



Clair-Maltby  
Transform. Connect. Community.

# Preliminary Background Report

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# Clair-Maltby Preliminary Background Report

## Executive Summary

### ***Purpose***

The City of Guelph is undertaking the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan (MESP) Study to plan on a comprehensive basis the last unplanned greenfield area in the City - the Clair-Maltby Secondary Planning Area. The lands are being considered for development to accommodate population and employment growth for the City in accordance with the requirements of Provincial policy, in particular Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan).

The purpose of the Preliminary Background Report is to summarize a review of initial available background information, as well as the results of initial supporting background studies as part of the basis for the Secondary Plan. As more detailed planning is undertaken, elements of the preliminary background analysis may be revised and refined, and additional analysis and evaluation will be carried out and given consideration as part of the planning process.

**The Preliminary Background Report is intended to form one input to discussion by City, residents, landowners, agencies and other stakeholders, which will lead to the establishment of a vision and guiding principles and ultimately a planning framework for the Secondary Planning Area. A key part of this planning framework will not only be the Secondary Plan but also the MESP.**

The MESP and Secondary Plan are being undertaken concurrently as part of the process approved by City Council which is designed to address the complexity of planning for development in the Clair-Maltby Secondary Planning Area. The MESP offers an integrated approach that coordinates the requirements of both the *Environmental Assessment Act* and the *Planning Act*.

### ***Secondary Planning Area***

The Secondary Planning Area is located in the south end of the City of Guelph. It is bounded by Clair Road to the north, Victoria Road (City Boundary) to the east, Maltby Road (City Boundary) to the south and the eastern limits of the Southgate Business Park to the west. It has an area of more than 520 hectares which is currently primarily rural and agricultural in nature.

### ***Study Process***

The Study Process will be undertaken in three phases:

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Phase 1 – Background;

Phase 2 – Community Structure; and,

Phase 3 – Secondary Plan and MESP.

### ***Report Format***

The Preliminary Background Report introduces the study; outlines the relevant policy framework which exists at the provincial and City levels, as well as the County of Wellington; identifies known current influences on development within and adjacent to the study area; and outlines other planning considerations.

### ***Planning Policy Framework***

The Provincial Policy Statement (PPS) and Places to Grow: The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide direction on the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. greenfield resident/jobs target). Both documents direct new growth identified in accordance with Provincial targets to settlement areas on full municipal services.

The City's Official Plan builds on the directions in the PPS and Growth Plan and is focused on sustainability and supportive of the "quadruple bottom line - ecological, social, cultural and economic – in decision making." Key themes that are particularly relevant to the Clair-Maltby Secondary Planning Area include:

- the creation of complete communities;
- protection, maintenance, restoration and, where possible, improvement of the Natural Heritage System and protection of surface and groundwater resources;
- establishment of a transportation system which offers a balance of transportation choices and places a priority on transit, cycling and walking;
- addressing climate change through mitigation and adaptation;
- phasing of development and existing and planned physical and community services and facilities including a parkland hierarchy;
- the importance of strong and sustainable urban design;
- providing for an appropriate range of housing types and densities including affordable housing;
- conservation of built heritage resources, cultural heritage landscapes and archaeological resources;
- promoting sustainable neighbourhoods by providing community facilities that support a high quality of life standard; and,

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- directing development away from areas of natural or human-made hazards.

## **Current Influences**

Based on available information, on a preliminary basis, current influences on future planning for the Clair-Maltby Secondary Planning Area include the following challenges to development:

- hummocky topography and drainage issues which combine to constrain the area's ability to be conventionally serviced and managed from a stormwater drainage and stormwater management (SWM) perspective;
- challenges and opportunities related to balancing protection of the extensive natural heritage system while accommodating urban development in the Secondary Planning Area which include identifying appropriate routes for new roads and trails, and approaches for integration of Significant Landform into the community that highlight the area's unique topography;
- existing land uses, the location and configuration of which will affect future development including the Rolling Hills estate subdivision in the north-east quadrant, as well as a significant number of rural residential homes on large lots and some commercial uses;
- ensuring the long term viability of existing cultural heritage resources;
- the potential for the presence of significant pre-contact Indigenous and Euro-Canadian archaeological resources throughout the vast majority of the Secondary Planning Area;
- challenges related to the achievement of a transportation system which supports walking, biking and transit for which connectivity is essential as directed by the Official Plan given the existing development pattern, extensive natural heritage system, topography and the limited opportunities to create connections with the existing community to the north; and,
- the need to extend municipal water, waste water and stormwater services into the Secondary Planning Area.

In addition, planning for the Clair-Maltby Secondary Planning Area will take into account trends that indicate that the area will attract a broad range of demographic groups in a range of ground-oriented housing forms, as well as low-rise, and mid-rise apartments. It appears that employment will be primarily focused on retail, mixed-use commercial and institutional employment sectors, with the exception of any designated employment

lands that may be identified through the Secondary Plan process, including consideration of the existing designated employment lands west of Gordon Street.

### ***Other Planning Considerations***

Other planning considerations that must be taken into account in the development of the Secondary Plan include the Vision and Guiding Principles which will be developed through Public Information Centre (PIC)/Visioning Workshop #1, as well as the conclusions of a range of supporting studies including the Comprehensive Environmental Impact Study (CEIS); Water/Wastewater Servicing Study; Stormwater Management Plan; Mobility Study; Energy Study; and Fiscal Impact Assessment.

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## Appendix A Planning Policy Review

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# 1. Introduction

## 1.1 Background<sup>1</sup>

The City of Guelph is undertaking the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan (MESP) Study to plan on a comprehensive basis the last unplanned greenfield area in the City - the Clair-Maltby Secondary Planning Area. The lands are being considered for development to accommodate population and employment growth for the City in accordance with the requirements of Provincial policy, in particular Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan).

The Clair-Maltby lands were annexed by the City in 1993. Official Plan Amendment 2 (OPA 2), which incorporated the South Guelph Secondary Plan into the Official Plan, established land use designations for the lands south of Clair Road. The 'Reserve Lands' designation was applied to the lands intended for future urban development including the majority of the subject lands. The intent of the 'Reserve Lands' designation was to ensure a detailed community plan would be prepared prior to future development, that adequate services would be available to accommodate the development and that the land was required to meet population and household forecasts.

Official Plan Amendment 48 (OPA 48), the comprehensive Official Plan update which has been adopted by City Council, but is under appeal to the Ontario Municipal Board (OMB), maintains the 'Reserve Lands' designation for the Clair-Maltby Secondary Planning Area. The intent is to retain the designation until a Secondary Plan is approved. The Secondary Plan will have regard for the vision, goals and objectives set out in the Official Plan for the City.

The purpose of the Preliminary Background Report is to summarize a review of initial available background information, as well as the results of the supporting background studies completed to date as part of the basis for the Secondary Plan. As more detailed planning is undertaken, elements of the preliminary background analysis may be revised and refined, and additional analysis and evaluation will be carried out and given consideration as part of the planning process.

**The Preliminary Background Report is intended to form one input to discussion by City, residents, landowners, agencies and other stakeholders, which will lead to the establishment of an initial Vision and Guiding Principles and ultimately a planning framework for the Secondary Planning Area. A key part of this planning framework will not only be the Secondary Plan but also the MESP.**

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<sup>1</sup> City of Guelph, Clair-Maltby Secondary Plan Master Environmental Servicing Plan and Secondary Plan Terms of Reference, pages 1-4.

The Secondary Plan and MESP are being undertaken concurrently as part of the process approved by City Council which is designed to address the complexity of planning for development in the Clair-Maltby Secondary Planning Area. The MESP offers an integrated approach that coordinates the requirements of both the *Environmental Assessment Act* and the *Planning Act*.

## 1.2 Secondary Planning Area

The Secondary Planning Area (See Map 1) is located in the south end of the City of Guelph. It is bounded by Clair Road to the north, Victoria Road (City Boundary) to the east, Maltby Road (City Boundary) to the south and the eastern limits of the Southgate Business Park to the west. It has an area of more than 520 hectares which is currently primarily rural and agricultural in nature.

Significant existing attributes include:

- Rolling Hills Subdivision which is located in the north-east quadrant of the area. It consists of over 50 properties that are zoned 'Estate Residential' in the previous Township of Puslinch Zoning By-law and developed as an estate lot subdivision;
- An extensive planned natural heritage system designated as part of Official Plan Amendment 42 (OPA 42) which includes, among other features, the Halls Pond and Mill Creek Provincially Significant Wetland Complexes, habitats for federally, provincially and locally significant species; significant woodland features; ecological linkages and groundwater recharge functions;
- A rolling and hummocky topography situated in the Paris Moraine, portions of which have been included as significant landform areas within the City's natural heritage system; and,
- A location which includes the catchment areas for the Hanlon Creek, Mill Creek and Torrance Creek subwatersheds;

## 1.3 Study Process

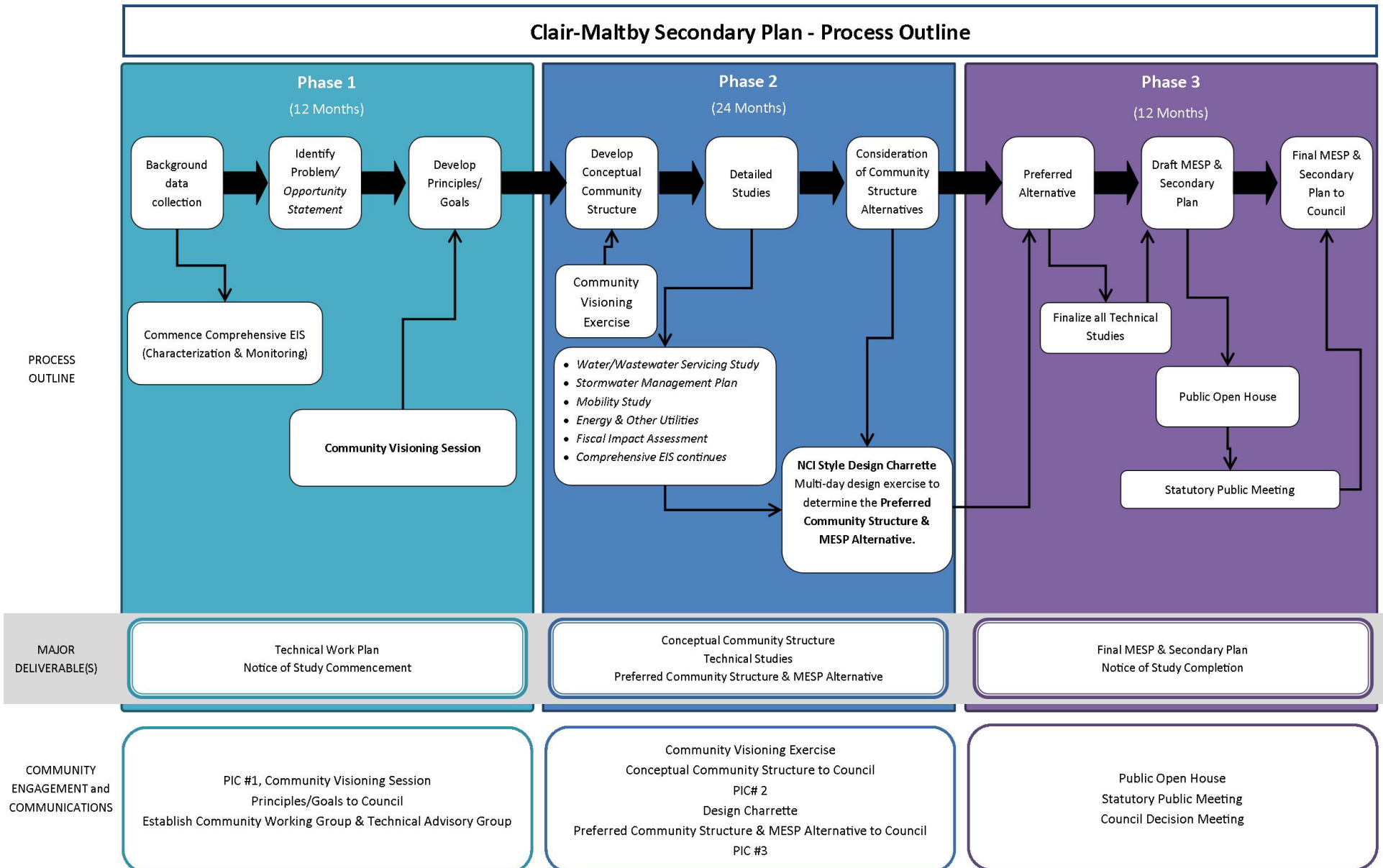
The Study Process is summarized in Figure 1. It will be undertaken in 3 phases.

### Phase 1 – Background

Phase 1 involves the initiation of the background research in support of the Secondary Plan and MESP. This includes as a basis for the Secondary Plan, the review of available information such as existing land use and the current policy framework. It also involves conducting certain supporting studies (i.e. Stage 1 Archaeological Assessment,



# Figure 1 STUDY PROCESS



cultural heritage resource assessment). The work related to the Comprehensive Environmental Impact Study (CEIS) includes a comprehensive site reconnaissance, collection of hydrologic and hydrogeological baseline data, confirmation and refinements of the natural heritage system, and review of various background documents and data provided by the City of Guelph and other agency stakeholders. The initial work forms the basis for the development of updated work plans for all study disciplines which will guide the ongoing work on the MESP.

In addition to the Updated Work Plans, this Preliminary Background Report is designed to draw out key information and conclusions established to date which are relevant to the community visioning exercise. The Public Information Centre (PIC)/ Visioning Session #1 represents the culmination of the work in Phase 1. This Session will introduce the public and other stakeholders to the project, and outline the process and findings to date. However the focus will be to work with the public and other stakeholders toward the development of a vision and guiding principles which will form the basis for the Secondary Plan and guide the development of the Conceptual Community Structure in Phase 2.

Following the PIC/Visioning Session #1, a report will be prepared outlining the proposed vision and guiding principles. This will be presented to Council for endorsement to serve as a basis for the development of the Conceptual Community Structure.

## **Phase 2 – Community Structure**

The initial focus of Phase 2 is the development of a Conceptual Community Structure – including a potential land use transportation structure together with servicing options, an open space system and major community facility requirements and locations. Input to the creation of the Structure will be provided through PIC/Visioning Session #2. Based on the work in the Visioning Session the structure will be refined and then presented to Council for endorsement.

The Conceptual Community Structure will be used as a basis for on-going technical analysis (i.e. servicing, mobility). This process will culminate in a Charrette which will develop a Preferred Community Structure on which the Secondary Plan will be based following the endorsement of the Structure by Council. Work on the MESP will continue throughout Phase 2 and into Phase 3. The Structure will form the basis for conducting the Impact Assessment and the development of Management Strategies.

## **Phase 3 – Secondary Plan and MESP**

Phase 3 will involve the preparation of the draft of the Secondary Plan and its formal review through a statutory public open house and meeting. As part of this process the technical studies and MESP will also be reviewed and finalized. Following the statutory

public meeting the Secondary Plan will be presented to Council for adoption and the MESP for approval.

## **Public and Stakeholder Engagement**

As illustrated in Figure 1, there will be a variety of opportunities for public and stakeholder engagement throughout the Study process. These will include:

- Three Public Information Centres/Workshops;
- 5 day Design Charrette;
- Regular meetings with the Community Working Group (CWG)
- Regular meetings with the Technical Advisory Group (TAG);
- Focused consultation with Council-appointed advisory committees (i.e. EAC, RSAC)
- Statutory Open House;
- Statutory Public Meeting;
- Council meetings; and
- Other methods as needed (i.e. Online survey).

## **1.4 Report Format**

This report is organized as follows:

- Section 1 Introduction;
- Section 2 Planning Policy Framework;
- Section 3 Current Influences; and,
- Section 4 Conclusions.

## 2. Planning Policy Framework

### 2.1 General Policy Context

The Provincial Policy Statement 2014 (PPS) and the Growth Plan provide broad policy direction with respect to development in the City of Guelph including the Clair-Maltby Secondary Planning Area. However, for the detailed planning required at the secondary plan level the City of Guelph Official Plan establishes the key policy directions. The Secondary Plan for Clair-Maltby must be consistent with the directions in the PPS, and conform with the Growth Plan and the City of Guelph Official Plan.

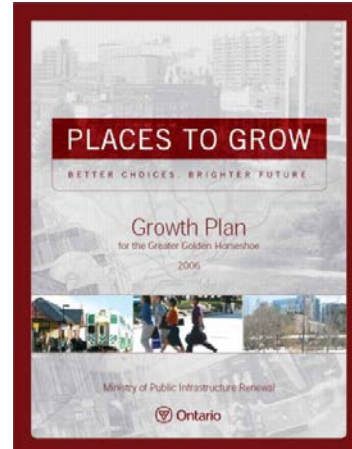
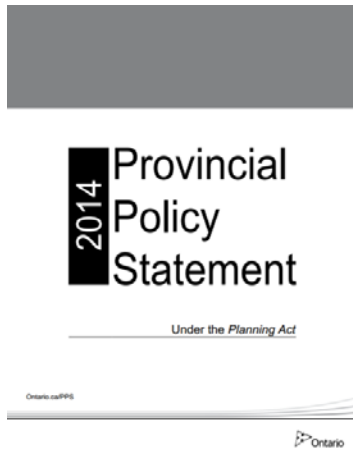
The City originally adopted the Official Plan in 1994. It has been amended numerous times with the majority of the amendments being site or area specific. Significant amendments related to major reviews of the Official Plan include:

- Official Plan Amendment 14 (OPA 14) approved in 2001, which reflected the results of a comprehensive review of the Plan including making the Plan consistent with the 1996 Provincial Policy Statement;
- Official Plan Amendment 29 (OPA 29) approved in 2006, which updated the commercial policy framework;
- Official Plan Amendment 39 (OPA 39) approved 2010, which brought the Plan into conformity with the Growth Plan (2006);
- Official Plan Amendment 42 (OPA 42) approved 2014, which instituted a Natural Heritage System (NHS) consistent with the PPS and the Growth Plan; and,
- Official Plan Amendment 48 (OPA 48) approved by the Ministry of Municipal Affairs and Housing on December 11, 2013 but as of March 2017 under appeal to the Ontario Municipal Board. OPA 48 is designed to bring the Official Plan into conformity with the 2005 PPS, and to reflect directions in City of Guelph plans and studies such as the Guelph and Wellington Transportation Plan and the Recreation, Parks and Culture Strategic Master Plan (2009-Draft).

A detailed analysis of the policy framework is outlined in Appendix A to this report. The analysis reviews the general applicability of the Provincial plans, followed by a discussion of the policies relevant to the Secondary Plan in each Provincial plan. It then addresses the applicability of the City's Official Plan and its most relevant policies. A review of the County of Wellington Official Plan is also provided with respect to lands to the east and south of the Secondary Planning Area in the Township of Puslinch which are subject to the provisions of the County Plan. This section summarizes the applicable key policy directions based on this analysis.<sup>2</sup>

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<sup>2</sup> Note: The analysis summarizes the policy framework; reference should be made to the documents themselves for a complete understanding of all the policies.



## 2.2 Policy Analysis: Provincial Policy

The PPS<sup>3</sup> and the Growth Plan provide direction related to the creation of “efficient land use and development patterns which support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety and economic growth” (Section 1.0 PPS). The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. greenfield resident/jobs target). Both documents direct new growth identified in accordance with Provincial targets to settlement areas on full municipal services.

## 2.3 Policy Analysis: City Official Plan

The City’s Official Plan (See Map 2 Official Plan Land Use Schedule and also Maps A1-A11 in Appendix A) builds on the directions in the PPS and Growth Plan, is focused on sustainability, and supportive of the “quadruple bottom line - ecological, social, cultural and economic – in decision making.” Key themes that are particularly relevant to the Clair-Maltby Secondary Planning Area include:

- the creation of complete communities, in particular in greenfield areas planning and design, that will “contribute to the City’s overall vision of a diverse and complete community” including development which will be “compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities”. A target of a minimum density of 50 residents and jobs combined per hectare in the greenfield area is established;

<sup>3</sup> The PPS 2014 replaces the PPS 2005. The PPS 2014 came into effect on April 30, 2014.

- protecting what is valuable including the maintenance, restoration and, where possible, improvement of the Natural Heritage System (NHS) including linkages between natural features, surface and groundwater features. The NHS policies are supplemented by strong direction throughout the Plan on the protection of water resources, including policies related to watershed planning and water resources. Related to that is source water protection which is applicable to the Clair-Maltby Secondary Planning Area as it is largely within a wellhead protection area. In addition, the open space system is to be designed to have regard for and complement the City's NHS;
- recognition of the link between land use and transportation planning and a strong direction for the creation of a transportation system which offers a balance of transportation choices that reduces reliance upon any single mode and places a priority on transit, cycling and walking;
- addressing climate change through two complementary sets of strategies; mitigation and adaptation. The approach to mitigation is embedded in the Official Plan and also the Community Energy Plan. This includes recognizing that land use patterns, transportation systems and urban design standards must encourage and support energy sustainability. Adaptation includes actions to minimize vulnerabilities and increase resiliency and the Plan provides related policies. The Plan also promotes a culture of conservation;
- ensuring that development is phased, and that it occurs with a density and mix of uses which is appropriate for, and efficiently uses, existing and planned physical (i.e. sewers, water) and community (i.e. schools, parks) infrastructure, and which avoids unjustified and/or uneconomical expansion;
- establishing the importance of strong and sustainable urban design recognizing that it is fundamental to the creation of enduring, attractive and valued environments and a sustainable community;
- providing an appropriate range of housing types and densities to meet projected requirements including affordable housing that will assist in meeting the City's affordable housing target of 30% of new residential development annually;
- conservation of built heritage resources and cultural heritage landscapes as well as the protection of archaeological resources;
- promoting the development of sustainable neighbourhoods by providing community facilities that support a high quality of life standard for all residents; and that include a full range of publicly accessible recreational, open space and community service facilities; and,

- directing development away from areas of natural or human-made hazards.

Specific directions related to Clair-Maltby include the land use designations on the Land Use Schedule 2, as well as designations on other Official Plan schedules (See Map 2 Official Plan Land Use Schedule and also Maps A1-A11 in Appendix A), as well as the following:

- Requirement that road systems in new development areas will be connected to the existing road system and facilitate linkages between existing and future developments and ensure continuity of sidewalks, bicycle facilities and transit routes. Arterial-collector grid road systems are to be promoted in greenfield areas.
- In the Clair-Maltby Secondary Planning Area the following road widenings are identified:
  - Gordon Street between Clair and Maltby Roads - ultimate right-of-way 30 metres, widening 5 metres both sides;
  - Maltby Road - ultimate right-of-way 30 metres, widening 5 metres both sides;
  - Victoria Road - ultimate right-of-way 36 metres, widening 8 metres both sides from Stone Road East to south City limit.

In addition, the following intersection improvements are identified:

- Clair Road at Victoria Road; and,
- Maltby Road at Victoria Road and at Gordon Street.
- Schedule 7 to the Plan identifies a proposed City trail network in the Clair-Maltby Secondary Planning Area (See Map A6).
- The identification on Schedule 8 Wellhead Protection Areas of the majority of the Secondary Planning Area in Wellhead Protection Areas B, C or D (See Map A7)<sup>4</sup>.
- Identification of the intersection at Gordon Street with the City boundary (Maltby Road) as a major gateway where distinctive urban design forms will be required.
- The Industrial and Corporate Business Park designations (See Map 2) provide specific direction with respect to development in these areas in the Secondary Planning Area. In particular in the Industrial designation development is to be characterized by “larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.” With respect to lands in the Corporate Business Park development is to occur in

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<sup>4</sup> Note: City staff advises that it is anticipated that the Secondary Planning Area will ultimately also subject to a “Wellhead Protection Area (WHPA) Q” designation.

“a park or campus like setting with extensive landscaping and a high standard of urban design”.

- The Reserve Lands designation (See Map 2) which is applicable to a significant portion of the Secondary Planning Area provides direction with respect to the planning process. Development is premature until a Secondary Plan is completed. The Secondary Plan will address matters identified in Section 10.2 of the Official Plan.
- Identification of need for consultation with the County of Wellington on any issues which cross municipal boundaries.

## **2.4 Policy Analysis: County of Wellington Official Plan**

With respect to the lands to the east and south of the Clair-Maltby Secondary Planning Area/City boundary in the Township of Puslinch in the County of Wellington, County Official Plan provides planning policy direction. The Plan establishes the land use designations and policies for the lands adjacent to Clair-Maltby which include Core Greenlands; Greenlands; Earth Science ANSI; Secondary Agriculture; and, Recreational. In addition, the extension of Gordon Street south of Maltby Road is designated as a County Road. Regard should be had to Map A12 with respect to the applicable designations.

Lands adjacent to Clair-Maltby Secondary Planning Area are also identified on Schedule “B7” (See Map A13) as subject to the Paris Galt Moraine Policy Area. The Paris and Galt Moraines are unique landforms which function as a support for hydrologic processes and features that influence groundwater and surface water resources at regional and local scales. The policies are intended to protect moraine processes and features and promote stewardship activities.

The lands adjacent to Clair-Maltby are also subject to Significant Drinking Water Threat Policies and an “Issues Contributing Area” designation. Finally Schedule “C” (See Map A14) identifies a Mineral Aggregate Resource Overlay designation which is applicable to certain lands to the east and south of Clair-Maltby. An Official Plan Amendment is required prior to an aggregate operation being permitted in these areas.

