

# Staff Report



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To **City Council**

Service Area Infrastructure, Development and Enterprise Services

Date Thursday, June 14, 2018

Subject **Clair-Maltby Secondary Plan Phase Two Report and Recommended Preferred Community Structure**

Report Number IDE-2018-77

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## Recommendation

That the following be referred to the June 25, 2018 Council meeting for consideration:

1. That the boundary of the Clair-Maltby Secondary Plan be modified to remove the Built-up Area lands, including the Rolling Hills area, from this secondary planning process; and,
2. That the Clair-Maltby Secondary Plan Preferred Community Structure, included as Attachment 1, be approved as the basis for detailed technical analysis, numerical modeling and the development of draft policies and draft land use schedule throughout Phase 3 of the project as outlined in report IDE-2018-77.

## Executive Summary

### Purpose of Report

The purpose of this report is to provide Council with:

1. a summary of the work completed during Phase 2 of the project and
2. the recommended Preferred Community Structure (see ATT-1) for approval as the basis for Phase 3 work to be undertaken. Phase 3 work will include detailed technical analysis, which includes numerical modeling, as well as the development of policies and land use schedule.

### Key Findings

Phase 2 of the Clair-Maltby Secondary Plan (CMSP) project began in May 2017 and was generally complete in May 2018. Presentation of the recommended Preferred Community Structure to Council for approval is the final component of Phase 2 of the project.

Through process efficiencies, the overall timeline for the project has been reduced from the originally projected 4 years to approximately 3 years. However, the reduced timeline does not reduce the scope of work that was intended to be

completed. In particular, the Comprehensive Environmental Impact Study, including 3 years of ground water monitoring, has not been compromised.

It is being recommended that the boundary of the Clair-Maltby Secondary Plan area be modified to remove the Built-up Area lands, including the Rolling Hills area, from the current secondary plan process. This recommendation allows this area to be **considered in a comprehensive manner with the rest of the City's Built-up Area** through the next Municipal Comprehensive Review (MCR) which is required to be completed by 2022. If it is determined through the MCR that some or all of this portion of the Built-up Area, including Rolling Hills properties, should be redesignated to meet the City-wide intensification target, a future secondary or tertiary plan process would be undertaken to plan how the recommended level of intensification could be accommodated.

A transportation modelling assessment of anticipated future traffic has been completed and demonstrates that Gordon Street is able to accommodate the future traffic from the CMSP area without a north-south collector road on the easterly side **of Gordon Street. Accordingly, the 'road link assessment' areas have been removed** from the Preferred Community Structure. Through Phase 3 of the project, opportunities for active transportation linkages that are compatible with the natural and cultural heritage attributes of the area will continue to be explored.

The Preferred Community Structure now displays cultural heritage resources as well as the location of existing wetlands (as mapped by the Ministry of Natural Resources and Forestry).

Phase 2 of the project has progressed on schedule and without exceeding the anticipated budget for the completed tasks.

### **Financial Implications**

Capital funding to undertake this project was approved through the 2013-2015 and 2017 capital budgets.

## **Report**

### **Purpose**

The Clair-Maltby Secondary Plan (CMSP) is being undertaken to comprehensively plan the last unplanned greenfield area of the City. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing related to water, wastewater, stormwater management and mobility for the secondary plan area.

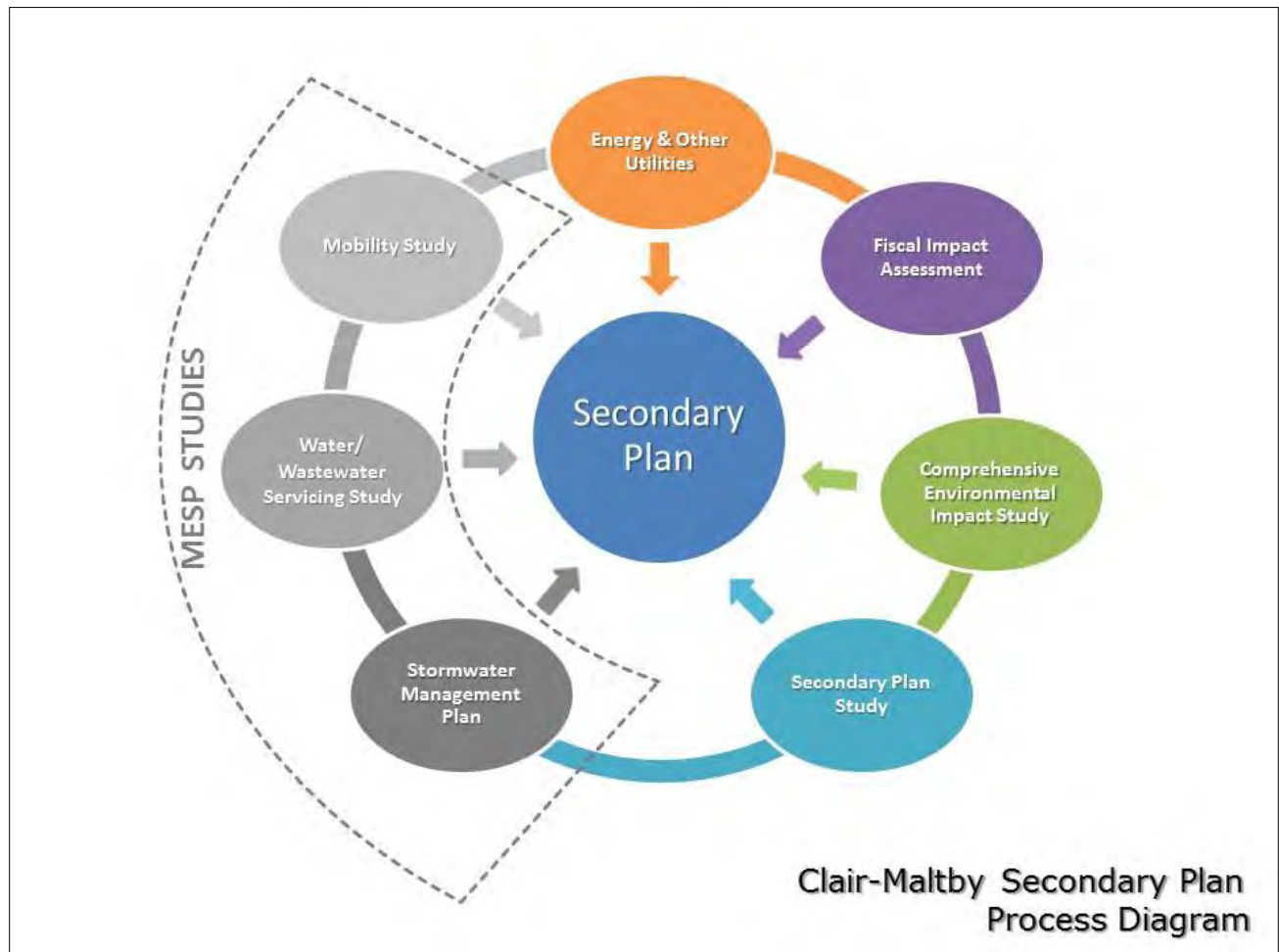
## Background

The CMSP project includes several components or tasks:

- Comprehensive Environmental Impact Study (CEIS)
- Water/Wastewater servicing study
- Stormwater management plan
- Mobility study
- Energy and other utilities study
- Secondary plan
- Fiscal impact assessment
- Community engagement and communications

The MESP component of the study includes the water/wastewater servicing study, stormwater management plan and the mobility study. Collectively, the project is referred to as the CMSP – see Figure 1.

**Figure 1: Clair-Maltby Secondary Plan Process Diagram**



### Phase 1: April 2016 – April 2017

The phase 1 work was generally complete as of April 2017. Approval of the vision and guiding principles by Council in July 2017 concluded Phase 1.

Major components of Phase 1 work included the following:

- Refinement of the study timeline;
- Finalization of the secondary plan area boundary;
- Development and refinement of background reports and technical work plans for all components of the study;
- Establishment of a consistent look for all project materials;
- Development of a Problem/Opportunity statement for the MESP;
- Environmental monitoring and characterization;
- Establishment of the TAG and the CWG;
- Notice of Study Commencement;
- PIC #1 and a Community Visioning Workshop; and,
- Development and approval of the vision and guiding principles for the study and secondary plan.

### **Phase 2: May 2017 – May 2018**

The Phase 2 work was generally complete as of May 2018. Approval of the Preferred Community Structure as the basis for detailed technical analysis, numerical modeling and the development of draft policies throughout Phase 3 of the project will conclude Phase 2.

#### **Major components of the Phase 2 work included the following:**

- Continuation of ongoing environmental monitoring and characterization – including ground and surface water modelling (to total 3 years of monitoring when complete);
- Community Visioning Workshop in September 2017 to assist in establishing the Conceptual Community Structure (CCS);
- Approval of the CCS in December 2017;
- Commencement of technical studies based on the CCS;
- Meetings with the Community Working Group (CWG) and Technical Advisory Group (TAG);
- Development of three Community Structure Alternatives;
- Two project updates to the Township of Puslinch Council
- Project update to the Environmental Advisory Committee and the River Systems Advisory Committee;
- Council Workshop to assist with the evaluation of the three Community Structure Alternatives; and,
- 5-day planning and design charrette to develop the Preliminary Preferred Community Structure.

### **Ongoing Environmental Monitoring and Characterization**

To understand and assess the Clair-Maltby study area's unique natural heritage character, a three (3) year monitoring program (2016-2018) was developed as part of the CEIS. The monitoring program is being conducted to supplement the available data from existing studies and reports and instrumentation. To date, two of the three years of monitoring program have been completed. The key components of this monitoring are related to surface water, groundwater, and terrestrial and aquatic natural heritage.

The Clair-Maltby area lies within the headwaters of the Hanlon, Torrance and Mill Creeks, and is entirely on lands within the Paris Moraine. This unique setting, along with the permeable nature of area soils and subsoils, and the predominantly hummocky landscape, has given rise to a distinct lack of open flowing watercourses. Furthermore, the hummocky topography creates an abundance of inward draining topographic features which have closed drainage resulting in no offsite drainage contributions, while serving to locally recharge the groundwater system, particularly in areas of permeable soils, which generally exist across the area. The well-drained soils and hummocky topography support a range of uplands and lowland habitats including woodlands, wetlands and successional meadows and thickets.

