



# **Clair-Maltby**

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Transform. Connect. Community

Policy Directions:

Framework for the  
Clair-Maltby Secondary  
Plan

May 13, 2019





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## **Introduction**

This document summarizes key directions that will provide the basis for a new Secondary Plan for Clair-Maltby. It describes the long-term Vision and Principles for the area, illustrates the structuring elements of the plan, and outlines general directions for policies and/or objectives.

## **Glossary of Acronyms and Terms**

BMPs – Best Management Practices

CEIS – Comprehensive Environmental Impact Study for the Clair-Maltby Secondary Plan project

CMSP – Clair-Maltby Secondary Plan

Community Structure Alternatives – the alternative concepts developed based on the Conceptual Community Structure

Conceptual Community Structure – the concept plan approved by Council in December 2017 as the basis for the Phase 2 technical work

CWG – Community Working Group for the Clair-Maltby Secondary Plan

EA – Environmental Assessment process

FSI – Floor Space Index

GRCA – Grand River Conservation Authority

Growth Plan 2017 – Growth Plan for the Greater Golden Horseshoe 2017

LID – Low Impact Development

MCEA – Municipal Class Environmental Assessment

MESP – Master Environmental Servicing Plan

MIKE SHE – one of the integrated ground and surface water model used to assess the impacts of the Preferred Community Structure



MNRF – Ministry of Natural Resources and Forestry

NHS – Natural Heritage System

OPA – Official Plan Amendment

PCSWMM – hydrologic model used to assess the surface water impacts of the Preferred Community Structure

Preferred Community Structure – the concept plan approved by Council in June 2018 as the basis for the Phase 3 technical work

PSA – Primary Study Area for the Clair-Maltby Secondary Plan

SWCA – Storm Water Capture Areas

SWH – Significant Wildlife Habitat

SWM – Storm Water Management

SWP – Source Water Protection

TAG – Technical Advisory Group for the Clair-Maltby Secondary Plan

Updated Preferred Community Structure – the concept plan being recommended to Council for approval on May 13, 2019



## **Clair-Maltby’s role within the city**

Clair-Maltby is the City’s last unplanned greenfield area. The objective of the Clair-Maltby Secondary Plan (CMSP) is to comprehensively plan for a sustainable community that provides a full range and mix of housing, as well as opportunities for commercial uses, within an urban village context.

The CMSP study is a collaborative, design-driven process that is intended to achieve a feasible plan addressing technical issues and requirements within the context of the Provincial and City planning policy framework. It is intended that by emphasizing community engagement throughout the process, the plan will be innovative, bold and will create a well-designed community that reflects the unique characteristics of this area of the City.


## **Secondary plan drivers**

### **Growth Plan for the Greater Golden Horseshoe**

The CMSP area (as revised in June 2018) is entirely within the City’s Designated Greenfield Area. The Provincial Growth Plan 2017 directs the minimum density that the City’s Designated Greenfield Area should be developed at, and further identifies that the City should plan to achieve a population of 191,000 by 2041. While the secondary plan is a design-driven process, conformity with the Growth Plan 2017 is also a key consideration informing the development of the plan.

### **Environment First Approach**

The CMSP project began in 2015. This was intentionally started after full approval of the City’s Natural Heritage System (NHS) through Official Plan Amendment (OPA) 42. With the City’s NHS policies and mapping in place, the CMSP project was started with an integrated, connected and protected NHS which forms a foundational building block of the secondary plan process.



The CMSP project includes a Comprehensive Environmental Impact Study (CEIS) that:

- is comprehensive and intended to address natural heritage and water resource protection and management;
- incorporates subwatershed planning elements; and,
- informs land use and infrastructure decision making as part of a broader integrated development framework.

## **Importance of Groundwater**

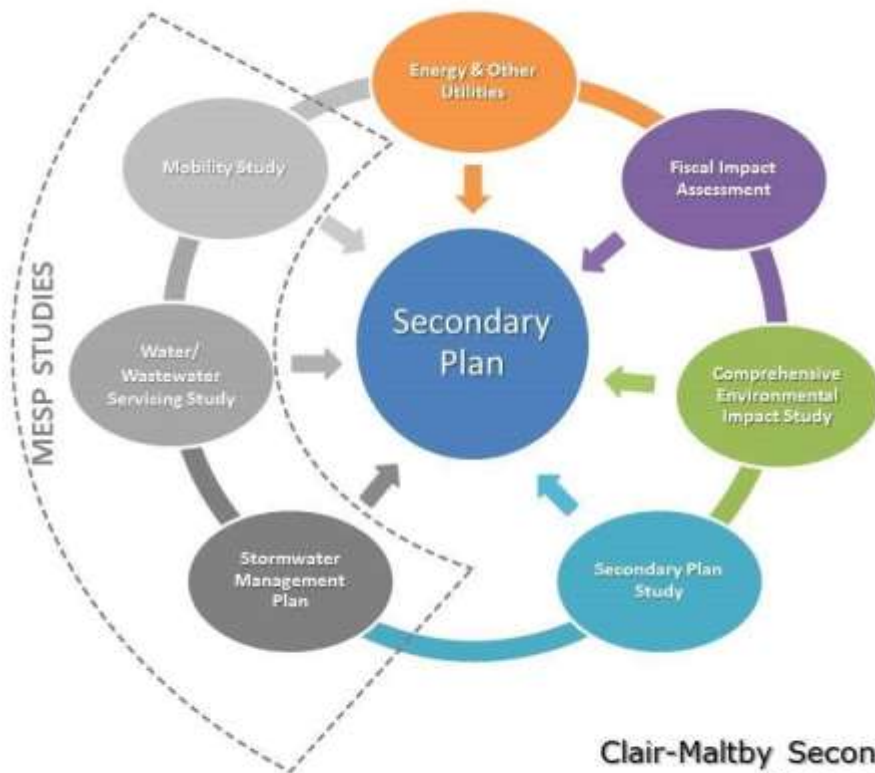
### **Water Supply and Source Water Protection**

The CMSP provides guidance for protection of existing municipal water supply and conforms with the City's Source Water Protection Program. The City's Source Water Protection Program has been ongoing since 2006 and, under the requirements of the Clean Water Act, the City has water quality protection policies in place and is in the process of developing water quantity policies. The CMSP area has been considered in Source Protection water budget studies and the same modelling tools used in the Source Protection projects have been used in the CMSP studies to assess potential water quantity impacts of future development of the lands. The City's Source Protection Program is foundational to the CMSP since it establishes clear policies with respect to protection of water quality and water quantity for the City's municipal water supply. Integration of Source Protection and the CMSP will result in the following:

- Assessments of water budgets to define and maintain recharge and infiltration targets to protect the hydrological functions of the moraine lands within the CMSP area;
- Balancing water quality and water quantity in stormwater management to achieve infiltration targets while preventing water quality impacts; and,
- Conformity with existing Source Protection water quality policies and proposed water quantity policies for the protection of existing and future municipal water supplies.

## Informed by Technical Studies

The CMSP project includes several technical studies. The resultant secondary plan will incorporate the findings of the technical studies to develop a comprehensive plan and servicing strategies for the CMSP area.



Clair-Maltby Secondary Plan  
Process Diagram

## Vision and Guiding Principles

Council approved the Vision and Guiding Principles in July 2016 as a basis for the preparation of the CMSP.



### Vision

Clair-Maltby will be a vibrant, urban community that is integrated with Guelph's southern neighbourhoods, as well as having strong connections to Downtown, employment areas and the rest of the City.

The Natural Heritage System and the Paris Moraine provide the framework for the balanced development of interconnected and sustainable neighbourhoods.

The area will be primarily residential in character with a full range and mix of housing types and a variety of other uses that meet the needs of all residents.

A system of parks, open spaces and trails will be interwoven throughout to provide opportunities for active and passive recreation.



## Guiding Principles

### Green and resilient



Protect, maintain, restore, and where possible, improve water resources and the Natural Heritage System. Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure.

### Healthy and sustainable

Design the community for healthy, active living. Provide a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable development which is fiscally responsible.



### Vibrant and urban



Create identifiable urban neighbourhoods that are pedestrian oriented and human-scaled. Promote forward-thinking and innovative design that integrates new development into the rolling topography, while conserving significant cultural heritage resources.





## **Interconnected and interwoven**

Establish a multi-modal mobility network that provides choice and connects neighbourhoods to each other and the rest of the city. Create a network of parks, open spaces and trails to provide opportunities for active and passive recreation, as well as active transportation choices.



## **Balanced and liveable**



A valued and livable community which reflects the right balance between protecting the environment and fostering a healthy, equitable and complete community.

## Community Structure

Clair-Maltby will be an urban village comprised of the Gordon Street Corridor, surrounding neighbourhoods and the NHS. The Land Use Plan (Note: This Plan will be based on the Updated Preferred Community Structure – See Map 1B of this document) establishes the community structure of Clair-Maltby. Clair-Maltby will be primarily residential in character with a full range and mix of housing types and a variety of other uses. The NHS and the Paris Moraine, together with a system of parks and open spaces, will provide the framework for the balanced development of interconnected and sustainable neighbourhoods.

## Gordon Street Corridor



The Gordon Street Corridor will provide a mix of conditions, varying as one moves along the corridor to protect, highlight and celebrate the significant pockets of open space, the NHS and cultural heritage resources while allowing for vibrant urban development to occur at transit-supportive densities. This corridor will accommodate the highest density in Clair-Maltby and will include:

- Areas with taller residential and/or mixed-use buildings;
- Open space areas where the existing NHS and cultural heritage resources are being protected;
- A Main Street area that runs east-west crossing Gordon Street; and,
- A green gateway at the entrance to the city in the urban-rural transition area.

## Urban Village Core

The Urban Village Core will be the central focus of the CMSP area and will include:

- A Main Street that anchors this core area and runs east-west crossing Gordon Street perpendicularly;
- Pedestrian oriented and predominantly mixed use buildings;
- High quality signature and landmark buildings; and,
- A centrally-located urban square within the Main Street that will serve as its focal point.



## Residential Neighbourhoods


The eight neighbourhoods (See Map 2, Proposed Neighbourhood Structure) will be predominantly low to midrise housing forms in walkable residential areas anchored by a focal point. A focal point may be a neighbourhood-scale mixed use or commercial development, parks and/or other community facilities.



## Key Policy Directions and Objectives for Protecting the Natural Heritage System



1. Within the CMSP area, water resources and the existing NHS will be protected, maintained, restored, and where possible, improved.
2. The existing NHS policies in the City's Official Plan will apply to the CMSP area (see Appendix A of this document). These policies provide direction regarding:
  - a. the City's environment first approach;
  - b. the protection of the NHS including adjacent lands and buffers, study requirements, interpretation, general permitted uses, significant natural areas (i.e., significant wetlands, significant woodlands, restoration areas), natural areas, wildlife crossing locations, urban forest, natural heritage stewardship and monitoring; and,
  - c. environmental study requirements.
3. New development in the CMSP area will comply with the recommendations of the CEIS, including the protection of the significant water infiltration and recharge function of depressional features and the use of low impact development measures.
4. Additional policy may need to be developed specific to Clair-Maltby generally related to the NHS and the following:
  - a. protect the Paris Moraine by considering significant landform, water resources, and the ecological and hydrologic function it provides to the NHS (e.g. headwaters, groundwater recharge function);

- 
- b. achieve an appropriate water balance and infiltration target to preserve natural hydrologic processes to protect, restore and replenish surface and groundwater resources;
  - c. complete detailed environmental impact studies as part of future development approval processes that build on the findings of the CEIS prepared for the CMSP area. This may include detailed analyses of local water resources at more resolute scales in the form of Subwatershed Impact Areas identified as part of the CEIS and/or jointly studying blocks of land, spanning individual property boundaries, to enable a complete assessment of wildlife movement and landscape function;
  - d. balance views and access from development to the NHS with protection of NHS features and functions;
  - e. incorporate wildlife crossings based on contemporary design and best practices in the design and development of future roads in the CMSP area;
  - f. generally trails shall be located outside of the NHS and any minimum required buffers to ensure the protection of the NHS and its ecological and hydrologic function. Trails shall only be located within the NHS (including required buffers) if a detailed environmental impact study demonstrates that there will be no negative impact on the NHS feature or its function;
  - g. protect and enhance connectivity within the NHS, in the CMSP area, City of Guelph and County of Wellington; and,
  - h. Specific policies related to the design and development of:
    - i. Potential Active Transportation Links east of Gordon Street (See Map 1B);
    - ii. Potential Active Transportation Link to employment area to the west (See Map 1B); and,
    - iii. Road connections for proposed arterial and/or collector roads (See Map 1B).
5. Visual access to the NHS should be provided via single loaded roads, the open space system, stormwater management areas or other similar uses.