## **2.5 Policy Analysis: Conclusions**

The PPS and the Growth Plan provide direction on the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The Growth Plan builds on the directions in the PPS providing more



specific direction related to growth management (e.g. greenfield resident/jobs target). Both documents direct new growth identified in accordance with Provincial targets to settlement areas on full municipal services.

The City's Official Plan builds on the directions in the PPS and Growth Plan and is focused on sustainability and supportive of the "quadruple bottom line - ecological, social, cultural and economic – in decision making." Key themes that are particularly relevant to the Clair-Maltby Secondary Planning Area include:

- the creation of complete communities;
- protection, maintenance, restoration and, where possible, improvement of the Natural Heritage System and protection of surface and groundwater resources;
- establishment of a transportation system which offers a balance of transportation choices and places a priority on transit, cycling and walking;
- addressing climate change through mitigation and adaptation;
- phasing of development and existing and planned physical and community services and facilities including a parkland hierarchy;
- the importance of strong and sustainable urban design;
- providing for an appropriate range of housing types and densities including affordable housing;
- conservation of built heritage resources, cultural heritage landscapes and archaeological resources;
- promoting sustainable neighbourhoods by providing community facilities that supports a high quality of life standard; and,
- directing development away from areas of natural or human-made hazards.

With respect to the lands to the east and south of the Clair-Maltby Secondary Planning Area/City boundary in the Township of Puslinch in the County of Wellington, the County Official Plan provides planning policy direction. The Plan establishes the land use designations and policies for the lands adjacent to Clair-Maltby which include Core Greenlands, Greenlands, Earth Science ANSI, Secondary Agriculture, and, Recreational. In addition, the extension of Gordon Street (Wellington Road 46) is designated as a County Road. Lands adjacent to the Clair-Maltby Secondary Planning Area are also identified in the County Plan as being subject to the "Paris Galt Moraine Policy Area", as well as lands to which Significant Drinking Water Threat policies apply and an "Issues Contributing Area" with respect to drinking water.

## 3. Current Influences

Phase 1 of the Clair-Maltby Secondary Plan and MESP Study involves the initiation of background research in support of the Secondary Plan and MESP to assist in providing a basis for the Secondary Plan. In addition to the analysis of the current policy framework, this includes the review of available information such as existing land use and topography. It also involves the preparation of certain supporting studies (i.e. Stage 1 Archaeological Assessment, cultural heritage resource assessment). The work related to the CEIS includes a comprehensive site reconnaissance, collection of hydrologic and hydrogeological baseline data, review and refinement of the NHS, and review of various background documents and data provided by the City of Guelph and other agency stakeholders. The initial work forms the basis for the development of updated work plans for all study disciplines which will guide the ongoing work on the MESP.

Based on the available information and supporting studies it is possible to establish, on a preliminary basis, current influences related to the Clair-Maltby Secondary Planning Area which have the potential to affect its ultimate development. This information, together with the policy analysis, also provides input to the development of the Vision and Guiding Principles. The current influences are summarized on Maps 3-6 and discussed below. The current influences will be refined, revised and/or expanded as more detailed analysis and planning is undertaken through the Study process.

### 3.1 Topography and Surface Water

The Clair-Maltby Secondary Planning Area is situated on the Paris Moraine. The broader Paris/Galt Moraine system extends “from an area in the vicinity of Caledon, in the northeast, to an area southwest of Port Rowan on the Lake Erie shoreline, a distance of 150 kilometres.”<sup>5</sup> As is evident from the contour mapping for the Secondary Planning Area (See Map 3) the area has a predominately rolling and hummocky topography.

The Clair-Maltby Secondary Planning Area also lies within the headwaters of the Hanlon, Torrance and Mill Creeks. This unique setting, along with the permeable nature of area soils and subsoils, and the predominant hummocky landscape has given rise to a distinct lack of open flowing watercourses. While some linear depressional features exist, including those associated with roadway infrastructure (i.e. ditches), these tend to be dry with only occasional flowing water conditions. 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

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<sup>5</sup> Blackport Hydrogeology Inc. et. al., Review of the State of Knowledge for the Waterloo and Paris/Galt Moraines, prepared for Land and Water Policy Branch, Ministry of Environment, February 2009, page 23.

recharge the groundwater system, particularly in areas of permeable soils which generally exist across the Secondary Plan area. Precipitation is hence largely either infiltrated and / or evaporated or taken up by vegetation, with little to no offsite runoff contribution. The important functions provided by this landform is recognized, in part, through the NHS which specifically identifies portions of the Paris Moraine in Guelph's south end as Significant Landform (through established criteria) and protects areas meeting these criteria as part of the NHS (discussed in Section 3.2 below).

Premised on the foregoing, the area has multiple wetlands and ponds. These have formed over time in depressional areas due to either shallow localized groundwater conditions, localized clay lenses, or the build-up of fine particles and organics. Ultimately an impermeable layer is created which retains surface runoff and also intercepts the groundwater table, including points of groundwater discharge.

In terms of constraints, the lack of streams and creeks and traditional outlets, hummocky topography, sensitive wetlands and lack of formal drainage outlets all combine to constrain the area's ability to be conventionally serviced and managed from a storm drainage and stormwater management (SWM) perspective. A number of carefully planned and sensitive practices will need to be considered in the planning and design of urban development in this landscape, including:

- Preservation of micro-topography;
- Treatment train and pretreatment of surface runoff to preserve infiltrative function of Significant Landforms (SLFs);
- Consideration for at-source treatment of surface runoff (Low Impact Development Best Management Practices (LID BMPs));
- Hybrid servicing (rural / urban mix); and,
- Placement of complementary land uses adjacent to sensitive features (e.g. parks, linkages, buffers, schools).

The foregoing, along with other innovative practices will need to be considered building on the robust database of natural heritage features, functions and form through the on-going inventory and monitoring assessments as part of the CEIS process.

## **3.2 Natural Heritage System (NHS)**

The City's NHS, as defined in the Official Plan (Section 6A) is "a combination of natural heritage features and areas, including Significant Natural Areas and minimum buffers, Natural Areas, Ecological Linkages, Restoration Areas and Wildlife Crossings".

The NHS was first identified based on the technical information and guidance assembled through the City's Natural Heritage Strategy, which was undertaken in three phases between 2004 and 2009. The Natural Heritage Strategy included consideration of all available natural heritage data and mapping from existing sources supplemented with field surveys. Notably, a significant number of these surveys took place in the lands between Clair Road and Maltby Road as this was (and remains) the largest area of undeveloped land in the City, and was also an area for which natural heritage information from background sources was lacking, particularly outside the Provincially Significant Wetlands. The Strategy was also developed with input from consultations with a Technical Steering Committee, stakeholders and the public.

The NHS and technical guidance developed through the City's Natural Heritage Strategy was the basis for Official Plan Amendment 42 (OPA 42), which was focused on City-wide natural heritage policies and mapping, and was an update to the City's former Greenlands system. OPA 42 was approved by the OMB in June 2014 and is now in effect.

The specific components of the NHS are divided into two categories – Significant Natural Areas and Natural Areas. The NHS in the Clair-Maltby Secondary Planning Area is comprised of Significant Natural Areas. Significant Natural Areas include: Significant Areas of Natural and Scientific Interest (ANSI), Significant Habitat for Provincially Endangered and Threatened Species, Significant Wetlands (including Provincially and Locally Significant Wetlands), Surface Water Features and Fish Habitat, Significant Woodlands, Significant Valleylands, Significant Landform, Significant Wildlife Habitat (including Ecological Linkages), Restoration Areas, and their buffers (where applicable). Significant Natural Areas, once confirmed as meeting the established criteria, must be protected as part of the NHS and only very limited development is permitted in certain natural heritage features under specific circumstances (e.g., trails under certain conditions, some types of infrastructure including storm water management).

As discussed in the section above, the NHS in the Secondary Planning Area is set in a landscape dominated by hummocky topography with no features that would typically be described as watercourses. It does however have a number of wetlands and ponds that have formed in depressional areas where fine particles and organics have accumulated over time. The area is also characterized by both upland and lowland woodlands,

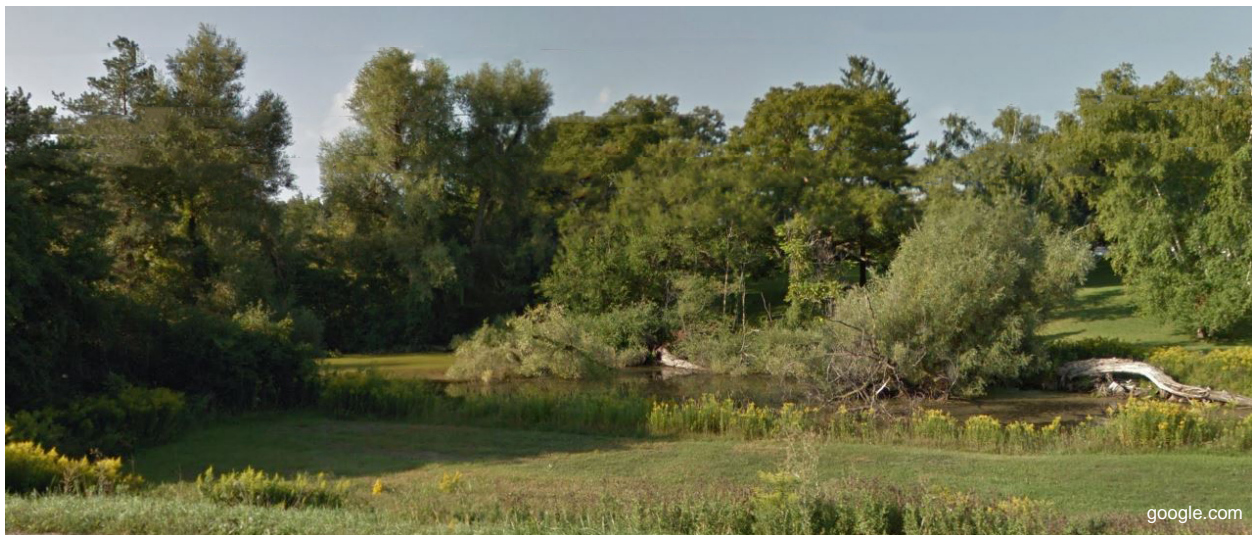
plantations, thickets and meadows that exist among the agricultural lands, farm structures, and estate residences.

Watercourses often form the backbone of natural heritage systems in urban areas. In the Clair-Maltby Secondary Planning Area, areas of Significant Landform were used, in conjunction with Significant Woodlands and Significant Wetlands, to help identify terrestrial Ecological Linkages appropriate for this landscape through the Natural Heritage Strategy and OPA 42.

As part of the work for the Clair-Maltby MESP, additional natural heritage information will be reviewed and assessed with the objectives of:

- refining the current NHS (and in particular with respect to wetlands, Significant Wildlife Habitat and Ecological Linkages); and,
- having sufficient data to inform options related to land use planning, transportation networks (including trails), and servicing.

Background information will focus on information collected since 2008 when the Natural Heritage Strategy field work was completed, and field work (primarily over 2017) will focus on confirmation of available Ecological Land Classification (ELC) mapping, reconciling and updating wetland mapping, and wildlife assessments that will, to the extent possible with the access provided, provide more information about the range of species and wildlife habitats currently found within the Secondary Planning Area and their movements between different critical habitats (e.g. for breeding, overwintering).



Wetlands to the west of Gordon Street

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The Secondary Planning Area supports a wide range of wetland types and sizes, including a number of relatively small ponds whose hydrology is not well understood. Work has already started (see the 2016 Monitoring Plan), and will continue over 2017 and 2018, to better characterize how these wetlands are being sustained, along with the seasonal variation in their water levels and quality. This is expected to help inform constraints and management strategies in a context of needing to integrate a range of land uses while protecting the functions of these wetlands.

Other challenges and opportunities related to balancing protection of the NHS while accommodating urban development in the Secondary Planning Area will include identifying appropriate routes for new roads and trails, and approaches for integration of Significant Landform into the community that highlight the area's unique topography. Solutions to addressing these challenges through creative land use planning, design and policy will need to be considered.

### 3.3 Existing Land Uses

Within the Secondary Planning Area, the majority of the lands are vacant/agricultural (See Map 5). The other significant land extensive uses include:

- Rolling Hills Subdivision which is located in the north-east quadrant of the area. It consists of over 50 properties that are zoned 'Estate Residential' in the previous Township of Puslinch Zoning By-law and which have been developed as an estate lot subdivision; and,
- Springfield Golf and Country Club which is mid-block, on the east side of Gordon Street.

In addition, there are a significant number of rural residential uses on large lots, a retirement facility and child care centre on the west side of Gordon Street and two commercial uses – the office for the College of Veterinarians of Ontario on Gordon Street and a building materials outlet at the northwest corner of Victoria Road South and Maltby Road West.



College of Veterinarians of Ontario

Adjacent to the Secondary Planning Area to the north the lands are developed primarily as a low density residential community focused on a major commercial development at the intersection of Gordon Street and Clair Road.



South End Community Park

Immediately to the west the lands are largely undeveloped but north west of the Secondary Planning Area, south of Clair Road is located the Clair Road Emergency Services Centre, the Bishop Macdonell Catholic Secondary School and the South End Community Park.

The parcel sizes in the Secondary Planning Area range from approximately 0.14 hectare to 42 hectares as shown on Map 5.

### 3.4 Cultural Heritage Resources

ASI Archaeological & Cultural Heritage Services (ASI) has prepared a Cultural Heritage Resources Assessment Existing Conditions Report which describes existing conditions of the Secondary Planning Area, presents a built heritage and cultural heritage landscape inventory of cultural heritage resources, and proposes appropriate mitigation measures and recommendations for minimizing and avoiding potential negative impacts on identified cultural heritage resources.

The results of this assessment indicate that the Secondary Planning Area has a rural land use history dating back to the early nineteenth century. The field review confirmed that this area retains a number of nineteenth- and twentieth- century cultural heritage resources. Key findings include:

- A total of ten cultural heritage resources were identified within and/or adjacent to the Secondary Planning Area (See Map 6);
- These resources including six residential/farmscape properties, three residential properties and one demolished property that has been recognized on the City's heritage register; and,
- Identified cultural heritage resources are historically, architecturally, and contextually significant rural and agricultural properties that contribute to consistent land use patterns within the Secondary Planning Area.

The assessment recommends that nine of the ten identified cultural heritage resources are strong candidates for conservation and integration into future land uses in the Secondary Planning Area, or should be subject to cultural heritage impact statements during subsequent development planning applications. 340 Clair Road East, which includes two structures that have been removed from the property, should be removed from the Municipal Register of Cultural Heritage Properties. A number of mitigation

measures and/or alternative development approaches are recommended to reduce the potential for adverse impacts on cultural heritage resources.

2270 Gordon Street



2093 Gordon Street



### 3.5 Archaeological Resources

ASI has undertaken a Stage 1 Archaeological Assessment for the Clair-Maltby Secondary Planning Area. The Stage 1 background review considered the proximity of previously registered archaeological sites, the original environmental setting of the lands and nineteenth and twentieth-century settlement trends, the extent of previous archaeological assessments carried out for portions of the area, and determinants of archaeological potential as derived from the Archaeological Master Plan of the City of Guelph. The research concluded that there is potential for the presence of significant pre-contact Indigenous and Euro-Canadian archaeological resources throughout the vast majority of the Secondary Planning Area – approximately 60% of the area exhibits high potential for the presence of such resources.

Based on the results of the Assessment it is recommended that any future developments in the Secondary Planning Area, beyond those portions already assessed and cleared of any further archaeological concern, must be preceded by a Stage 2 Archaeological Assessment. Such an assessment(s) must be conducted in accordance with the Ministry of Tourism, Culture and Sport's 2011 *Standards and Guidelines for Consultant Archaeologists*.

### 3.6 Existing and Planned Transportation Infrastructure

The Clair-Maltby Secondary Planning Area is currently served by the following arterial roads (See Map 3 and Map A5):

- Gordon Street;
- Victoria Road; and,
- Clair Road.

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In addition, Maltby Road, a collector road, forms the southern boundary of the Secondary Planning Area. The only local roads are cul-de-sacs which serve the Rolling Hills Subdivision.

The following road widenings are planned for the existing road system:

- Gordon Street between Clair and Maltby Roads– ultimate right-of-way 30 metres, widening 5 metres both sides;
- Maltby Road – ultimate right-of-way 30 metres, widening 5 metres both sides; and,
- Victoria Road – ultimate right-of-way 36 metres, widening 8 metres both sides from Stone Road East to south City limit.

The following intersection improvements are also identified:

- Clair Road at Victoria Road; and,
- Maltby Road at Victoria Road and at Gordon Street.

No new roads are currently planned within the Secondary Planning Area, however immediately to the north, an east/west collector (Poppy Drive) is planned to create the southern portion of a connected route around the node focused on the Gordon/Clair intersection.

The City's trail system does not extend into the Secondary Planning Area, however a basic conceptual system has been identified to recognize the desire to achieve trail connections in this area. This system provides context for the definition of an off-road trail system with on-road connections through the Secondary Plan and MESP study process (See Map A6).

The City's transit system also does not currently extend into the Secondary Planning Area. However, two routes, Routes 5 and 5A, Gordon and 16, Southgate extend to Clair Road east and west of Gordon respectively.

The City's Official Plan provides strong direction with respect to the establishment of a transportation system which:

- Provides road systems in new development areas which are connected to the existing road system and facilitates linkages between existing and future developments and ensures continuity of sidewalks, bicycle facilities and transit routes.
- Is based on a modified grid road system; and,
- Places a priority on walking, biking and transit.

The achievement of these objectives will be challenging in the Clair-Maltby Secondary Planning Area given the existing development pattern, extensive NHS, topography and the limited opportunities to create connections with the existing community to the north.

All opportunities to promote connectivity will have to be carefully assessed through the study process to ensure that the community is connected, easy to navigate and facilitates walking, bicycling and transit use.

### **3.7 Water, Wastewater and Stormwater Infrastructure**

Existing municipal water, wastewater and stormwater infrastructure is currently located adjacent to the Secondary Planning Area to the north and west where the current urban development limit ends. Existing development is serviced with private wells and septic facilities. The potential to service additional development with municipal services will be evaluated, based on a determination of proposed land use.

#### **Water Servicing**

The City of Guelph water distribution system currently services a population of approximately 140,000 and an employment population of approximately 70,000. Guelph's system is relatively unique in Southern Ontario as it is the largest urban population on a system that is primarily groundwater based.

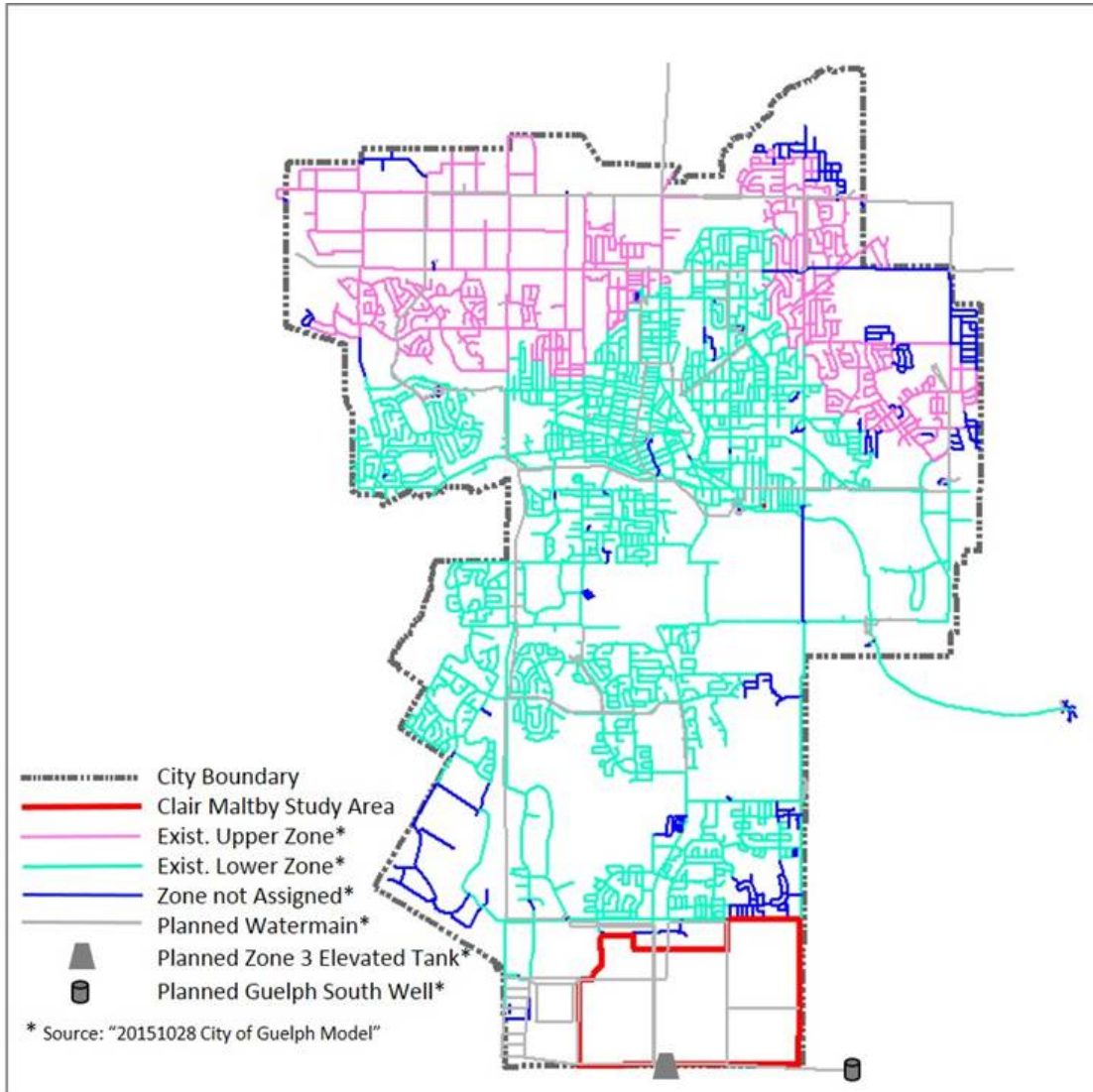
#### **Water Supply**

Guelph has completed a Water Supply Master Plan Update to address the needs related to future growth to the year 2038 which recommends system capacity improvements increasing the supply capacity from 83.8 ML/d today to as required by growth through a series of project strategies in an order of preference as follows:

- Conservation & Demand Management;
- Groundwater: Existing Municipal Off-line Wells;
- Groundwater: Municipal Test Wells; and,
- Groundwater: New Well inside City.

#### **Pumping, Transmission and Storage**

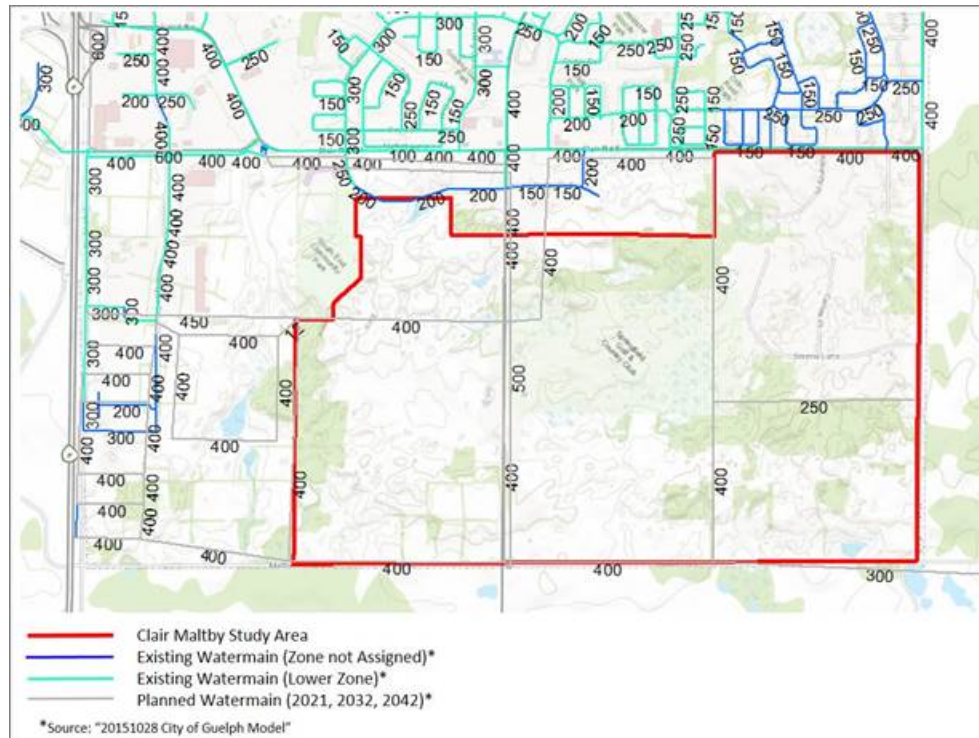
The existing water distribution system is a network which has grown from a number of groundwater well supplies throughout the City, with the majority of supply (approximately 70%) from wells located in Arkell via an aqueduct to the Woods Reservoir and Pumping Station. There are two existing pressure zones; Zone 1 is at lower elevation and is serviced by two elevated towers, Verney and Clair Tanks (Tank Water Level = 377.2 m) located at the north and south ends of the zone. It services most of Guelph located south of Speedvale Road. Zone 2 is at a slightly higher elevation serviced by the Speedvale Tank (Tank Water Level = 393.2 m). The system's normal operation is within a pressure range of 275 kPa to 690 kPa (40 psi – 100 psi).