The Year 2 (2017) monitoring program, the bulk of which occurred during Phase 2 of the study, included three full seasons of monitoring for all disciplines including:

- Surface water quantity and quality monitoring at two flow stations and twelve wetland stations;
- Groundwater level and quality monitoring at twenty (20) wells and fourteen (14) mini-piezometers in the secondary plan area, as well as twenty-seven (27) spot flow locations in the surrounding areas; and
- A comprehensive range of assessments to verify and expand the understanding of the natural heritage in the secondary plan area including surveys for: plants, vegetation communities, winter wildlife, calling amphibians, breeding birds, turtles and road wildlife movement/mortality.

A Year 2 Monitoring Report which reports on all the data collected and builds on the Year 1 Monitoring report, as well as a Characterization Report which characterizes and assists in recommending refinements to the Natural Heritage System, formed part of the Phase 2 work.

### **Stormwater Management, Water and Wastewater Servicing Technical Work**

With respect to Stormwater Management, and Water and Wastewater Servicing the consultant team has completed a high level preliminary analysis of the study area and made suggestions with respect to how the area may be serviced.

The stormwater management assessment to-date has involved a grading analysis including detailed review of topography, with a specific emphasis on existing depressions in the landscape. The intent has been to identify the size and orientation of future land use drainage areas, along with the volume and footprint of future receiving stormwater facilities. Preliminary drainage assessment work to-date has also confirmed the need for source and conveyance controls including contemporary application of low impact development techniques (see ATT-5 - Stormwater Management Preliminary Technical Assessment).

The wastewater assessment has included a constraint analysis of the three downstream conveyance routes (Victoria Road Sewer System, Clair Gordon System, and the Southgate-Hanlon System) as well as a review of the topographic constraints and the preparation of a conceptual servicing plan (see ATT-6 - Wastewater Servicing Preliminary Technical Assessment). The water assessment

has included a review of the master planned infrastructure for the distribution system in Zone 3, identification of key trunk project components for conveyance and storage to be implemented with the CMSP, and the preparation of a conceptual water servicing plan (see ATT-7 - Water Servicing Preliminary Technical Assessment).

### Evolution of the conceptual land uses

The conceptual land uses and proposed structure has evolved throughout Phase 2 of the project in response to community and technical input.

- Initially, the Conceptual Community Structure (see Figure 2) was developed based on the approved vision and guiding principles. The Conceptual Community Structure provided the base concept plan for detailed technical work to begin;
- With input from the technical work, the Conceptual Community Structure evolved into three Community Structure Alternatives (see Figures 3-5). The Community Structure Alternatives provided the basis for the planning and design charrette;
- The result of the charrette was the Preliminary Preferred Community Structure (see ATT-2) which was presented for information purposes on April 9, 2018; and,
- Based on extended community engagement and technical work following the charrette, the Preliminary Preferred Community Structure has evolved to become the Preferred Community Structure being recommended (see ATT-1).

### Conceptual Community Structure

The CCS was approved by Council in December 2017 as the basis for technical studies and analysis, as well as the development of Community Structure Alternatives.

Figure 2 - Conceptual Community Structure



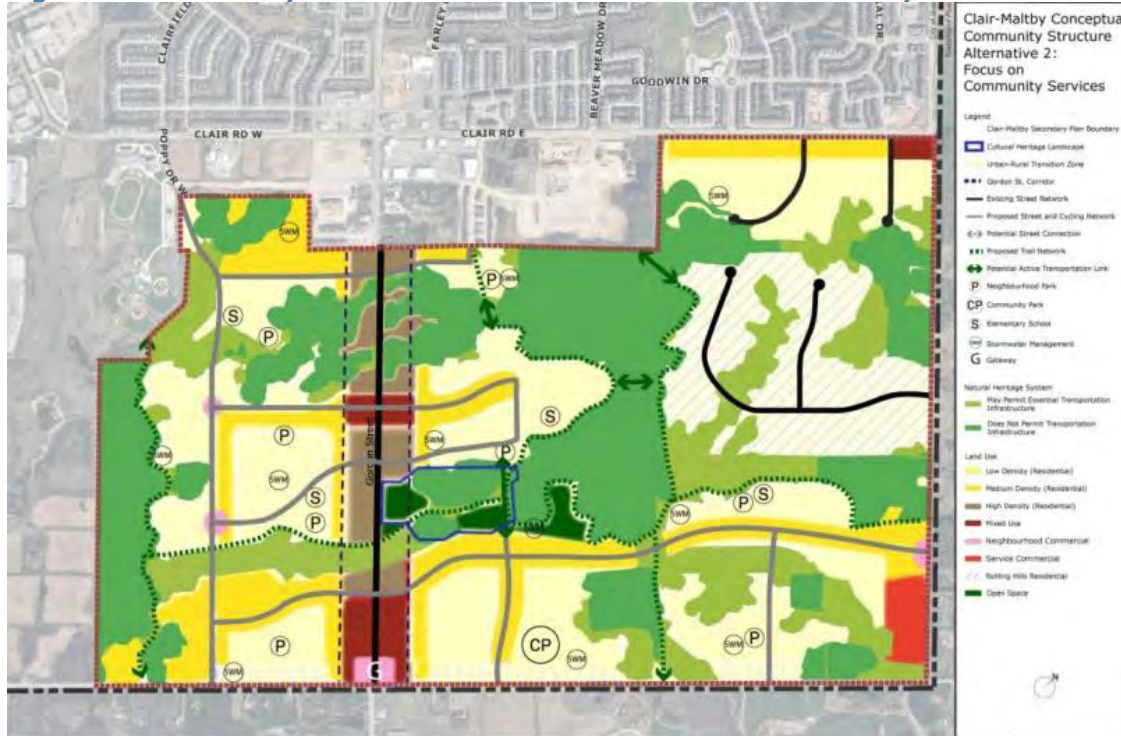
## Community Structure Alternatives

The Community Structure Alternatives were developed based on the CCS as well as preliminary findings from technical work being undertaken through the project.

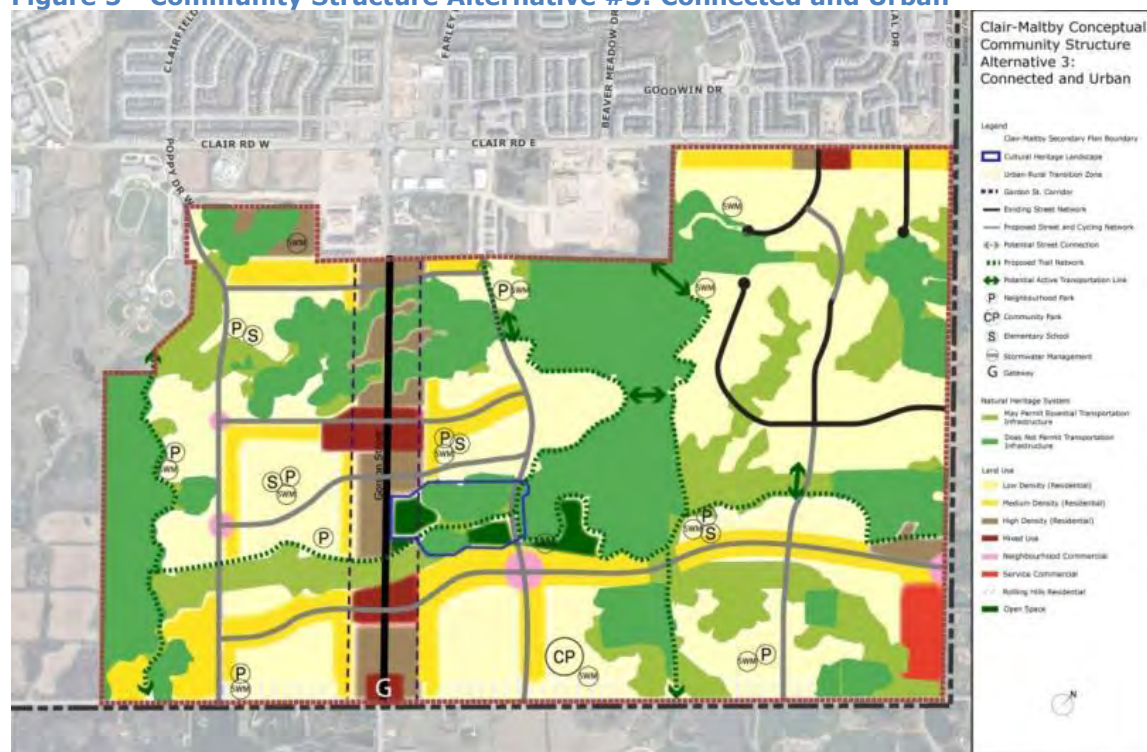
**Figure 3 - Community Structure Alternative #1: Featuring the Green**



**Figure 4 - Community Structure Alternative 2: Focus on Community and Services**



**Figure 5 - Community Structure Alternative #3: Connected and Urban**



### Charrette Overview

The 5-day planning and design charrette for the CMSP was a multi-disciplinary, intensive and collaborative design and planning workshop inclusive of all affected stakeholders. It evaluated the three Community Structure Alternatives in order to result in the development of a Preliminary Preferred Community Structure for the secondary plan area.

The Charrette included the following events:

- March 21, 2018: Council Workshop to allow council to participate in the charrette activities and evaluate the three Community Structure Alternatives.
- April 3, 2018:
  - tour of the secondary plan area for City Councillors, city staff and the consultant team
  - three workshop sessions to evaluate the three Community Structure Alternatives (Technical Steering Committee and staff; TAG and CWG; and a public session). The evening public session was also Public Information Centre (PIC) #2 for the project.
- April 4, 2018: Stakeholder meetings (8 different meetings with small groups and/or individuals); as well as development of the first draft version of the preliminary preferred community structure based on input received and technical and professional expertise.
- April 5, 2018: A series of live design exercises in order to refine the draft version of the Preliminary Preferred Community Structure. The



first draft of the Preliminary Preferred Community Structure was presented to the public in the evening in order to receive comments and feedback.

