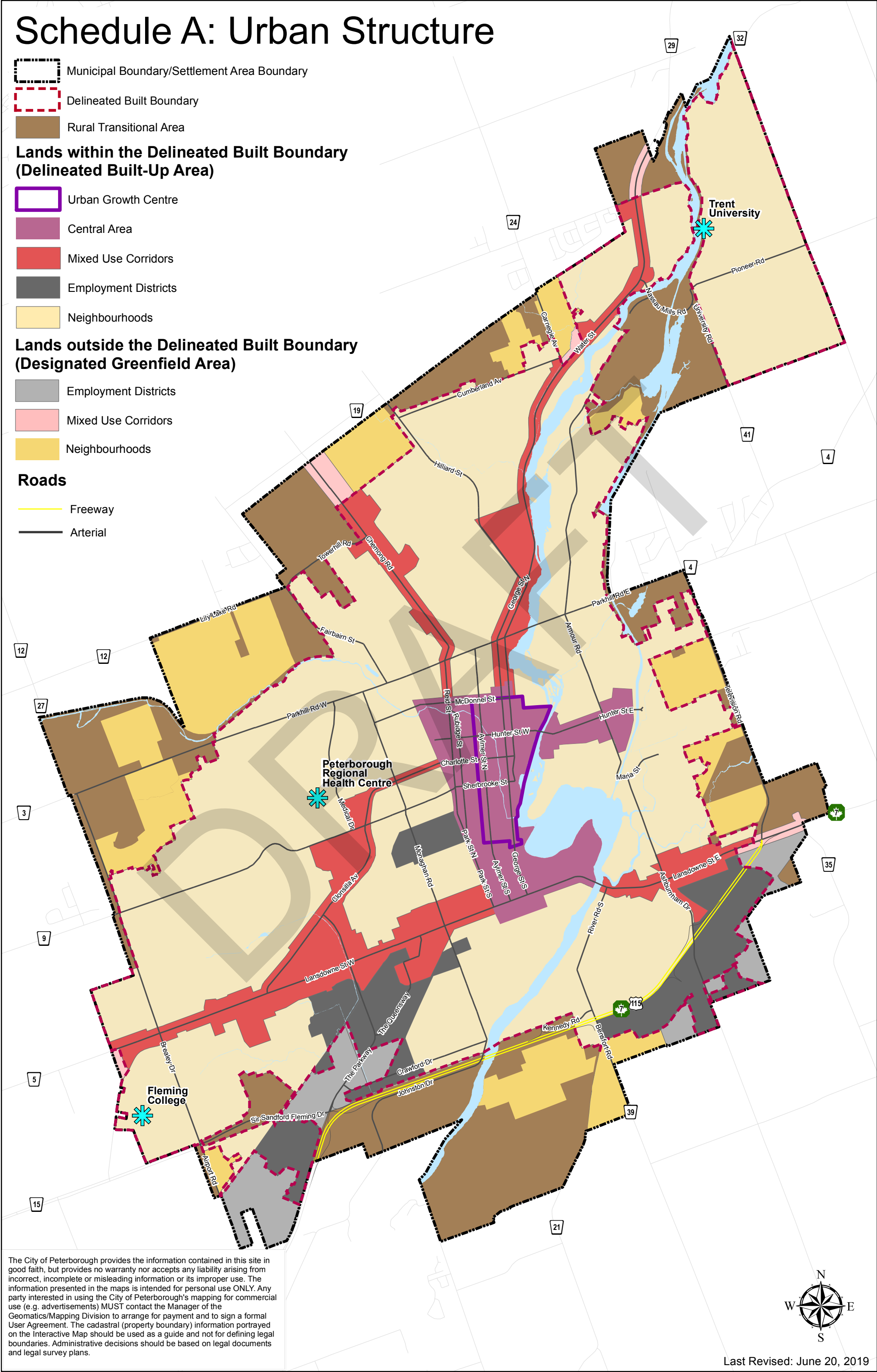
- Urban Growth Centre
- Central Area
- Mixed Use Corridors
- Employment Districts
- Neighbourhoods