**Figure 2 City of Guelph Water Distribution System**

The Clair-Maltby Secondary Planning Area is located on higher ground than the adjacent Zone 1 pressure zone. The development of these lands will require the continued expansion of the recently commissioned water distribution pressure zone known as Zone 3. The new pressure zone will eventually require new pumping and storage infrastructure. Major elements such as the new elevated tank, pumping and major transmission systems typically take five years from planning to implementation through the Environmental Assessment process.

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**Figure 3 Existing and Planned Watermains in the Clair-Maltby Area**

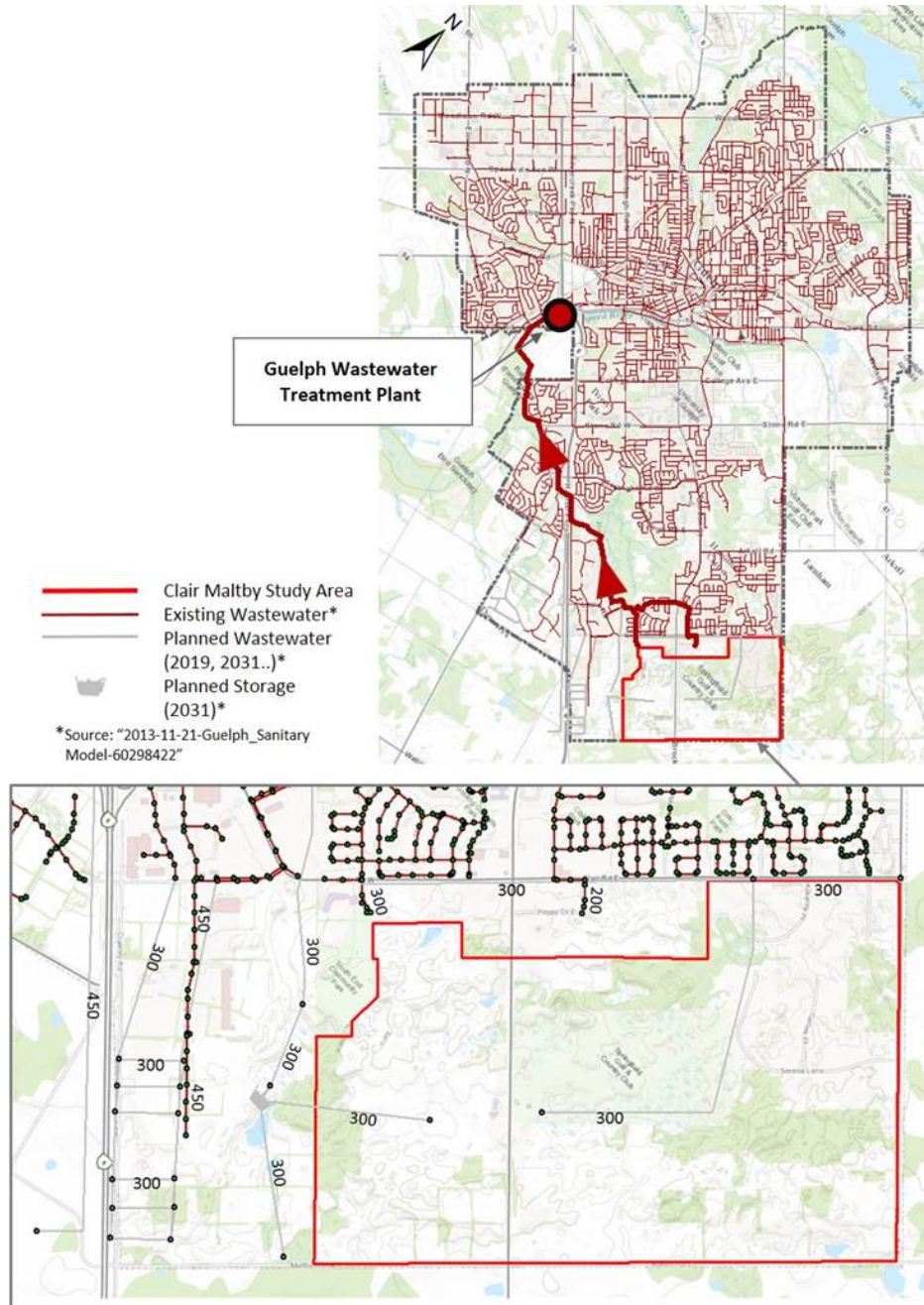
### **Wastewater Servicing**

The City of Guelph wastewater collection and treatment system currently services a population of approximately 140,000 and an employment population of approximately 70,000.

The Clair-Maltby Secondary Planning Area would be serviced by a trunk sewer system directed to the Guelph Wastewater Treatment Plant (WWTP). The lands are high such that gravity service to the WWTP is likely feasible. Guelph's model provides for future connections to the existing trunk system as well as future equalization storage near the Clair-Maltby lands.

A review of the capacity of the trunk system to the WWTP is required to verify the demand and available conveyance capacity.

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**Figure 4 Wastewater Servicing Context**

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## **Stormwater Infrastructure**

From the City’s Stormwater (SWM) Management Master Plan (2012), it is evident that the Clair-Maltby Secondary Planning Area has limited storm services with the only storm sewers located in the Clair Road right-of-way, and none to the south towards Maltby Road. Furthermore the Rolling Hills Estates subdivision is serviced by rural ditches located within the local road rights-of-way. The Master Plan also does not identify any “areas of concern” related to flooding, erosion or water quality.

The main goal and objectives from the 2012 SWM Master Plan include the following which will need to be considered in the development of the servicing strategy for the Clair Maltby Secondary Planning Area:

### **Goal**

To develop a long-term plan for the safe and effective management of stormwater runoff from urban areas while improving the ecosystem health and ecological sustainability of the Eramosa and Speed Rivers and their tributaries. The SWM Master Plan integrates aspects of flood control, groundwater and surface water quality, natural environment and system drainage issues into a cohesive City-wide strategy.

### **Objectives**

The objectives of the SWM Master Plan include the following:

#### *Water Quality*

- Improve sediment, surface water and groundwater quality.
- Minimize pollutant loadings to groundwater and surface water.
- Improved aesthetics of creeks and rivers through the elimination of garbage/litter, algae growth, turbidity, and odours.

#### *Water Quantity*

- Preserve and re-establish the natural hydrologic process to protect, restore and replenish surface water and groundwater resources.
- Reduce the impacts of erosion on aquatic and terrestrial habitats and property.
- Minimize the threats to life and property from flooding.

#### *Natural Environment*

- Protect, enhance and restore natural features and functions such as wetlands, riparian and ecological corridors.
- Improve warmwater and coldwater fisheries if appropriate.

### 3.8 Demographic and Economic Trends

Watson & Associates Economists Ltd. (Watson & Associates) has carried out a review of demographic and economic trends which influence future development in the Clair-Maltby Secondary Planning Area. This report, City of Guelph – Review of Demographic and Economic Trends Influencing Future Development Trends in the Clair-Maltby Secondary Planning Area, is found under separate cover.

In their analysis, Watson & Associates note that the City of Guelph is anticipated to experience steady urban residential and non-residential growth over the next 25 years. Between 2016 and 2041, Guelph's permanent population and employment base is forecast to increase by approximately 54,000 persons and 21,500 jobs, respectively. To accommodate future population growth, the City is forecast to require approximately 24,000 new households between 2016 to 2041.<sup>6</sup> While a large portion of new households are planned to be accommodated within the City's Built-Up Area (BUA) and vacant Designated Greenfield Area (DGA), the Clair-Maltby Secondary Planning Area will accommodate population and employment in accordance with the Growth Plan.

As the City of Guelph and surrounding urban municipalities within the Greater Golden Horseshoe (GGH) continue to mature, the range of new housing products offered within the City and surrounding area will continue to diversify. Within the City of Guelph, a greater share of new residential development is anticipated in more compact high-density housing forms relative to historical trends. While steady growth is anticipated in ground-oriented housing forms (i.e. single detached, semi-detached and townhouses), these housing forms are anticipated to diversify, with an increasing share of more compact ground-oriented housing types offered on the market (i.e. small lot singles, stacked/back-to-back townhouses). This trend is being driven by demographics, housing affordability and planning policy.

The Clair-Maltby Secondary Planning Area is expected to attract a broad range of demographic groups, including new homebuyers, families and some empty-nesters, in a range of ground-oriented housing forms, as well as low-rise, and mid-rise apartments. Relative to other stable residential neighbourhoods within the City, the average age of the population within Clair-Maltby is anticipated to be younger on average. This is important as it will have a direct impact on housing demand by structure, average household size, as well as municipal and public service needs (i.e. indoor/outdoor recreation, schools,) in the Clair-Maltby Secondary Planning Area.

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<sup>6</sup> Derived from Greater Golden Horseshoe Growth Forecast to 2041. Technical Report, November 2012. Hemson Consulting Ltd.

It appears that employment within the Clair-Maltby Secondary Planning Area, will be primarily focused on retail, mixed-use commercial and institutional employment sectors, with the exception of any designated employment lands that may be identified through the Secondary Plan process, including consideration of existing designated employment lands west of Gordon Street (See Map 2). As a result, it is anticipated that the Clair-Maltby Secondary Planning Area will not include any significant employment related to employment lands and Major Office employment categories. Major Office employment growth within the City of Guelph is largely focused within the Urban Growth Centre (UGC) and within the City's designated Employment Areas. Forecast employment on employment lands is planned to be accommodated within existing designated Employment Areas as well as the Guelph Innovation District. Long-term needs for residential and non-residential land uses within the Clair-Maltby Secondary Planning Area will be informed by the City's Official Plan review and corresponding municipal comprehensive review (MCR) update.

### **3.9 High Quality and Sustainable Design**

Existing Provincial and City policies all encourage the creation of complete and sustainable communities that provide a high quality public realm, appropriate built form and attractive architecture. The Clair-Maltby Secondary Plan provides the opportunity to create a state of the art greenfield development that reflects best management practices and sets a high standard of urban design. These objectives will be reflected in the urban design policies and guidelines, which will also address specific directions established in the City's Official Plan. These include:

- Development of a “gateway” at Gordon Street and Maltby Road through the design and massing of built form and landscaping;
- Support for walking and cycling and the use of transit through the design of the street and trail systems;
- Development of a system of parks and open space; and,
- Ensuring that views and vistas to significant natural features and key public spaces and parks, including the South End Community Park are protected.

### **3.10 Other Planning Considerations**

Other planning considerations that must be taken into account in the development of the Secondary Plan include the vision and guiding principles which will be developed through Public Information Centre (PIC)/Visioning Workshop #1 and the City's Urban Design Action Plan, as well as the conclusions of a range of supporting studies including:

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- Comprehensive Environmental Impact Study (CEIS)
- Water/Wastewater Servicing Study\*;
- Stormwater Management Plan\*;
- Mobility Study\*;
- Energy; and,
- Fiscal Impact Assessment.

\*These studies are components of the MESP.

### 3.11 Current Influences Summary

Based on available information, on a preliminary basis, current influences on future planning for the Clair-Maltby Secondary Planning Area are summarized in Table 1:

<b>Table 1 Current Influences</b>	
<b>Planning Consideration</b>	<b>Current Status</b>
Topography and Surface Water	<p>Lack of open flowing water courses, hummocky topography, multiple sensitive wetlands and ponds, and lack of formal drainage outlets, all combine to constrain the area’s ability to be conventionally serviced and managed from a stormwater drainage and stormwater management (SWM) perspective. A number of carefully planned and sensitive practices will need to be considered in the planning and design of urban development in this landscape, including:</p> <ul style="list-style-type: none"> <li>• Preservation of micro-topography;</li> <li>• Treatment train and pretreatment of surface runoff;</li> <li>• Consideration of at-source treatment of surface runoff (LID BMPs);</li> <li>• Hybrid servicing (rural/urban mix); and</li> <li>• Complementary land uses adjacent to high functioning features (e.g. parks, linkages).</li> </ul>
Natural Heritage System	<p>The extensive NHS was established on a City-wide basis through OPA 42. It is to be further reviewed and refined through the MESP and Secondary Planning process. In particular, the Secondary Planning Area supports a wide range of wetland types and sizes, including a number of relatively small ponds whose hydrology is not well understood. Work has already started (see the 2016 Monitoring Plan), and</p>

<b>Table 1 Current Influences</b>	
<b>Planning Consideration</b>	<b>Current Status</b>
	<p>will continue over 2017 and 2018, to better characterize how these wetlands are being sustained, along with the seasonal variation in their water levels and quality. This is expected to help inform constraints and management strategies in a context of needing to integrate a range of land uses while protecting the functions of these wetlands.</p> <p>Other challenges and opportunities related to balancing protection of the NHS while accommodating urban development in the Secondary Planning Area will include identifying appropriate routes for new roads and trails, and approaches for integration of Significant Landform into the community that highlight the area’s unique topography. Solutions to addressing these challenges through creative land use planning, design and policy will need to be considered.</p>
Existing Land Use	The majority of lands are vacant/agricultural. However, there are significant existing land uses the location and configuration of which will affect future development including the Rolling Hills estate subdivision in the north-east quadrant, as well as a significant number of rural residential homes on large lots and some commercial uses.
Cultural Heritage Resources	The cultural heritage assessment recommends that nine of the ten identified cultural heritage resources are strong candidates for conservation and integration into future land uses in the Secondary Planning Area, or should be subject to cultural heritage impact statements during subsequent development planning applications. 340 Clair Road East, which includes two structures that have been removed from the property, should be removed from the Municipal Register of Cultural Heritage Properties. A number of mitigation measures and/or alternative development approaches are recommended to reduce the potential for adverse impacts on cultural heritage resources.
Archaeological Resources	The Stage 1 Archaeological Assessment has identified the potential for the presence of significant pre-contact Indigenous and Euro-Canadian archaeological resources throughout the vast majority of the Secondary Planning Area. It is recommended that any future developments be preceded by a Stage 2 Archaeological Assessment.
Transportation	The City’s Official Plan provides strong direction with respect

<b>Table 1 Current Influences</b>	
<b>Planning Consideration</b>	<b>Current Status</b>
Infrastructure	<p>to the establishment of a transportation system which:</p> <ul style="list-style-type: none"> <li>• provides road systems in new development areas which are connected to the existing road system and facilitates linkages between existing and future developments and ensures continuity of sidewalks, bicycle facilities and transit routes.</li> <li>• Is based on a modified grid road system; and,</li> <li>• Places a priority on walking, biking and transit.</li> </ul> <p>The achievement of these objectives will be challenging in the Clair-Maltby Secondary Planning Area given the existing development pattern, extensive NHS, topography and the limited opportunities to create connections with the existing community to the north. All opportunities to promote connectivity will have to be carefully assessed through the study process to ensure that the community is connected, easy to navigate and facilitates walking, bicycling and transit use.</p>
Water, Wastewater and Stormwater Infrastructure	<p>The City has total anticipated capacity with respect to water supply to accommodate overall population projections. However, development will require on-going implementation of the recently established pressure zone 3 which may include major new pumping, distribution and storage facilities.</p> <p>With respect to wastewater facilities, the lands are elevated such that gravity service to the wastewater treatment plant is likely feasible. However a review of the capacity of the trunk system is required to verify the demand and available conveyance capacity. Further, the need for vertical infrastructure (i.e. pump stations) will need to be determined.</p> <p>From the City’s Stormwater (SWM) Management Master Plan (2012), it is evident that the Clair Maltby Secondary Planning Area has limited existing storm services. The Master Plan also does not identify any “areas of concern” related to flooding, erosion or water quality. The main goal and objectives from the 2012 SWM Master Plan will need to be considered in the development of the servicing strategy for the Clair Maltby Secondary Planning Area.</p>
Demographic and Economic Trends	<p>The City of Guelph is anticipated to experience steady urban residential and non-residential growth over the next 25 years.</p>

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<b>Table 1 Current Influences</b>	
<b>Planning Consideration</b>	<b>Current Status</b>
	<p>While a large portion of the new households will be accommodated in the Built-Up Area and the vacant Designated Greenfield Area, the Clair-Maltby Secondary Planning Area will accommodate population and employment growth in accordance with the Growth Plan. The Clair-Maltby Secondary Planning Area will attract a broad range of demographic groups in a range of ground-oriented housing forms, as well as low-rise, and mid-rise apartments. It appears that employment within the Clair-Maltby Secondary Planning Area, will be primarily focused on retail, mixed-use commercial and institutional employment sectors, with the exception of any designated employment lands that may be identified through the Secondary Plan process, including consideration of existing designated employment lands west of Gordon Street (See Map 2).</p>
High Quality and Sustainable Design	<p>The Clair-Maltby Secondary Plan provides the opportunity to create a state of the art greenfield development that reflects best management practices and sets a high standard of urban design including</p> <ul style="list-style-type: none"> <li>• Development of a “gateway” at Gordon Street and Maltby Road Road through the design and massing of built form massing and landscaping;</li> <li>• Support for walking and cycling and the use of transit through the design of the street and trail systems; and,</li> <li>• Ensuring that views and vistas to significant natural features and key public spaces and parks, including the South End Community Park are protected.</li> </ul>

Other planning considerations that must be taken into account in the development of the Secondary Plan include the vision and guiding principles and the City’s Urban Design Action Plan, as well as the conclusions of a range of supporting studies including the CEIS and the MESP.

## 4. Conclusions

The purpose of the Preliminary Background Report is to summarize a review of initial available background information, as well as the results of initial supporting background studies as part of the basis for the Secondary Plan. As more detailed planning is undertaken, elements of the preliminary background analysis may be revised and refined, and additional analysis and evaluation will be carried out and given consideration as part of the planning process.

### 4.1 Planning Policy Framework

The PPS and the Growth Plan provide direction on the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. greenfield resident/jobs target). Both documents direct new growth identified in accordance with Provincial targets to settlement areas on full municipal services.

The City's Official Plan builds on the directions in the PPS and Growth Plan and is focused on sustainability and supportive of the "quadruple bottom line - ecological, social, cultural and economic – in decision making." A number of key themes are particularly relevant to the Clair-Maltby Secondary Planning Area including the creation of complete communities and the maintenance, restoration and, where possible, improvement of the Natural Heritage System and protection of surface and groundwater resources, as well as establishment of a transportation system which offers a balance of transportation choices and places a priority on transit, cycling and walking.

With respect to the lands to the east and south of the Clair-Maltby Secondary Planning Area/City boundary in the Township of Puslinch in the County of Wellington, the County Official Plan provides planning policy direction.

### 4.2 Current Influences

Based on available information, on a preliminary basis, current influences on future planning for the Clair-Maltby Secondary Planning Area include the following challenges to development:

- hummocky topography and drainage issues which combine to constrain the area's ability to be conventionally serviced and managed from a stormwater drainage and stormwater management (SWM) perspective;

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- challenges and opportunities related to balancing protection of the extensive natural heritage system while accommodating urban development in the Secondary Planning Area which include identifying appropriate routes for new roads and trails, and approaches for integration of Significant Landform into the community that highlight the area’s unique topography;
- existing land uses, the location and configuration of which will affect future development including the Rolling Hills estate subdivision in the north-east quadrant, as well as a significant number of rural residential homes on large lots and some commercial uses;
- ensuring the long term viability of existing cultural heritage resources;
- the potential for the presence of significant pre-contact Indigenous and Euro-Canadian archaeological resources throughout the vast majority of the Secondary Planning Area;
- challenges related to the achievement of a transportation system which supports walking, biking and transit for which connectivity is essential as directed by the Official Plan given the existing development pattern, extensive natural heritage system, topography and the limited opportunities to create connections with the existing community to the north; and,
- the need to extend municipal water, waste water and stormwater services into the Secondary Planning Area.

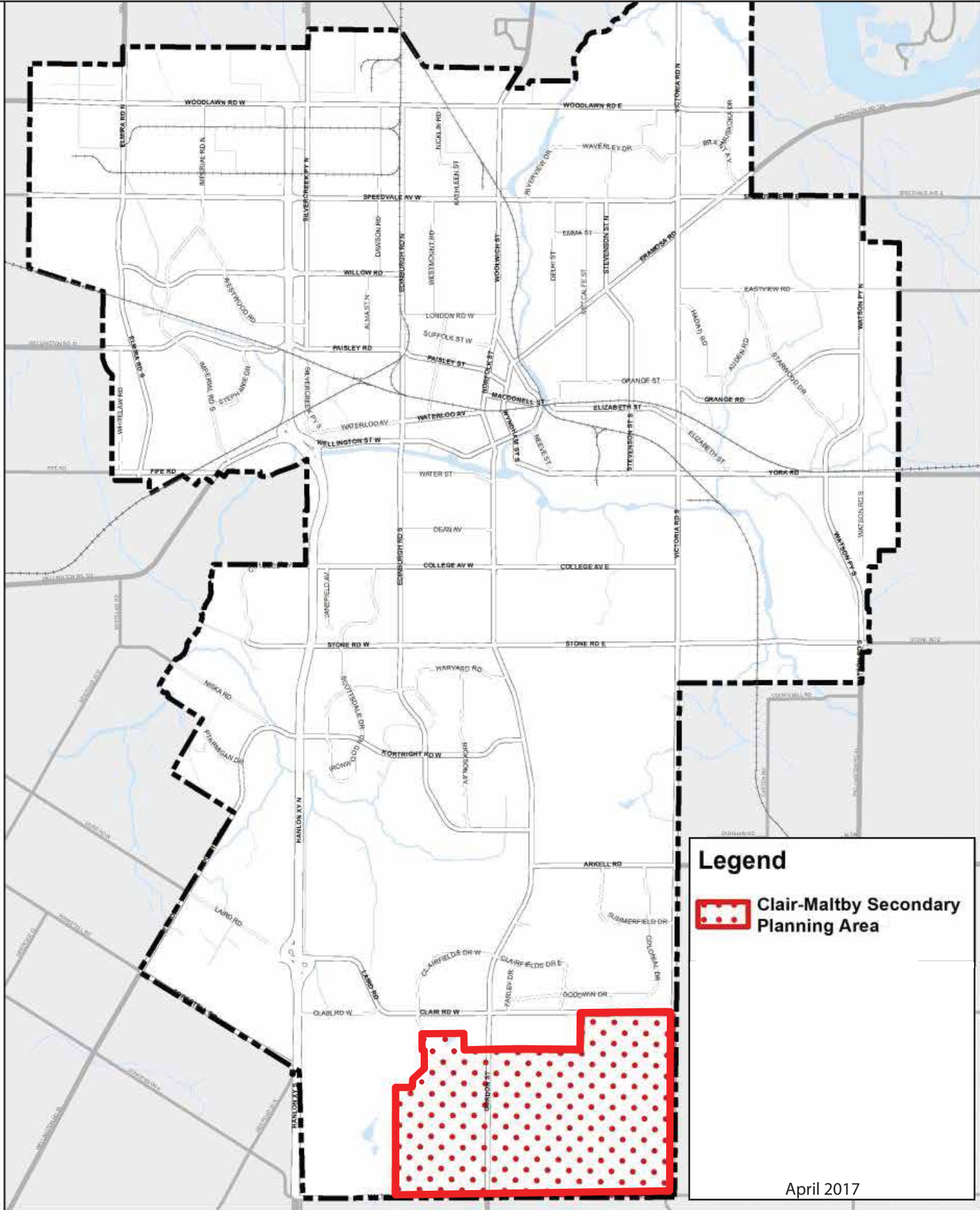
In addition, planning for the Clair-Maltby Secondary Planning Area will take into account trends that indicate that the area will attract a broad range of demographic groups in a range of ground-oriented housing forms, as well as low-rise, and mid-rise apartments. It appears that employment will be primarily focused on retail, mixed-use commercial and institutional employment sectors, with the exception of any designated employment lands that may be identified through the Secondary Plan process, including consideration of the existing designated employment lands west of Gordon Street.

