

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

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.