## Protecting our Cultural Heritage Resources

1. Conserve (identify, evaluate and manage) and celebrate cultural heritage resources that provide a link to the agricultural past of this area. Cultural heritage resources include built heritage resources, cultural heritage landscapes and archaeological resources. Maps 1A and 1B identify cultural heritage resources for illustrative purposes only.
2. Development related to cultural heritage resources, as well as development and site alteration adjacent to protected heritage properties, will be undertaken in accordance with the policies of section 4.8 of the Official Plan and the provisions of the Ontario Heritage Act. In particular, surrounding development will be designed to adopt an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value of the protected cultural heritage resources.
3. Future development shall conserve and carefully incorporate identified built heritage resources or cultural heritage landscapes as they contribute to an understanding of the agricultural history of this area of the city. Heritage character-defining elements of former farm buildings that have been salvaged and stored for incorporation in future development shall be guided by an approved conservation plan.



## Water and Wastewater Servicing and Stormwater Management

Municipal services for Water, Wastewater and Stormwater Management (SWM) will be planned and implemented as per recommendations of the Master Environmental Servicing Plan (MESP) for the CMSP area.

1. Integrate innovative stormwater management, water conservation and reuse, and other green infrastructure practices in the CMSP area.
2. Design SWM areas to be multi-functional where possible. This may include providing passive recreation/park areas and/or restoration areas.
3. The Municipal Services and Infrastructure policies of the Official Plan (Section 6) are applicable in the CMSP area.
4. Ensure development and infrastructure design is fiscally responsible in the short and long term.
5. Develop and implement phasing policies and other strategies for the CMSP area to ensure compact, orderly development and to minimize the cost of municipal services and related infrastructure; and to align with the population forecasts and density targets.





## **Mobility and Trails**

Clair-Maltby will be a community where walking, cycling and transit are attractive and efficient modes of transportation within the community and connecting to the City as a whole and the surrounding rural area.

The mobility and trail network will be planned and implemented as per the recommendations of the MESP for the CMSP area.

### **General**

1. Achieve safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation with a focus on pedestrians, cyclists and transit-users.
2. Meet or exceed the city-wide modal share target for walking, cycling and transit.
3. Establish a modified grid road system with a fine-grained block structure to disperse traffic and encourage walking and cycling. Limit the maximum block length to 150-200 metres (with most blocks being approximately 80 metres by 175 metres).
4. Provide complete urban street cross-sections that include pedestrian and cycling facilities, enhanced transit facilities, street trees, infrastructure and underground utilities.
5. In the design of public right of ways, the City will balance the provision of a safe, functional and attractive pedestrian-oriented, cyclist friendly and transit-supportive environment with an acceptable level of vehicular traffic. The City is prepared to accept a vehicular level of service which is more constrained in return for a more pedestrian-oriented environment and achievement of urban design along its roads. To achieve this environment, the City may use a variety of techniques, depending on the function of the road, including alternative engineering standards.
6. Manage parking in a manner that supports transportation objectives.



## Active Transportation (cycling and transportation demand management)

1. Provide facilities within the public and private realm which encourage cycling, including off-road cycling facilities.
2. Establish active transportation links to the Clair-Gordon mixed use node and the South End Community Park.
3. Implement transportation demand management requirements to encourage walkability including sidewalks on both sides of most streets.



## Transit



1. Extend the transit system throughout Clair-Maltby to connect to the rest of the City and regional transit in order to maximize the benefits of transit.
2. Consider enhanced transit facilities such as queue jump lanes, priority lights, High Occupancy Vehicle or bus only lanes at specific times in order to ensure transit is attractive.
3. Locate a transit hub along Gordon Street in a location that connects riders with high density residential, commercial and mixed use areas. The transit hub should also provide for connections to regional and GO Transit.
4. Design to support the potential future introduction of higher order transit along Gordon Street, including bus lay-bys.
5. Provide bus stops at regular intervals, generally within 400m of every residence and business.



## Trails



1. Create a trail system for both recreation and necessary travel.
2. Provide consideration for a Moraine Ribbon to accommodate a trail or its equivalent throughout in order to facilitate active and passive recreational movement. This feature may also allow for Active Transportation routes where it corresponds with identified Active Transportation routes.
3. Create local trails that connect residential areas with community facilities and commercial areas, as well as connect to the larger trail network or Moraine Ribbon.



## Land Use and Parks

### General Community Structure

1. Focus higher density residential and mixed use development along Gordon Street to create an integrated compact and mixed use district that provides opportunities to live close to daily services.
2. Create an Urban Village Core that provides a central focus for the area and contains a Main Street area at its centre.
3. Provide opportunities for commercial amenities and community services, including schools, parks and recreation facilities within walking distance for all residents.
4. Achieve a minimum population to meet the minimum requirements of the Provincial Growth Plan.
5. Achieve transit supportive densities with human scaled built form.
6. Meet the city-wide target for affordable housing of 30%.
7. Encourage the co-location of community facilities including schools, parks and stormwater management systems in order to provide opportunities to create green areas that can highlight and take advantage of the area's variable topography.



## Green Gateway



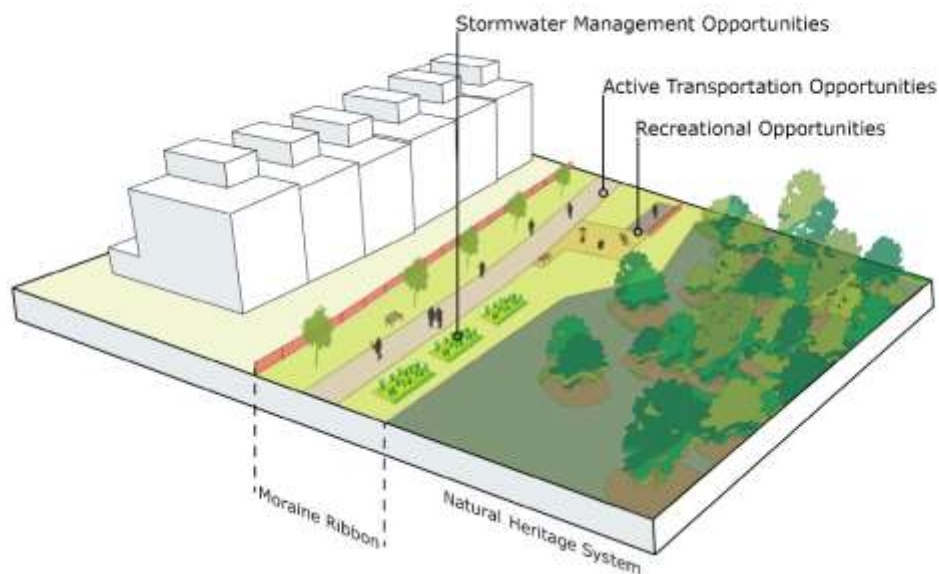
1. The green gateway at the intersection of Gordon Street and Maltby Road may include elements such as:
  - a. a linear green space;
  - b. public art;
  - c. a multi use path; and,
  - d. connections to the open space system.
2. As a major gateway into the City, this gateway will be designed to contribute to the community image and identity.

## Urban-Rural Transition

1. The urban-rural transition area will be a minimum of 60 metres in depth from the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way.
2. Within this area buildings will have a maximum height of 3 storeys. Beyond the urban-rural transition area, buildings may transition to taller building heights in accordance with the underlying land use designation.
3. Low-density built forms such as detached dwellings, semi-detached dwellings and townhouses will be designed to limit the number of driveways on to Victoria Road and Maltby Road.
4. Increased building setbacks from Victoria Road and Maltby Road to allow for landscaping will be encouraged.

## Parks

1. Develop an open space system strategy for the CMSP area to fully detail how the City's open space objectives will be achieved, including opportunities to increase the amount of parkland in the CMSP area. The open space system strategy for the CMSP area will be outlined in a future public discussion paper to be prepared prior to or with the draft secondary plan.
2. Develop detailed policies and implementation measures for the CMSP area informed by the open space system strategy. The Open Space System: Trails and Parks policies of the Official Plan (Section 7.3) apply to the CMSP area.
3. Consider the opportunity to increase the amount of open space through the Moraine Ribbon. This is conceived as a unique feature of the open space system in the CMSP area to provide a connected linear open space system that generally runs along the outer limits of the NHS throughout the CMSP area.





4. Explore the feasibility of and undertake a more detailed analysis of a proposed Moraine Ribbon to better understand the following:
  - a. How much additional land would potentially be required for the Moraine Ribbon after understanding the portions of the Feature that would be:
    - i. acquired for stormwater management purposes;
    - ii. located within a neighbourhood or community park;
    - iii. located on a potential future school block and whether this land would have to be acquired or could be used for the Moraine Ribbon by way of an agreement;
    - iv. located within a right-of-way and therefore acquired as part of the road; and,
    - v. how different sections of the Moraine Ribbon would be included in the City's SWM, trail and park inventories;
  - b. The financial implications of planning for a Moraine Ribbon including:
    - i. options for acquiring the land;
    - ii. the cost of acquiring the land;
    - iii. the cost of developing the Moraine Ribbon;
    - iv. impacts to future development charges; and,
    - v. anticipated parkland dedication within the secondary plan area;
  - c. The impact, if any, to the population and density numbers for Clair-Maltby.





5. Locate parks, open spaces and trails providing a variety of recreation spaces adjacent to the NHS where feasible.
6. Locate neighbourhood parks within a five to ten minute walk from the residential area being served.
7. Neighbourhood parks should be a minimum size of 1.0 hectare.
8. The Community park should be a minimum size of 10 hectares.
9. Provide a minimum of 18 hectares of parkland in the CMSP area.



## Residential Areas

1. Provide a full range and mix of housing that assists in achieving the City's targeted mix of housing types.
2. In low density residential areas development will have:
  - a. a density of 20-60 units per hectare;
  - b. a maximum building height of 4 storeys; and,
  - c. buildings with a maximum height of 6 storeys will be considered on collector roads or at larger intersections.







3. In medium density residential areas development will have:

- a. a density of 35-100 units per hectare;
- b. a minimum height of 2 storeys; and,
- c. a maximum height of 6 storeys.



4. In high density residential areas buildings will have:

- a. a minimum height of 4 storeys or equivalent for buildings along Gordon Street and 3 storeys or equivalent in other locations;
- b. a maximum height of 14 storeys with buildings in the range of 10-14 storeys being considered in strategic locations;
- c. a minimum Floor Space Index of (FSI) of 1.5; and,
- d. a density of 100-200 units per hectare.





5. Develop Height and Density Bonus policies for the secondary plan to provide for increased height and density in exchange for community benefits appropriate for the CMSP area in accordance with Section 10.7 of the Official Plan.

## **Commercial**

1. Encourage retail and commercial uses that generate pedestrian traffic to be located at grade level in all Convenience Commercial, High Density Residential, Mixed Use, Neighbourhood Commercial and Mixed Office/Commercial areas.
2. Restrict automotive related uses to Service Commercial areas.





## Mixed Use Areas



1. Mixed use areas will permit high density residential, commercial, institutional and office uses.
2. Require retail and commercial uses at grade level, particularly in the urban village core.
3. In mixed use areas buildings will have:
  - a. a minimum height of 4 storeys or equivalent along Gordon Street and an equivalent of 2 storeys in other locations;
  - b. a maximum height of 14 storeys with the taller buildings considered in strategic locations;
  - c. a minimum Floor Space Index of (FSI) of 1.5; and,
  - d. a density of 100-200 units per hectare.