### **4.3 Other Planning Considerations**

Other planning considerations that must be taken into account in the development of the Secondary Plan include the Vision and Guiding Principles which will be developed through Public Information Centre (PIC)/Visioning Workshop #1, as well as the conclusions of a range of supporting studies most significantly the CEIS and the MESP. |

# Map 1

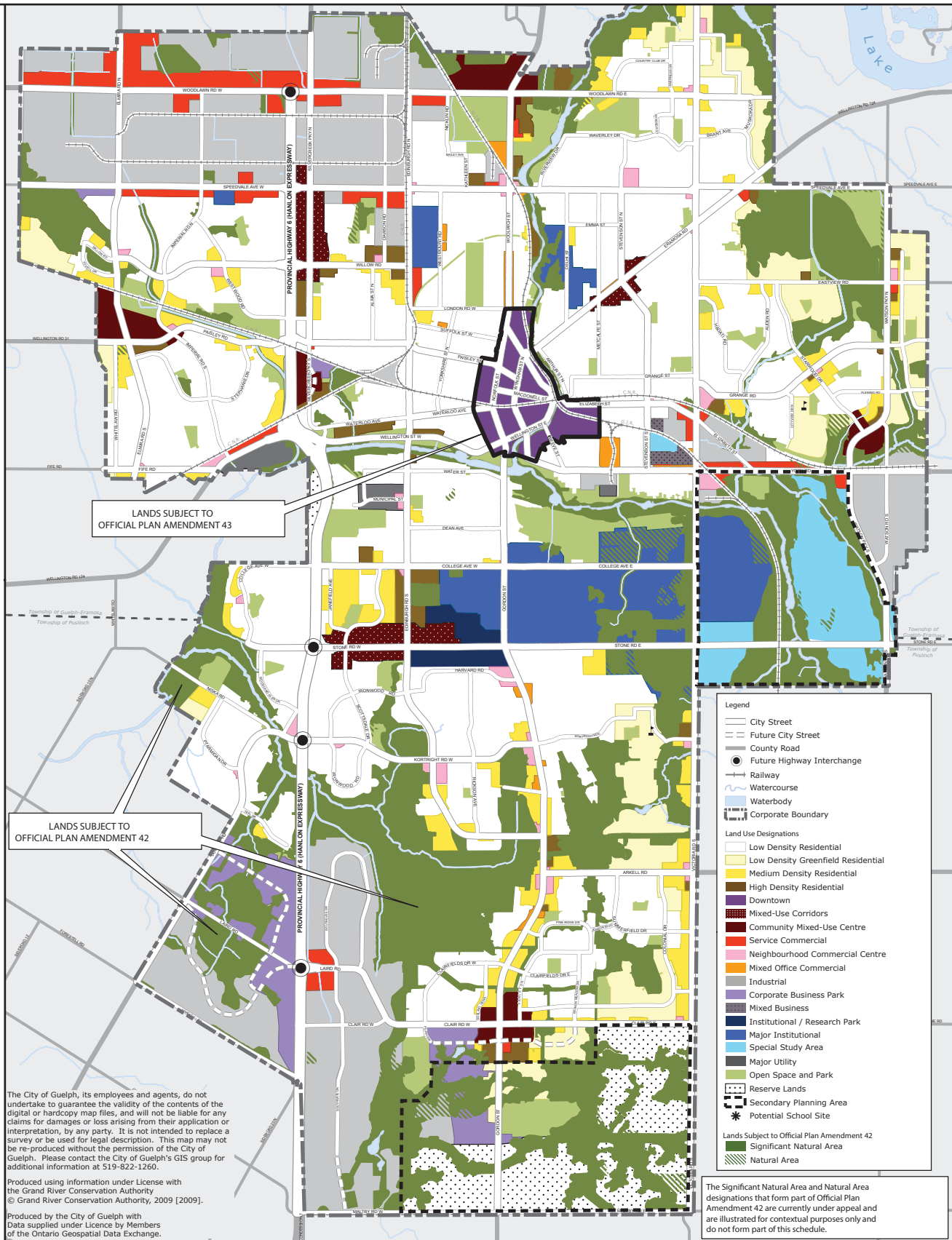
## STUDY AREA CONTEXT



**Legend**

 Clair-Maltby Secondary Planning Area

# Map 2 OFFICIAL PLAN LAND USE SCHEDULE



LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT 43

LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT 42

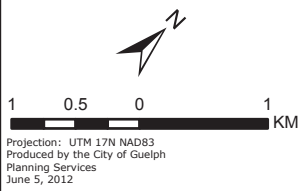
- Legend**
- City Street
  - Future City Street
  - County Road
  - Future Highway Interchange
  - Railway
  - Watercourse
  - Waterbody
  - Corporate Boundary
- Land Use Designations**
- Low Density Residential
  - Low Density Greenfield Residential
  - Medium Density Residential
  - High Density Residential
  - Downtown
  - Mixed-Use Corridors
  - Community Mixed-Use Centre
  - Service Commercial
  - Neighbourhood Commercial Centre
  - Mixed Office Commercial
  - Industrial
  - Corporate Business Park
  - Mixed Business
  - Institutional / Research Park
  - Major Institutional
  - Special Study Area
  - Major Utility
  - Open Space and Park
  - Reserve Lands
  - Secondary Planning Area
  - Potential School Site
- Lands Subject to Official Plan Amendment 42**
- Significant Natural Area
  - Natural Area

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The Significant Natural Area and Natural Area designations that form part of Official Plan Amendment 42 are currently under appeal and are illustrated for contextual purposes only and do not form part of this schedule.



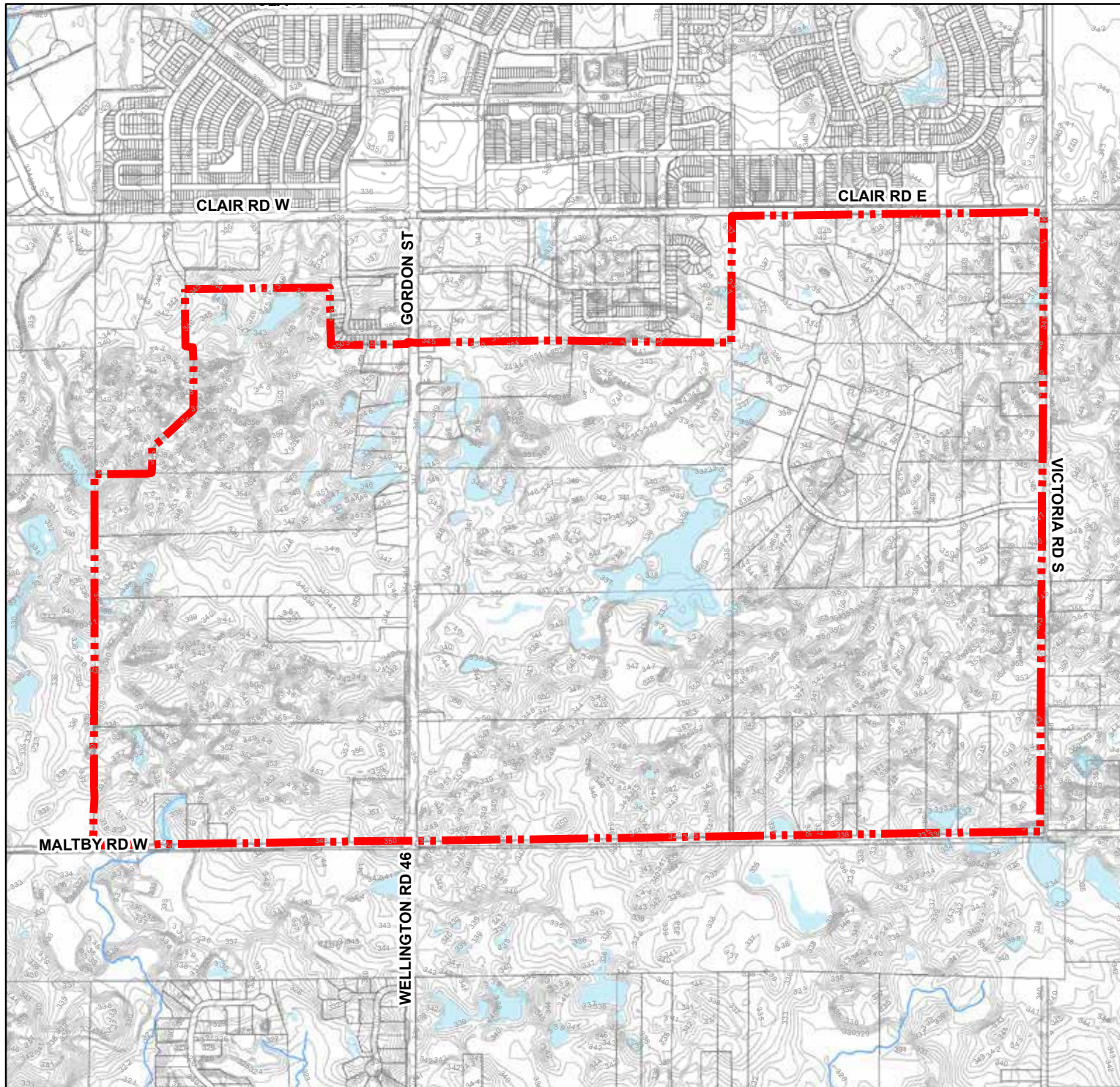
## CITY OF GUELPH OFFICIAL PLAN SCHEDULE 2: LAND USE PLAN







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# Map 3 CONTOUR MAP



## Legend

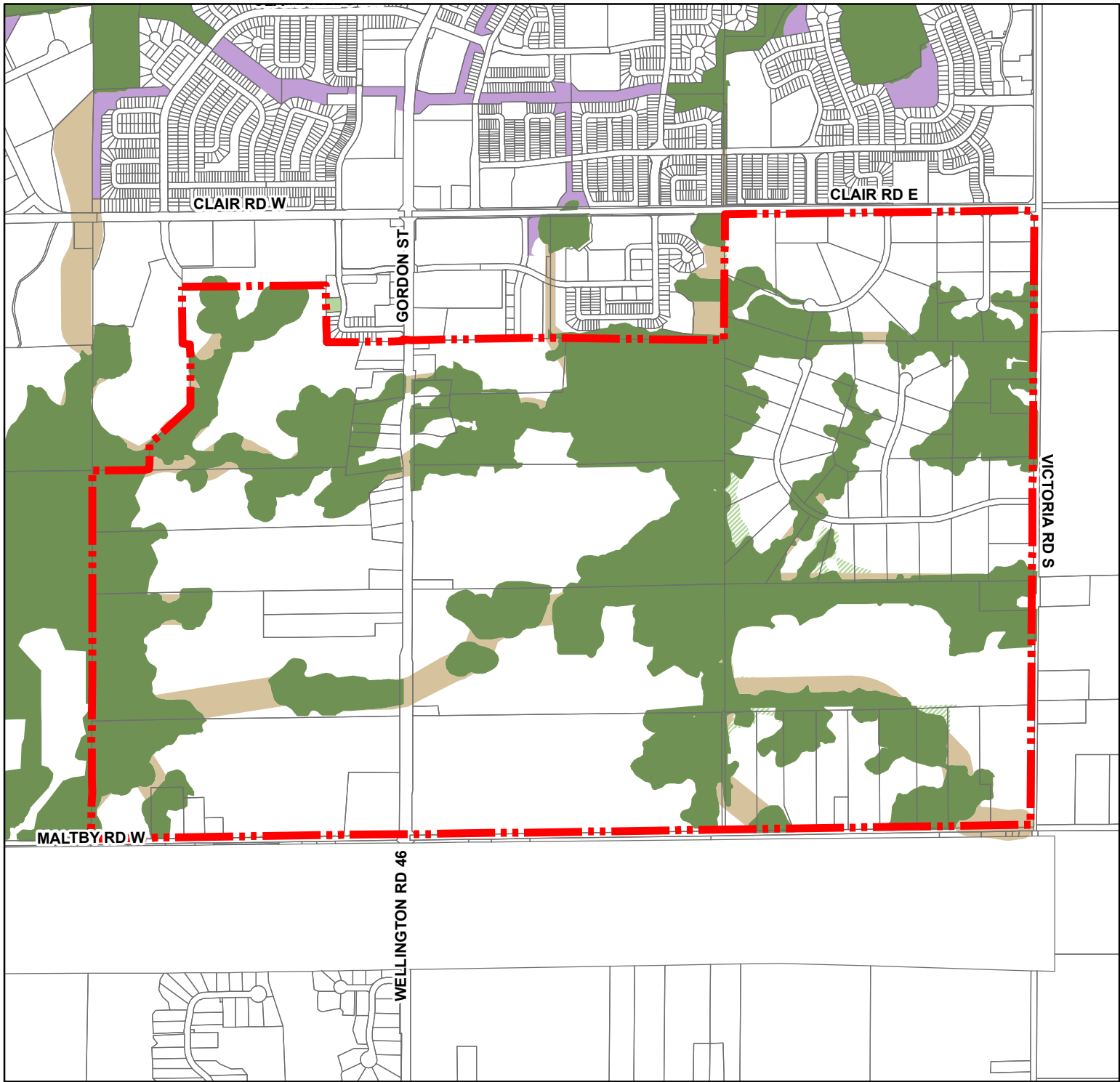
-  Study Area Boundary
-  GRCA Waterbody
-  GRCA Watercourse
-  1m Contour









0 125 250 500 M

April 2017

# Map 4 NATURAL HERITAGE SYSTEM



### Legend

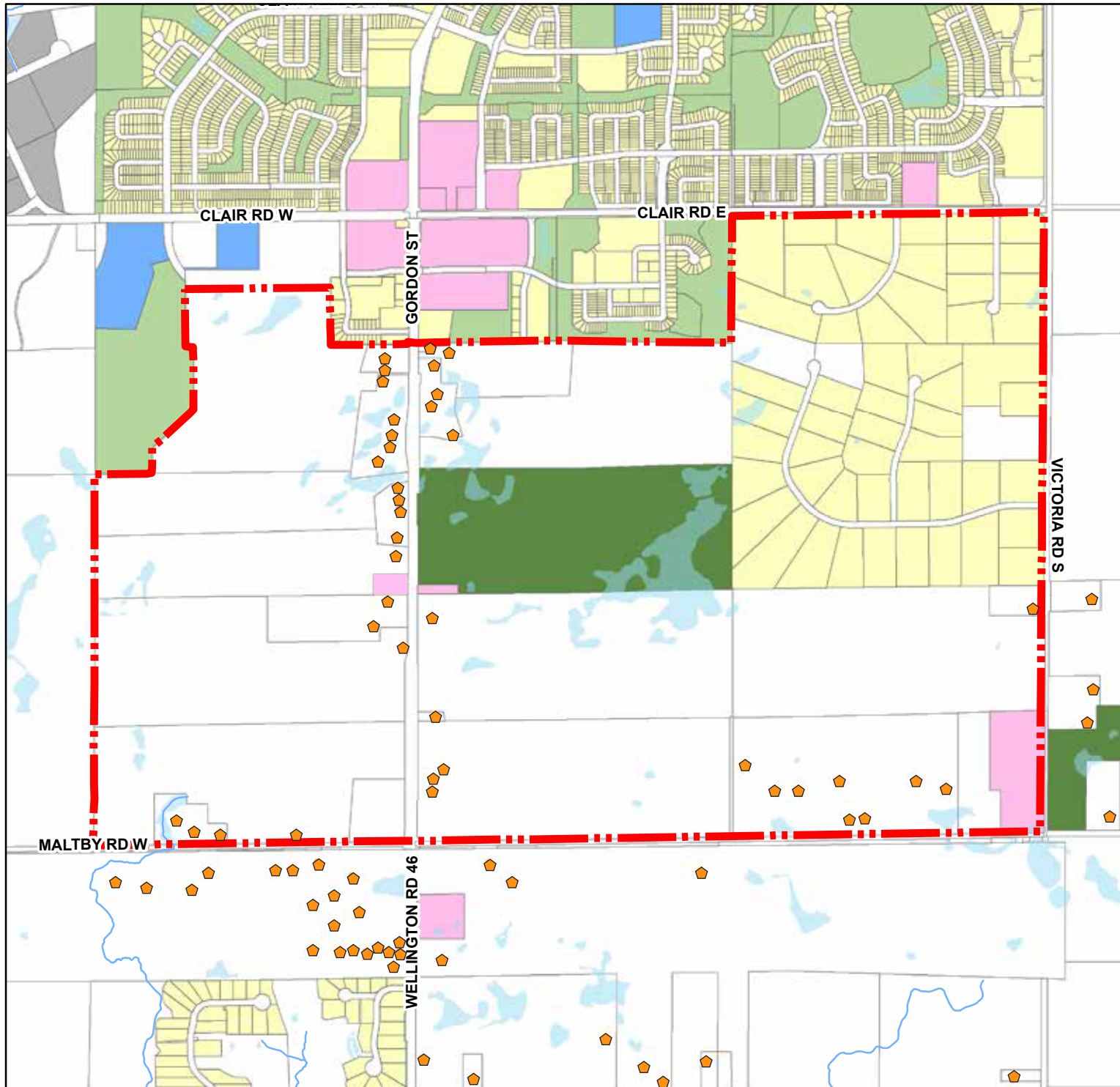
-  Study Area Boundary
-  Significant Natural Areas
-  Natural Areas
-  Natural Areas Overlay
-  Ecological Linkages
-  Restoration Areas













0 125 250 500 M

April 2017

# Map 5 EXISTING LAND USE



## Legend

-  Study Area Boundary
-  Residential
-  Commercial
-  Institutional
-  Industrial
-  Open Space and Park
-  Golf Course
-  Rural Residential
-  GRCA Watercourse
-  GRCA Waterbody



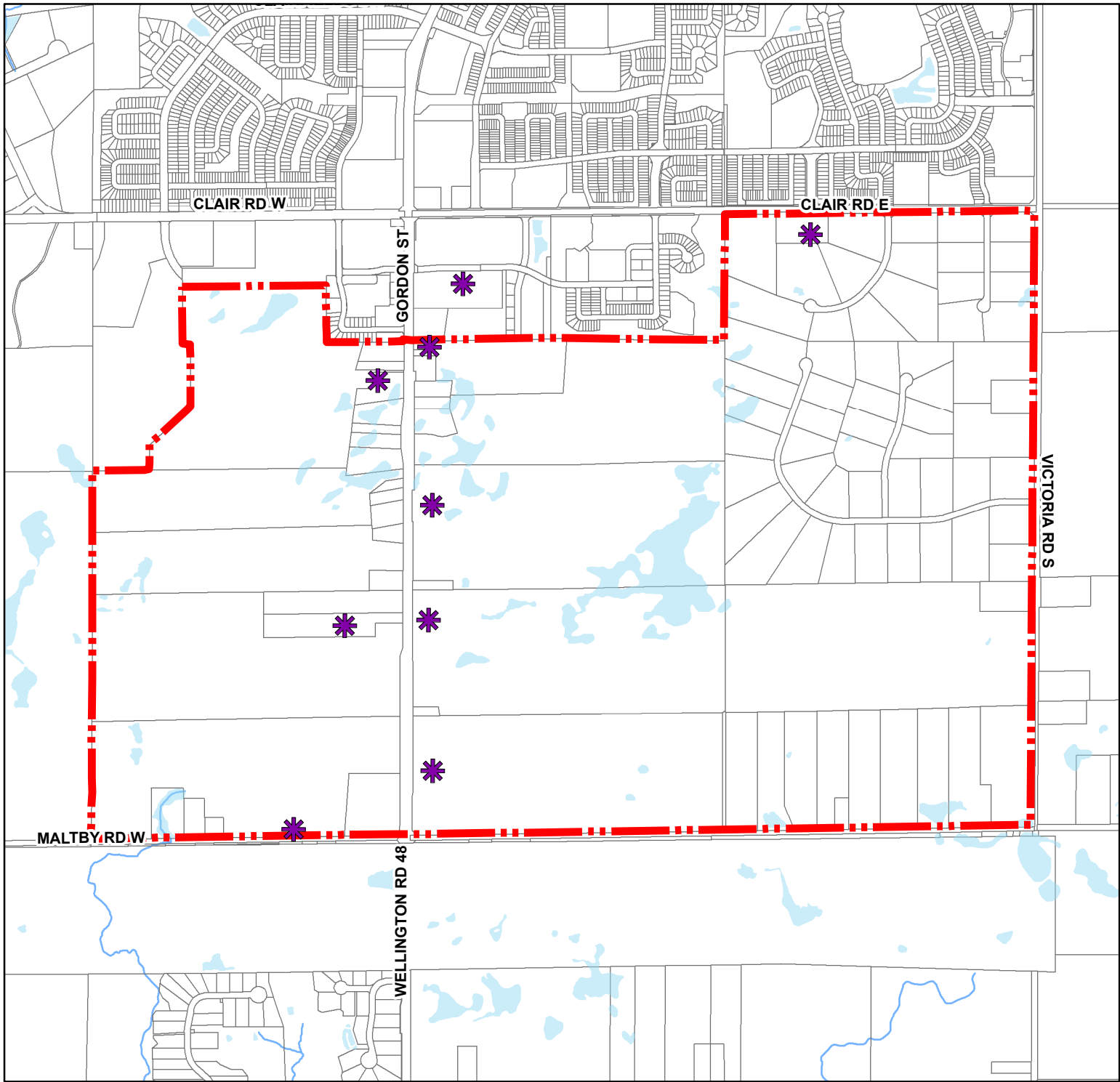
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April 2017





Source: MSH Land Use Survey February 23, 2017

# Map 6

## CULTURAL HERITAGE



### Legend

-  Study Area Boundary
-  Cultural Heritage Resource
-  GRCA Waterbody
-  GRCA Watercourse



0 125 250 500 M

April 2017

# **Appendix A**

## **Planning Policy Review**

# Planning Policy Review

## A.1 Introduction

The *Provincial Policy Statement 2014 (PPS)*, and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)*, provide broad policy direction with respect to development in the City of Guelph. However, for the detailed planning required at the secondary plan level for Clair-Maltby, the City’s Official Plan establishes the key policy directions. In addition, consideration must be had to the County of Wellington Official Plan as it pertains to the Township of Puslinch lands immediately adjacent to the City and Clair-Maltby Secondary Planning Area boundaries.

A detailed analysis of the policy framework is outlined in the following sections. The analysis reviews the general applicability of the Provincial plans, followed by a discussion of the policies relevant to the Secondary Plan in each Provincial plan. It then addresses the City’s Official Plan and its relevant policies, as well as the applicable policies of the County Plan. It concludes by summarizing the key policy directions.<sup>7</sup>

## A.2 Provincial Plan Applicability

The City is required with respect to the *PPS* and *Growth Plan* to exercise any authority that affects a planning matter as follows:

### PPS

The *PPS* is issued under the authority of Section 3 of the *Planning Act*. Section 3 requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. It should also be noted that Section 4.4 of the *PPS* establishes that the *PPS* is to be read in its entirety and all relevant policies are to be applied to each situation. The *PPS* came into effect April 30, 2014.

### Growth Plan

The *Growth Plan* is intended to inform decision-making with respect to growth management in the Greater Golden Horseshoe. It was prepared and approved under the *Places to Grow Act*, 2005 and applies to all decisions on matters, proceedings or applications made under the *Planning Act* and the *Condominium Act*, 1998. The *Growth Plan* is to be read in conjunction with the *PPS* and other relevant Provincial Plans. The *Growth Plan* prevails where there is a conflict between the *PPS* and the *Growth Plan*.

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<sup>7</sup> Note: The analysis summarizes the policy framework; reference should be made to the documents themselves for a complete understanding of all the policies.

The only exception is where the conflict is between policies relating to the natural environment or human health. In that case, the direction that provides more protection to the natural environment or human health prevails. It should also be noted that Section 5.4.1.1 of the *Growth Plan* establishes that the *Growth Plan* is to be read in its entirety and all relevant policies are to be applied to each situation. The *Growth Plan* came into effect on June 16, 2006 and has been amended twice on January 19, 2012 and June 17, 2013.

It should be noted that the *Growth Plan* is currently under review. Proposed amendments have been identified by the Province, but as of March 2017, no final decision has been made by the Province with respect to the update of the Plan. Given the uncertainty with respect to the nature of the final changes, the potential modifications are not reviewed below. However, it should be noted that the proposed changes do not represent a deviation from the general directions in the current Plan, rather they reinforce those directions. Consequently, it is not anticipated that any changes to the Plan will impact on the fundamental Provincial policy directions applicable to the future planning of Clair-Maltby.

### A.3 PPS

The policies of the *PPS* are found in Part V of the document and relate to the following general categories:

- Section 1.0 Building Strong Healthy Communities
- Section 2.0 Wise Use and Management of Resources
- Section 3.0 Protecting Public Health and Safety
- Section 4.0 Implementation and Interpretation
- Section 5.0 Figure 1
- Section 6.0 Definitions.

Key policies relevant to the Clair-Maltby Secondary Plan are summarized below.

#### Section 1.0 Building Strong Healthy Communities

The policies in Section 1.0 provide direction related to the creation of “efficient land use and development patterns” which support sustainability with the intent of creating “strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”

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Specific directions related to efficient and resilient development and land use patterns, which also reflect recognition of the link between the management of growth and the provision of infrastructure and public services facilities (e.g. fire and police services, education), are found in Section 1.1 and include:

- providing for land use patterns in settlement areas based on densities and a mix of land which efficiently use land and resources, as well as “infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”; and minimize negative impacts to air quality and climate change, and promote energy efficiency and support active transportation and transit(Section 1.1.3.2);
- requiring that new development in designated growth areas occurs adjacent to existing built-up areas and has “a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities”(Section 1.1.3.6); and
- the establishment and implementation of phasing policies that ensure intensification and redevelopment are achieved prior to , or concurrent with, new development in designated growth areas (Section 1.1.3.6) and that ensure orderly growth in designated growth areas “and the timely provision of the infrastructure and public service facilities required to meet current and projected needs” (Section 1.1.3.7).