April 6, 2018: Project team working day to resolve outstanding issues identified by the public and stakeholders.

April 9, 2018: Project team working day to finalize the refinements to the Preliminary Preferred Community Structure. Public Open House in the late afternoon and presentation of the Preliminary Preferred Community Structure to Council for information purposes in the evening.

A complete summary of the charrette is included in the 'Planning and Design Charrette Consultation Summary' which is available on the project website: [guelph.ca/clair-maltby](http://guelph.ca/clair-maltby).

### **Modifications to the Preliminary Preferred Community Structure**

Based on comments received when the Preliminary Preferred Community Structure (see ATT-2) was presented to Council for information purposes and following the charrette, the following changes have been made and are reflected in the recommended Preferred Community Structure:

- the boundary of the secondary plan area has been modified to remove the Built-up Area lands, including the Rolling Hills area, from the current secondary plan process;
- the collector road running north-south through the Cultural Heritage Landscape (CHL) and sections of the Natural Heritage System (NHS) has been removed based on a transportation modelling assessment of future traffic;
- The high density residential area in the south-eastern corner of the plan has been shifted to the intersection of two future collector roads and moved to the south side of the future east-west collector road;
- Existing cultural heritage resources are displayed on the plan; and,
- Existing wetlands, as identified by the Ministry of Natural Resources and Forestry (MNRF) 2017 mapping, are shown on the plan.

### **Description of the recommended Preferred Community Structure**

The recommended Preferred Community Structure is included as ATT-1 to this report. The preferred structure provides a general layout of land use, connective elements, community facilities (parks and schools), general locations for potential stormwater management facilities, displays existing cultural heritage resources and wetland mapping (MNRF 2017). The recommended structure displays the following:

**Residential Land Use, Density and Built Form** – In keeping with the CCS, the preferred structure is primarily residential in character with higher density uses concentrated along the Gordon Street corridor transitioning to medium and lower density uses in the interior portions of neighbourhoods. Medium density residential uses are generally located along potential future major

roads, allowing for low density residential uses to be on future local roads. High density areas are also proposed to the north along Poppy Drive and east near Victoria Road to distribute these uses near collector roads to support future transit routes and in proximity to existing or potential commercial areas.

The preferred structure recognizes the existing function of Gordon Street north of the study areas as an intensification corridor. Intensification corridors are areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels. The areas directly surrounding Gordon Street have largely been placed in the high density residential category with some mixed-use areas. The concentration of higher density uses along Gordon Street supports the potential future extension of **the City's main transit corridor**.

A brief description is provided below to describe the land uses shown on the preferred structure:

- High Density areas: intended to accommodate taller apartment buildings (greater than 6 storeys).
- Medium Density areas: intended to accommodate low to mid-rise apartment buildings, stacked or back-to-back townhouses. Minimum and maximum building heights are to be determined.
- Low Density areas: intended to accommodate detached, semi-detached and townhouse dwellings, as well as low-rise apartment buildings. Minimum and maximum building heights to be determined.
- Mixed Use areas: intended to accommodate a mix of uses, including office and commercial uses, and where provided, residential in mid-rise or taller apartment buildings.

The Preferred Community Structure will result in an estimated population range of approximately 15,000 – 25,000 people. This range will continue to be refined through the process. Phase 3 of the project will include consultation with the Ministry of Municipal Affairs, as well as further analysis to ensure that the recommended plan is consistent with the Growth Plan.

**Proposed high density in the south east corner of study area** – The high density residential in the south-easterly area of the secondary plan area continues to be proposed in order to assist in providing a range and mix of housing choices throughout the secondary plan area. The opportunity to have a higher density residential within the neighbourhood that is furthest from Gordon Street represents good planning as it assists in each neighbourhood being able to provide a range of housing choices. In addition, providing the opportunity for higher density housing at the intersection of two future collector roads will assist in making a future transit route and the commercial areas more viable.

**Cultural Heritage Landscape** – The preferred structure proposes a ‘Mixed Office/Commercial’ land use for the portion of the Cultural Heritage Landscape that is along Gordon Street. The intent is that this land use designation would allow for the adaptive re-use of the existing buildings on the property. Mixed Office/Commercial generally allows for small-scale commercial and office uses, personal services uses and residential dwelling units.

**Gateway and Urban-Rural Transition** – The entrance to the City at Gordon Street and Maltby Road is to be distinguished by a green gateway that highlights the entrance to the City. An urban-rural transition area has been included along the Maltby Road edge of the secondary plan area where it borders the Township of Puslinch. Generally this area will include low rise built form that will allow for transition to higher built form as we move north from Maltby Road. The transition requirements are intended to be developed through policy requirements rather than a separate land use designation.

**Built-up Area lands, including the Rolling Hills area** – The northeast part of the secondary plan area is generally known as the ‘Rolling Hills’ subdivision. This area was planned as residential estate lots when it was still part of the Township of Puslinch. This area was annexed into the City from the Township of Puslinch in 1993. The South Guelph Secondary Plan was adopted by Council in 1996 and approved by the Ministry in July 1998. The Ministry introduced an “Urban Reserve” land use designation to recognize lands intended for future urban use. The “Urban Reserve” land use designation is now the “Reserve Lands” designation, which is the current designation that applies to the Built-up Area lands, including the Rolling Hills area, as well as a significant portion of the entire Secondary Plan area.

As the area was already developed for estate residential lots at the time the 2006 Growth Plan for the Greater Golden Horseshoe came into effect, it was identified by the province as part of the City’s ‘Built-up Area’. The 2006 Growth Plan required that from the year 2015 and onwards, 40% of all new residential growth is to be accommodated within the Built-up Area. Although the City’s Local Growth Management Strategy identified some potential for intensification along the Clair Road corridor in this area, the City’s subsequent Growth Plan conformity amendment (OPA 39) and Official Plan update (OPA 48) did not identify or re-designate any of these lands for redevelopment, rather the area was placed within a secondary planning area for comprehensive study to determine how future land uses would achieve the policies of the Growth Plan.

A significant policy change affecting the Built-up Area occurred when the province issued the new Growth Plan for the Greater Golden Horseshoe, which came into effect in July 2017. Among other changes, the new Growth Plan increases the intensification target from 40% to 60% of all residential development by the year 2041. Municipalities are required to demonstrate how they are planning to achieve this target through their next Municipal Comprehensive Review (MCR)/Growth Plan conformity amendment, which

**must be completed by June 2022.** The new Growth Plan allows “outer ring” municipalities to request an alternative intensification target, however, this can only be requested through the MCR.

Throughout the project, and since the charrette, different options for the Built-up Area lands, including the Rolling Hills area have been considered. Some of these options have been presented as part of the CCS (see Figure 2), the Community Structure Alternatives (see pages Figures 3-5), and the Preliminary Preferred Structure (see ATT-2). In addition to these options, consideration was given to proposing alternative land uses for the area bound by Clair Road to the north and Kilkenny Place to the east and south.

As all of the options were considered, staff have worked within the existing policy context which is that Guelph is an urban municipality located in the outer ring of the Greater Golden Horseshoe (GGH) and is subject to the **Growth Plan for the GGH under the Places to Grow Act, 2005.** The City’s Settlement Area boundary is the boundary of the City and there are no rural areas within the City. Planning for the future redevelopment or intensification of the Built-up Area lands, including the Rolling Hills area, conforms with the **City’s Official Plan policies.**

Within this context, planning for the Built-up Area lands, including the Rolling Hills area, could occur through the CMSP or it could occur through a future secondary or tertiary plan.

Planning for the redevelopment or intensification of the Built-up Area lands, including the Rolling Hills area, through the CMSP would allow for the entire Clair-Maltby area to be planned comprehensively. This may realize efficiencies in how the entire area is serviced and would allow for a design-based exercise to determine how redevelopment or intensification could be accommodated in order to inform the future MCR.

Planning for the Built-up Area lands, including the Rolling Hills area, through a future secondary or tertiary plan process would allow for the MCR to determine if some or all of these lands should be re-designated to support the City achieving the Growth Plan intensification target. It should be noted that the MCR cannot be appealed to the Local Planning Appeal Tribunal (LPAT). The future secondary or tertiary plan would determine how the recommended level of intensification could be accommodated within the area.

Throughout the design charrette in April 2019 we heard input from stakeholders with many different perspectives. However, from the Rolling Hills community we heard that many residents were not aware that the potential redesignation of that area was being considered through the secondary plan. There were many requests for the City to slow the planning process down for the Built-up Area lands, including the Rolling Hills area, and demonstrate that there is a need to plan for future redevelopment of an existing neighbourhood.

Extended engagement with the Rolling Hills landowners has also occurred after the charrette.

Having consideration for the policy change introduced by the Growth Plan 2017, as well as the public input received to date, the recommended Preferred Community Structure proposes to modify the boundary of the Clair-Maltby Secondary Plan to remove the Built-up Area lands, including the Rolling Hills area, from this secondary planning process in order to allow it to first be **considered comprehensively with the rest of the City's Built-up Area** through the next MCR.

It should be noted that infrastructure planning work currently underway for the CMSP will continue to make general assumptions for future redevelopment potential within the Built-up Area lands, including the Rolling Hills area, to ensure that should redevelopment or intensification occur at some point in the future, the necessary external infrastructure is available to facilitate it. This is necessary to ensure that infrastructure decisions being made through this secondary plan process do not preclude consideration of intensification opportunities in Built-up Area lands, including the Rolling Hills area, through the next MCR or result in the need to replace infrastructure ahead of its anticipated life-cycle to accommodate development at a greater density than currently exists. These assumptions will not predetermine or prejudice the outcome of the upcoming MCR or any future planning for these lands.