### **Mixed Office/Commercial**

1. Mixed Office/Commercial areas will permit small-scale commercial uses, small-scale offices, personal services, residential uses when mixed with other uses, as well as small-scale institutional uses.
2. In mixed office/commercial areas buildings will have:
  - a. a maximum height of 4 storeys; and,
  - b. a maximum density of 100 units per hectare.
3. Permit additions or new buildings if they adopt an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value of the cultural heritage resources/landscapes.




## **Built Form and Urban Design**

1. Promote the development of inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative City including new public spaces for gathering and recreation.
2. Create compact, walkable neighbourhoods and design development to reflect healthy neighbourhood design principles.
3. Integrate public art into the design of buildings, streetscapes and open spaces.
4. Design building and sites to respond sensitively to the variable topography of the area while still achieving a highly walkable built form.
5. Establish urban design, land use and engineering policies that address the interaction between the site, building and infrastructure design and grading.
6. Develop schools and parks with a minimum of 50% frontage on a public street to ensure usability and safety.
7. Design parking areas to support urban design objectives.
8. Restrict parking and pick-up/drop-off areas in front of schools and other community facilities.
9. Consider the establishment of architectural design control for low-rise built form and consider establishing a design review committee for mid-rise and taller buildings.
10. Generally, narrow lots will be serviced by rear lanes to minimize the impact of driveways, garages and parked cars on the pedestrian environment and the character of the community.
11. Consider permitting cul-de-sacs only when warranted by natural site conditions or to preserve cultural heritage resources in situ.

## Gordon Street Corridor



1. Gordon Street will be a transit supportive and multi-modal corridor. The design of the street itself and development along this street will reflect these roles. High quality urban design and architectural detail will be required within the corridor.
2. Design the corridor to highlight and celebrate the significant pockets of open space, NHS and cultural heritage resources which break-up areas of taller building height. These open space areas will become key features of the corridor's character.
3. Outside of the open space areas, the front facades of buildings along Gordon Street will form a continuous urban built form edge that front and face Gordon Street.
4. Promote sunlight, views and privacy through appropriate building design including floor plates, overall massing, separation distances, step backs and street setbacks. Variations in building height will be encouraged.

- 
5. Provide appropriate transitions to the neighbourhoods to the east and west through building design including the use of podiums, angular planes and setbacks. Appropriate transitions to the surrounding rural areas will be provided through the urban-rural transition zone policies.
  6. Locate parking underground, in structures, or to the rear or sides of buildings and design in a manner such that it does not significantly impact on the street.
  7. Establish parallel north-south roads to Gordon Street on the east and west sides of Gordon Street in order to avoid direct vehicular access points along Gordon Street, reduce conflicts with other transportation modes and create a more urban street wall. The parallel north-south roads will respect areas of natural or cultural heritage significance.

### **Urban Village Core**

1. Development within this area will be highly pedestrian oriented and contain predominantly mixed-use buildings.
2. Within this area, provide upgraded streetscape elements such as street furniture, trees and on-street parking.
3. Require signature and landmark buildings of high quality.
4. Consider taller buildings within the Urban Village Core while also carefully considering microclimate effects.
5. Promote sunlight, views and privacy through appropriate building design including floor plates, overall massing, separation distances, step backs and street setbacks.
6. A Main Street will anchor this area and run east-west through the area crossing Gordon Street perpendicularly.
7. Along the Main Street, buildings will contribute to the pedestrian oriented environment through design and the provision of active uses.
8. Include one centrally-located urban square along the Main Street within the Urban Village Core to become its focal point.

## Residential Neighbourhoods

Development in the residential neighbourhoods of Clair-Maltby will be designed to:

1. Encourage a variety of building types, architectural styles, heights and forms with high quality building materials and a well-designed and integrated sequence of open space.
2. Be centered around a neighbourhood focal point such as neighbourhood-scale mixed use development, parks, and/or community facilities.
3. Co-locate community facilities to allow them to serve as focal points for each neighbourhood, while combining such facilities with other uses on the same lot to create compact urban form.
4. Carefully consider the interface with the Natural Heritage and Open Space Systems to provide views and accessibility while minimizing impacts to natural heritage features including the use of single loaded roads and privately-owned publicly accessible open space where appropriate.
5. Provide for attractive, inviting and safe streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads including collector roads. Reverse lotting will not generally be permitted and window roads and service roads will be discouraged, but may be considered as an alternative, subject to review by the City.





## Energy and Climate Change

1. Clair-Maltby will contribute to Guelph's community goal of being a Net Zero Carbon community by 2050.
2. City facilities within Clair-Maltby will strive towards having 100% of their energy supplied by renewable sources by 2050.
3. Building on the City's ongoing climate change work, identify vulnerabilities to mitigate risks to property, infrastructure, human health and the environment arising from climate change through increased reliance on green infrastructure.
4. Maintenance, restoration and improvement of the NHS in Clair-Maltby will abate climate impacts through provision of ecosystem services, including carbon sequestration and storage.
5. The City will work with all levels of government, private and non-profit partners to investigate opportunities for the development of renewable and alternative energy systems and plan for their suitable location.
6. All new development within Clair-Maltby must achieve the progressively increasing energy performance requirements of the Ontario Building Code. The City will consider using the development approvals process and other implementation tools such as community improvement plans, site plan control, or height and density bonusing to ensure buildings contribute to Clair-Maltby's sustainability goals.
7. Reduce the amount of energy used for transportation in Clair-Maltby by ensuring the secondary plan area is planned to be compact, mixed-use, walkable and transit supportive.



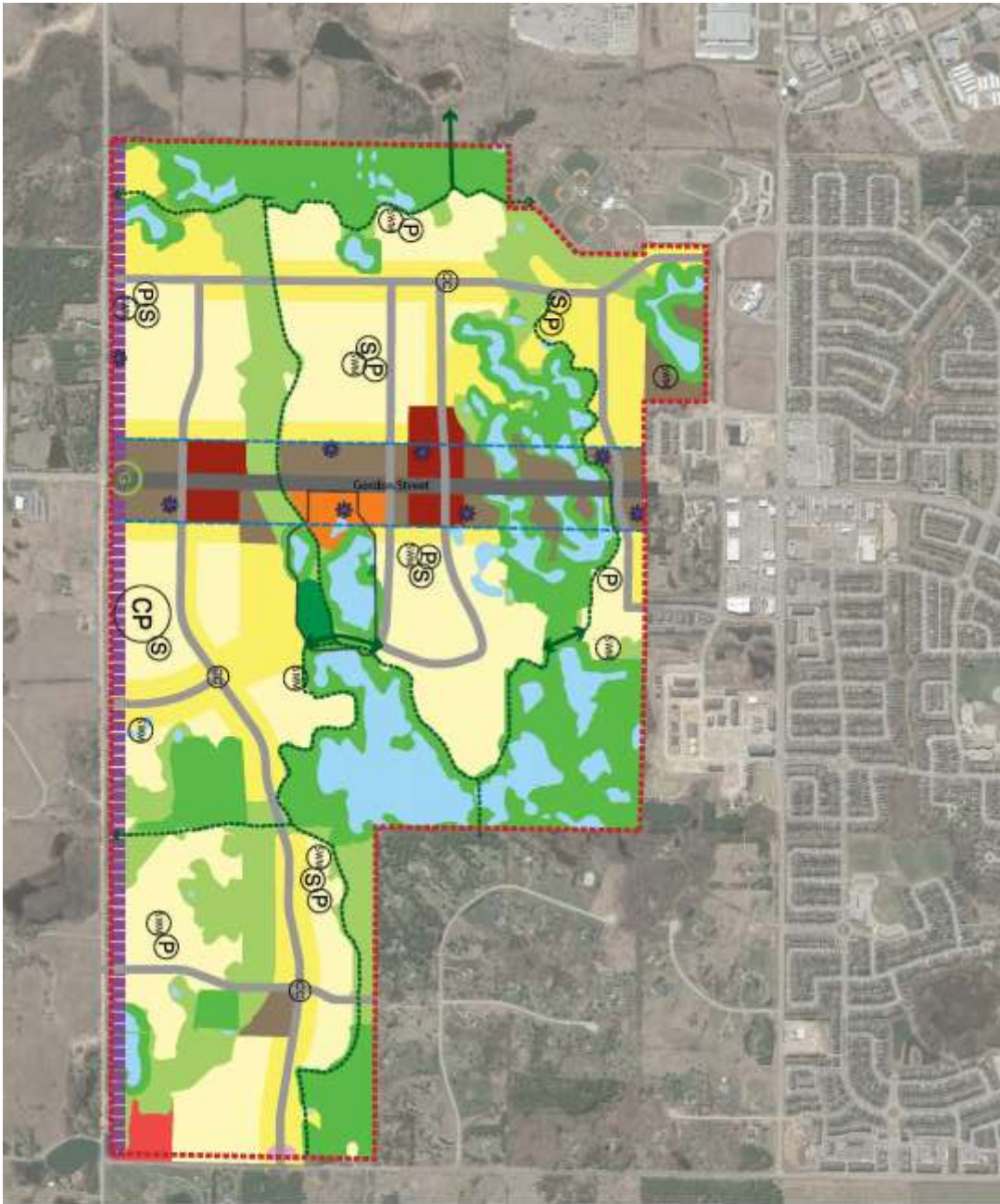
8. Encourage electric vehicle charging infrastructure throughout the CMSP area.
9. Provide priority parking for carpool vehicles, alternative energy vehicles (such as electric cars), car shares, scooters and motorcycles.



## **Phasing and Finance**

1. Prepare a Fiscal Impact Assessment to be approved by Council.
2. Phase development as part of the secondary plan.
3. Consider options including but not limited to credit for services agreements, cost sharing agreements, and front ending agreements to work with individual Landowners or Landowner groups within the Secondary Plan area to ensure the provision and/or funding of growth related or shared services in accordance with the Fiscal Impact Assessment and related City policies.
4. Landowners within the Secondary Plan area may be encouraged to enter into Private cost sharing agreement(s) and/or trustee arrangements that address the provision and/or funding of certain local services as well as the provision of planned community and infrastructure facilities to assist in ensuring these costs are not borne disproportionately between Landowners in the Secondary Plan area.