Section 1.0 also provides other relevant directions which include:

- Section 1.2 Coordination - requires a “coordinated, integrated and comprehensive approach when dealing with planning matters” with other levels of government and agencies including coordinating planning matters with Aboriginal communities. This includes “managing natural heritage, water, agricultural, mineral and, and cultural heritage and archaeological resources”, as well as “infrastructure, electricity generation facilities and transmission and distribution systems, multimodal transportation systems, public service facilities and waste management systems.” It also include, where there is no upper tier municipality ensuring matters identified in policy 1.2.4 are addressed as part of the planning process and coordinating those matters with adjacent planning authorities. Policy 1.2.4 matters related to growth management such as the establishment of density targets for areas adjacent or in proximity to transit corridors.
- Section 1.3 Employment Areas – states that planning authorities should promote economic development and competitiveness including “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities”.

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- Section 1.4 Housing – requires provision of an appropriate range and mix of housing types and densities to meet projected requirements of the regional market areas through a range of mechanisms including establishing and implementing minimum targets for affordable housing and permitting and facilitating all forms of housing. Section 1.4.1 also requires maintaining:
  - the ability “to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, through lands designated and available for residential development”; and,
  - “where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.”
- Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space – indicates that healthy, active communities should be promoted by a number of initiatives including “planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity” and “providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation”.
- Section 1.6 Infrastructure and Public Service Facilities -includes general policies, as well as specific direction related to sewage, water and stormwater, transportation systems, transportation and infrastructure corridors and airports, rail and marine facilities. The general directions in Sections 1.6.1 - 1.6.5 inclusive are intended to promote a “coordinated, efficient and cost-effective” approach to the provision of infrastructure and public service facilities “that considers the impacts from climate change while accommodating projected needs”. Use, including adaptive re-use, of existing infrastructure and public service facilities is to be optimized where feasible before new infrastructure is developed. In addition, public service facilities should be “co-located in community hubs, where appropriate”, while the use of green infrastructure should be promoted.

Specific directions related to infrastructure and public service facilities relevant to Clair-Maltby include:

- Section 1.6.6 Sewage, Water and Stormwater

The policies of Section 1.6.6 identify municipal sewage and water services as the preferred for servicing of settlement areas (Section 1.6.6.2) and promote efficient use and optimization of existing systems (Section 1.6.6.1 a). Section 1.6.6.1 also requires that the planning for sewage and water services:

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- “b) ensure these systems are provided in a manner that:
  - 1. can be sustained by the water resources on which such systems rely;
  - 2. is feasible, financially viable and complies with all regulatory requirements; and
  - 3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and,
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.1, 1.6.6.2, 1.6.6.4 and 1.6.6.5.”

Section 1.6.6.7 provides general direction with respect to planning for stormwater management including “promoting stormwater best management practices including stormwater attenuation and re-use, and low impact development.”

- o Section 1.6.7 Transportation Systems

Transportation systems are defined as “ a system consisting of facilities, corridors and rights-of way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park ‘n’ ride lots, service centres, rest stops, vehicle inspection stations, inter-modal terminals, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance.”

The policies of Section 1.6.7 require the following:

- a) Section 1.6.7.1 – transportation systems are to be “safe, energy efficient, facilitate movement of people and goods and are appropriate to address projected needs”;
- b) Section 1.6.7.2 – efficient use is to be made of “existing and planned infrastructure, including the use of transportation demand strategies, where feasible”;

- c) Section 1.6.7.3 – “As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved”;
  - d) Section 1.6.7.4 – a land use pattern, density and mix of uses which minimizes length and number of vehicle trips, supports the current and future use of transit and active transportation is to be promoted;
  - e) Section 1.6.7.5. – transportation and land use considerations are to be integrated at all stages of the planning process.
- o Section 1.6.8 Transportation and Infrastructure Corridors

The policies of Section 1.6.8 are designed to ensure that corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems are planned for and protected. Section 1.6.8.3 states:

“Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

In addition, Section 1.6.8.5 requires consideration to be given to the significant resources identified in Section 2 of the PPS when planning for corridors and rights-of-way.

- Section 1.6.10 Waste Management – Planning authorities are to consider “the implications of development and land use patterns on waste generation, management and diversion.”
- Section 1.6.11 Energy Supply – Planning authorities should provide opportunities for development of energy supply including electrical generation facilities and transmission and distribution systems. In addition, renewal energy systems and alternative energy systems should be promoted where feasible.
- Section 1.7 Long Term Economic Prosperity – outlines directions that support this objective including “promoting opportunities for economic development and community investment-readiness”; “optimizing the long-term availability and use

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of land, resources, infrastructure, electricity generation facilities and transmission and distribution facilities and public service facilities”; “encouraging a sense of place, by promoting well designed built form and cultural planning, and by conserving features that help define character”; and “providing for an efficient, cost-effective, reliable multimodal transportation system” and “minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature”.

- Section 1.8 Energy, Conservation, Air Quality and Climate Change – directs that energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaption be supported through land use and development patterns that meet a number of criteria including compact form and a structure of nodes and corridors; promotion of active transportation and transit; and focus commercial and other travel-intensive uses on sites well served by transit. In addition, design and orientation is promoted which maximizes energy efficiency and conservation and the mitigating effects of vegetation, maximizes opportunities for the use of renewable energy systems and alternative energy systems, and vegetation within settlement areas.

## Section 2.0 Wise Use and Management of Resources

Section 2.0 provides policies with respect to the protection of natural heritage, water, agriculture, mineral, petroleum, mineral aggregate and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Relevant directions include:

- Section 2.1 Natural Heritage – directs that “natural features and areas shall be protected for the long term” and recognizes the need to maintain, restore, and where possible improve the diversity and connectivity of natural features and “the long-term ecological function and biodiversity of natural heritage systems... recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.” Development and site alteration is not permitted in specific features, and is restricted in others, as well as adjacent lands, unless it is demonstrated that there is no negative impact on the feature and its ecological functions. In addition, with respect to fish habitat and the habitat of endangered and threatened species, development and site alteration is not permitted except in accordance with provincial and federal requirements.
- Section 2.2 Water – requires the protection, improvement and restoration of the quality and quantity of water in accordance with a range of criteria including identification of surface and ground water features, hydrologic functions, natural heritage features and areas and surface water features which are necessary for

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the ecological and hydrological integrity of the watershed and “ensuring stormwater management practices that minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.” Development and site alteration is to be restricted in or near sensitive surface and ground water features.

- Section 2.6 Cultural Heritage and Archaeology – requires the conservation of significant built heritage resources and cultural heritage landscapes. It also prohibits development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. In addition, development and site alteration may only be permitted on adjacent lands to protected heritage property where it has been demonstrated that the heritage attributes will be conserved.

### Section 3.0 Protecting Public Health and Safety

The objective of the policies in Section 3.0 is to reduce the potential for public cost or risk to residents from natural or human-made hazards. Development is to be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage. In particular, development is to be directed to areas outside hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards and hazardous sites (Section 3.1.1 b).

With respect to human-made hazards (Section 3.2), “development on, abutting or adjacent to land affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation measures to address or mitigate known or suspected hazards are under-way or have been completed.” In addition, contaminated sites are required to be remediated prior to activity on the site associated with the proposed use so that there will be no adverse effects.

### Section 4.0 Implementation and Interpretation

These policies relate to the implementation and interpretation of the PPS. In particular, Section 4.7 notes that the official plan is the most important vehicle for implementation of the PPS.

### Section 5.0 Figure 1

The two maps in this section identify a specific natural heritage protection line referenced in the policies related to natural heritage.

## Section 6.0 Definitions

The definitions apply to a wide variety of terms (e.g. “infrastructure”, “natural heritage system”).

### A.4 Growth Plan

The intent of the Growth Plan, like the PPS, is the creation of efficient land use and development patterns. The policies of the Growth Plan relevant to Clair-Maltby are found in Sections 2-5 and Section 7 of the document and relate to the following general categories:

- Section 2 Where and How to Grow
- Section 3 Infrastructure To Support Growth
- Section 4 Protecting What is Valuable
- Section 5 Implementation and Interpretation
- Section 7 Definitions

Key policies relevant to the Clair-Maltby Secondary Planning Area are summarized below.

#### Section 2 Where and How to Grow

The policies of Section 2 are intended to set out the parameters with respect to where and how growth occurs in the Greater Golden Horseshoe (GGH) to ensure the development of healthy, safe and balanced communities.

The policies of Section 2 establish initially that the population and employment forecasts in Schedule 3 to the Plan are to be used for planning and managing growth (Section 2.2.1.1).<sup>8</sup> General directions with respect to managing growth and intensification are established in Sections 2.2.2 and 2.2.3 while Section 2.2.7 provides specific direction with respect to designated greenfield areas. Clair-Maltby is a designated greenfield area in a settlement area.

The policies provide strong direction that development in designated greenfield areas be compact and transit supportive. Specifically, Section 2.2.7 provides direction on the form of development in designated greenfield areas including contributing to the creation of complete communities; providing a diverse mix of land uses and creating high quality public spaces. A minimum density target of not less than 50 residents and jobs is established (Section 2.2.7.2).

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<sup>8</sup> Note: Amendment No. 2 to the Growth Plan updated the population and employment forecasts to 2041 from 2031. The City's Official Plan currently only reflects the forecasts to 2031.

Other general directions in Section 2.2.2 which are applicable include “reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments”, “providing convenient access to intra- and inter-city transit”, and development of complete communities.

### Section 3 Infrastructure to Support Growth

Section 3 provides a framework to guide infrastructure and strategic investment decisions to support and accommodate forecasted population and employment growth – particularly in three key areas of transportation, water and wastewater systems, and community infrastructure.

With respect to the infrastructure required to support growth, while the Growth Plan does not specifically define infrastructure, Section 3.2.1.1 states that:

“Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure.”

Section 3.2.1, Infrastructure Planning provides general policies related to infrastructure and the key direction is that “infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.”

Specific policies related to transportation are found in Sections 3.2.2 Transportation – General; 3.2.3 Moving People and 3.2.4 Moving Goods. Key directions include:

- planning and managing the transportation system to:
  - provide connectivity among modes,
  - offer a balance of transportation choices,
  - encourage the most financially and environmentally appropriate mode of trip-making,
  - offer multi-modal access;
  - provide safety for users (Section 3.2.2.1);
- planning for transportation corridors to:
  - ensure corridors are identified and protected to meet current and projected needs for various travel modes,
  - support opportunities for multi-modal use with a priority on transit and goods movement needs over single occupant automobiles;
  - consider increased opportunities for moving people and goods by rail;
  - consider separation of modes within corridors;
  - provide linkages to planned or existing inter-modal opportunities for goods movement corridors (Section 3.2.2.3);

- municipalities will develop and implement transportation demand management policies in official plans or other planning documents (Section 3.2.2.5);
- public transit will be the first priority for transportation infrastructure planning and major transportation investments (Section 3.2.3.1);
- specific criteria are identified for transit planning and investment including expanding transit service to areas that have achieved or will be planned to achieve transit supportive development densities and a mix of uses (Section 3.2.3.2);
- municipalities will ensure that pedestrian and bicycle networks are integrated with transportation planning (Section 3.2.3.3);
- Schedule 5 provides the strategic framework for future transit investment it identifies an “Improved Inter-Regional Transit to 2031” connection to Guelph;
- Province and municipalities to:
  - co-ordinate and optimize goods movement systems;
  - improve corridors for moving goods consistent with Schedule 6 which identifies Highways 6 and 401 and existing rail lines to or adjacent to Guelph as well as a “Future Transportation Corridor extending east/west from north of the Greater Toronto Area to Guelph;
  - promote and better integrate multi-modal goods movement and land-use and transportation system planning, including the development of freight-supportive land-use guidelines (Section 3.2.4.2);
- municipalities will plan for land uses adjacent to, or in the vicinity of, major transportation facilities that are compatible with, and supportive of , the primary goods movement function of these facilities (Section 3.2.4.5); and,
- Schedule 6 to the Growth Plan provides the strategic framework for future goods movement investment decisions (Section 3.2.4.6).

Specific policies related to water and wastewater systems are found in Section 3.2.5. Key directions include:

- municipalities will generate sufficient revenue to recover the full cost of providing municipal water and wastewater systems (Section 3.2.5.1);
- municipalities are encouraged to plan and design municipal water and wastewater systems that return water to the Great Lake watershed from which the withdrawal originates (Section 3.2.5.2);



- construction of new, or expansion of existing systems should only be considered when:
  - strategies for water conservation and other water demand management initiatives are implemented in the existing service area;
  - plans for expansion or for new services are to serve growth in a manner that supports achievement of the intensification target and density targets;
  - plans have been considered in the context of the applicable Great Lakes Basin agreements (Section 3.2.5.4);
- municipalities that share an inland water source and/or receiving water body should co-ordinate planning for potable water, stormwater and wastewater systems (Section 3.2.5.6); and,
- municipalities in conjunction with conservation authorities, are encouraged to prepare watershed plans and use such plans to guide development decisions and water and wastewater decisions (Section 3.2.5.8).

Section 3.2.6 provides policies that relate to community infrastructure. Key directions include:

- community infrastructure planning, land-use planning and community infrastructure investment are to be co-ordinated to implement the Growth Plan and the development of a community infrastructure strategy is encouraged (Sections 3.2.6.1 and 3.2.6.4);
- planning for growth is to take into account the availability and location of existing and planned community infrastructure (Section 3.2.6.2);
- an appropriate range of community infrastructure is to be planned to meet population changes and foster complete communities (Section 3.2.6.3);
- minimum affordable housing targets are to be established in accordance with the PPS and a housing strategy developed in consultation with the Ministry of Municipal Affairs and Housing and other stakeholders (Sections 3.2.6.5 and 3.2.6.6).

## Section 4 Protecting What is Valuable

The policies of Section 4 identify how the protection of natural systems, prime agricultural areas, and mineral aggregate resources will be integrated with the other directions of the Plan. It also establishes policies which support a range of conservation initiatives.

The policies indicate that through sub-area assessments, the Province will identify natural systems, prime agricultural areas and significant mineral resource areas and policies/strategies for their protection (Sections 4.2.1.1., 4.2.2.1 and 4.2.3.1). In addition, municipalities are encouraged “to identify natural heritage features and areas that complement, link, or enhance natural systems”; develop a system of public parkland, open space and trails; establish an urban open space system; maintain, improve and provide opportunities farm-related infrastructure and establish and work with agricultural advisory committees (Sections 4.2.1, 4.2.2 and 4.2.3).

Section 4.2.4, A Culture of Conservation, directs that municipalities develop and implement official plan policies and other strategies to support a number of conservation objectives. Water conservation is one of these objectives including water demand management and water recycling. The other objectives include:

- energy conservation, including energy conservation for municipal facilities and land use patterns and urban design standards that encourage and support energy-efficient buildings and opportunities for cogeneration (Section 4.2.4.1b);
- air quality protection;
- integrated waste management; and,
- cultural heritage conservation, including conservation of cultural heritage and archaeological resources where feasible, as built-up areas are intensified (Section 4.2.4.1 e).

## Section 5 Implementation and Interpretation

These policies relate to the implementation and interpretation of the Growth Plan.

## Section 6 Definitions

The definitions apply to a wide variety of terms, a number of which are the same as the PPS. A specific definition of infrastructure is not included, although there are definitions of terms such as transportation corridor and sewage works.

## A.5 City of Guelph Official Plan

### A.5.1 Official Plan Status

The City originally adopted the current Official Plan in 1994. It has been amended numerous times with the majority of the amendments being site or area specific. Significant amendments related to major reviews of the Official Plan include:

- Official Plan Amendment 14 (OPA 14) approved in 2001, which reflected the results of a comprehensive review of the Plan including making the Plan consistent with the 1996 Provincial Policy Statement;
- Official Plan Amendment 29 (OPA 29) approved in 2006, which updated the commercial policy framework;
- Official Plan Amendment 39 (OPA 39) approved 2010, which brought the Plan into conformity with the Growth Plan (2006);
- Official Plan Amendment 42 (OPA 42) approved 2014, which instituted a Natural Heritage System (NHS) consistent with the PPS and the Growth Plan; and,
- Official Plan Amendment 48 (OPA 48) approved by the Ministry of Municipal Affairs and Housing on December 11, 2013 but as of March 2017 under appeal to the Ontario Municipal Board. OPA 48 is designed to bring the Official Plan into conformity with the PPS 2005 and to reflect directions in City of Guelph plans and studies such as the Guelph and Wellington Transportation Plan and the Recreation, Parks and Culture Strategic Plan.

### A.5.2 Relevant Policy Directions

The following table identifies key relevant sections of the Plan as amended to include all approved amendments and OPA 48, and summarizes the key directions most relevant to the Clair-Maltby Secondary Planning Area in the right column.

<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
<b>Section 1 Introduction</b>	
Section 1.3 Interpretation	1.3.1 “The Plan must be read in its entirety as a comprehensive policy framework to be used in land use evaluation and decision making by Council, committees appointed by Council, Boards and Commissions having jurisdiction within the City, and by staff and the public, including the Ontario Municipal Board.”  1.3.5 “In the event of conflict between a general and an

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	area specific policy, the area specific policy shall prevail.”
<b>Section 2 Strategic Directions</b>	
Section 2.1 Introduction	<p>This section establishes the Vision for the City summarized in the following statement:</p> <p>“The integration of energy, transportation and land use planning will make the difference in the environmental sustainability, cultural vibrancy, economic prosperity and social well-being of Guelph.”</p> <p>The SmartGuelph principles are included to guide community building discussions:</p> <ul style="list-style-type: none"> <li>• Inviting and Identifiable</li> <li>• Compact and Connected</li> <li>• Distinctive and Diverse</li> <li>• Clean and Conscious</li> <li>• Prosperous and Progressive</li> <li>• Pastoral and Protective</li> <li>• Well-Built and Well-Maintained</li> <li>• Collaborative and Cooperative</li> </ul>
Section 2.2 Strategic Goals of the Plan	<p>The Strategic Goals “are general statement of intent that describe a future condition. The goals...provide a broad framework for more specific Official Plan policy that will inform planning and development in the City. The strategic goals are focused on sustainability and are supportive of the quadruple bottom line –ecological, social, cultural and economic – in decision making.” The goals relate to the following matters:</p> <ul style="list-style-type: none"> <li>• Planning a Complete and Healthy Community;</li> <li>• Protecting what is Valuable;</li> <li>• Transportation;</li> <li>• Municipal Services;</li> <li>• Community Infrastructure;</li> <li>• Urban Design;</li> <li>• Downtown; and,</li> <li>• Implementation.</li> </ul>
<b>Section 3 Planning a Complete and Healthy Community</b>	
Section 3 Planning a Complete and Healthy Community	The introductory statement establishes that the objectives, policies and Schedule 1B, “Growth Plan Elements” (See Map A3) constitute “an integrated

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	<p>approach to implementing the Growth Plan while reflecting the City’s vision for the development of a healthy and liveable complete community to the year 2031.”</p> <p>This section also includes specific objectives related to growth management including :</p> <p>“c) To plan the greenfield area to provide for a diverse mix of land uses at transit-supportive densities.”</p>
Section 3.1 Complete and Healthy Community	Identifies planning for a complete community as a central theme of the Plan.
Section 3.2 Population and Employment Forecasts	This section establishes a population target of 175,000 people and an employment target of 92,000 jobs by 2031.
Section 3.3 Settlement Area Boundary	Section 3.3 states that the City’s future development to 2031 will be accommodated in the City’s settlement area boundary identified on Schedule 1. To achieve this objective the City will plan for “a minimum density of 50 residents and jobs per hectare in the greenfield area.
Section 3.5 Urban-Rural Interface: Planning Coordination	Section 3.5 directs that there will be consultation between the City and County of Wellington “to prepare a co-ordinated planning approach in dealing with issues which cross municipal boundaries”.
Section 3.6 Housing Supply	This section reflects the directions in the PPS to maintain at all times the ability to accommodate residential growth for a minimum of 10 years and land with servicing capacity sufficient to provide at least a 3 year supply of residential units.
Section 3.12 Greenfield Areas	<p>Section 3.12 sets out directions for the planning and design of greenfield areas which directs that such areas “contribute to the City’s overall vision of a diverse and complete community” including development which will be “compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities.” Specifically, greenfield areas are to be planned and designed to:</p> <ul style="list-style-type: none"> <li>i) achieve an overall minimum density target that is not less than 50 residents and jobs combined per hectare.....</li> <li>ii) ensure that new development is designed to</li> </ul>

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	<p>promote energy conservation, alternative and/or renewable energy systems, and water conservation;</p> <p>iii) create street configurations, densities, and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;</p> <p>iv) provide for a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;</p> <p>v) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling;</p> <p>vi) promote, where appropriate through secondary planning, the development of identifiable, pedestrian oriented neighbourhood scale ‘urban villages’ through the use of medium and high density, street related built form that contains a mix of commercial, residential and employment uses, as well as supporting live/work opportunities. These centres will be designed around active public spaces and streets and pedestrian access that is well-linked to the surrounding neighbourhood through walking, cycling and public transit; and,</p> <p>vii) develop and implement policies, including phasing policies and other strategies to achieve the intensification and density targets of this Plan.”</p>
Section 3.13 Affordable Housing	This section directs that the City will make provision for “an adequate range of housing type and affordability options”.
Section 3.14 Employment Lands	<p>Section 3.14 provides directions on how the City will “promote economic development and competitiveness and ensure that there is an adequate supply of land for a variety of employment uses to accommodate forecasted growth”.</p> <p>Conversion of lands within employment areas is only permitted through a municipal comprehensive review subject to specific criteria. An overall density target for employment lands within greenfield areas of 46 jobs per</p>

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	hectare is established. Employment lands in greenfield areas are to be designated to permit a range and mix of uses to support achievement of the density targets.
Section 3.15 Transportation	This section establishes the general directions with respect to the planning and management of the transportation system. The focus is on the development of a system which has transit as a first priority and which directs that pedestrian and bicycle networks are integrated into transportation. Transit service is to be expanded to areas that “achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible.”
Section 3.16 Natural Heritage System	<p>Section 3.16 that “One of the City’s most valuable assets is its natural heritage system. The City’s 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.</p> <p>3.16.1 The City will define the natural heritage system to be maintained, restored, and where possible, improved and will recognize the linkages between natural 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.</p> <p>3.16.2 Ensure water quality and quantity is protected, improved or restored.</p> <p>3.16.3 The City will encourage an urban open space system that may include rooftop gardens, communal courtyards, and public parks.”</p>
Section 3.17 Culture of Conservation	This section establishes that the City “will develop and implement policies and other strategies in support of conservation objectives related to water, energy, air quality, waste and cultural heritage.
Section 3.18 Energy Sustainability	Section 3.18 directs that the City “will reduce energy consumption and promote renewable and alternative energy systems by developing a number of policies and programs including “establishing land use patterns and

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	urban design standards that encourage and support energy-efficient buildings and opportunities for district energy”.
Section 3.19 Water and Wastewater System	Section 3.19 establishes the parameters for the construction of new, or expansion of existing public and private water and waste water systems including strategies for water conservation and other water demand management initiatives.
Section 3.20 Community Infrastructure	<p>This section directs that that “planning for growth will take into account the availability and location of existing and planned community infrastructure and that an appropriate range of community infrastructure will be planned to meet population changes and foster a complete community. In addition, this section directs that:</p> <p>“The city will work with the Grand River Conservation Authority, non-governmental organizations, and other interested parties to encourage and develop a system of publicly accessible parkland, open space and trails, including shoreline areas that:</p> <ul style="list-style-type: none"> <li>a) clearly demarcates where public access is and is not permitted;</li> <li>b) is based on a co-ordinated approach to trail planning and development; and</li> <li>c) is based on good land stewardship practices for public and private lands.”</li> </ul>
Section 3.21 Managing Growth	Section 3.21 relates to the management of growth including staging and the planning process.
<b>Section 4 Protecting What is Valuable</b>	
Section 6A Natural Heritage System(Current Official Plan Section 6 Protecting What is Valuable)	<p>As set out in Section 6A.1 Purpose, the Natural Heritage System (NHS) “is made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems within the City of Guelph. The system can include lands that have been restored and areas with the potential to be restored to a natural state.”(See Maps A8 – A11)</p> <p>To achieve this purpose, the NHS:</p> <p>“i) provides permanent protection to the Significant</p>

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	<p>Natural Areas (including Ecological Linkages) and established buffers;</p> <p>ii) identifies Natural Areas for further study to determine the features and functions that should be incorporated into the Natural Heritage System for permanent protection, or alternatively, identify areas that may be developed; and</p> <p>iii) identifies wildlife crossings to ensure that mitigative measures are undertaken to minimize any harm to wildlife, the public and/or property.”</p> <p>Section 6A provides extensive and detailed direction regarding the NHS. In particular:</p> <ul style="list-style-type: none"> <li>• Section 6A.1 establishes detailed general policies regarding the protection of the NHS. For example Table 6.1 sets out Minimum Buffers, Established Buffers and Adjacent Lands to natural heritage features and areas. In addition guidance is provided where essential transportation infrastructure, essential linear infrastructure, stormwater management facilities and structures and/or trails are permitted.</li> <li>• Section 6A.2 outlines specific objectives, criteria for designation and policies for Significant Natural Areas and their buffers.</li> <li>• Section 6A.3 applies to Natural Areas which include Other Wetlands, Cultural Woodlands and the Habitat of Significant Species. The designation includes areas which “require further study to determine the appropriate level of protection”. Lands in the overlay designation include Other Wetlands and Cultural Woodlands (See Map A8 –A11).</li> <li>• Habitat for Significant Species is not identified by the Natural Areas overlay on the schedules to the Plan and must be identified in accordance with Section 6A.3.4.</li> <li>• Section 6A.4 relates to Wildlife Crossing Locations.</li> <li>• Section 6A.5 provides direction regarding the Urban Forest. The Urban Forest “includes plantations and smaller wooded areas less than 1 ha, hedgerows and individual trees that are not included in the City’s Natural Heritage System.” An objective of these</li> </ul>