**Mobility Network** – A system of connected major roads, providing a grid structure that has been modified and adapted to respect the NHS and existing topography, is proposed. Multiple east-west roads across Gordon Street, as well as a north-south road on the westerly side of Gordon Street, and a north-south active transportation connection are proposed to provide connectivity throughout the secondary plan area. It is intended that all major roads shown on the preferred structure will have appropriate cycling and pedestrian facilities to ensure that this is a multi-modal mobility network. Conceptual street cross-sections for the future roads are included as ATT-4 of this report. Potential trail locations continue to be identified, generally on the edge of the NHS, to allow for the exact location and function of these trails to be determined through future trail-specific studies or development applications. The trails are intended to provide additional connectivity throughout the secondary plan area and to the surrounding areas.

**North-South Road (east of Gordon Street)** – Following the planning and design charrette, a transportation modelling assessment of the anticipated future traffic was completed. This assessment demonstrates that Gordon Street will be able to accommodate the future traffic without a north-south collector road on the easterly side of Gordon Street. This modelling and a general understanding of the potential impacts a collector road would have on the existing Natural Heritage System (NHS) in two locations, as well as on an identified Cultural Heritage Landscape (CHL), has resulted in removal of the sections of that collector road that are within the NHS and the CHL.

Recognizing the need for connectivity to move people, Phase 3 of the CMSP study will continue to explore if Active Transportation links can be accommodated through the CHL and **the NHS in the locations where the 'road link assessment areas' were removed. It would have to be demonstrated that these Active Transportation links are compatible with the natural and cultural heritage attributes of these areas.**

**Neighbourhoods, Parks and Schools** – A community park (CP) and several neighbourhood parks (P) have been identified on the preferred structure with symbols. Community parks are typically designed to provide specialized recreation facilities for use by a wide segment of the population and serve more than one neighbourhood. The types of recreation facilities that may be developed within the proposed community park could include baseball diamond(s), soccer field(s), cricket pitch, etc. Neighbourhood parks primarily cater to the needs and interests of residents living within its general vicinity for unstructured and spontaneous leisure activities.

Six potential elementary school sites have been identified on the recommended preferred structure. This has been increased from the number of schools sites shown on the CCS based on input received from the Upper Grand District School Board and the Wellington Catholic School Board through the charrette. The number of required school sites may change as the potential future population, as well as the number and type of residential units proposed, is refined.

Generally, the school sites have been co-located with parks and/or stormwater management facilities in order to potentially share space and/or facilities where appropriate.

**Community Park** - Based on the anticipated population in the Clair-Maltby area, Community Park space is required within the Secondary Plan area boundaries. The current Official Plan policies provide a target of 1.3 ha of Community Park land for every 1000 residents and outline that a Community Park should range in size from 10-20 ha.

The Preferred Community Structure is proposing a balanced approach be taken with respect to the Community Park. It is recognized that there are significant development constraints in this area. If the maximum amount of parkland is sought, it could become another development constraint, therefore, less than the maximum amount of Community Parkland space is proposed to assist in providing adequate recreation opportunities for this new community and the rest of the City, while still accommodating development in the area.

During the charrette and following the charrette, further input has been received suggesting that opportunities to expand the land area of the existing South End Community Park be explored in lieu of creating a new Community Park. Alternatively, that a new Community Park be located within the secondary plan area in such a way that it is on more than one property. At this

time, a Community Park is still reflected on the Preferred Community Structure in the same location as it was at the end of the charrette based on access to major roads and topography. We will continue to explore alternatives and opportunities with respect to the Community Park in Phase 3 of the project.

**Natural Heritage System** - The recommended Preferred Community Structure ensures the continued protection of the Natural Heritage System while allowing for future development of this area. Ensuring that a connected mobility system is provided for all modes of transportation, while maintaining a connected natural heritage system was carefully considered while the Preferred Community Structure was being developed.

Based on the first two years of monitoring associated with the CEIS modifications to the existing Natural Heritage System as currently mapped are being explored. These modifications are still being explored and confirmed with additional data collection and field work, as well as potential on-site meetings at properties where changes to the NHS may be proposed.

**Employment Lands** - The recommended preferred concept does not include employment areas. The removal of the employment areas that were originally included on the CCS is based on information from an interim City-wide update with respect to Employment Lands. The Interim Employment Lands update suggests that the City has a sufficient supply of vacant designated employment lands to accommodate forecast demand on employment lands through 2041. It also generally concludes that there is a sufficient amount of existing employment vacancy rates and vacant designated employment land in the southerly part of Guelph. This would potentially allow for the conversion of some employment lands to non-employment uses, including the employment lands within the CMSP area.

The redesignation of the existing employment land to other uses will be considered in accordance with the requirements of the Growth Plan for the Greater Golden Horseshoe.

### **Next Steps**

The next phase, Phase 3, of the CMSP will begin after the Preferred Community Structure is approved by Council. The Preferred Community Structure provides the basis for the next round of detailed technical work. Detailed modelling and analysis for all aspects of the project, as well as continued environmental monitoring, will result in further modifications and refinements to the Preferred Community Structure. Community engagement will occur throughout Phase 3 of the project to receive feedback on modifications to the Preferred Community Structure as well as draft secondary plan policies.

The Preferred Community Structure provides the basis for the following work:

**Comprehensive Environmental Impact Study (CEIS)** – utilizing the information from the Year 1 and Year 2 monitoring reports, combined with the characterization report and incoming Year 3 monitoring data, Phase 3 of the study process will focus on producing the CEIS as a whole.

The Preferred Community Structure and related technical reports (mobility, water/wastewater servicing and stormwater management) will provide the basis for the CEIS to assess the impacts, as well as develop mitigation and restoration recommendations. This process will include using the terrestrial, wildlife and water monitoring data and the outputs of the water modeling to inform the environmental impact assessment. All of this information will be used to demonstrate and ensure protection of water quality and quantity as well as protection of the natural heritage system at the landscape level as the area develops for urban uses.

**Water/Wastewater Servicing Study** – develop alternative water/wastewater servicing solutions based on the Preferred Community Structure; undertake an analysis of those alternatives; update water and wastewater models; and recommended a preferred water and wastewater servicing plan and prepare the MESP project file report.

**Stormwater Management Plan** – develop alternative stormwater management solutions based on the Preferred Community Structure; undertake an analysis of those alternatives; create the stormwater management model for the study area; recommend a preferred stormwater management plan and prepare the MESP project file report.

**Mobility Study** – completion of technical studies based on the Preferred Community Structure; finalize the mobility network planning study; finalize the traffic impact study; and may include the completion of a noise study.

**Energy and other Utilities Study** – evaluate the MESP alternatives, which are based on the Preferred Community Structure, from an energy perspective and prepare the final report.

**Secondary Plan** – undertake a detailed policy analysis of the Preferred Community Structure to ensure it complies and/or conforms with applicable provincial policy; prepare a draft secondary plan including policies and land use plan; undertake community engagement (Open House, Statutory Public Meeting); prepare a final secondary plan and implementing by-law.

**Fiscal Impact Assessment** – prepare a fiscal impact model based on the Preferred Community Structure to outline the financial impacts of the Secondary Plan.

As the detailed work is being completed throughout Phase 3 of the project, the Preferred Community Structure will be refined or modified to reflect the findings or to assist in mitigating potential impacts.



In addition, the Preferred Community Structure may be refined or modified based on additional public input as the detailed technical work is being undertaken and the draft policies are being developed.

Community engagement will continue throughout Phase 3 of the project.

## Financial Implications

Capital funding to undertake this project was approved through the 2013-2015 and 2017 capital budgets. Work completed to date is within the proposed Phase 2 budget.

## Consultations

<b>Phase 2 – Community Engagement</b>		
Township of Puslinch Council Meeting	Presented the approved Vision and Guiding Principles	August 9, 2017
Notice of Visioning Workshop No. 2	Provided to the public, stakeholders, First Nations Communities and agencies	September 7, 2017
TSC CCS Visioning Workshop	Visioning workshop that included a hands on community planning and mapping exercise to receive input from the community and technical experts.	September 12, 2017
Joint CWG and TAG CCS Visioning Workshop		
Community Visioning Workshop No. 2		September 26, 2017
Joint CWG and TAG meeting	Presented the CCS and received feedback	November 28, 2017
Committee of the Whole meeting	Presented the CCS for consideration	December 4, 2017
Council Meeting	CCS was approved	December 18, 2017
Township of Puslinch Council Meeting	Presented the approved CCS	February 7, 2018
Joint CWG and TAG meeting	Presented the findings of technical work and the Community Structure Alternatives	February 27, 2018

Joint EAC and RSAC meeting	Presented the findings of technical work and the Community Structure Alternatives	March 14, 2018
Council Workshop	Project update and Evaluation of the Community Structure Alternatives	March 21, 2018
Planning and Design Charrette	See above for details (pages 8 and 9 of this report)	April 3-6 & 9, 2018
Rolling Hills Landowner Meeting	Presented the history of the Rolling Hills area since <b>it's annexation into the City</b> . Feedback forms were distributed and returned by May 18, 2018 – see ATT-8 Rolling Hills feedback summary.	May 10, 2108

**Corporate Administrative Plan**

**Overarching Goals**

- Innovation
- Financial Stability
- Service Excellence

**Service Area Operational Work Plans**

- Our Services - Municipal services that make lives better
- Our People- Building a great community together
- Our Resources - A solid foundation for a growing city

**Attachments**

- ATT-1 Recommended Preferred Community Structure
- ATT-2 Preliminary Preferred Community Structure (April 9, 2018)
- ATT-3 Key Area Drawings
- ATT-4 Conceptual Street and Trail Sections
- ATT-5 Stormwater Management Preliminary Technical Assessment
- ATT-6 Wastewater Servicing Preliminary Technical Assessment
- ATT-7 Water Servicing Preliminary Technical Assessment
- ATT-8 Rolling Hills Residents Feedback Summary