# Map 1A – Preferred Community Structure



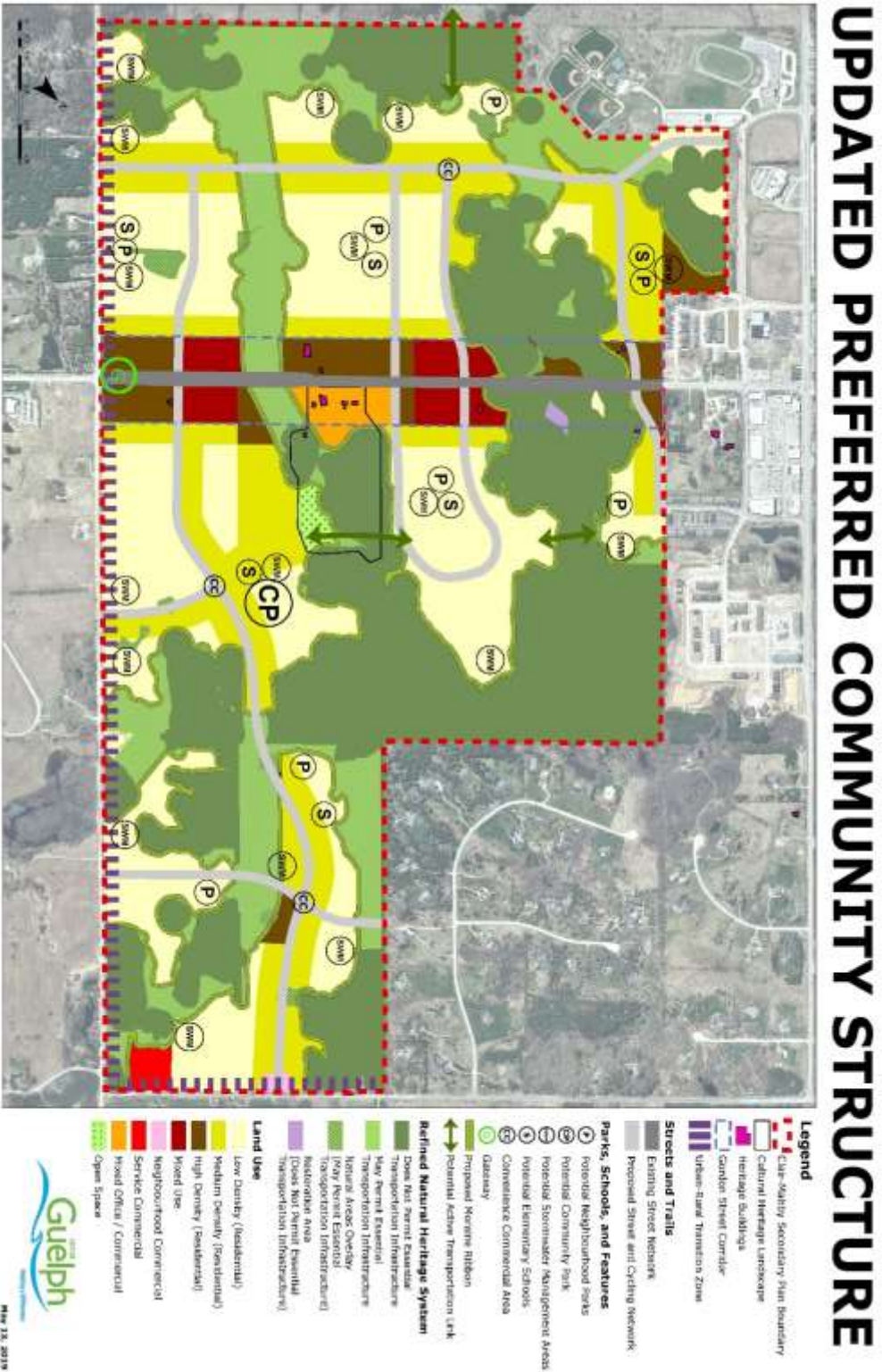
**Clair-Malby  
Preferred Community  
Structure**  
June 25, 2018

**Legend**

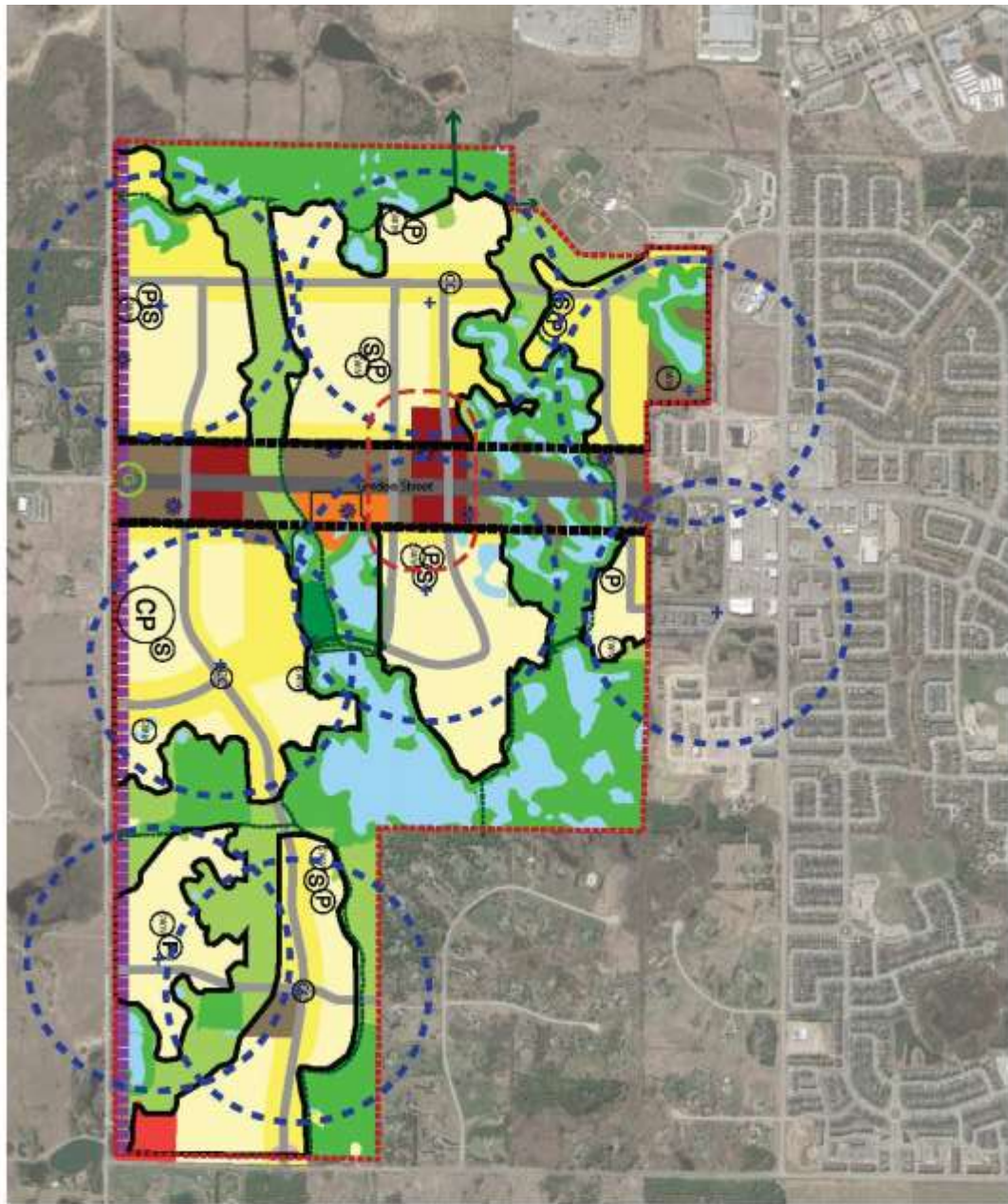
- Clair-Malby Secondary Plan Boundary
  - Cultural Heritage Landscape
  - Urban-Rural Transition Area
  - Garden St. Corridor
- Streets and Trails**
- Existing Street Network
  - Proposed Street and Cycling Network
  - Proposed Trail Network
  - Potential Active Transportation Link
- Parks, Schools, and Features**
- Potential Neighborhood Park
  - Potential Community Park
  - Potential Elementary School
  - Potential Stormwater Retention Areas
  - Cosmevance Commercial Area
  - Garmany
  - Cultural Heritage Resource
- Natural Heritage System**
- May/Partial Essential Transportation Infrastructure
  - Does Not Support Transportation Infrastructure
  - Wetlands (IMNF 2017)
- Land Use**
- Low Density (Residential)
  - Medium Density (Residential)
  - High Density (Residential)
  - Mixed Use
  - Neighborhood Commercial
  - Service Commercial
  - Mixed Office/Commercial
  - Open Space



# Map 1B – Updated Preferred Community Structure



# Map 2 – Proposed Neighbourhood Structure on the Preferred Community Structure



Map 2  
Clair-Maitby  
Proposed Neighbourhood  
Structure  
November 2018

- Legend**
- Clair-Maitby Secondary Plan Boundary
  - Street and Trail
  - Existing Street Network
  - Proposed Collector Road and Cycling Network
  - Proposed Trail Network
  - Potential Active Transportation Link
  - Parks, Schools, and Features
  - Potential Neighbourhood Park
  - Potential Community Park
  - Potential Elementary School
  - Potential Stormwater Infrastructure
  - Commercial/Community Area
  - Grocery
  - Cultural Heritage Resource
  - Cultural Heritage Landmark
  - Urban-Rural Transition Zone
  - Natural Heritage System
  - May Parent Essential Infrastructure with existing
  - Existing Parent Infrastructure
  - Metrolink (MARC 2017)
  - Land Use
  - Residential Neighbourhood
  - Gordon St. Conditional Neighbourhood Boundary
  - Conditional Neighbourhood Walking Corridor
  - Urban Village Core



## **Appendix A – NHS Policies**

### **Excerpts from the Official Plan**

#### **3.16 Natural Heritage System**

One of the City’s most valuable assets is its Natural Heritage System. The City takes an environment first approach and is committed to protecting, maintaining, enhancing and restoring the diversity, function, linkages, and connectivity between and among natural heritage features and areas and surface and ground water features within the city over the long term.

1. The City will define the Natural Heritage System to be maintained, restored and, where possible, improved and will recognize the linkages between natural heritage features and areas, surface water, and groundwater features. Development will be prohibited within defined features in accordance with the provisions of the Provincial Policy Statement and the Growth Plan.
2. Ensure that water quality and quantity is protected, improved or restored.

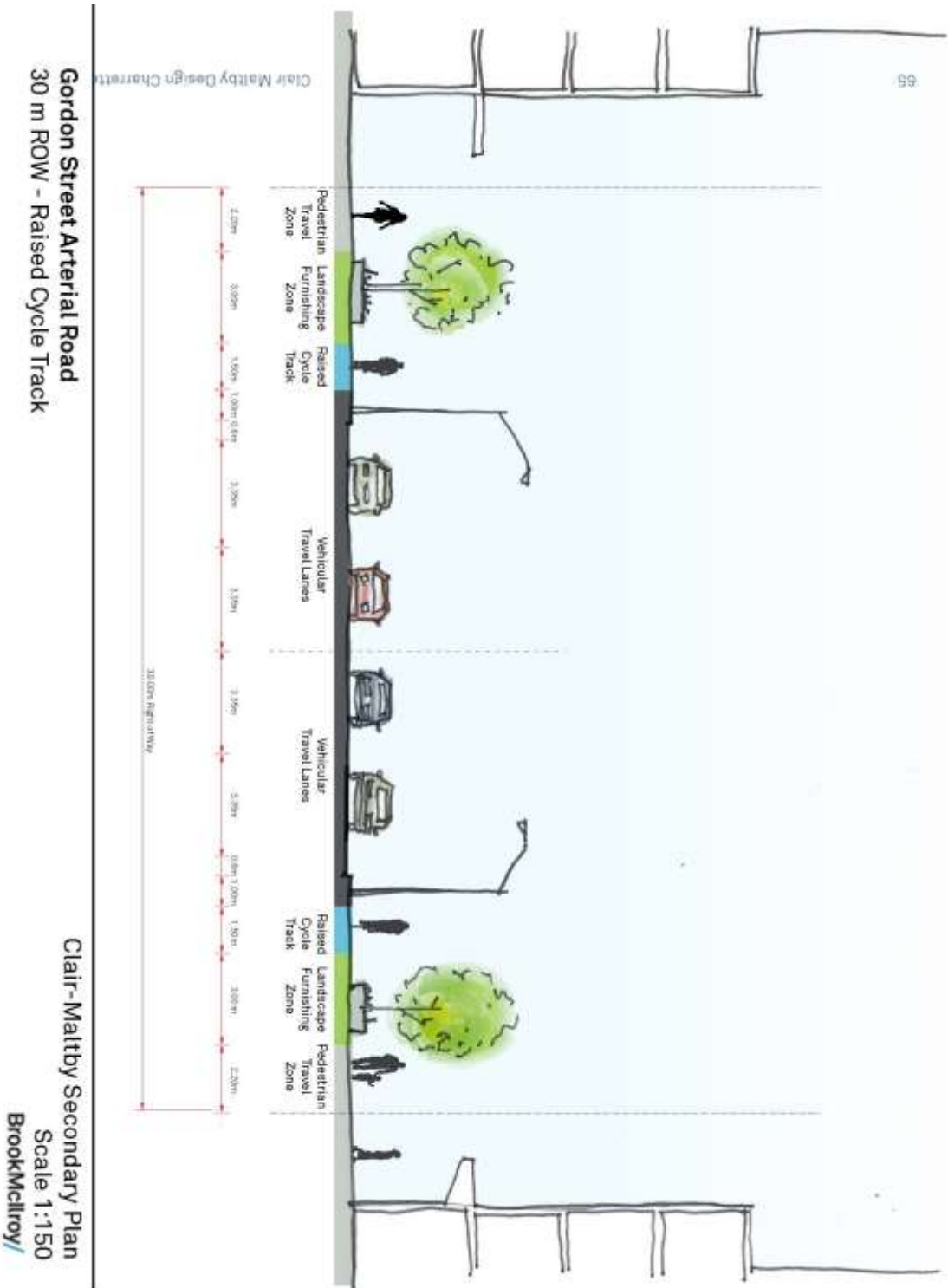
#### **Section 4.1 Natural Heritage System**