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	<p>policies is “To ensure that opportunities for protection of trees outside the City’s Natural Heritage System are fully considered through the planning process.”</p> <p>Section 6A.5.4 provides for the establishment of a Vegetation Compensation Plan through the Urban Forest Management Plan.</p> <ul style="list-style-type: none"> <li>• Section 6A.6 provides direction with respect to the management of the NHS and the Urban Forest.</li> <li>• Section 6A.7 sets out Environmental Study Requirements.</li> </ul>
Section 4.3 Watershed Planning and Water Resources	<p>Section 4.3 establishes that “protection, conservation and enhancement of the City’s water resources are integral to sustaining the environmental, social and economic well-being of the community.” Policies are established with respect to:</p> <ul style="list-style-type: none"> <li>• Section 4.3.1 Watershed Planning including establishing in Section 4.3.1.4 that “planning studies and development applications will take into account the recommendations of watershed/subwatershed studies and related master plans.”;</li> <li>• Section 4.3.2 Water Resource Protection and Conservation including directing that “the City will encourage and implement Low Impact Development (LID) where appropriate”, encourage alternative water supply and demand management systems and ensure that development activities do not impair the ability of the area’s water resources to provide a quality water supply;</li> <li>• Section 4.3.3 Source Protection recognizes that the entire City is a recharge area and establishes policies designed to protect existing and future sources of municipal drinking water. Regard should also be had to Schedule 8 Wellhead Protection Areas. The Clair-Maltby Secondary Planning Area is in Wellhead Protection Areas B, C and D (See Map A7).</li> </ul>
Section 4.4 Public Health and Safety	<p>Section 4.4 recognizes that natural and human-made hazards pose threats to human health, safety and well-being. It establishes precautionary and proactive policy that “directs and manages development within or adjacent to these areas” to ensure safety and prevent impacts including loss of life and to reduce property</p>

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	<p>damage. Specific direction is provided with respect to floodplains, erosion hazards and hazardous sites (i.e. steep slopes), landfill constraint areas, potentially contaminated properties, and noise and vibration. Regard should also be had to Schedule 3 Development Constraints. The only identified constraints in the Clair-Maltby Secondary Planning Area is the Natural Heritage System (See Map A4).</p>
<p>Section 4.6 Climate Change</p>	<p>This section indicates that “addressing climate change requires two complementary sets of strategies: mitigation and adaptation. Mitigation involves actions to reduce greenhouse gas emissions and actions to reduce or delay climate change. Guelph’s approach to mitigation is embedded throughout the City’s Community Energy Plan (CEP) and throughout this Plan including policies addressing the natural heritage system, transportation, urban structure, urban design and land use. Adaptation involves actions to minimize vulnerabilities to the impacts of climate change and includes planning and strategic decisions that anticipate changes in temperature, precipitation, severe weather and increased variability in these both globally and locally. Among other issues, climate adaptation is particularly important to infrastructure planning, flood protection, emergency management and planning for secure access to water and food.”</p> <p>The City will establish policies and programs to “target reducing annual greenhouse gas emissions by 60% from 2007 levels to 7 tonnes of carbon dioxide (equivalent) per capita by 2031.” In addition, the City will prepare a comprehensive climate adaptation strategy and will implement urban design and development standards to reduce climate change impacts on public works and infrastructure.</p>
<p>Section 4.7 Community Energy</p>	<p>The City adopted a Community Energy Plan (CEP) in 2007. The Official Plan, in conjunction with the CEP, “uses an integrated systems approach to create an overarching vision and structures that demonstrates low carbon energy opportunities, viable sustainable transportation routes and nodes, potential for expanding open space and employment areas and appropriate</p>

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	<p>housing densities.”</p> <p>The policies established a target of “reducing Guelph’s overall energy use by 50% from 2007 levels to 34 megawatt hours (equivalent) per capita by 2031. One of the key directions is to integrate land use, energy and transportation planning. In addition:</p> <ul style="list-style-type: none"> <li>• Section 4.7.2 provides direction on the development of renewable energy systems and alternative energy systems;</li> <li>• Section 4.7.3 supports efficient energy generation and distribution systems including district energy; and,</li> <li>• Section 4.7.4 promotes a reduction of energy demand in the built environment, and sustainable development through conservation, efficiency and design, as well as urban and building design that facilitates efficient delivery of energy and optimizes opportunities for walking, cycling and transit use. Specific direction is provided on energy efficient development including promoting: <ul style="list-style-type: none"> <li>○ street and lotting patterns that are oriented to maximize opportunities for solar gain; and,</li> <li>○ designs that “support and facilitate energy efficient transportation, including active transportation, transit and energy conserving vehicles and transportation programs.</li> </ul> </li> </ul>
Section 4.8 Cultural Heritage	<p>Section 4.8 provides detailed direction on the protection and conservation of built heritage resources, cultural heritage landscapes and archaeological resources. Section 4.8.1.1 directs that “Cultural heritage resources shall be conserved in accordance with this Plan and all other relevant legislation.” Detailed policies are provided including:</p> <ul style="list-style-type: none"> <li>• Section 4.8.2 Heritage Designation;</li> <li>• Section 4.8.3 Heritage Conservation Districts;</li> <li>• Section 4.8.4 Development and Site Alteration Adjacent to Protected Heritage Property;</li> <li>• Section 4.8.5 Heritage Register</li> <li>• Section 4.8.6 Archaeological Resources;</li> <li>• Section 4.8.7 Heritage Guelph;</li> </ul>

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	<ul style="list-style-type: none"> <li>• Section 4.8.8 Heritage Trees;</li> <li>• Section 4.8.9 Cultural Heritage Resource Impact Assessment;</li> <li>• Section 4.8.10 Scoped Cultural Heritage Resource Impact Assessment;</li> <li>• Section 4.8.11 Cultural Heritage Conservation Plan;</li> <li>• Section 4.8.12 Cultural Heritage Review; and,</li> <li>• Section 4.8.13 Implementation Policies.</li> </ul>
<b>Section 5 Movement of People and Goods – An Integrated Transportation System</b>	
Section 5 Movement of People and Goods – An Integrated Transportation System	<p>The key directions related to transportation include:</p> <ul style="list-style-type: none"> <li>• Recognizing the “relationship between land use and all modes of transportation”; and,</li> <li>• The creation of “a balanced, integrated transportation system will contribute to vibrant streets designed to ensure pedestrians and cyclists comfortably and safely co-exist with motor vehicles...”</li> </ul>
Section 5.1 Transportation System	<p>Section 5.1.1 establishes as a target:</p> <p>“i) increasing the non-auto mode shares for average daily trips to 15% for transit, 15% for walking and 3% for cycling; and  ii) reducing the amount of energy used for transportation by 25% from 2007 levels by 2031.”</p> <p>Other directions particularly relevant to Clair-Maltby include:</p> <ul style="list-style-type: none"> <li>• Section 5.1.3 “Transportation infrastructure planning, land use planning and transportation investment will be coordinated and integrated to implement the growth objectives and planned urban structure of this Plan.”</li> <li>• Section 5.1.5 “Public transit will be an integral component in planning for new development areas.”</li> <li>• Section 5.1.6 “A multi-modal approach will be used in planning and implementing transportation improvements and in encouraging the increased use of non-auto travel modes.”</li> </ul>
Section 5.2 Barrier Free Transportation	Section 5.2.1 directs that “The City’s transportation system shall be developed to be inclusive of the needs of persons with disabilities, seniors, children and those

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	with reduced mobility....”
Section 5.3 Transportation Demand Management (TDM)	Section 5.3.1 directs that TDM measures “shall be evaluated in all transportation related studies and new development plans...” While Section 5.3.3 provides that “The City will encourage shorter trip distances primarily through the development of a more compact urban form....”
Section 5.4 Active Transportation – Walking and Cycling	Section 5.4.1 establishes that “The City supports walking and cycling as priorities when designing the transportation system with a focus on connecting land uses to meet the community’s mobility needs.” Section 5.4.3 provides specific active transportation measures. In addition, Section 5.4.7 directs that in new developments sidewalks will be provided on both sides of all streets wherever feasible with certain specified exceptions.
Section 5.5 Public Transit	Section 5.5 sets out directions to enhance the use of public transit including planning for “a compact urban form by promoting mixed use and transit-supportive land uses, urban intensification, a strong Downtown and urban structure of nodes and corridors as identified in Schedule 1”. It also directs that public transit is “a high priority for transportation infrastructure planning, second only to active transportation.” It should also be noted that “bus stops are to be provided at regular intervals, generally within 400 metres of every residence and business”.
Section 5.6 Road Network	Section 5.6 Road Network establishes that “road right-of-ways will be planned and designed to enable safe and comfortable use by all users including pedestrians, cyclists, motorists and transit riders of all ages and abilities.”
Section 5.7 Functional Hierarchy of Roads	A functional hierarchy of roads in the policies and is identified in Schedule 6 (See Map A5) including arterial roads, collector roads and local roads.
Section 5.8 Road Design	Section 5.8 provides direction with respect to potential impacts including ensuring “any impacts on the Natural Heritage System and cultural heritage resources are addressed in the design process for road capital projects” Other relevant directions include: <ul style="list-style-type: none"> <li>• Section 5.8.3 – “The road system in new development areas will be connected to the existing</li> </ul>

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	<p>road system and facilitate linkages between existing and future developments and ensure continuity of sidewalks, bicycle facilities and bus routes. Road network designs will minimize travel distances for pedestrians, cyclists and transit and shall generally be in the form of a modified grid.”</p> <ul style="list-style-type: none"> <li>• Section 5.8.4 – The City will promote the creation of an arterial-collector grid road system in the greenfield area of the City...”</li> <li>• Section 5.8.5 – “The design of roads will incorporate streetscape and design elements...consistent with the Urban Design policies of this Plan...”</li> </ul>
Section 5.9 Trucking and Goods Movement	Section 5.9 provides direction on trucking and good movement and its regulation.
Section 5.11 Parking	Section 5.11 Parking provides direction on the provision of adequate levels of parking to meet parking demands.
Section 5.13 Road Widenings and Intersection Improvements	<p>Section 5.13 Road Widenings and Intersection Improvements lists right-of-ways planned for widening in Table 5.1 and intersection improvement plans in Table 5.2. In the Clair-Maltby Secondary Planning Area the following road widenings are identified:</p> <ul style="list-style-type: none"> <li>• Gordon Street between Clair and Maltby Roads–ultimate right-of-way 30 metres, widening 5 metres both sides;</li> <li>• Maltby Road – ultimate right-of-way 30 metres, widening 5 metres both sides;</li> <li>• Victoria Road -ultimate right-of-way 36 metres, widening 8 metres both sides from Stone Road East to south City limit.</li> </ul> <p>In the Clair-Maltby Secondary Planning Area the following intersection improvements are identified:</p> <ul style="list-style-type: none"> <li>• Clair Road at Victoria Road; and,</li> <li>• Maltby Road at Victoria Road and at Gordon Street.</li> </ul>
<b>Section 6 Municipal Services and Infrastructure</b>	
Section 6 Municipal Services and Infrastructure	The focus of these policies is to ensure the provision of services is “financially viable and manage demand and optimize existing infrastructure in order to reduce the need for new facilities.”
Section 6.1 Policies	Section 6.1.3 requires the provision and extension of full municipal services and utilities to all new development. However, Section 6.1.10 provides that “The City will

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	guide the direction, location, scale and timing of development to ensure compact and orderly development and to minimize the cost of municipal services and related infrastructure.” In addition, Sections 6.1.14 and 6.1.15 provide directions regarding allocation of water supply and wastewater treatment capacity.
Section 6.2 Water Supply	The focus of these policies is the provision of long term water supply including the implementation of water supply and water servicing master plans for growth on lands designated for urban use.
Section 6.3 Wastewater Treatment	Section 6.3 directs that the quality and quantity of water upstream and downstream of the City’s wastewater treatment facility be protected, maintained or restored.
Section 6.4 Stormwater Management	<p>Section 6.4 provides detailed direction with respect to stormwater management. The City’s approach is focused on the “use of the watershed planning process to handle stormwater management from urban development.”</p> <p>Specific policy directions include:</p> <ul style="list-style-type: none"> <li>• Section 6.4.1 “all development shall occur in accordance with Subwatershed Plans or Stormwater Management Master Plans, as approved by the City of Guelph and the Grand River Conservation Authority.”</li> <li>• Section 6.4.3 Development shall also require the preparation of “a detailed Stormwater Management and Engineering Report.”</li> <li>• Sections 6.4.4 and 6.4.5 On-site infiltration measures are required and Low Impact Development is encouraged.</li> <li>• Section 6.4.8 Stormwater management facilities are permitted in all land use designations on Schedule 2 although detention and retention facilities are not permitted in natural heritage features or buffers except in accordance with the Natural Heritage System policies.</li> </ul>

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	<ul style="list-style-type: none"> <li>Section 6.4.9 Water courses regulated by the GRCA are to be left in an open and natural state.</li> </ul>
Section 6.6 Site Alteration	Section 6.6.1 directs that the City will regulate site alteration prior to development.
<b>Section 7 Community Infrastructure</b>	
Section 7.1 Community Facilities	<p>Section 7.1 is designed to “promote the maintenance and development of sustainable neighbourhoods by providing community facilities that supports a high quality of life standard for all residents.” In particular:</p> <ul style="list-style-type: none"> <li>Section 7.1.1 states that such facilities include municipal recreational facilities, institutional health care facilities, schools, police, fire, library and museum services, religious and educational facilities.</li> <li>Section 7.1.2 encourages co-location of such facilities.</li> <li>Sections 7.1.4 and 7.1.5 promote the adequate distribution and supply of school spaces and “encourages the provision of new schools within a reasonable time of the construction of new housing.”</li> </ul>
Section 7.2 Affordable Housing	<ul style="list-style-type: none"> <li>Section 7.2.1 Affordable Housing Targets directs that “an affordable housing target will be implemented through new development applications city-wide.” City wide the annual target is 30% of new residential development..</li> <li>Section 7.2.2 provides a range of general directions including the development of a housing strategy; and requiring as part of the development approval process the identification of lands for affordable housing.</li> <li>Section 7.2.6 Affordable Housing Implementation Policies identifies a variety of tools and techniques that may be used to assist in the development of affordable housing.</li> </ul>
Section 7.3 Open Space System: Trails and Parks	<p>The open space system is to be designed to have regard for and complement the City’s natural areas. The intent is to “develop a connected open space system of trails and parks”. Specific policy directions are provided for:</p> <ul style="list-style-type: none"> <li>Section 7.3.1 Trail Network – the Trail Network is</li> </ul>

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	<p>based on the Guelph Trail Master Plan. Schedule 7 (See Map A6) sets out the Trail Network. Trails are generally to be located on public land.</p> <ul style="list-style-type: none"> <li>• Section 7.3.2 Park Hierarchy establishes a hierarchy of parks “differentiated primarily on the basis of function, size, amenity and population served.” The hierarchy includes urban squares, neighbourhood parks, community parks and regional parks.</li> <li>• Section 7.3.5 Parkland Dedication establishes the City’s policies with respect to parkland dedication. Natural heritage features and natural hazards lands are not accepted as parkland dedication, nor are parks held in private ownership.</li> <li>• Section 7.3.6 provides that the City “will work closely with” other agencies such as the school boards and conservation authority as well as private organizations and individual property owners to provide open space.</li> <li>• Section 7.3.7 references the Recreation, Parks and Culture Strategic Master Plan which identifies needs and priorities related to recreation, parks and cultural services, programs and facilities.</li> </ul>
<b>Section 8 Urban Design</b>	
Section 8 Urban Design	<p>This section establishes that “good urban design is fundamental to the creation of enduring, attractive and valued environments which are memorable and flexible and can evolve to accommodate changes over time.” The objectives reflect the general approach to planning including:</p> <ul style="list-style-type: none"> <li>• “To create neighbourhoods with diverse opportunities for living, working, learning and playing.”</li> <li>• “To build compact neighbourhoods that use land, energy, water and infrastructure efficiently and encourage walking.”</li> <li>• “To showcase natural attributes....”</li> <li>• “To engage in “place-making”.....”</li> </ul>
Section 8.1 Sustainable Urban Design	<p>This section directs that:</p> <ul style="list-style-type: none"> <li>• Section 8.1.1 “the design of site and building development will support energy efficiency and water conservation”.</li> <li>• Section 8.1.2 “new development shall be integrated</li> </ul>

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Beacon Environmental \* BA Group \* ASI

<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
	<p>with the existing topography where possible”; and,</p> <ul style="list-style-type: none"> <li>• Section 8.1.3 “new residential development shall be designed to ensure that most residents live within a 5 to 10 minute walk of amenities and transit stops.”</li> </ul>
Section 8.2 Public Realm	<p>Section 8.2 requires:</p> <ul style="list-style-type: none"> <li>• Section 8.2.1 the establishment of a “clearly identifiable public realm” in all residential areas.</li> <li>• Section 8.2.2 further, new residential developments are to be “designed to be integrated and connected to surrounding existing neighbourhoods; providing full pedestrian and vehicular access including access to transit.”</li> <li>• Section 8.2.3 development proposals are to “extend, establish or reinforce a modified grid-like street network.</li> <li>• Sections 8.2.4 – 8.2.11 provides direction with respect to street design including requiring that block lengths be reasonably short, avoidance of reverse lotting and ‘window roads’ and encouraging a pedestrian oriented streetscape.</li> </ul>
Section 8.3 Landmarks, Public Views, and Public Vistas	<p>Section 8.3 specifically directs that the City may identify locations for new landmarks and require measures for their protection and retention. Specific direction is provided in this regard including that “in general, signature buildings will be required at corner locations or at the apex of T-intersections to serve as new neighbourhood landmarks.” It is also noted that public views and vistas to cultural heritage resources and natural heritage features may be identified for protection.</p>
Section 8.4 Gateways	<p>In Clair-Maltby, Gordon Street where it intersects the City boundary is considered a gateway. Distinctive urban design forms are required at this locations.</p>
Sections 8.5 -8.10 Built Form	<p>These sections provide detailed direction with respect to built form for a range to development from low rise residential forms to high rise buildings and vehicle oriented uses.</p>
Section 8.11 Transition of Land Use	<p>This section provides directions with respect to compatibility between different land uses.</p>
Section 8.12 Parking Section 8.13 Access, Circulation, Loading and	<p>Section 8.12 provides detailed direction on the placement of parking and its design, while Section 8.13 provides direction with respect to access, circulation,</p>

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<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
Storage Areas	loading and storage.
Sections 8.14-8.22 Signage, Display Areas, Lighting, Landscaping and Development, Safety, Accessible Design, Urban Squares, Public Art, Development adjacent to River Corridors	These sections provide specific design directions for each of the listed topics.
Section 8.23 Urban Design Implementation	Section 8.23 provides a strategy for implementing good urban design including the preparation of urban design guidelines.
<b>Section 9 Land Use</b>	
Section 9 Land Use	<p>This section “establishes objectives, policies and permitted uses for each land use designations on Schedule 2” See Map A1).</p> <p>It is specifically noted that “Secondary Plans, adopted through amendment to this Plan, may required more detailed policies and land use schedules for the areas to which they apply.”</p> <p>The designations currently applicable to the Clair-Maltby Secondary Planning Area include:</p> <ul style="list-style-type: none"> <li>• Reserve Lands;</li> <li>• Significant Natural Area;</li> <li>• Natural Area;</li> <li>• Open Space and Park;</li> <li>• Low Density Greenfield Residential;</li> <li>• Corporate Business Park;</li> <li>• Industrial.</li> </ul>
Section 9.1 All Land Use Designations excluding Natural Heritage System	This section establishes policy direction related to permitted uses and public and private infrastructure for all land use designations with the exception of the Natural Heritage System. In addition, detailed policies are provided with respect to Urban Agriculture.
Section 9.3.3 Low Density Greenfield Residential	The Low Density Greenfield Residential designation permits detached, semi-detached and duplex dwellings as well as multiple unit residential buildings such as townhouses and apartments.

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<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
Section 9.5.2 Industrial	<p>The Industrial designation policies in Section 9.5.2.3 direct that “south of Clair Road West shall generally be characterized by larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.”</p> <p>Section 9.5.2.11 permits industrial uses and a range of typical related employment uses including warehousing, transportation terminals and laboratories as well as complementary uses.</p>
Section 9.5.3 Corporate Business Park	<ul style="list-style-type: none"> <li>• Section 9.5.3.1 indicates that the Corporate Business Park designation is intended for “employment opportunities in the ‘knowledge-based’ technology field.</li>   <li>• Section 9.5.3.8 directs that “Corporate Business Park designated land east of Hanlon Expressway has a high level of visibility from Gordon Street. By virtue of its visual exposure and access to Gordon Street, proximity to Highway 401, and distinctive natural setting, development of this area should occur in a manner which establishes a park or campus like setting with extensive landscaping and a high standard of urban design in accordance with the following provision: <ul style="list-style-type: none"> <li>i) Architectural detail, building massing, landscaping, and site design shall collectively result in establishing an attractive entrance or gateway feature for the City of Guelph in this location. Design and building control shall also be used to maintain sensitivity to nearby designated residential or natural areas. In this regard the City will prepare specific urban design guidelines to provide direction with respect to design principles.”</li> </ul> </li>   <li>• Section 9.5.3.9 establishes the permitted uses which include office and administrative facilities, manufacturing, warehousing, and research and development facilities. Outdoor storage is not permitted.</li> </ul>

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<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
	<ul style="list-style-type: none"> <li>Section 9.5.3.15 provides direction for the lands located east of Hanlon Expressway which permits the lands to be zoned for smaller or less intensive users than the lands west of the Expressway. This section also provides a more detailed list of permitted uses.</li> </ul>
Section 9.7 Open Space and Parks	<p>This designation includes both public and private lands “where the predominant use or function is active or passive recreational activities, conservation management and other open space uses.”</p> <ul style="list-style-type: none"> <li>Section 9.7.2 These policies provide direction where lands are in private ownership and a development application is made requesting a change in land use.</li> <li>Section 9.7.6 identifies the permitted uses including parks, golf courses, and conservation lands, as well as complementary uses.</li> </ul>
Section 9.10 Reserve Lands	<p>Section 9.10.3 provides specific direction with respect to a significant portion of the Secondary Planning Area. In particular it provides direction with respect to the planning process and provides that development is premature until a Secondary Plan is completed. The Secondary Plan will address matters identified in Section 10.2 of the Official Plan.</p> <ul style="list-style-type: none"> <li></li> </ul>
<ul style="list-style-type: none"> <li>o Significant Natural Area;</li> <li>o Natural Area (Current Official Plan)</li> </ul>	<p>The Significant Natural Areas and Natural Areas designations policies are found in Section 6A Natural Heritage System</p>
<b>Section 10 Implementation</b>	
Section 10 Implementation	<p>The Implementation section “provides a description of the tools that the City can use to achieve its vision and strategic directions and implement the provisions of the Plan. This includes Section 10.2 Secondary Plans, Section 10.4 Zoning By-laws, Section 10.9 Plans of Subdivision and Part-Lot Control, Section 10.11 Site Plan Control and Section 10.18 Pre-Consultation and Complete Application Requirements.</p>
<b>Section 11 Secondary Plan</b>	

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<b>City of Guelph Official Plan Summary Key Policy Directions</b>	
<b>Reference</b>	<b>Key Direction</b>
Section 11 Secondary Plans	This section includes approved secondary plans.
<b>Section 12 Glossary</b>	
Section 12 Glossary	Section 12 provides definitions of terms in the Official Plan.
<b>Schedules</b>	
Schedules	Relevant schedules have been referenced in relation to the policy review in this Table.

## **A.6 County of Wellington Official Plan**

The Township of Puslinch is located to the east and south of the Clair-Maltby Secondary Planning Area/City boundary. The County of Wellington Official Plan provides planning policy direction with respect to the Township of Puslinch. This section reviews the land use and other designations applicable to the lands in the Township which are adjacent to the Clair-Maltby Secondary Planning Area and relevant policy directions.

### **Land Use and Other Designations**

Schedule A7 (See Map A12) to the County Official Plan establishes the land use designations for the lands adjacent to Clair-Maltby. These include:

- Core Greenlands;
- Greenlands;
- Earth Science ANSI;
- Secondary Agriculture; and,
- Recreational.

It should also be noted that further to the south are lands which are designated “Country Residential”, while to the west along the Hanlon Expressway is an area designated “Rural Employment Area”. In addition, the extension of Gordon Street is designated as a County Road.

Schedule B7 (See Map A13) identifies lands adjacent to Clair-Maltby which are subject to the Paris Galt Moraine Policy Area, as well as lands to which Significant Drinking Water Threat Policies apply and an “Issues Contributing Area”. Finally Schedule “C” (See Map A14) identifies a Mineral Aggregate Resource Overlay designation which is

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applicable to certain lands to the east and south of Clair-Maltby. An Official Plan Amendment is required prior to an aggregate operation being permitted in these areas.