## Departmental Approval

Not applicable

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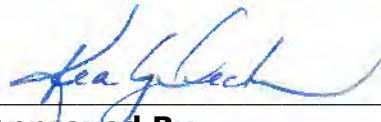
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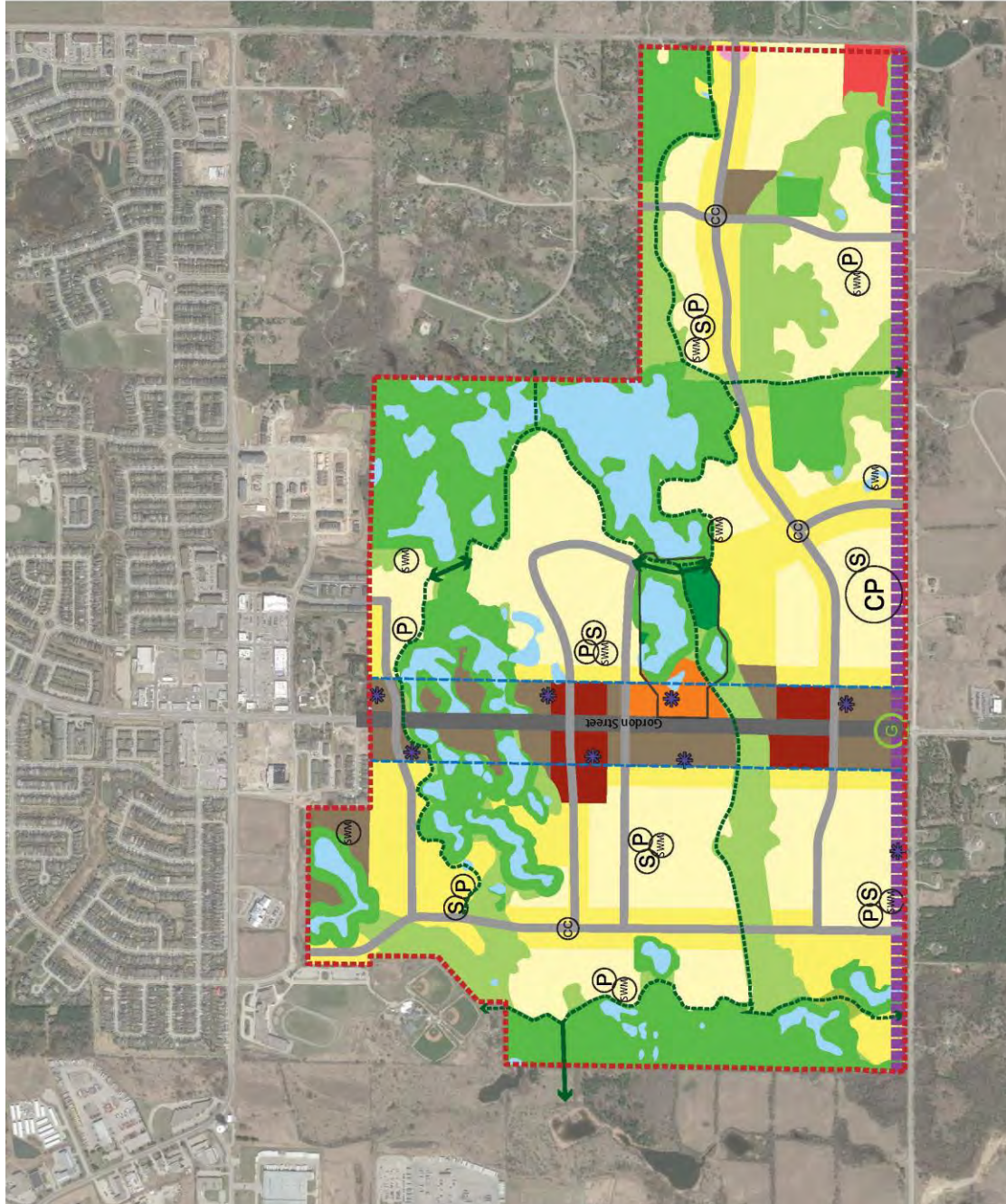
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# ATT-1 – Recommended Preferred Community Structure

Clair-Maitby  
Preferred Community  
Structure  
May 24, 2018

- Legend**
- Clair-Maitby Secondary Plan Boundary
  - Cultural Heritage Landscape
  - Urban-Rural Transition Zone
  - Gordon St. Corridor
  - Streets and Trails
    - Existing Street Network
    - Proposed Street and Cycling Network
    - Proposed Trail Network
    - Potential Active Transportation Link
  - Parks, Schools, and Features
    - Neighbourhood Park (P)
    - Community Park (CP)
    - Elementary School (S)
    - Stormwater Infiltration Areas (SWM)
    - Convenience Commercial Area (CC)
    - Gateway (G)
    - Cultural Heritage Resource
  - Natural Heritage System
    - May Permit Essential Transportation Infrastructure
    - Does Not Permit Transportation Infrastructure
    - Wetlands (MNR 2017)
  - Land Use
    - Low Density (Residential)
    - Medium Density (Residential)
    - High Density (Residential)
    - Mixed Use
    - Neighbourhood Commercial
    - Service Commercial
    - Mixed Office / Commercial
    - Open Space



# ATT-2 – Preliminary Preferred Community Structure

## Clair-Matby Preliminary Preferred Concept

April 9 2018

### Legend

- Clair-Matby Secondary Plan Boundary
- Cultural Heritage Landscape
- Urban-Rural Transition Zone
- Gordon St. Corridor

### Streets and Trails

- Existing Street Network
- Proposed Street and Cycling Network
- Future Street Connection
- Road Link Assessment Area
- Proposed Trail Network
- Potential Active Transportation Link

### Parks, Schools, and Features

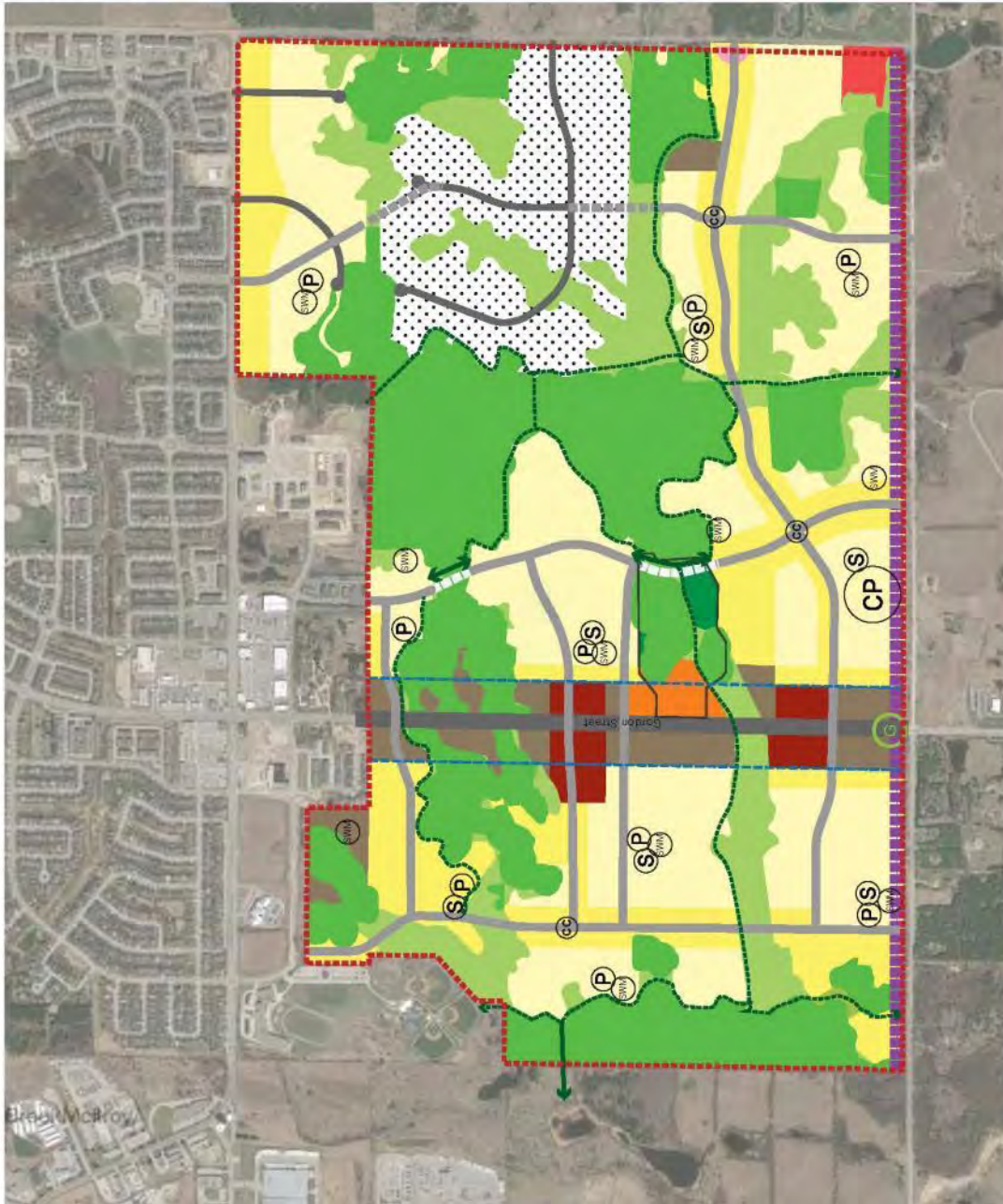
- Neighbourhood Park
- Community Park
- Elementary School
- Stormwater Infiltration Area
- Convenience Commercial Area
- Gateway

### Natural Heritage System

- May Permit Essential Transportation Infrastructure
- Does Not Permit Transportation Infrastructure

### Land Use

- Low Density (Residential)
- Medium Density (Residential)
- High Density (Residential)
- Mixed Use
- Neighbourhood Commercial
- Service Commercial
- Mixed Office / Commercial
- Reserve Lands
- Open Space