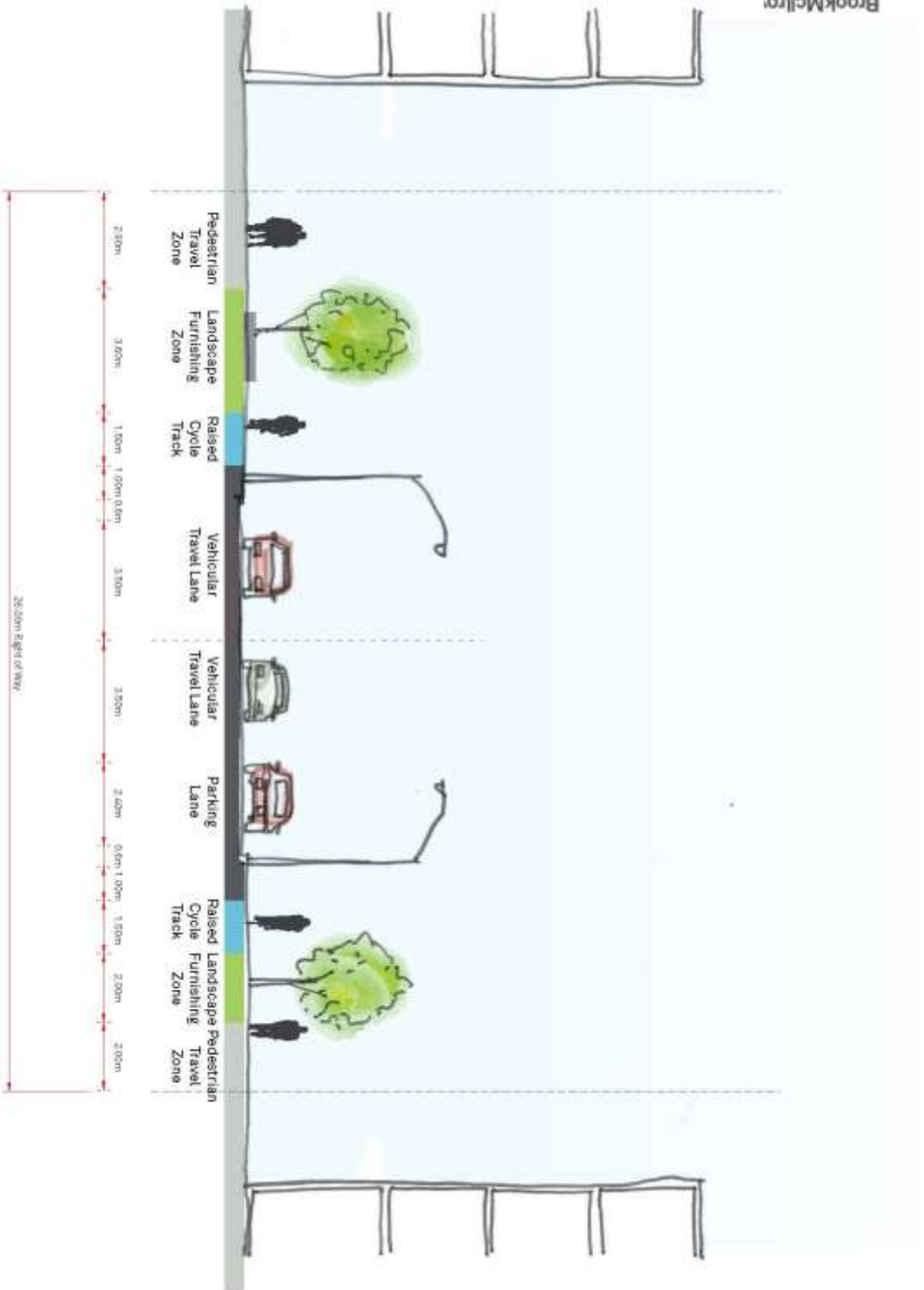
Section 4.1 of the Official Plan (pages 27-64)

#### **Section 4.2 Environmental Study Requirements**

Sections 4.2 of the Official Plan (Pages 64-68)

# Appendix B – Conceptual Street and Trail Cross-Sections

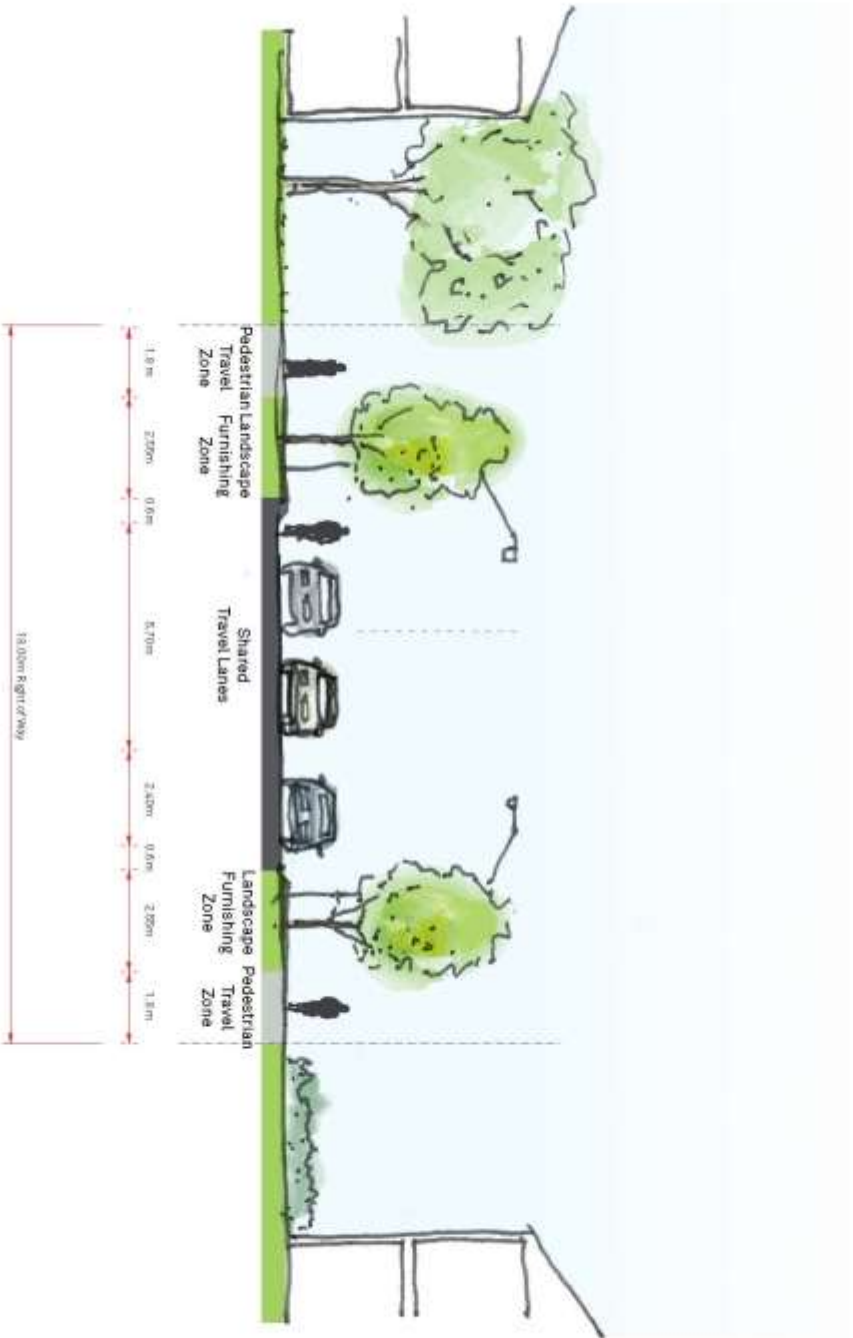




**Collector Road**  
**26 m ROW - Parking Lane and Raised Cycle Track**

**Clair-Mattby Secondary Plan**  
**Scale 1:150**  
**BrookMcIlroy/**

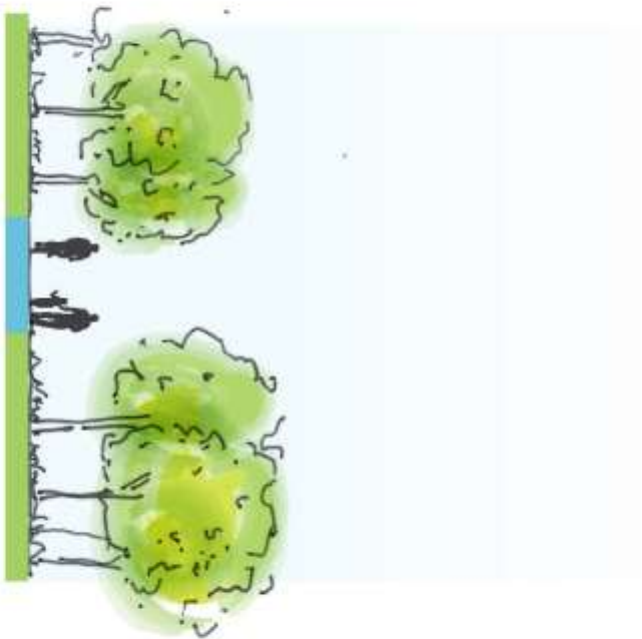




Clair Maltby Design Charrette

**Local Road**  
**18 m ROW - Shared Travel Lanes and On Street**  
**Parking**

Clair-Maltby Secondary Plan  
 Scale 1:150  
 BrookMaltroy/



**Multi-Use Path**  
3 meters wide

# Appendix C – What We Heard: Public and stakeholder feedback on the draft directions

## Natural Heritage System

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### 1. General

- Need to consider the carrying capacity of this area
- Consider conducting a natural assets inventory
- Take into consideration the lessons learned through developments to the North of Clair-Maltby area
- Use stronger language in NHS policy directions
- Consider a plain language edit for policies
- Passive uses, such as backyards, should be considered over single loaded roads to abut NHS features as they will provide better buffers
- Refer to Vaughan North Kleinberg Nashville Secondary Plan for NHS guidance
- Confirm in writing that the OMB settlement reached through OPA 42 continues to apply to 1968 Gordon (page 9)
- Clarify meaning of “improved” as it can be interpreted as restored
- Narrowing of linkages will result in a net reduction to NHS
- Natural heritage areas are not parks and provide habitat for other species

### 2. Buffers

- Concerns around encroachment into NHS – ensure there are large enough buffers and use living fences/vegetation
- Consider enhancing the area adjacent to Hall’s Pond (golf course) to restore wetlands removed through development
- Concerns about trails abutting NHS and ad hoc trails
- Revise section 5 to state “views into the NHS will be encouraged by the placement of parks and stormwater management areas where possible. Road locations providing views into the NHS must be balanced with potential grading, wildlife and salt impacts from this road placement”
- NHS should remain publicly owned
- Need for adequate NHS buffers
- Locate schools beside NHS with trail access
- Can achieve views and access to NHS through subdivision design without solely relying on single loaded roads
- Concerns with arbitrary percentage of “minimum of 25% of all developable land that abuts NHS...” and how this was calculated. Single loaded roads are inefficient and costly

### 3. Density and Intensification

- Encourage more high density and less low density to free up land for parkland and to protect the moraine

- Concerns with intensification in the Provincially Significant Wetland, and need to protect Species at Risk