## Lands outside the Delineated Built Boundary (Designated Greenfield Area)

- Employment Districts
- Mixed Use Corridors
- Neighbourhoods

## Roads

- Freeway
- Arterial



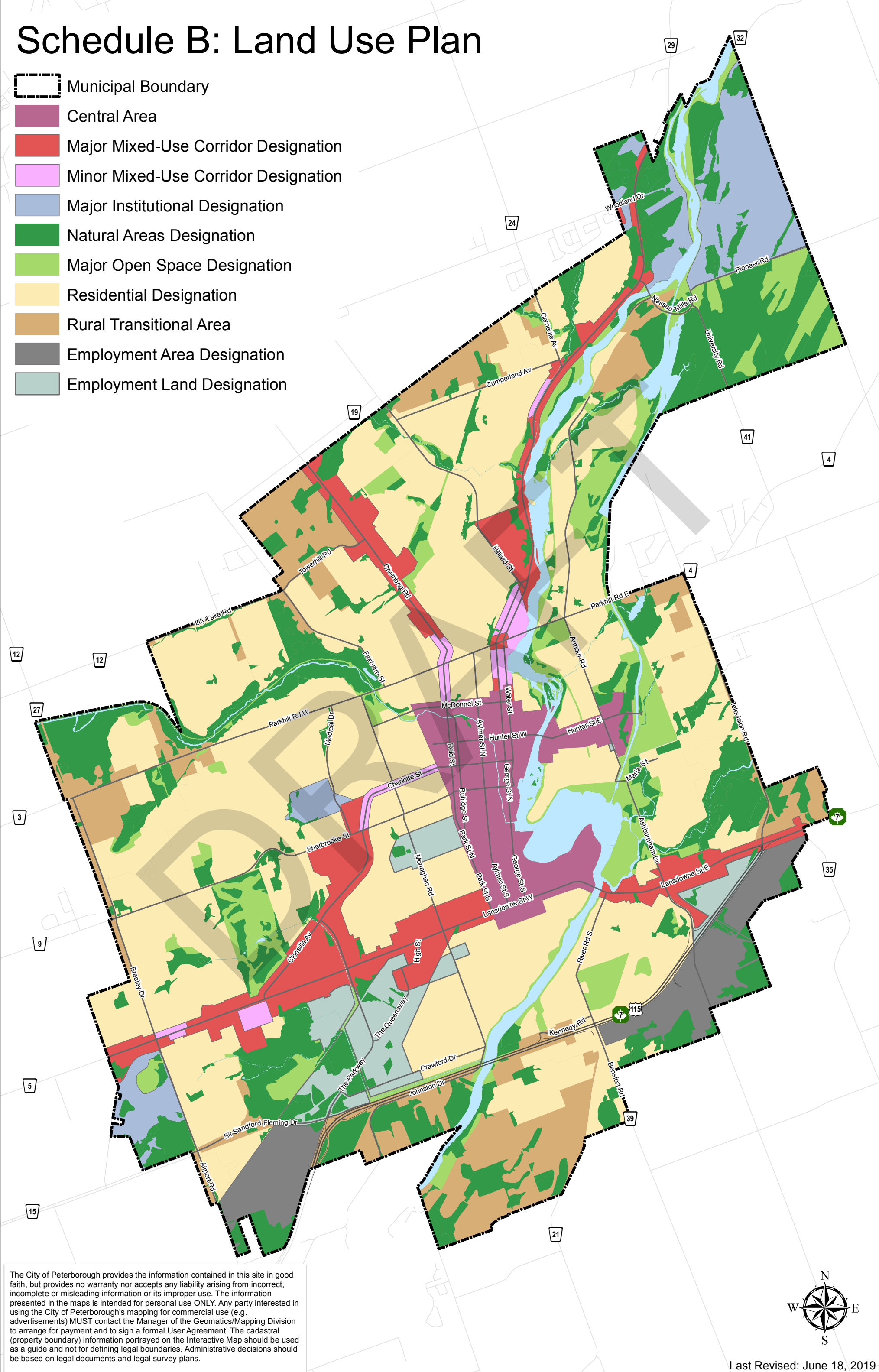
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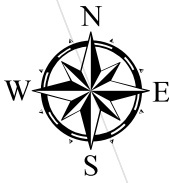


# Schedule B: Land Use Plan

- Municipal Boundary
- Central Area
- Major Mixed-Use Corridor Designation
- Minor Mixed-Use Corridor Designation
- Major Institutional Designation
- Natural Areas Designation
- Major Open Space Designation
- Residential Designation
- Rural Transitional Area
- Employment Area Designation
- Employment Land Designation