# ATT-3 – Key Area Drawings



BrookMcIlroy/

Key Area 1 - Residential Area connecting to the Community Park

70

# ATT-3 – Key Area Drawings



Key Area 2 - Gordon Street Mixed Use and Residential Area

e Report

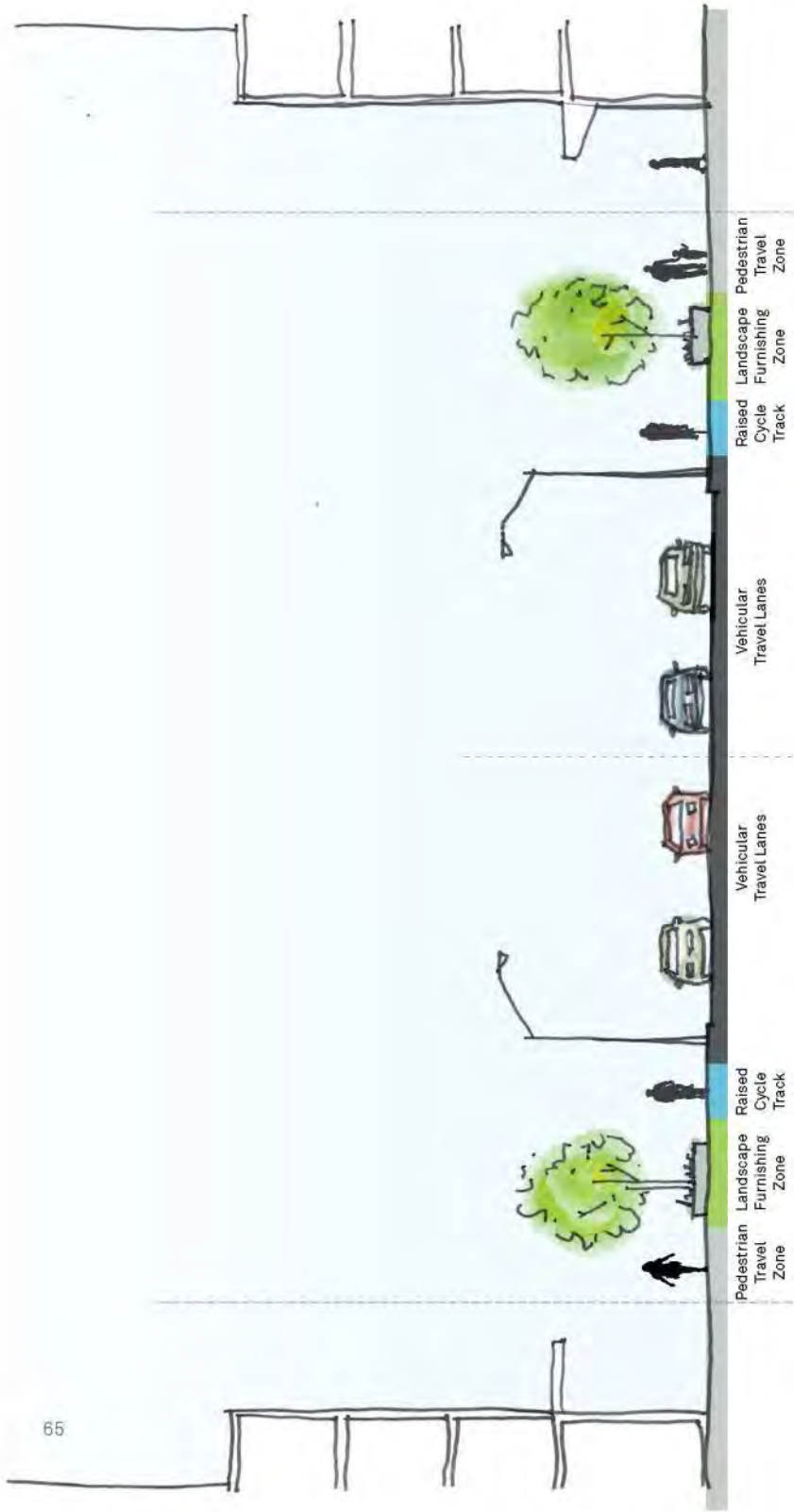
# ATT-3 – Key Area Drawings



Key Area 3 - Schools, Parks, and Dry Stormwater Infrastructure adjacent to the Natural Heritage System and Low Density Residential



# ATT-4 – Conceptual Street Sections



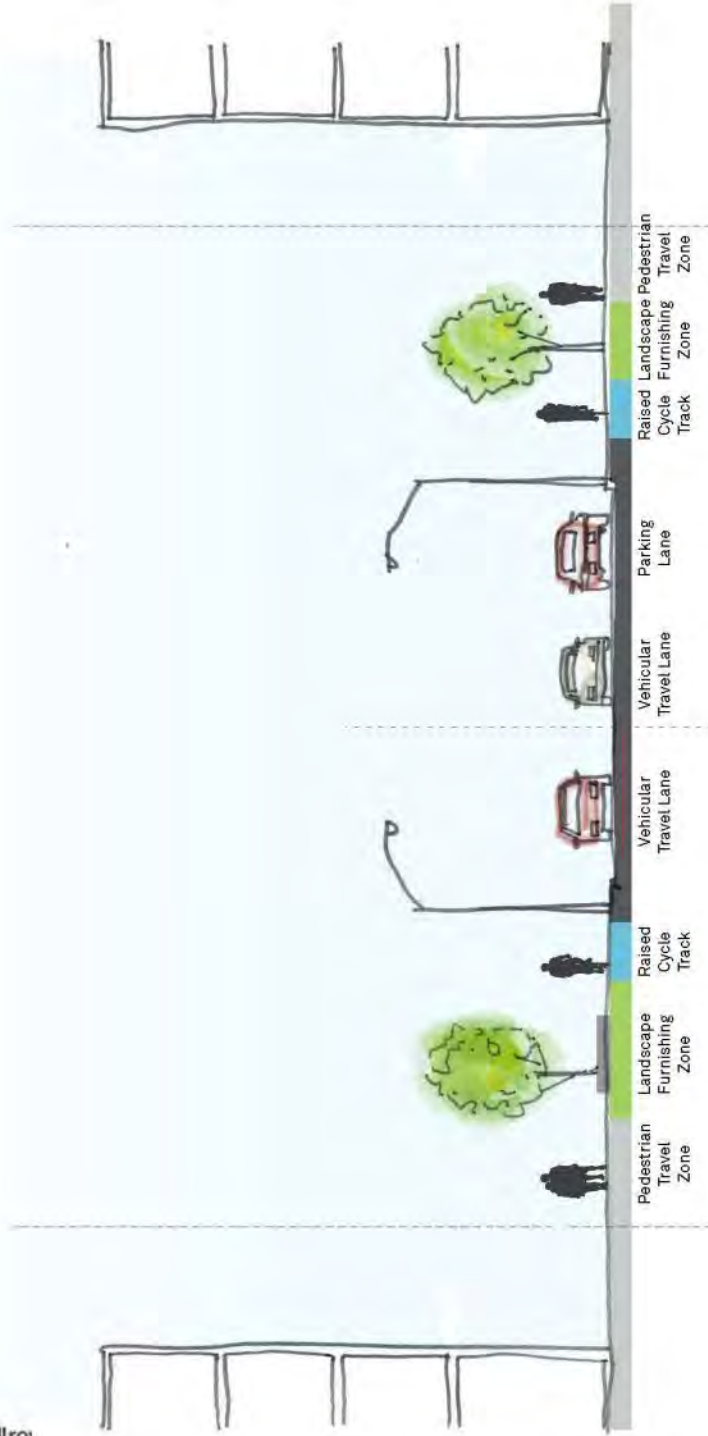
65

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

**Gordon Street Arterial Road**  
30 m ROW - Raised Cycle Track

# ATT-4 – Conceptual Street Sections

BrookMcIlroy



## Collector Road

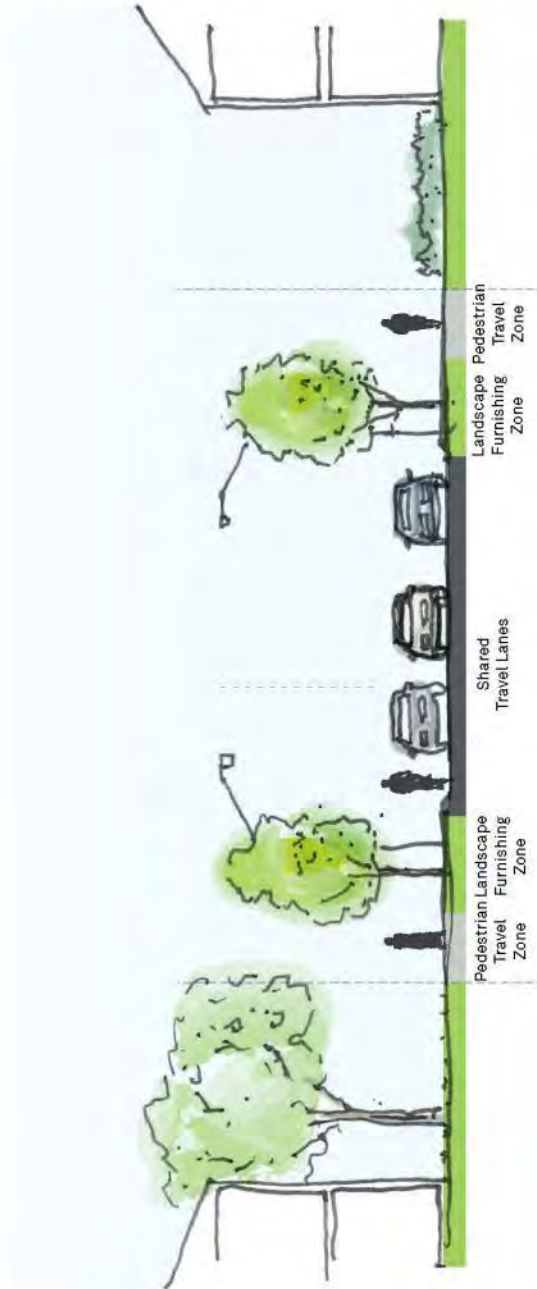
26 m ROW – Parking Lane and Raised Cycle Track