#### **4. Wildlife Corridors and Mobility**

- Need to provide further direction and clarification on the wildlife corridors and their locations, and consider best practices for road ecology
- Concerns about Gordon Street density and its impacts on wildlife corridors
- Ensure there is parking to access green spaces and trails
- Need for refinement in some areas of NHS based on road crossings, refining land uses, etc. Policies should be developed to permit such refinements
- Further guidelines required for wildlife crossings as well as narrowing of linkages at roads. Policies should be considered to allow for a net reduction in the NHS
- Include policies that clarify trails will be permitted within NHS provided that ecological form and function is maintained
- Consider policies related to road crossings through CM, not just northwest corner
- Lack of guideline document for wildlife crossings and mitigation measures is problematic
- Policies should refer to narrowing linkages where they are near or associated/in proximity with wildlife crossings to direct wildlife to appropriate locations, including reference to fencing and other measures used to direct wildlife
- Policy directives related to road crossings of the NHS should address all areas will this will be occurring and same should be afforded for essential infrastructure crossings of the NHS

#### **5. Water Resources, Source Water Protection and Water Supply**

- Ensure avoidance measures are in place to protect groundwater
- Consider a policy to protect the moraine
- Concerns for water supply
- Concerns with threats to water resources in this area
- Need to understand how groundwater and NHS are impacted, are there any definitive studies yet?
- Provide clarification on Headwater Drainage Features and anticipated policies, including definitions and potential impacts on development
- Headwater Drainage Feature mapped in northeast portion of 1912 Gordon Street does not exist as it is a topographic ridge – will need to be assessed and removed from mapping
- Potential Headwater Drainage Feature mapped will need to have details on identification, assessment and implications assessed through formal process defined by City

#### **6. Ecology**

- Ensure there is ample diversity of wildlife habitat and protect biodiversity
- Consider implementing a stronger tree bylaw that protects trees on 0.5 acres

- Need for invasive species management
- Require that all public lands be landscaped with at least 70% native species in order to meet ecological needs of wildlife. Recent study published indicated that land with 30% or more non-native species is unable to sustain bird populations

## **7. Education/Outreach**

- Consider educational opportunities, including signs
- Ensure there is a solid understanding of the current conditions of NHS with impact analysis
- Consider implementing a natural heritage stewardship committee

## **8. Monitoring and Further Studies**

- Mandate access to properties for inventory and monitoring pre and post development
- Restoration
- Need more direction on NHS restoration and enhancement
- Concerns and clarification needed around “jointly studying blocks of land, spanning individual property boundaries” beyond what would normally be required in an EIS
- Consider incorporating analysis of relevant subwatershed studies into EIS rather than Subwatershed Impact Studies
- Consider eliminating the suggestion that Subwatershed Impact Studies may be a submission requirement
- Revise section 4(d) to state that “Environmental Impact Studies may be required to incorporate and analysis of the relevant Subwatershed Study as part of a complete application”
- Landowners may want to refine boundaries of Significant Landform areas and Linkage areas at more detailed stages of development planning
- EIS phase should focus on utilizing data from specific properties and adjacent lands wherever possible
- Consider a significant wildlife habitat assessment and identification of minimum corridor widths for maintaining ecological and significant geological linkages within and outside of secondary plan area

## **9. Online Survey Feedback: Which ideas and potential directions do you like most?**

- Protection of the Paris Moraine and the ecological functions it provides
- Giving priority to maintaining NHS and facilitating wildlife access
- Wildlife crossings and well designed trail system that is compatible with protection of NHS
- Commitment to protecting the environment is stated upfront and guides the principles
- Using NHS policies for the CMSP area and complying with CEIS

## **10. What issues need further consideration? What would you change or clarify?**

- Subwatershed Impact Study requirements unnecessary
- Potential active transportation link to employment areas to the west, road connection in the northeast corner
- Enhance/develop north/south off-road paved bicycle lanes from Maltby all the way to Woodlawn/Highway 7 for pedestrians, mobility vehicles, and cyclists
- Consider this as opportunity to work with leading edge urban architects to make a world class livable area
- High density in this area is going to have significant impacts on water and impacts to water dependent species
- Density level needs to be clearly maximized within environmental constraints
- Include impacts to natural heritage areas and communities located outside of the study area/adjacent to study area
- Concerns with 25% of roads abutting NHS to be single loaded and does not add protection to NHS features – passive uses offer greater protection
- 25% of developable land abutting NHS could be increased to 40%
- Provide further details on ATN
- Ensure adequate buffers and only build low density housing adjacent to NHS
- Overarching policy should include maintaining the hummocky topography – no grading

## **11. Are there any important issues that you feel are not addressed here? Is there something new you would add?**

- Need to consider how environmental protection by foot, bicycle, and dog traffic will be managed
- Need for off-leash dog parks and better enforcement of leash only areas to protect environment
- #4 a,b,c need to be addressed now before proceeding
- Stage 2 Archaeological Studies need to be completed prior to development and document needs to address this
- Concerns around CMSP Preferred Community Structure maps and landowner maps bearing similar resemblance indicating that major developers interests being put before community interest and environmental interest
- Need for a "Development Impact Study"
- Need to mention trees and forests

## **Cultural Heritage**

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- Would appreciate further discussion with City staff surrounding retention of cultural heritage structures and ownership
- Clarification around properties abutting the CHL in regards to development design

- Need to preserve as many barns as possible, but at minimum ensure salvage/adaptive re-use
- Need recognize and celebrate farming heritage and family history within parks
- Heritage character defining elements of former farms should be incorporated into future development and on site. They should not be relocated or moved to museum.

### **1. Online Survey Feedback: Which ideas and potential directions do you like most?**

- Conservation of heritage through conservation plans, and maintaining/salvaging of heritage elements. This is very important to Guelph's identity.
- Conservation of cultural heritage. landscapes which link to agricultural heritage.
- Directions sound nice, but lack specific substance.
- Need for clarification and direction on what conservation actually entails. Is this merely suburbs with commemorative pieces?

### **2. Online Survey Feedback: What issues need further consideration? What would you change?**

- Visual preferences survey lacked heritage character defining design elements that are compatible and respectful of Guelph's cultural heritage. Need for wood and stone materials, as well as more spaciousness to ensure this does not resemble Mississauga.
- Give further consideration to future developments of farm buildings
- Need for further detail about what cultural heritage will be supported and with reference to specific proposed developments
- Consider the protection of viewsheds of cultural heritage landscapes including farmland
- Consider linkage to limestone architecture and incorporate into design of new communities
- #3 needs to be eliminated as protection of cultural heritage means keeping it intact

### **3. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something new you would add?**

- Clarification needed around how building height and sightlines fit into this planning
- Archaeology – Stage 2 AA required prior to development
- Need for more plain language in these policies
- Concern that the Marcolongo farm may not be preserved with a large green public space and affordable housing
- Strengthen language around the protection of heritage and mention designation of cultural heritage resources as first step

# **Water/Wastewater/ Stormwater Management (SWM)**

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## **1. Stormwater/Land use Integration**

- Integrate SWM with passive parks and trails
- Ensure flexibility regarding SWM locations and phasing
- Remove SWM facilities from mapping and allow property owners to determine through studies as they become available
- Consider the use of permeable pavers as much as possible

## **2. Green Infrastructure/Low Impact Development**

- Set targets for onsite rainwater management
- Need to incorporate green building standards (LID and green infrastructure) as mandatory
- Ensure as much water capture as possible, large boulevards, and Living Buildings
- Provide clarification around ownership of green infrastructure
- Need cross-sections that show LID
- Use stronger language – instead of saying “wherever possible” in direction #4, say “always”
- #4 should become #1, with stronger wording and added comparator examples

## **3. Water Conservation and Efficiency**

- Consider community level options such as grey water reuse
- Mandate that medium and high density are Blue Built Home

## **4. Incentives**

- Consider incentives for innovation, like green roofs and consider incentives in development charges

## **5. Environmental Considerations**

- Prioritize excess water outlets and receivers (i.e. wetlands, groundwater)
- Consider the use of non-chloride
- Provide more direction with source water protection and water supply
- Complete all water impact studies on previous developments to determine water quality impacts prior to further planning of this area
- Create self-sufficient back up plan for drinking water supply at the south end



## **6. Design Considerations**

- Consider the locations of street trees and utilities
- Maintain topography and encourage gravity drainage
- Consider eliminating the use of common trenching except in reduced right-of-ways such as condominium townhouses
- Need to elaborate on the phasing of development and provide opportunity to review and comment
- City needs to determine amount of developable land available within the Secondary Plan area and define a population range that can be used for the engineering design
- Difficulties providing comprehensive comments without servicing phasing information

## **7. General/Other**

- Fix other areas of the City before touching CM area
- Consider bonusing for stormwater or energy
- Look to best practices in other municipalities

## **8. Online Survey Feedback: What ideas and potential directions do you like most?**

- Integration of innovative stormwater management, water conservation and reuse, and other green infrastructure practices
- Maintaining and integrating greenspace
- #4 is identified as most important and should be a requirement
- Innovative stormwater management – ensure the utilization of natural surroundings such as bioswales and consider using ravine network in Westminister Woods as model
- Ensuring design for short and long term
- Phasing of development

## **9. Online Survey Feedback: What issues need further consideration? What would you change or clarify?**

- How may this affect the Paris Moraine?
- Consider an environmental monitoring plan to be prepared and evaluated in conjunction with initial stages of development phasing
- Do not over dig or disturb municipal right of way
- Where is the development impact assessment which is to support the technical evaluation of possible impacts to existing surface water and groundwater? Essential before further planning
- How much stormwater (%) will be dealt with onsite?
- Ensure telecommunications providers don't disturb natural habitat or wildlife
- What exactly is the impact on water supply?

- Firm commitments to the use of green infrastructure and LID with well researched and planned community design to ensure infiltration as one of the suggested remediation measures

## **10. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something new you would add?**

- Encourage rain gardens on both private and communal properties
- Implement LID mechanisms
- Avoid having trails that will flood during wet seasons and ensure boardwalks are put in where needed
- Consider pollution and how this will be addressed
- Water conservation should be a priority with grey water reuse systems in all houses and buildings
- Monitoring plan
- Vital to maintain water quality, consider fluctuating quantities, and retain/recharge as much as possible, and include policies to list and require practices of LID (green roofs, permeable pavers, etc.)
- Manage stormwater to ensure least impact on NHS
- Need specific mention of LID approaches and best practices as well as where possible, water will be dealt with at the site level

## **Mobility**

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### **1. Sustainable Transportation**

- Walkability and cycling should be the priority
- Consider multi-use path overpass or crossing at Gordon with ability to stop traffic and consider safety of active transportation
- Consider how to make this development attractive to those without vehicles
- Ensure Gordon Street is pedestrian, cyclist and transit friendly
- What is the plan to get more people out of their vehicles?
- Consider car-free neighbourhoods
- Consider supporting car-share programs, especially for seniors
- Need for better enforcement around cyclists yielding to pedestrians
- Ensure that there are amenities near by for cyclists to promote leisure cycling
- Ensure schools are safely accessible by foot or bike
- Include the words "multi-use" paths and active "transportation" on page 6 of report
- Off-road cycling facilities, sidewalks and "multi-use" paths be referenced in Active Transportation section

## **2. Transit**

- Consider bus layby on Gordon Street
- Incorporate centre turn lanes and bus laybys/bus bays on Gordon Street
- Keep bus fares affordable
- Consider more explicit working of transit into the plan to go above and beyond status quo to be aspirational around mobility
- Further discussion required around location of transit hub along Gordon

## **3. Trails**

- Consider north/south trail connections and trail connections on the periphery of the area, as well as connections to trails in other ends of the City. Ensure consideration of the Natural Heritage System (NHS) through this process.
- Make trails attractive and incorporate pollinator species, trees, etc., and use trees along trails to create a barrier that will protect NHS
- Concerns around shared trails
- Consider multi-use trails and winter maintenance for these
- Consider 30 m buffers for trails abutting wetlands
- Grading needs to be permitted for trails for accessibility
- Trails created for necessary travel must include design considerations for personal security and safety

## **4. Design Standards/Considerations**

- Ensure there are traffic calming measures in place to support cycling
- Limit unnecessary access points into neighbourhoods to support safety
- Separated bus lanes and bike lanes (HOV lanes, bike lanes, etc.)
- Ensure there are zoning regulations in place to facilitate good design
- Delete the reference to “accepting a constrained vehicular level of service”
- Centre turn lanes and bus laybys need to be planned for and implement along Gordon, Clair and Maltby
- Supportive of modified grid road system, but question need to incorporate maximum block lengths into policy
- Encourage reduced right of way widths as part of alternative engineering standards policies
- Only require sidewalks on both sides of road on major collector roads