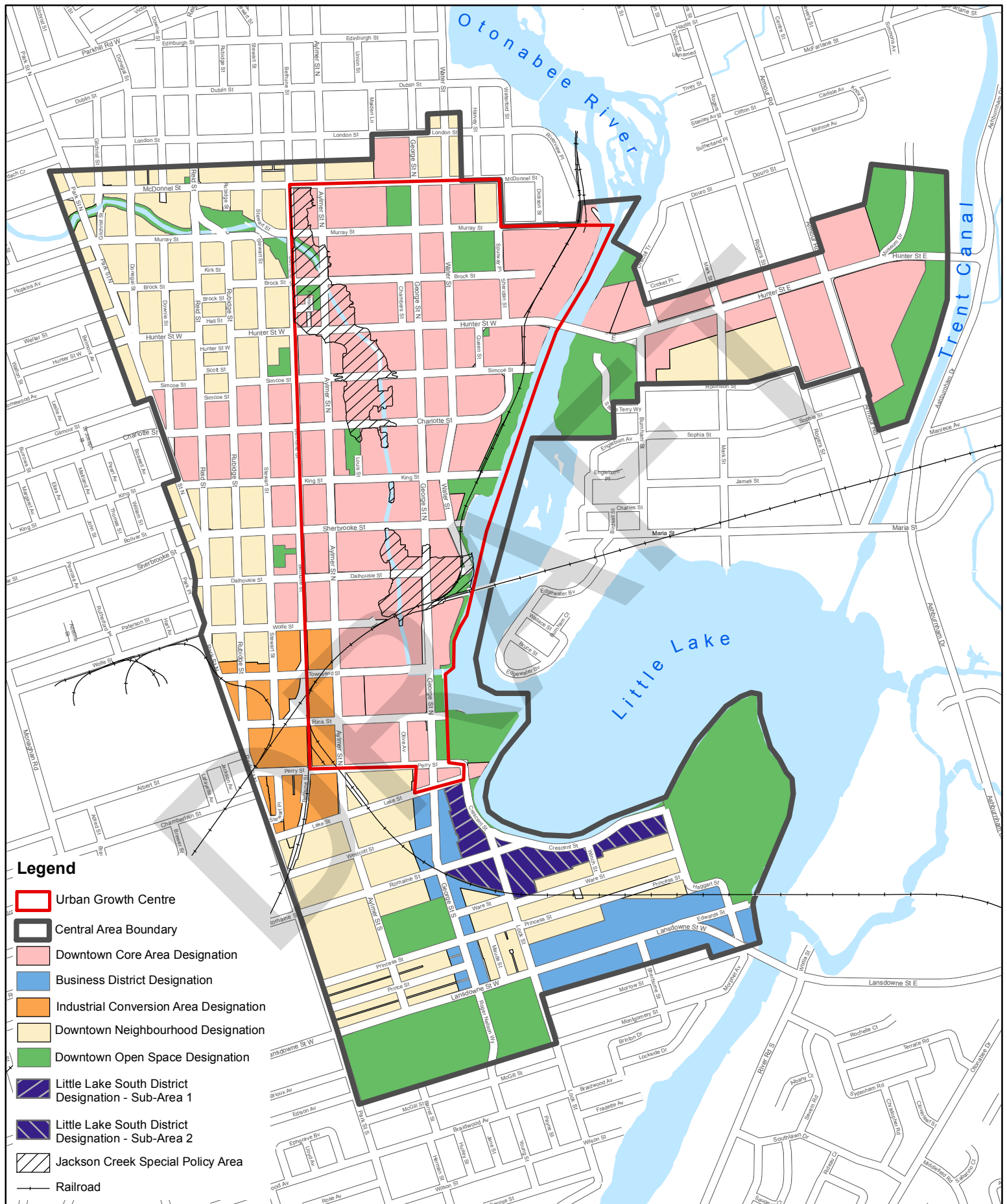


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# Schedule C: Central Area Plan



Map Accuracy and Interpretation:  
The information depicted on this hardcopy or digital map file is schematic in nature.  
Accurate interpretation of information shown should be obtained from appropriate  
City Planning staff.