## Clair-Maltby Secondary Plan

Scale 1:150

BrookMcIlroy

# ATT-4 – Conceptual Street Sections



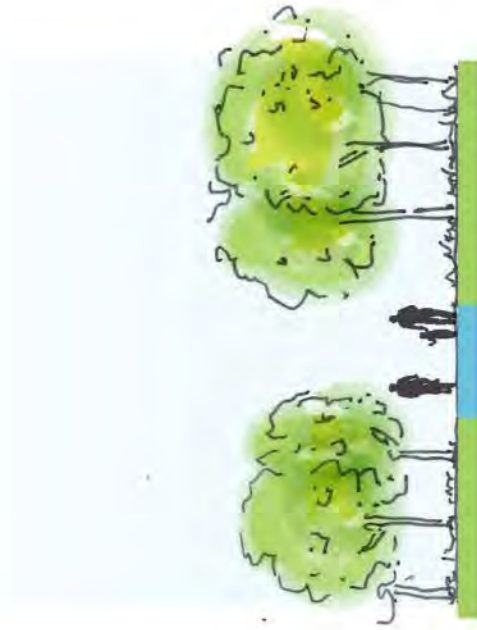
## Local Road

18 m ROW - Shared Travel Lanes and On Street Parking

## Clair-Maltby Secondary Plan

Scale 1:150  
BrookMcIlroy/

# ATT-4 – Conceptual Trail Section

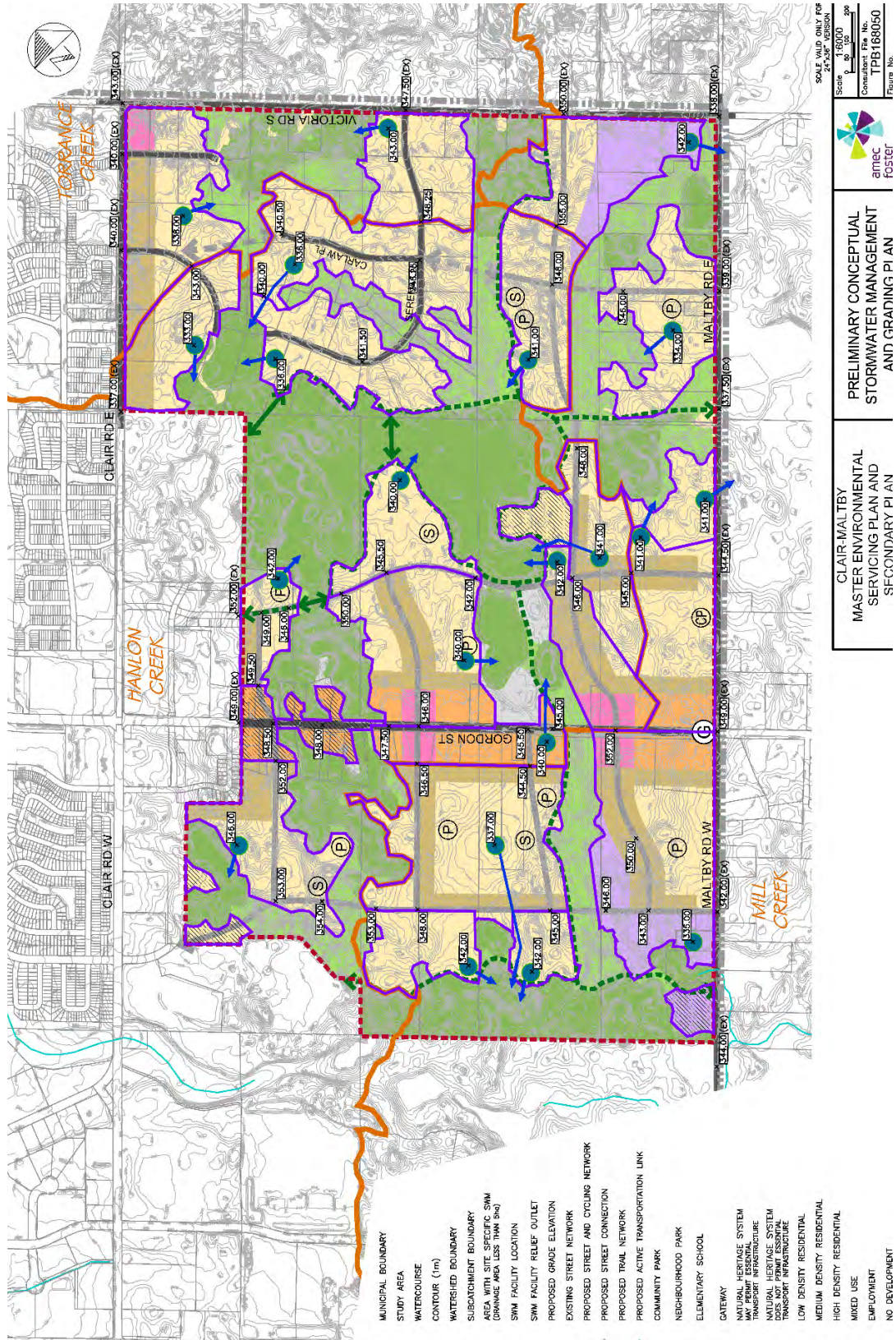


BrookMcIlroy

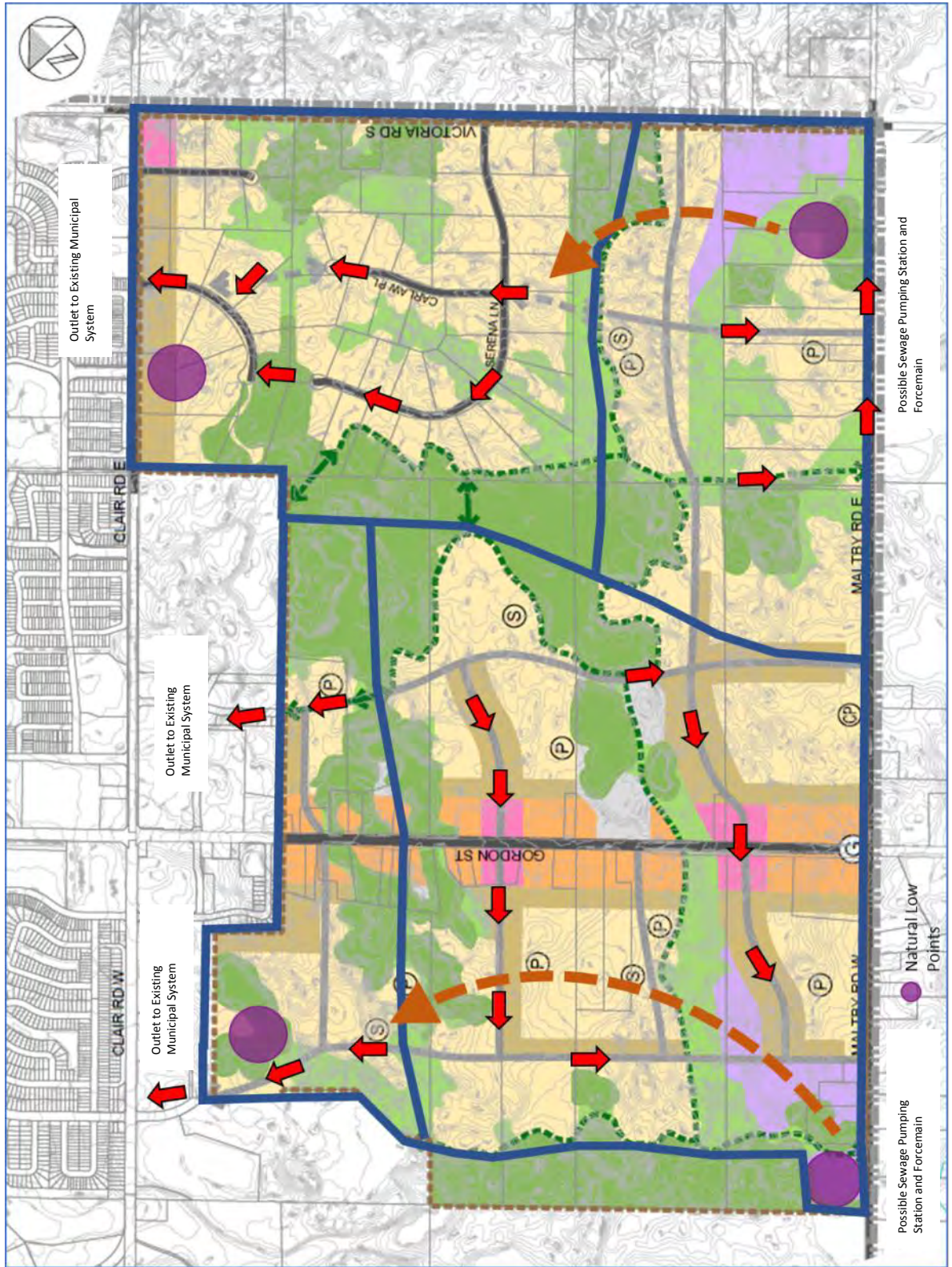
Multi-Use Path

Clair-Maltby Secondary Plan  
Scale 1:150  
BrookMcIlroy/

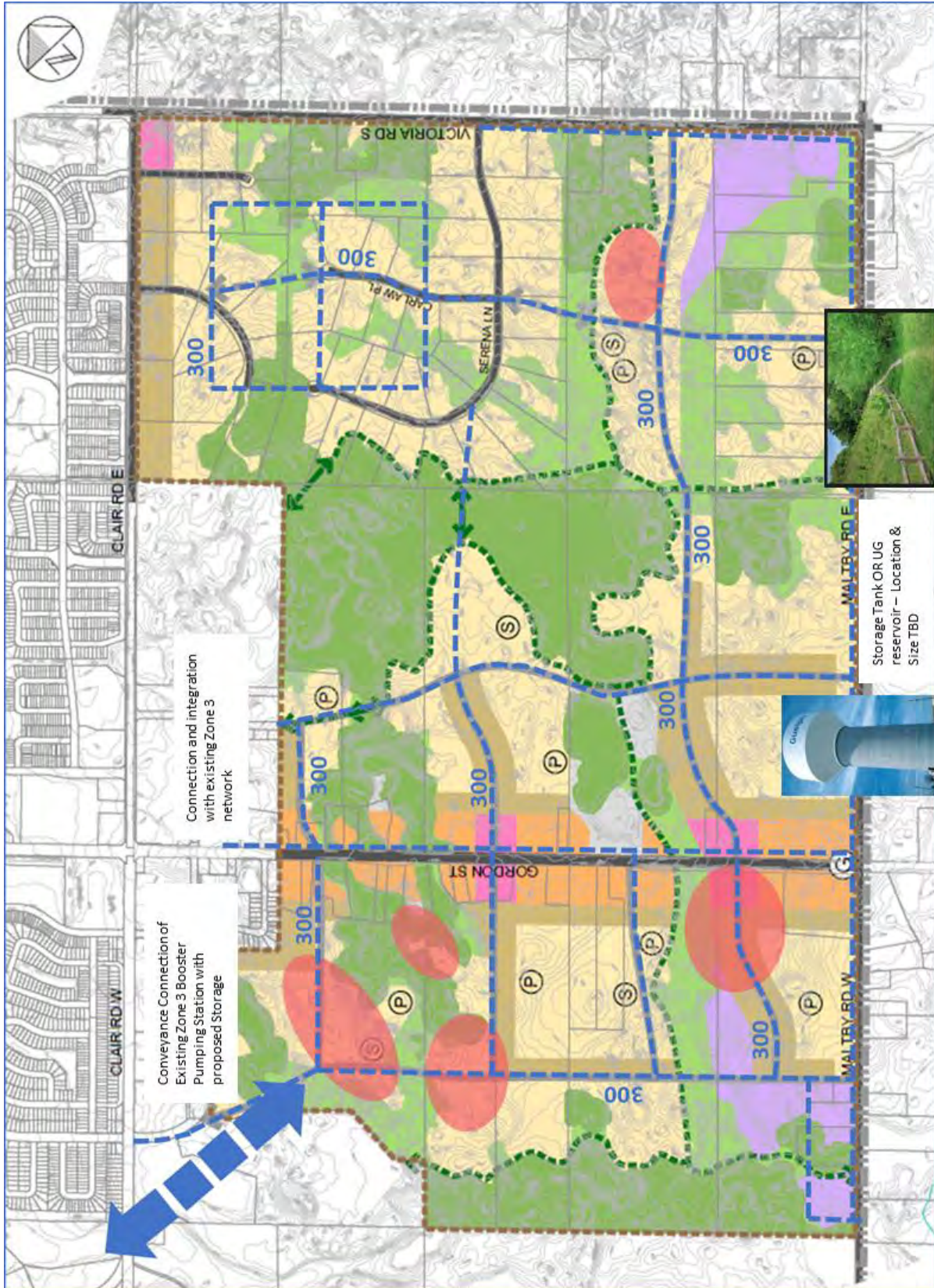
# ATT-5 – Stormwater Management Preliminary Technical Assessment



# ATT-6 – Wastewater Servicing Preliminary Technical Assessment



# ATT-7 – Water Servicing Preliminary Technical Assessment



## ATT-8 – Rolling Hills Residents Feedback Summary

At the May 10, 2018 meeting with landowners of the Built-up Area lands, including the Rolling Hills area, a feedback form was distributed. Responses were received from 44 different properties. Of the responses, 36 of the properties were of the opinion **that Rolling Hill should remain designated 'Reserve Lands'. 7 properties indicated that redesignation should be considered** through the Clair-Maltby Secondary Plan to allow for future redevelopment. 1 property suggested that only a strip of land along Clair Road should be redesignated and the remainder of the area should not be redesignated. Below is a general summary of the themes highlighted in response to the questions on the feedback forms.

**Question 1:** Should the Clair-Maltby Secondary Plan propose to change the designation of the lands to something other than 'Reserve Lands' in the northerly part of Rolling Hills? Why or why not?

<b>No. The designation of the northerly part of Rolling Hills should not change for the following general reasons:</b>	<b>Yes. The designation of the northerly part of Rolling Hills should change for the following reasons:</b>
The north and south parts of Rolling Hills are one community, not two separate communities.	The northerly part should change to low and medium density single family development because the area is already development or under development to the north and west.
Families purchased these homes knowing they couldn't be redeveloped because of the restrictive covenants. They believed that their community would remain stable and secure.	Possible future development similar to what is along Clair Road.
The majority of Rolling Hills landowners do not want to allow for redevelopment. Only a couple of property owners want to allow for potential redevelopment.	To have the opportunity to develop their property in the future.
Allowing for the potential of any redevelopment will begin the 'domino effect' and all of Rolling Hills will be lost.	To support multi and mixed housing in Guelph.
It will result in the value of existing properties depreciating, loss of investment. For many, their home is a substantial part of their net worth.	Redesignation allows the opportunity to work with neighbours on Kilkenny Place and Megan Place to develop a forward-thinking strategy for this area.
Rolling Hills is a unique and beautiful community in Guelph. Redesignation will result in the loss of estate residential homes which cannot be replaced – a unique development will be lost.	It is important to take advantage now, as the development process takes a long time. This area should not forego the opportunity to plan for future growth and servicing requirements.
These properties were purchased in order to reside in a natural, unspoiled environment, co-existing with nature. Allowing for redevelopment would destroy the stable co-existence of residents and nature.	It is good planning practice to allow for redevelopment along arterial roads. Clair Road is an arterial road and truck route. When it was widened and turned into a heavily trafficked truck route and ring road, the stage was set for allowing development of properties bordering the road.
There is no justification for redeveloping Rolling Hills.	Changing the northerly edge (100 m strip along Clair Road)



	matches or is continuous with the rest of the street line.
<p>Allowing for the redevelopment of Rolling Hills will be harmful to the environment:</p> <ul style="list-style-type: none"> <li>- As it is, Rolling Hills allows for the natural hydrogeological and wildlife movement functions to continue. To minimize indirect impacts to the natural heritage system caused by increased population density</li> <li>- Redeveloping a mature and longstanding community will destroy the water, forest and trees and harm the water recharge of the moraine, displace and/or kill wildlife. The loss of trees will be devastating.</li> </ul>	The change should be transparent and swift so that landowners <b>don't have to wait and can make plans.</b>
Any change from Reserve Lands will result in a decrease of quality of life and the quiet family neighbourhood.	The surrounding area has dramatically changed over the years. The surrounding development has impacted enjoyment of properties and it is not the ideal estate area as intended. It is time for change and most of the lands within the City have been developed and redeveloped to recognize the full potential.