## **5. Parking**

- Ensure that green spaces are accessible to all, and that they include vehicle and bike parking
- Consider parking needs along Gordon for high-density
- Encourage underground parking and rear laneways
- Need to ensure adequate parking ratios – recent developments have done poorly with this

## **6. Transportation Network Considerations**

- Consider another full north/south connection road which could be parallel to Gordon Street
- Do not consider a second north/south corridor
- Be cautious around the capacity of mobility networks, and creating a “bottleneck” at Gordon Street which would divert traffic onto local/collector roads
- Lack of planning for vehicular traffic and adequate road infrastructure will result in traffic congestion and other unintended consequences
- A vehicular level of service does not need to be a trade off with a pedestrian orientated environment and urban design. Good design can achieve both of these goals
- Encourage the use of arteries rather than Gordon Street
- Ease of travel and good transportation through the area should be a key focus.
- Consider how people living with in the CMSP area will be able to travel to jobs in the Hanlon Creek Business Park, including a road linkage
- Strengthen the linkages to the Hanlon Creek Business Park
- Provide clarification around and input around an internal road system (north south roads parallel to Gordon) and how this will be implemented
- Ensure there will be flexibility and discussion with land owners in the preparation of Secondary Plan with respect to the location of collector roads
- Re: 2162 Gordon – concerns about lack of road connections to the property, especially to Gordon St. Suggest moving east-west road on 2270 Gordon along with “CC-Convenience Commercial Area” shown on maps to be moved further north and located on the property
- Include a collector road to Gordon Street in the area of High Density land use next to Gordon

## **7. General**

- Incorporate central meeting places, public washrooms and garbage cans
- Incorporate wilderness into road systems as much as possible
- Consider impacts of roads abutting NHS (salt, etc.)

## **8. Online Survey Feedback: Which ideas and potential directions do you like most?**

- The City is prepared to accept a vehicular level of service which is more constrained in return for a more pedestrian-oriented environment
- Integration of green/trails and connection with commercial – include coffee shops/cafes if possible
- Off-road trail considerations and linked connections
- The heavy focus on pedestrians, bicyclists, and transit users
- Transit hub along Gordon

## **9. Online Survey Feedback: What issues need further consideration? What would you change or clarify?**

- Clarify the use of bike boxes or bike crossways (like at Stone & Gordon) to maximize safety for cyclists
- Are cars permitted in the area? Modal split at least 70% auto use – why is this not discussed?
- Ensure NHS is buffered from trail systems
- Include as a goal to exceed the mode share of non-vehicular traffic by a wide margin, not to meet it
- #5 should be reconsidered. The City does not need to accept a constrained vehicular level of service. This short sighted and impractical
- Need to mention the creation of road connection of ATL to Hanlon Creek Business Park
- Transit plan needs to be established and implemented prior to development to ensure reliability and encourage people to form sustainable habits
- This area is far from larger employment areas in the City. It isn't feasible to believe people will walk or bike most places and many people will likely be commuters
- Need to clarify what options are in place to ease congestion in this area
- Include safe, separated cycle tracks rather than marked lanes
- Consider traffic calming measures and current best practices
- Include separated active transportation corridors, especially with barriers along high traffic roads
- Ensure numerous electric vehicle charging stations
- Ensure trails respect natural heritage and topography – do not grade

## **10. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something new you would add?**

- Has City considered additional buses and drivers needed to make Gordon Street efficient?
- Section seems incomplete – i.e. mobility does not include car travel?
- Significant need for improved road infrastructure in south end to accommodate Clair Maltby development
- Low to medium density is geared to high vehicle use, so there should be greater emphasis on high density if this is to be a pedestrian friendly environment
- Consider raised bike lanes level to sidewalk but divided from pedestrian sidewalk
- Need to consider active, safe routes to schools and for children
- Consider destination – where are people using active transportation going? Need to be able to easily integrate walking, cycling, bus etc. into their daily routines

# Land Use

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## 1. Building Height & Density

- Concerns around the level of density proposed along Gordon and should avoid high traffic/high density commercial along Gordon
- Keep high density concentrated along Gordon and encourage more high density as it will ensure protection of NHS
- Clarify maximum building heights as 6 and 18 storeys for low and high density areas
- Low density areas do not appear transit supportive – see MTO document
- Built form should be considered for low, medium and high density to establish proper density targets
- 40 units per hectare for medium density may be difficult to achieve in built form
- Consider 8 storeys in medium density residential areas
- Increase high density to 250 units per hectare

## 2. Urban Design

- Create spaces that facilitate a community sense of place, including community gardens, urban farming opportunities, green roofs, institutional places of worship, etc.
- Urban villages need to include more than just a school or park, and should include a stronger mix of amenities
- Ensure there are appropriate setbacks from the street
- Some properties showing linear medium density areas along collector road system which may be difficult to achieve in all cases (blocks may be more preferable)
- Delete requirement for roads running parallel to Gordon on both sides
- Ensure CM area is truly compact
- Consider policies that may permit a height restriction in metres as opposed to storeys to allow for design flexibility for high density and mixed use areas

## 3. Urban Rural Transition

- Provide clarification to ensure that 60m setbacks from the rural area are not being suggested
- Provide more flexibility in options to limit number of driveways onto Maltby Road
- Revise report to require a 30 metre wide urban-rural transition area where maximum height of 3 storeys is permitted
- Do not prescribe how goal of limiting driveways onto Gordon, Maltby and Victoria is achieved
- Ensure the urban rural transition area measurement of 60 metres is taken from the northerly side of Maltby Road right of way, entirely on private property

- Language which “encourages” larger building setbacks to allow for landscaping is unclear and should be replaced with a minimum landscape and berm setback of 12 metres measured from the northerly side of the Maltby Rd right of way
- High density residential area designation within urban rural transition zone should be replaced with a medium density residential designation
- Tall, high density residential buildings should be directed away from the urban rural transition area
- Provide details regarding the adjacent transition between lower rural density in Puslinch
- Consider a rural transition on Maltby Road

#### **4. Affordable Housing**

- Need to consider affordable housing and what defines affordable, as well as gearing rent to income
- Concerns with lack of housing options and rising housing costs

#### **5. General**

- Consider that the greatest demand is for single family homes and the need for a full range of housing types
- Provide clarification to ensure that 60m setbacks from the rural area are not being suggested
- Need to refine the minimum 15,000 population based on amount of land available for development once schools, parks, roads, etc. are all net out of the available land supply
- Need for institutional zoning
- Consider long-term care facilities for seniors, as well as social housing
- Provide flexibility for mixed use areas to allow some buildings to have residential in lower levels, as well as parking
- Reconsider applying minimum percentage of 50 for frontage – not necessary
- Relocate the school that is proposed to be co-located with the Community Park in proximity to Maltby Road to south of Halls Pond
- Concerns around restrictions for parking and pick up/drop off areas in front of schools and community facilities
- Given that employment uses were removed from the preferred community structure, the reference to employment uses should be removed from the report
- Remove convenience commercial designations from Map 1 and 2
- Ensure policies maintain designated elements in the CHL
- Request for medium density land use (instead of low density) on rear portion of 1912 Gordon Street as this would support the commercial node at Clair/Gordon
- Request for medium density on middle portion of 1968 Gordon

## **6. Online Survey Feedback: What ideas and potential directions do you like most?**

- High density is best for the sustainability of this area, and should include more of it
- Green gateways
- Urban village and core
- Larger setbacks for landscaping, rear lanes, mix of housing, urban rural transition
- Increased parkland, walkable communities, affordable housing
- High density within environmental constraints

## **7. Online Survey Feedback: What issues need further consideration? What would you change?**

- No opposition to high density along Gordon, but transit must improve to accommodate
- 14-18 storeys for high density to be considered in strategic locations
- Only allow maximum height to be 10 storeys as higher is not compatible with surrounding area and impacts cultural heritage sites
- Increase setbacks on Gordon Street
- Decrease high density to 50-100 units per hectare, medium density to 30-60 units per hectare, and low density 10-40 units per hectare
- Explore more opportunities for infill in the City before developing more greenfield
- Divert minimum population of 15,000 to other areas of the City
- Concerns with rear lanes
- Clarify wording around buildings within the 60m urban rural transition will be a maximum height – be clear that it is not a 60 m set back
- Provide more clarity around “meet the citywide target for affordable housing of 30%” as south end is very expensive
- Consider more purpose-built housing for renters
- Need for more French immersion schools
- Reconsider green gateway as it is poorly thought out. This should represent the City’s commitment to green values but the description doesn’t portray this
- Be more specific with the size of the green gateway and should reflect architectural and agricultural heritage
- Do not include high density along Gordon Street or on wetland areas – incorporate among medium density areas instead to avoid tunnels and wildlife impacts
- Focus mixed use development amongst high density along Gordon to create district that provides opportunities to live close to daily services
- Do not use a green gateway, instead use the Marcolongo Farm and stone barn as agricultural gateway



## **8. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something more you would add?**

- Commercial developments at the Clair/Gordon intersections are not pedestrian and cyclist friendly. Create access to these areas that encourage pedestrians and cyclists
- Rolling Hills should be included in the secondary plan area
- To accommodate families and fairness to those in affordable units, prohibit smoking in private units, and don't put residential units on first floors of high/medium density
- Provide more direction on how Clair-Malty will connect with other developments in the City – connect to the bigger development picture as not all 191,000 people will be residing in this area
- Concerns about high density buildings in wetland areas

## **Parks**

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### **1. Amount of Parkland**

- There is not enough dedicated parkland, and need to consider Official Plan minimum requirements for this (3.3 ha/1000 people)
- Twenty hectares of neighbourhood and community parks are non-negotiable for 15,000 people and 50 hectares are non-negotiable for 25,000 people
- Parkland has a maximum carrying capacity and parkland elsewhere in the City does not pre-empt need for parkland in CM area
- Reconsider need for another Community Park in CM area given existing south end Community Park

### **2. Location and Spatial Integration**

- Consider putting parks adjacent to NHS, but need to consider impacts such as salt and use thick fencing to separate
- Consider a community park integrated with Halls Pond
- Identify municipal neighbourhood park south of Halls Pond
- Do not locate parks near arterial roads
- Locate parks in proximity to high density and in the centre of the urban core with Gordon Street as a focus
- Consider school yard/park integration
- Consider dedicating a small area to overloaded parks parkland
- Concerns with parkland dedication not meeting the City requirement
- Concerns for citizen health with minimization of green parkland as recreational facilities are not interchangeable with parkland/green space

### **3. Functionality**

- Some NHS can meet recreation needs
- Suitable natural areas should be permitted as passive parkland as per section 7.3.2 of the Official Plan
- Ensure park policies included in the plan are explicitly consistent with the Official Plan in regards to passive areas, informal play areas, and natural areas, etc. may be included in parkland
- Policies should recognize that almost half of the area included in NHS is encouraged to function as interconnected part of Open Space and trail system
- Consider different types of community parks – need active trails, playgrounds, passive benches, picnic tables, community gardens
- Community park has opportunity to recognize First Nations culture
- Consider a regional park in this area
- May not need a community park here given South Guelph Recreation Centre and South End Community Park
- Ensure there are dog parks

### **4. Design**

- Parks should draw people from all over the City
- Locate parks and schools on prominent high points or along corridor
- Use a public park and feeder street to access NHS
- Consider incorporating views to cultural heritage landscapes

### **5. General**

- CMSP proposals are not currently compliant with section 7.3 of the Official Plan
- This is one of the last places that a regional park can be established
- Include consultant recommendations relevant to CM
- Do not accept cash-in-lieu for CM area
- Zoning should be capped at 10 storeys, and if it goes beyond, City should seek additional community benefits such as parkland
- Increasing parkland will provide further opportunities to protect NHS
- Refer to example of Portland Oregon which issued bonds in order to purchase parkland

### **6. Online Survey Feedback: What ideas and potential directions do you like most?**

- Increased parkland, walkable communities, affordable housing

### **7. Online Survey Feedback: What issues need further consideration? What would you change?**

- Need to have a minimum of at least 18 hectares of parkland

- Consider more opportunities to increase parkland in the CM area
- Natural areas should be permitted as passive parkland
- Clarify the co-location of community facilities to create green areas – seems like a strategy to limit greenspace to only multifunctional areas

## **8. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something more you would add?**

- Consider fenced, leash free dog parks with individual dog runs (e.g. Pine Tree Pet Centre, Kettle Creek Conservation Area)
- Provide numbers for parkland allocation. Recreational facilities cannot be substituted

## **Urban Design**

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### **1. Built Form**

- Do not implement architectural control for low-rise
- Do not pursue architectural control
- A design review committee for mid-rise and taller buildings is unnecessary
- Implement architectural control
- Aside from Gordon, the plan shows mostly low-density, suburban areas – how is this different from other low-density areas? How is this compact urban form?