## General Policy Directions

Applicable policies are as follows:

- Part 5 The Greenlands System  
“The Greenlands System is intended to include those features and areas which are part of Wellington’s natural heritage or areas in which natural or human-made conditions may pose a threat to public safety.” The System is divided into two categories: “Core Greenlands” and “Greenlands”.

The Core Greenlands designation applies to areas which greater sensitivity or significance and are intended to be protected. They include provincially significant wetlands, all other wetlands, habitat of endangered or threatened species and fish habitat and hazardous lands.

The Greenlands designation applies to other significant natural heritage features. These areas are also to be “afforded protection from development or site alteration which would have negative impacts. “Areas of Natural and Scientific Interest (ANSI’s) are included in the Greenlands system where they have been determined by the Province to be provincially significant or regionally significant. The intent is to protect these areas from development and site alteration “which would have a negative impact on the natural features or its ecological function.”

- Section 6.5 Secondary Agricultural Areas  
These are non-prime agricultural areas which include agricultural activities. Permitted uses include:
  - All uses permitted in the Prime Agricultural Area;
  - Small scale commercial, industrial and institutional uses; and,
  - Public service facilities.

All types, sizes and intensities of agricultural uses and normal farm practices are to be promoted and protected. However minimum distance formula “will be applied to new land uses, lot creation and new or expanding livestock facilities.”

- Section 6.7 Recreational Areas  
“Recreational areas are normally lands associated with lakes, reservoirs, ponds, rivers or other scenic resources which have the potential for the development of recreational or seasonal residential uses relying on recreational activities.” Permitted uses are seasonal recreational uses, active and passive recreational activities including golf courses, related commercial activities and publicly-accessible built and natural settings for recreation.

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- **Section 4.9 Water Resources**  
The Official Plan provides detailed direction with respect to water resources including surface and groundwater. In particular, Section 4.9.5 provides direction with respect to Source Water Protection. Schedule B7 to the Official Plan (See Map A14) “identifies vulnerable areas for each municipal water supply source and their associated vulnerability score.” Issue Contributing Area (ICA) designation applies to an area within a Wellhead Protection Area “where the existing or trending concentration of a parameter (i.e. trichloroethylene, chlorine, nitrate, or sodium) or a pathogen at a municipal well would result in the deterioration of the quality of the water for use as a source of drinking water.”
- **Part 12 Transportation**  
Part 12 deals with all modes of transportation, but as noted in Section 12.5 Roadways, the Plan acknowledges that “roadways are far and away the most important means of transportation in Wellington.” Direction is provided with respect to County Roads. Wellington Rd. 46 is relevant. This County Road forms an extension of Gordon Street which runs north-south through the Clair-Maltby Secondary Planning Area. Table 13 establishes a required width of 30 metres for this road.

## Puslinch Local Policy Directions

Section 9.8 of the Official Plan establishes the Puslinch Local Policies. Section 9.8.1 which relates to Wellington Rd. 46 is relevant. The policies are designed to “ensure that proposed development will not interfere with the safe and efficient operation of the transportation corridor.”

## A.7 Conclusions

The PPS and the Growth Plan provide direction on the creation of efficient land use and development patterns with the intent of creating strong, liveable and healthy communities, protecting the environment and public health and safety and facilitating economic growth. The Growth Plan builds on the directions in the PPS providing more specific direction related to growth management (e.g. greenfield resident/jobs target). Both documents direct new growth identified in accordance with Provincial targets to settlement areas on full municipal services.

The City’s Official Plan (See Map 2 Official Plan Land Use Schedule and also Maps A1-A11 in Appendix A) builds on the directions in the PPS and Growth Plan and is focused on sustainability and supportive of the “quadruple bottom line - ecological, social,

cultural and economic – in decision making.” Key themes that are particularly relevant to the Clair-Maltby Secondary Planning Area include:

- the creation of complete communities, in particular in greenfield areas planning and design, that will “contribute to the City’s overall vision of a diverse and complete community” including development which will be “compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities”. A target of a minimum density of 50 residents and jobs combined per hectare in the greenfield area is established;
- protecting what is valuable including the maintenance, restoration and, where possible, improvement of the Natural Heritage System (NHS) including linkages between natural features, surface and groundwater features. The NHS policies are supplemented by strong direction throughout the Plan on the protection of water resources, including policies related to watershed planning and water resources. Related to that is source water protection which is applicable to the Clair-Maltby Secondary Planning Area as it is largely within a wellhead protection area. In addition, the open space system is to be designed to have regard for and complement the City’s NHS;
- recognition of the link between land use and transportation planning and a strong direction for the creation of a transportation system which offers a balance of transportation choices that reduces reliance upon any single mode and places a priority on transit, cycling and walking;
- addressing climate change through two complementary sets of strategies; mitigation and adaptation. The approach to mitigation is embedded in the Official Plan and also the Community Energy Plan. This includes recognizing that land use patterns, transportation systems and urban design standards must encourage and support energy sustainability. Adaptation includes actions to minimize vulnerabilities (i.e. flood protection) and the Plan provides related policies. The Plan also promotes a culture of conservation;
- ensuring that development is phased, and that it occurs with a density and mix of uses which is appropriate for, and efficiently uses, existing and planned physical (i.e. sewers, water) and community (i.e. schools, parks) infrastructure, and which avoids unjustified and/or uneconomical expansion;
- establishing the importance of strong and sustainable urban design recognizing that it is fundamental to the creation of enduring, attractive and valued environments and a sustainable community;

- providing an appropriate range of housing types and densities to meet projected requirements including affordable housing that will assist in meeting the City’s affordable housing target of 30% of new residential development annually;
- conservation of built heritage resources and cultural heritage landscapes as well as the protection of archaeological resources;
- promoting the development of sustainable neighbourhoods by providing community facilities that support a high quality of life standard for all residents, and that include a full range of publicly accessible recreational, open space, and community service facilities; and,
- directing development away from areas of natural or human-made hazards.

Specific directions related to the Clair-Maltby Secondary Planning Area include the land use designations on the Land Use Schedule 2, as well as designations on other Official Plan schedules (Map 2 Official Plan Land Use Schedule and also Maps A1-A11 in Appendix A), as well as the following:

- Requirement that road systems in new development areas will be connected to the existing road system and facilitate linkages between existing and future developments and ensure continuity of sidewalks, bicycle facilities and transit routes. Arterial-collector grid road systems are to be promoted in greenfield areas.
- In the Clair-Maltby Secondary Planning Area the following road widenings are identified:
  - Gordon Street between Clair and Maltby Roads - ultimate right-of-way 30 metres, widening 5 metres both sides;
  - Maltby Road - ultimate right-of-way 30 metres, widening 5 metres both sides;
  - Victoria Road - ultimate right-of-way 36 metres, widening 8 metres both sides from Stone Road East to south City limit.

In addition, the following intersection improvements are identified:

- Clair Road at Victoria Road; and,
- Maltby Road at Victoria Road and at Gordon Street.
- Schedule 7 to the Plan identifies a proposed City trail network in Clair-Maltby (See Map A6);
- Identification of Clair-Maltby as Development Stage 4 which establishes that “A subwatershed study, secondary plan and related supportive studies are required for the entire Stage 4 area prior to development occurring in this area. The

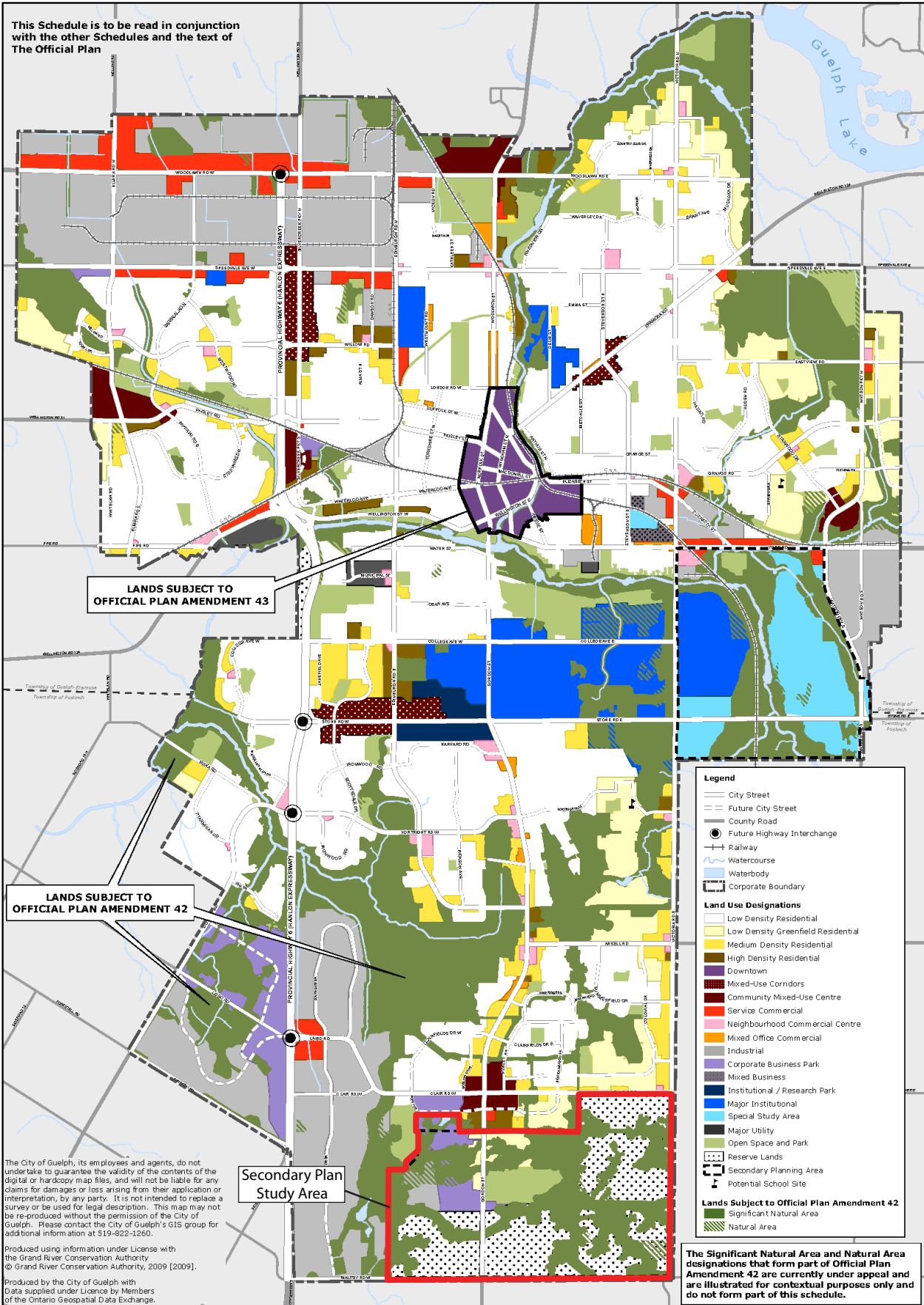
provision of servicing into this area will be identified through the secondary plan process.”

- The identification on Schedule 8 Wellhead Protection Areas of the majority of the Secondary Planning Area in Wellhead Protections Areas B, C or D (See Map A7);
- Identification of the intersection at Gordon Street with the City boundary (Maltby Road) as a major gateway where distinctive urban design forms will be required.
- The Industrial and Corporate Business Park designations (See Map 2) provide specific direction with respect to development in these areas in the Secondary Planning Area. In particular in the Industrial designation development is to be characterized by “larger, free standing industrial buildings displaying appropriate design standards and sensitivity to natural setting and existing adjacent uses.” With respect to lands in the Corporate Business Park development is to occur in “a park or campus like setting with extensive landscaping and a high standard of urban design”.
- The Reserve Lands designation (See Map 2) which is applicable to a significant portion of the Secondary Planning Area provides specific direction with respect to the planning process
- Identification of need for consultation with the County of Wellington on any issues which cross municipal boundaries.

With respect to the lands to the east and south of the Clair-Maltby Secondary Planning Area/City boundary in the Township of Puslinch in the County of Wellington, County Official Plan provides planning policy direction. The Plan establishes the land use designations and policies for the lands adjacent to Clair-Maltby which include Core Greenlands; Greenlands; Earth Science ANSI; Secondary Agriculture; and, Recreational. In addition, the extension of Gordon Street is designated as a County Road.

Lands adjacent to Clair-Maltby which are also identified as subject to the Paris Galt Moraine Policy Area, as well as lands to which Significant Drinking Water Threat Policies apply and an “Issues Contributing Area”. Finally Schedule “C” identifies a Mineral Aggregate Resource Overlay designation which is applicable to certain lands to the east and south of Clair-Maltby. An Official Plan Amendment is required prior to an aggregate operation being permitted in these areas.

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



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**Legend**

- City Street
- Future City Street
- County Road
- Future Highway Interchange
- Railway
- Watercourse
- Waterbody
- Corporate Boundary

**Land Use Designations**

- Low Density Residential
- Low Density Greenfield Residential
- Medium Density Residential
- High Density Residential
- Downtown
- Mixed-Use Corridors
- Community Mixed-Use Centre
- Service Commercial
- Neighbourhood Commercial Centre
- Mixed Office Commercial
- Industrial
- Corporate Business Park
- Mixed Business
- Institutional / Research Park
- Major Institutional
- Special Study Area
- Major Utility
- Open Space and Park
- Reserve Lands
- Secondary Planning Area
- Potential School Site

**Lands Subject to Official Plan Amendment 42**

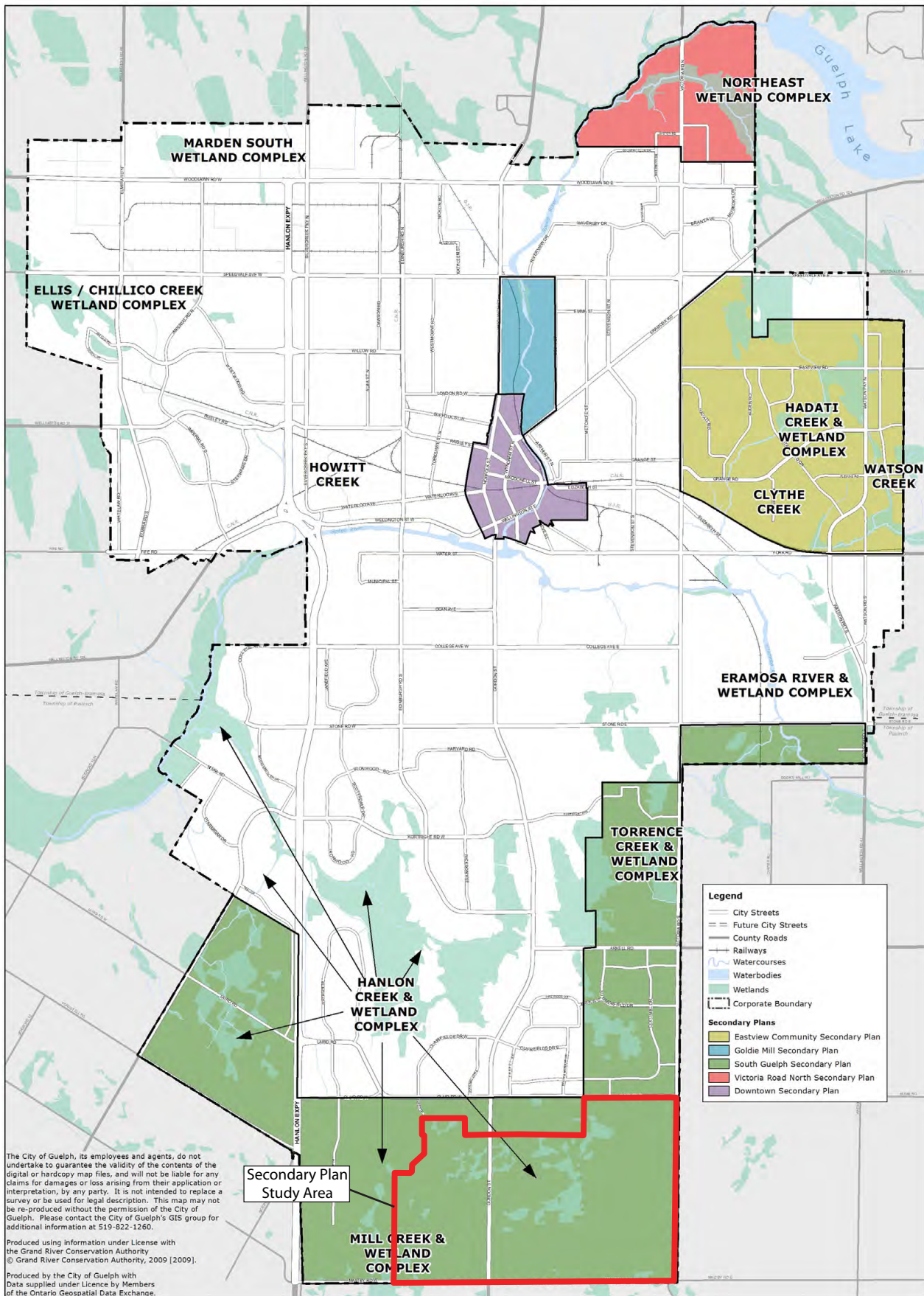
- Significant Natural Area
- Natural Area

The Significant Natural Area and Natural Area designations that form part of Official Plan Amendment 42 are currently under appeal and are illustrated for contextual purposes only and do not form part of this schedule.

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OPA 48  
**CITY OF GUELPH  
 OFFICIAL PLAN**  
**SCHEDULE 2:  
 LAND USE PLAN**

Page 220 of 225



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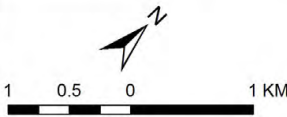
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Secondary Plan Study Area

2001 Official Plan, September 2014 Consolidation

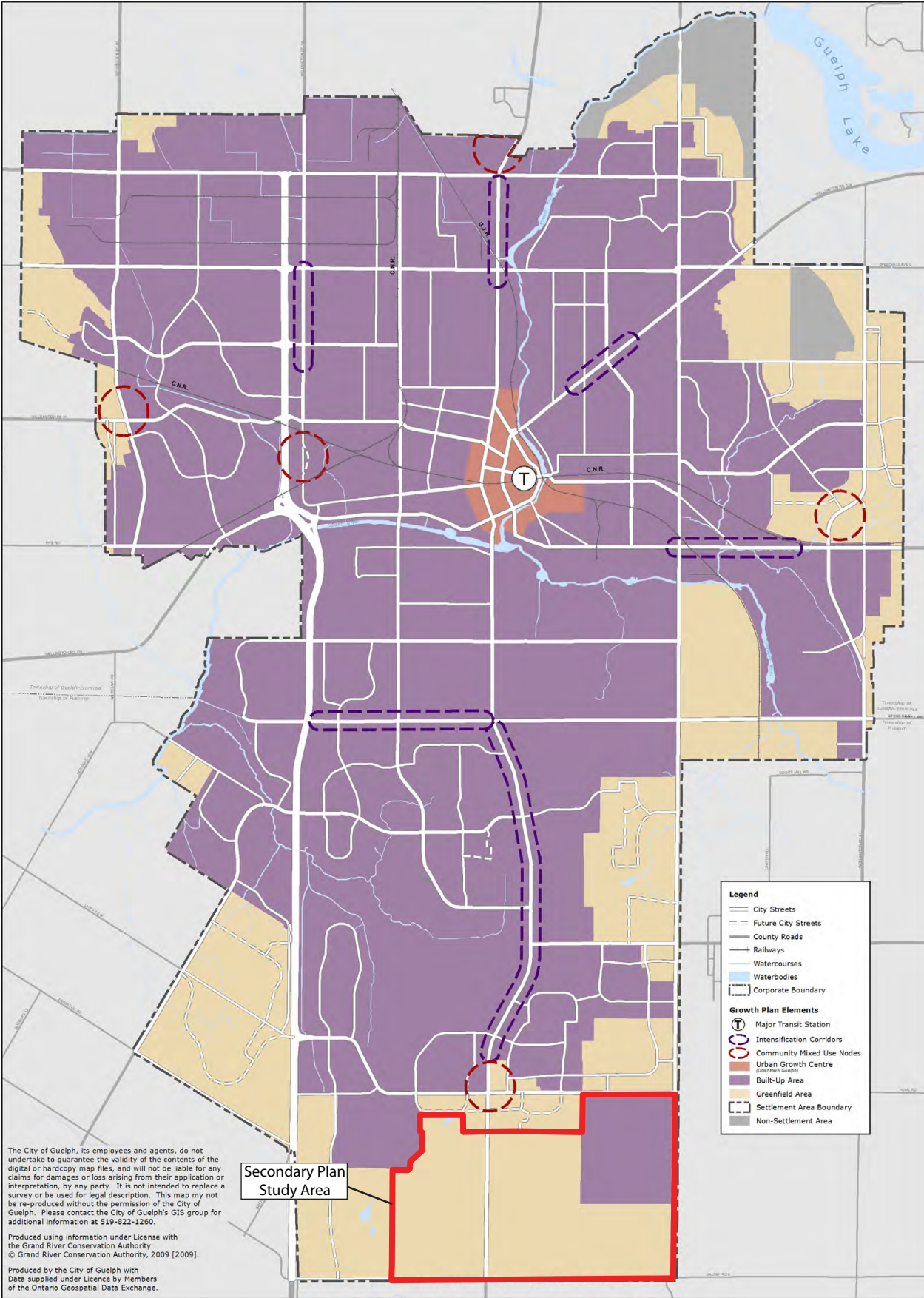
CITY OF GUELPH OFFICIAL PLAN

SCHEDULE 1A: SECONDARY PLANS & WATER FEATURES



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**Legend**

- City Streets
- - - Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary

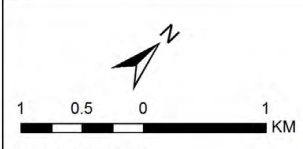
**Growth Plan Elements**

- T Major Transit Station
- Intensification Corridors
- Community Mixed Use Nodes
- Urban Growth Centre (Guelph City Centre)
- Built-Up Area
- Greenfield Area
- Settlement Area Boundary
- Non-Settlement Area

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Secondary Plan Study Area

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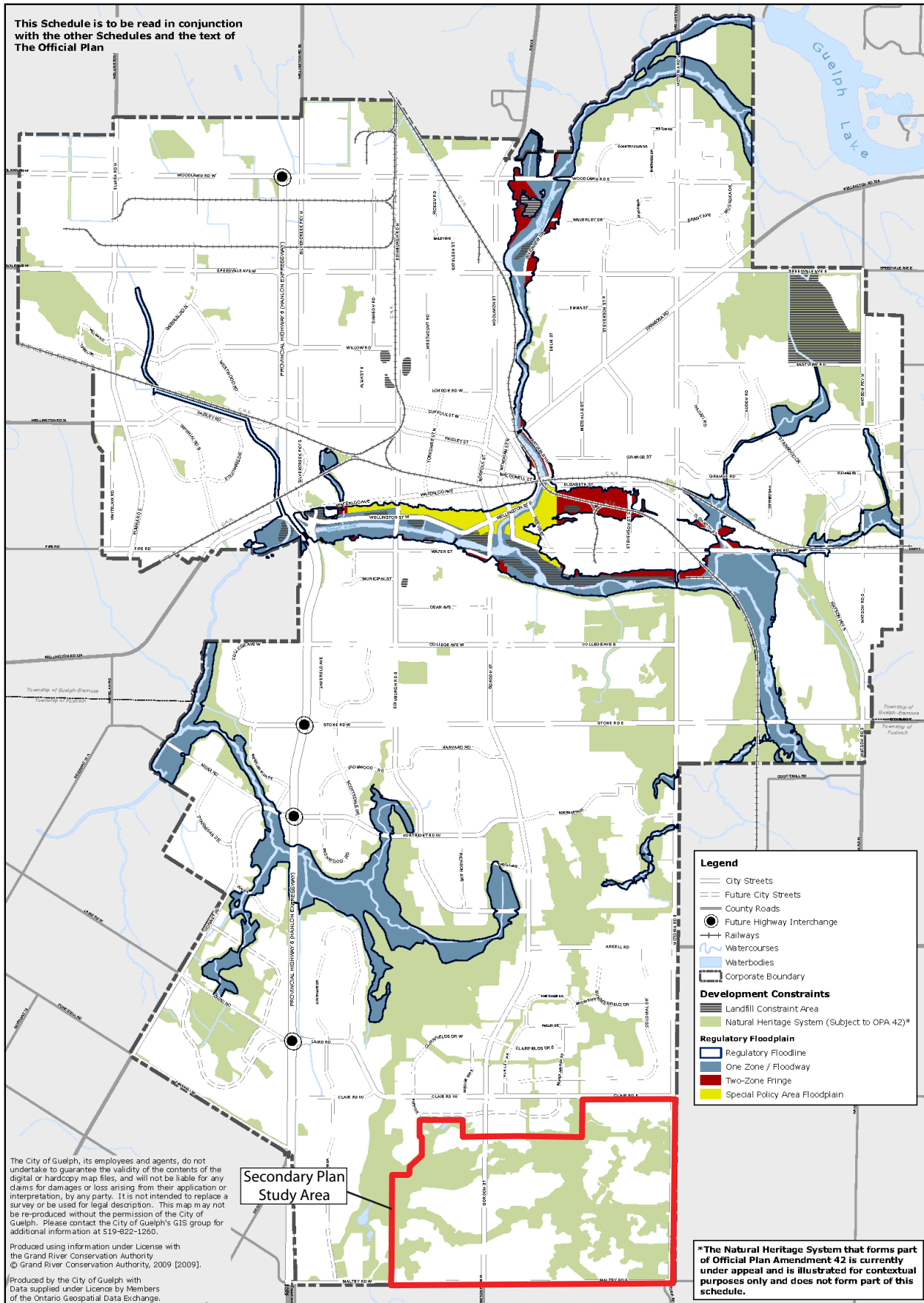


**2001 Official Plan, September 2014 Consolidation**  
**CITY OF GUELPH**  
**OFFICIAL PLAN**  
**SCHEDULE 1B:**  
**GROWTH PLAN ELEMENTS**



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**Legend**

- City Streets
- Future City Streets
- County Roads
- Future Highway Interchange
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary

**Development Constraints**

- Landfill Constraint Area
- Natural Heritage System (Subject to OPA 42)\*

**Regulatory Floodplain**

- Regulatory Floodline
- One Zone / Floodway
- Two-Zone Fringe
- Special Policy Area Floodplain

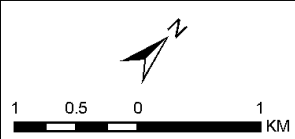
\*The Natural Heritage System that forms part of Official Plan Amendment 42 is currently under appeal and is illustrated for contextual purposes only and does not form part of this schedule.