Chosen lifestyle of estate residential should be respected.	

**Question 2:** Should the Clair-Maltby Secondary Plan propose to change the designation of the lands to something other than 'Reserve Lands' in the southerly part of Rolling Hills? Why or why not?

<b>No. The designation of the southerly part of Rolling Hills should not change for the following general reasons:</b>	<b>Yes. The designation of the southerly part of Rolling Hills should change for the following reasons:</b>
When these properties were purchased it was with the understanding that the area was fully developed. A country feel <b>but so close to the City is what's amazing about Rolling Hills.</b>	Because the area is already developed to the north and west.
The majority of landowners want Rolling Hills to be left as Reserve Lands.	The southern portion could be recognized as future development land now and all services required could be staged and effectively planned ahead of time. Would allow the City to be proactive rather reactive in planning for future growth.
There is no divide, Rolling Hills is one community. It is only City <b>staff's perception that there is a north and south section to Rolling Hills.</b>	
Only a few residents are pro-development.	
<b>Keep as 'reserve lands' to allow natural hydrogeological and wildlife movement functions to continue. Will minimize indirect</b>	

impacts to the natural heritage system caused by increase population density.	
Rolling Hills shelters a wide variety of wildlife.	
Rolling Hills southern part is enjoyed by our community and by athletes such as the ones from Discomfort Zone Triathlon club. They enjoy the protection from traffic which Rolling Hills offers.	
- Any disturbance to this area with additional traffic would destroy this wonderful Sanctuary and inspiring neighborhood. - Rolling Hills North & South neighborhood is very rare in our surrounding area. It became an organized and yet environmentally balanced neighborhood, which should inspire other places to create such a wonderful environment.	
Septic tanks are used instead of sewage system. Wells are used instead of City water. This saves an incredible amount of infra-structure.	
There is no reason to redevelop Rolling Hills.	
Any change will result in a decrease of quality of life and the quiet family neighbourhood. It will increase traffic in the area and negatively affect the safety of the residents.	
Wildlife will be displaced and the tree canopy will be reduced.	
This is already a complete subdivision.	

**Question 3:** Any other comments on the Clair-Maltby Secondary Plan?

Concerned that the process is moving too fast – should slow it down to the original timeline and/or remove Rolling Hills from any redevelopment plans. **Concerned that the plan is being ‘fast-tracked’ without appropriate environmental, hydrological or traffic studies being completed.**

It feels like consultation that occurred prior to the charrette did not involve Rolling Hills residents.
The road through Rolling Hills should be removed as there is no justification for it and it will physically destroy two homes. It would become a very busy road and people would use it to avoid the traffic signals at Clair and Victoria. This road running parallel to Victoria Road defeats the purpose of protecting environmental health and ecological integrity of the region with loss of animal habitat to road development and increased traffic flow.
Any redevelopment of or road through Rolling Hills is contrary to good planning, is unjustified, will destroy homes, habitat and the environment. <b>Not needed for 'connectivity' as there are no similar roads in Pine Ridge or Westminster Woods and it would be a throughway for traffic exiting the city to the detriment of wildlife and young families. If Rolling Hills remains 'Reserve Lands' it's not needed.</b>
The proposed north-south road closer to Gordon Street through the Natural Heritage System and the Cultural Heritage Landscape should be removed. <b>It's being proposed to facilitate city</b> services without the appropriate consideration for the fragile and unique habitats being destroyed.
The Natural Heritage System, in particular the water systems, need to be protected otherwise the overall effects on our community could be devastating.
Concerned about tree removal and that the plan is not protecting the natural heritage lands.
Concern that increasing the number of people in the area will result in more people trespassing on privately owned natural areas.
<b>No 'Service Commercial' should</b> be included in the secondary plan area.
The east-west collector/arterial road should not be proposed on the plan.
Concern about the proposed high-density residential area in south-easterly corner of the secondary plan area and the potential impacts on existing detached homes.
Concern about the impact on existing detached homes of the neighbourhood commercial land use at the intersection of Victoria Road and the proposed east-west collector or arterial road.
The plan should retain the trees, the rolling hills and the integrity of the area.