0 0.25 0.5 1  
Kilometers

Last Revised: June 20, 2019

# Schedule D: Transportation Plan

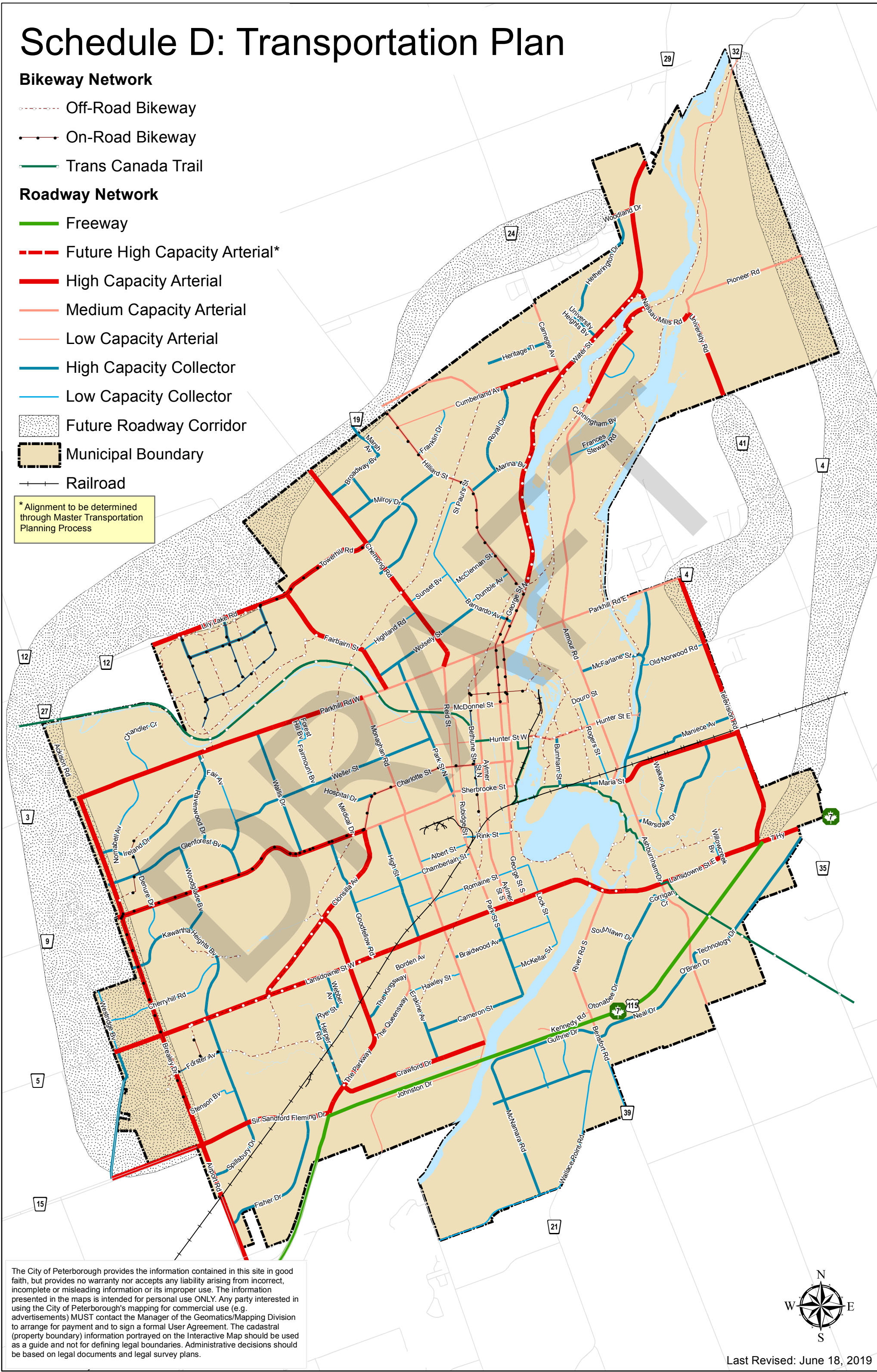
## Bikeway Network

- Off-Road Bikeway
- On-Road Bikeway
- Trans Canada Trail

## Roadway Network

- Freeway
- Future High Capacity Arterial\*
- High Capacity Arterial
- Medium Capacity Arterial
- Low Capacity Arterial
- High Capacity Collector
- Low Capacity Collector
- Future Roadway Corridor
- Municipal Boundary
- Railroad