### **2. Streetscape**

- Consider crime prevention measures for rear lanes
- Need full range of housing types, including large lots in some areas
- Ensure the built form considers Guelph's character and that it honours the agricultural history and local architecture
- Consider local style materials such as brick and stone
- Concerns around the creation of a "tunnel" effect on Gordon Street
- Consider re-wording or providing further clarification around planning language
- Need a diversity of urban squares to act as focal points
- Maintain the topography of the area
- Separate bike lanes from the road and consider sidewalk bump outs at intersections
- Ensure adequate parking ratios
- Consider live/work uses
- Incorporate green infrastructure into urban design, and allow public access onto green roofs
- Consider 8-80s design framework
- Consider more flexibility and clarification in the policy around cul-de-sacs
- Direction #4 and #5 residential neighbourhoods are conflicting

- Encourage on street parking, except for arterials
- Impractical to service narrow lots by rear lanes
- Identify Gordon Street as the main street of the urban village

### **3. Online Survey Feedback: Which ideas and potential directions do you like most?**

- Village core concept (can it be vehicle free/paved stones?)
- Integration of art
- Gordon corridor
- Compact, walkable neighbourhoods, public transit
- Promotion of views and sunlight
- Interface with NHS for accessibility while minimizing impacts
- Rear lanes
- Promoting development of inspiring, meaningful and memorable places

### **4. Online Survey Feedback: What issues need further consideration? What would you change or clarify?**

- Reverse lotting and window roads
- Clarify the meaning of #7, #9 and #3 should be linked to cultural heritage
- Parking and pick up areas in front of schools should not be restricted
- Eliminate architectural control
- Unnecessary to have design review committee
- Rear lanes impractical
- Ensure these elements are not lost in the planning process and remain a priority
- Consider more options for Gordon Street corridor
- Microclimate – grey infrastructure adds heat. Ensure increased forest canopy, green infrastructure, awnings etc. to mitigate this in urban village
- More direction around parking
- Establish urban design policies that consider land use, engineering and grading. There should be no mention of grading as hummocks are key to water retention and quality

## **Energy and Climate Change**

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### **1. Renewables**

- Consider opportunities for on-site renewable energy production and green infrastructure (living buildings), and consider how energy is created and delivered
- Consider using solid waste as energy source and eliminate above ground utility wires

## **2. Incentives**

- Work with developers on initiatives and incentives and to encourage sustainable development and cost savings

## **3. Transportation**

- Ensure there are many electric vehicle charge stations
- Change wording to 'encourage' rather than 'support' for electric vehicle charging infrastructure
- Explore district energy
- Consider electric buses and walkable neighbourhoods

## **4. Building/Engineering Design Standards**

- Develop policies to support legal instruments for local enforcement of highest quality building and environmental standards (e.g. mandate net-zero, Passivhaus, LEED, green roof by-law, One Planet, and other sustainability frameworks)
- Build this area as net-zero now in consideration of the recent Intergovernmental Panel on Climate Change report, and to ensure Guelph's net-zero 2050 targets are met
- Consider salt free road designs and solar tiles
- Consider enhanced independence for water and energy, along with microclimatic landscape design

## **5. Extreme Weather/Climate Change**

- Understand the extreme weather that we will be faced with and set assumptions accordingly
- Consider climate change adaptation and mitigation measures and correlate with the City's Natural Heritage Action Plan
- Consider integration of climate change scenarios into swm strategy
- Consider seasonal fluctuations

## **6. General**

- Use the Clair-Maltby area as Guelph's green image by championing this new community
- Consider opportunities for affordability through energy
- Consult with leading talent in the field of energy that already exists within Guelph

## **7. Online Survey Feedback: Which ideas and potential directions do you like most?**

- Clair-Maltby will contribute to Guelph's goal of becoming Net Zero by 2050

- Electric vehicle charging infrastructure
- Priority parking for carpool vehicles
- Alternative energy vehicles, car shares, scooters etc. provided
- Building codes to ensure energy efficiency
- Development approval process to ensure sustainability and progressive standards
- Energy used for transportation reduced as CM is planned to be compact, walkable, mixed use, transit supportive
- Renewable and alternate energy sources
- Density bonusing
- Increased resilience and green infrastructure to mitigate climate change

### **8. Online Survey Feedback: What issues need further consideration? What would you change or clarify?**

- What does “will contribute towards” mean?
- Proposed policies do not demonstrate total carbon neutrality
- How is electrical vehicle charging paid for?
- Stronger focus and public transit and active transport
- Opt for electric or biofuel buses
- Ecosystems and ecosystem enhancements should be primary focus
- Ecosystem services appear to be thrown in – define what it means and how this will be accomplished

### **9. Online Survey Feedback: Are there any important issues that you feel are not addressed here? Is there something new you would add?**

- Promotion of geothermal district energy systems
- Enhance vision for development best practices – how is this different from Mississauga, Vaughan, etc.?
- Add opportunities to meet higher standards (Passiv Haus). There is no need for reliance on fossil fuels at all
- Need to mention urban heat island effect and how this will be mitigated
- Need to mention extreme weather and how design will incorporate this

## **Other Themes**

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### **1. Indigenous Communities**

- In line with reconciliation and bold action, dedicate a plot of land to recognizing the Indigenous people who lived here. It could include public art or be in the form of a park.
- Ensure robust Indigenous consultation

## **2. Process**

- Need to clearly define what a sustainable neighbourhood is to ensure draft directions are achieved
- Ensure this development is done with care and thought and not rushed because of developer pressures.
- Confirm that the process will follow the approved process outline for the project which specifies that all technical studies are to be finalized prior to and as input for the draft MESP.
- Potentially premature to be seeking feedback on general direction without technical reports.
- Concerns around conducting studies so late in the planning process. Clarify that these findings could alter the preferred community structure
- Concerns around the amount of work that still needs to be done in regards to environment
- Consider that review of the Phase 3 technical studies may identify additional important issues
- Provide opportunity to review and comment on the MESP component of the Secondary Plan
- Concerns around continued planning of the Clair Maltby area without the completed technical studies. Provide confirmation that that the City still intends to follow the approved process outline for this project ensuring all technical studies are finalized prior to and as input for the MESP
- Concerns around the lack of integration with groundwater planning
- How is this an environment first approach if planning is proceeding before the CEIS? May lead to duplication or wasted work
- Without CEIS, assumptions are being made that development is appropriate in this area
- Ensure opportunity for feedback on results of CEIS and the MESP
- Further discussion needed around the Fiscal Impact Assessment
- Consider having the City play a role in partnering/coordinating for the private cost sharing agreement
- Stakeholders should have opportunity to review additional draft policies developed prior to integration into policy
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## **3. Rolling Hills**

- Delete the trail connection extending to the area of 20 Serena Lane as it appears to be situated in a wetland and may infringe on private property
- Delete the right-of-way connecting to the southerly boundary of Rolling Hills near 8 and 10 Serena Lane as it may extend onto private property
- Ensure both maps identify a 60 metre wide urban-rural transition zone along the westerly and southerly boundaries of the subdivision
- Delete the Walking Circle where it extends into the Rolling Hills subdivision
- Need to ensure conflict between neighbours in this area is minimized

- Maintain the stability of Rolling Hills, it is not a good candidate for intensification planning

#### **4. Online Survey Feedback: What should we consider when developing policies for the Clair-Maltby Secondary Plan?**

- Green space is important and there may not be enough if builders are allowed to pay a fee in lieu of leaving this space.
- Ensure there is enough parking created within developments so that street parking is not relied on.
- Ensure a continued sense of community among the development as this is an entry way into the City.

#### **5. Online Survey Feedback: Do you have any other comments you'd like to provide on the Draft Policy Directions Consultation of the Clair-Maltby Secondary Plan project?**

- Where are transportation network plans? Land use must be considered in conjunction with road network design
- Concerns around all forms of traffic being directed to Gordon – this will replicate Hurontario Street in Mississauga
- Need to consider more north/south connections
- Do not lose sight of overall objective to provide future growth opportunities in the City, and to achieve 2041 growth targets, and do not squander available city “settlement land” designation
- Dedicate land (parkland and existing farmland) to community food gardens
- Slow down the pushing of this project onto the residents of Guelph and stand up to the provincial government
- Halt further construction until south end road infrastructure is improved and the south end community centre is built
- Do not develop this area at all
- This process has not put the environment first. Results of environmental studies must take precedence over other considerations and some decisions may need to be reversed
- This process is losing sight of important good planning attributes including traffic, density and mix of housing
- These policies have exceeded expectations and appreciative of efforts to consult public
- Ensure follow through with all research and studies for this area. Do not let developers push this through without proper thought and consultation
- Provide confirmation on that the process will follow approved process outline for the project in regards to technical studies being finalized
- Concerns around crucial information from environmental assessments not yet available
- Consider a plain language review of all materials



- Need to mention LEED, SITES, and Living Buildings, urban agriculture
- Language is uninspiring and could be more aspirational
- Could have more of a sustainability focus
- Need to ensure there are policies that make developers adhere to best practices for sustainability
- Need to mention forest canopy – what number will be achieved?
- Community greenhouses, dedicated garden networks, urban agriculture opportunities
- Greater emphasis towards necessity of protecting, restoring and enhancing the NHS and natural features, functions, and wildlife/habitat of this area
- Implement the recommendations of the consultants regarding the Parkland Dedication Bylaw
- Concerns around development of the moraine – Oak Ridges moraine became a national park area
- Prevent developers from hiring their own land appraisers to ensure land value is not under appraised and to avoid cash in lieu settlements
- Ensure utmost care and planning to protect and enhance this area
- Concerns around the agricultural heritage and natural values of this area will be destroyed through development
- Concerns that there is too much emphasis on high density and lack of planning to facilitate the continued use of automobiles which will contribute to several unintended outcomes, such as: breakdown of family ties, crime, lack of interest in the development of this area as people look for single family homes elsewhere, economic decline and social unrest, deterioration of entrepreneurial spirit, and traffic and mobility issues. Many people would still like to obtain a single family home and use private transportation
- Consider providing a clear target for the amount of residential in the vision instead of using the term “primarily residential” – what does this mean?

# **Appendix D: Land Use Assumptions**

## **Assumptions**

### **Low Density Residential Areas**

- permitted density range is assumed to be 20-40 uph
- assume 70% of the net area would be singles at approximately 30 uph
- assume 30% of the net area would be towns at approximately 38 uph

### **Medium Density Areas**

- permitted density range is assumed to be 35-100 uph
- assume 45% of the net area will be standard towns at approximately 38 uph
- assume 55% of the net area will be a mix of stacked towns (15%) and apartments (40%). Stacked towns achieve a density of 75 uph. Apartments achieve a density of 100 uph.

### **High Density Areas**

- permitted density range is assumed to be 100-200 uph
- assume 100% of the net area will be apartments at approximately 175 uph

### **Mixed Use Areas**

- permitted density range is assumed to be 100-200 uph for residential portion
- assume 50% of the net area will be high density residential at approximately 175 uph

The net area is calculated as the gross area of the designation, less lands required for servicing (roads, moraine ribbon, schools, parks, stormwater management areas).

### **Employment**

626 jobs

### **Population**

Estimated population using assumptions: 15,955