\* Alignment to be determined through Master Transportation Planning Process



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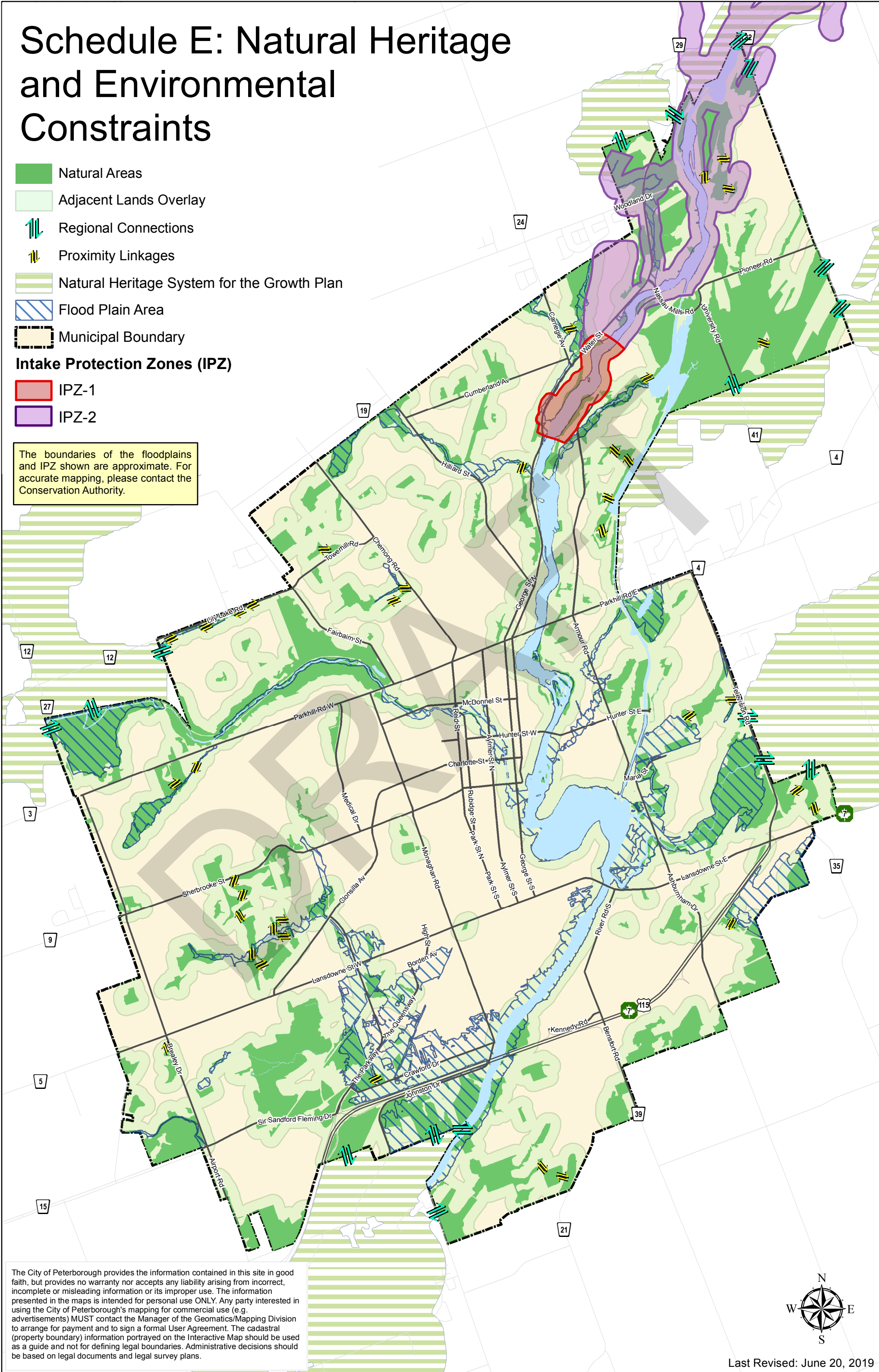




# Schedule E: Natural Heritage and Environmental Constraints

- Natural Areas
- Adjacent Lands Overlay
- Regional Connections
- Proximity Linkages
- Natural Heritage System for the Growth Plan
- Flood Plain Area
- Municipal Boundary
- Intake Protection Zones (IPZ)**
  - IPZ-1
  - IPZ-2

The boundaries of the floodplains and IPZ shown are approximate. For accurate mapping, please contact the Conservation Authority.



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Figure 1: Sub-Areas