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Secondary Plan Study Area



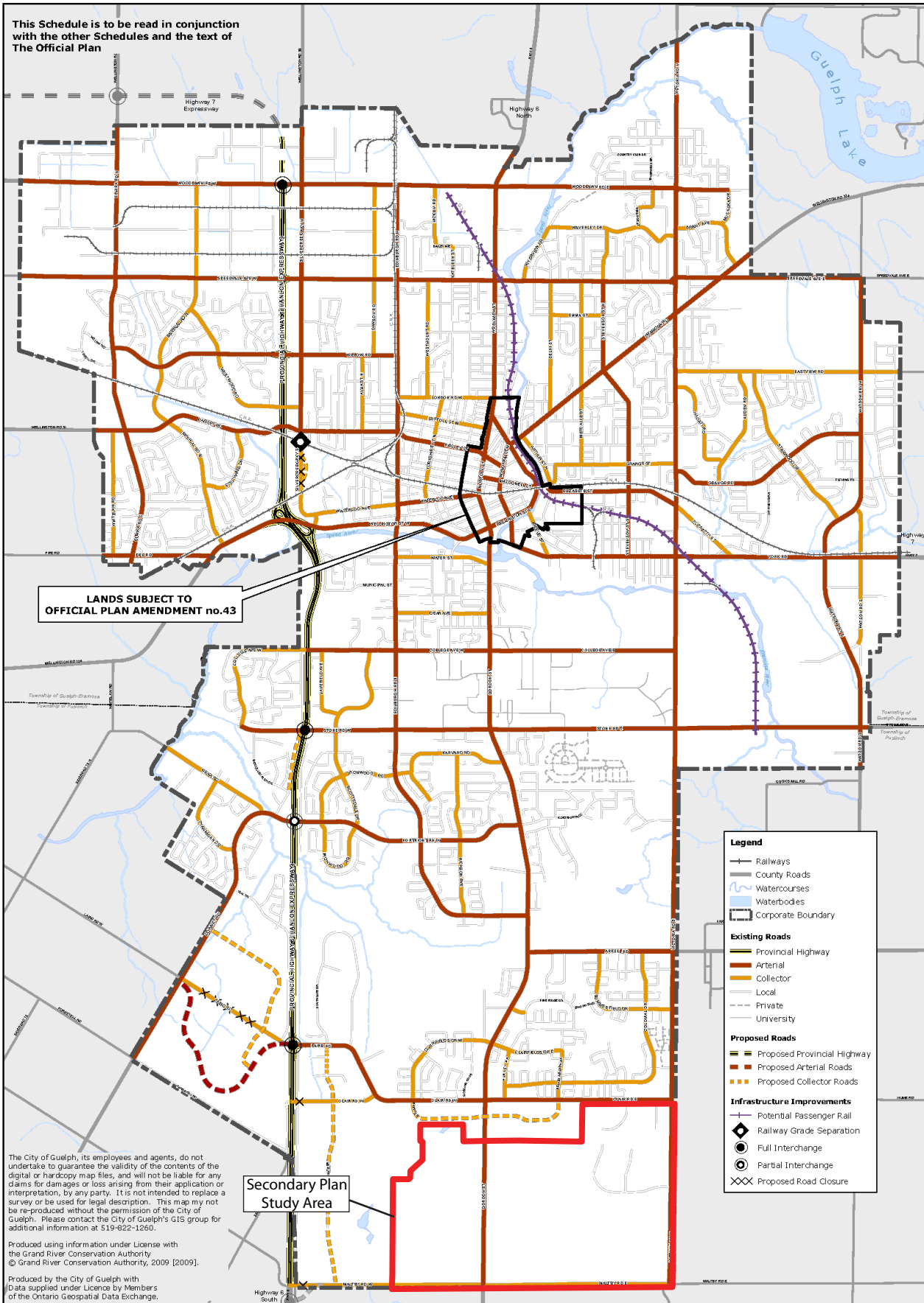
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**CITY OF GUELPH  
 OFFICIAL PLAN**  
**SCHEDULE 3:  
 DEVELOPMENT CONSTRAINTS**



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LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT no.43

Secondary Plan Study Area

**Legend**

- Railways
- County Roads
- Watercourses
- Waterbodies
- Corporate Boundary

**Existing Roads**

- Provincial Highway
- Arterial
- Collector
- Local
- Private
- University

**Proposed Roads**

- Proposed Provincial Highway
- Proposed Arterial Roads
- Proposed Collector Roads

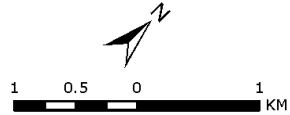
**Infrastructure Improvements**

- Potential Passenger Rail
- Railway Grade Separation
- Full Interchange
- Partial Interchange
- Proposed Road Closure

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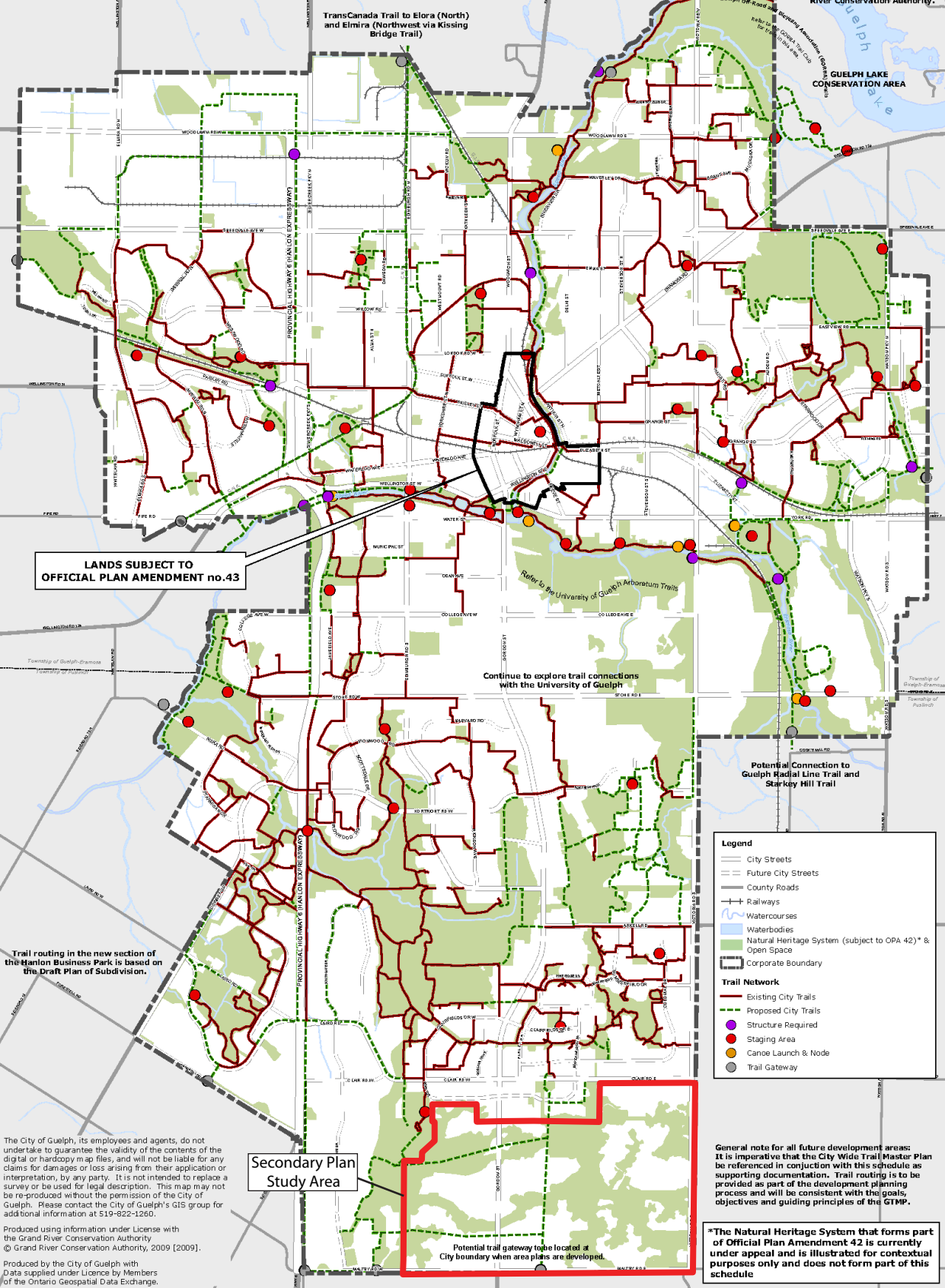


OPA 48  
**CITY OF GUELPH  
 OFFICIAL PLAN**  
**SCHEDULE 6:  
 ROAD & RAIL NETWORK**



Projection: UTM 17N NAD83  
 Produced by the City of Guelph  
 Planning Services  
 June 5, 2012

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



TransCanada Trail to Elora (North) and Elmira (Northwest via Kissing Bridge Trail)

GORBA Trails developed and maintained under special agreement with this Grand River Conservation Authority.

GUELPH LAKE CONSERVATION AREA

LANDS SUBJECT TO OFFICIAL PLAN AMENDMENT no.43

Continue to explore trail connections with the University of Guelph

Potential Connection to Guelph Radial Line Trail and Starkey Hill Trail

Trail routing in the new section of the Hanlon Business Park is based on the Draft Plan of Subdivision.

Secondary Plan Study Area

Potential trail gateway to be located at City boundary when area plans are developed.

**Legend**

- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Natural Heritage System (subject to OPA 42)\* & Open Space
- Corporate Boundary

**Trail Network**

- Existing City Trails
- Proposed City Trails
- Structure Required
- Staging Area
- Canoe Launch & Node
- Trail Gateway

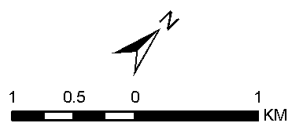
General note for all future development areas: It is imperative that the City Wide Trail Master Plan be referenced in conjunction with this schedule as supporting documentation. Trail routing is to be provided as part of the development planning process and will be consistent with the goals, objectives and guiding principles of the GTMP.

\*The Natural Heritage System that forms part of Official Plan Amendment 42 is currently under appeal and is illustrated for contextual purposes only and does not form part of this schedule

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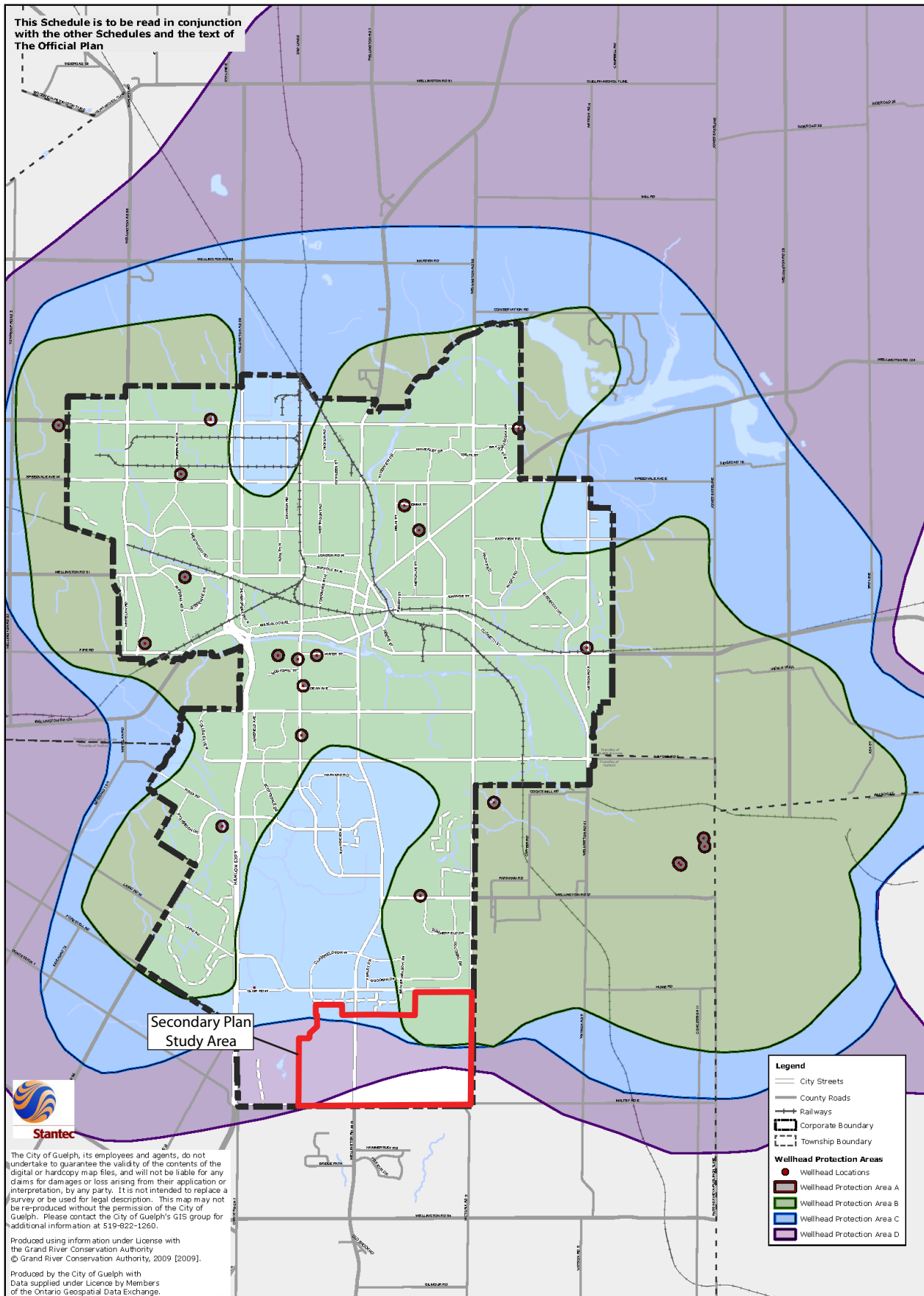


OPA 48  
**CITY OF GUELPH  
 OFFICIAL PLAN**  
**SCHEDULE 7:  
 TRAIL NETWORK**



Projection: UTM 17N NAD83  
 Produced by the City of Guelph  
 Planning Services  
 June 5, 2012

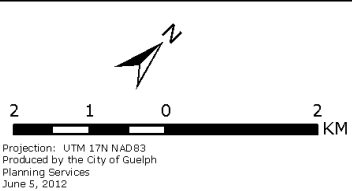
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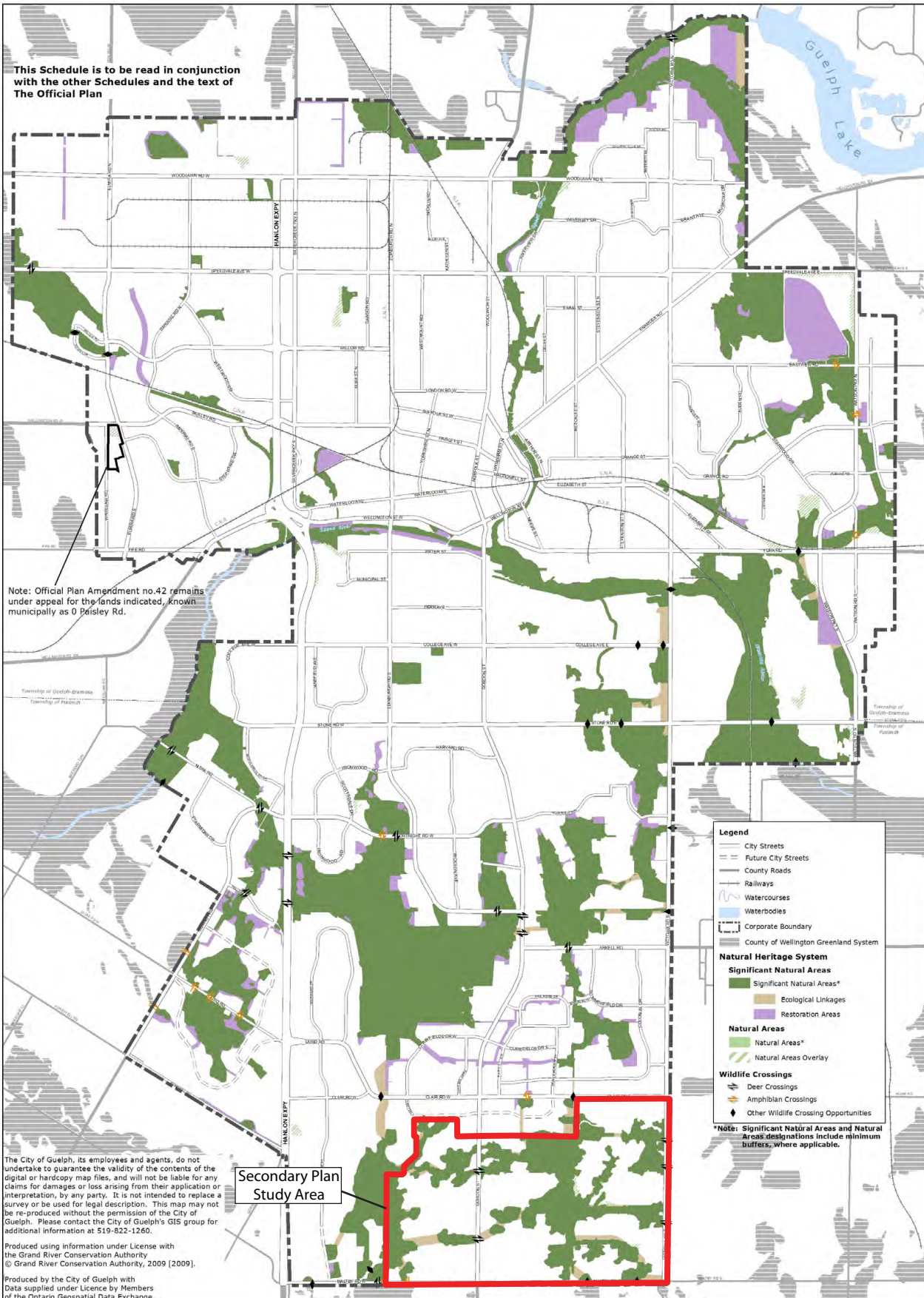


OPA 48  
**CITY OF GUELPH  
 OFFICIAL PLAN**  
**SCHEDULE 8:  
 WELLHEAD PROTECTION AREAS**



This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan

Note: Official Plan Amendment no.42 remains under appeal for the lands indicated, known municipally as 0 Paisley Rd.



**Legend**

- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary
- County of Wellington Greenland System

**Natural Heritage System**

**Significant Natural Areas\***

- Significant Natural Areas\*
- Ecological Linkages
- Restoration Areas

**Natural Areas**

- Natural Areas\*
- Natural Areas Overlay

**Wildlife Crossings**

- Deer Crossings
- Amphibian Crossings
- Other Wildlife Crossing Opportunities

\*Note: Significant Natural Areas and Natural Areas designations include minimum buffers, where applicable.

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Secondary Plan Study Area

2001 Official Plan, September 2014 Consolidation

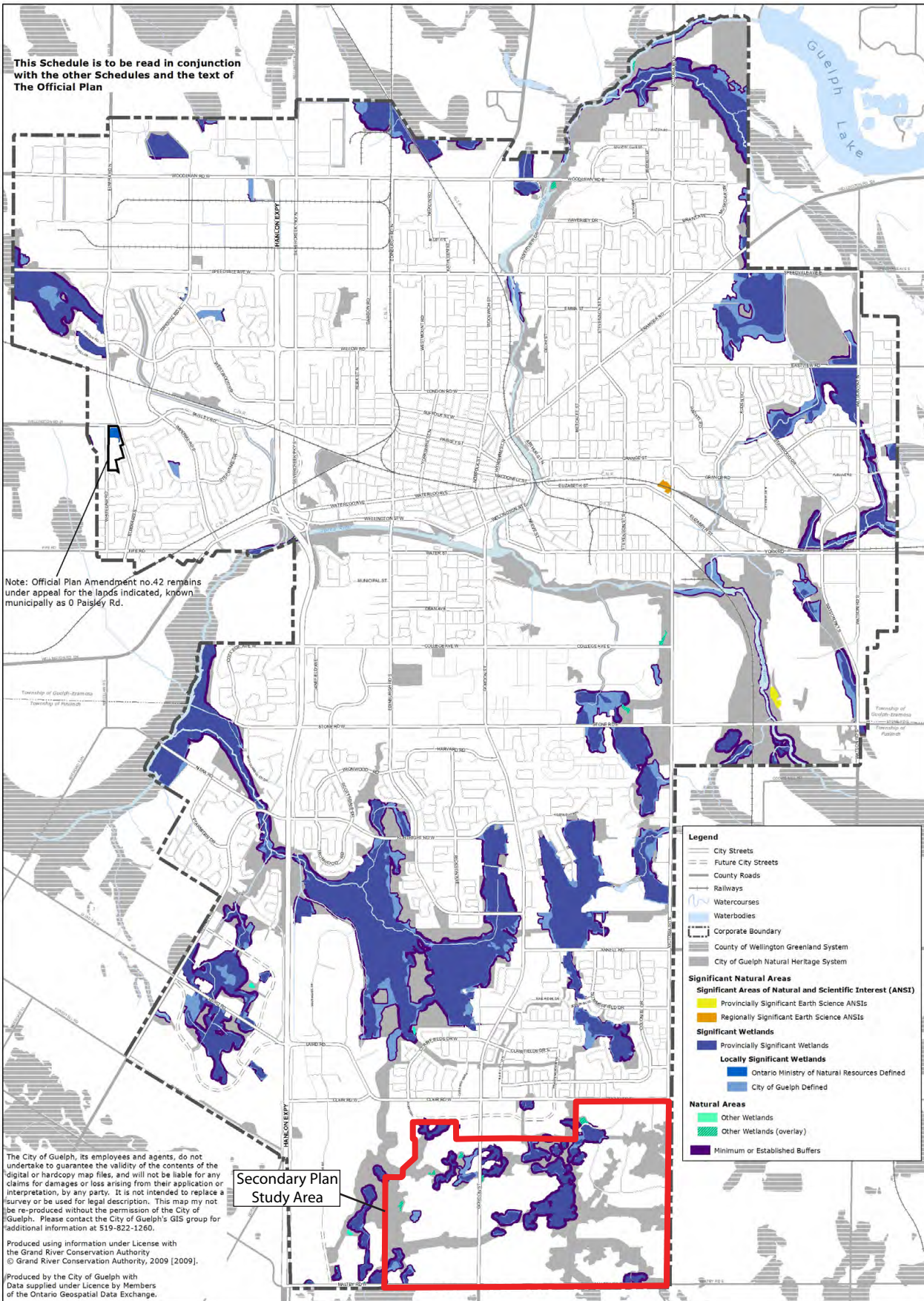
**CITY OF GUELPH  
OFFICIAL PLAN  
SCHEDULE 10:  
NATURAL HERITAGE SYSTEM**

**Natural Heritage System**

1 0.5 0 1 KM

Projection: UTM 17N NAD83  
Produced by the City of Guelph  
Planning Services  
September 2014 Consolidation

This Schedule is to be read in conjunction with the other Schedules and the text of The Official Plan



Note: Official Plan Amendment no.42 remains under appeal for the lands indicated, known municipally as 0 Paisley Rd.

**Legend**

- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary
- County of Wellington Greenland System
- City of Guelph Natural Heritage System

**Significant Natural Areas**

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

- Provincially Significant Earth Science ANSIs
- Regionally Significant Earth Science ANSIs

**Significant Wetlands**

- Provincially Significant Wetlands
- Locally Significant Wetlands**
- Ontario Ministry of Natural Resources Defined
- City of Guelph Defined

**Natural Areas**

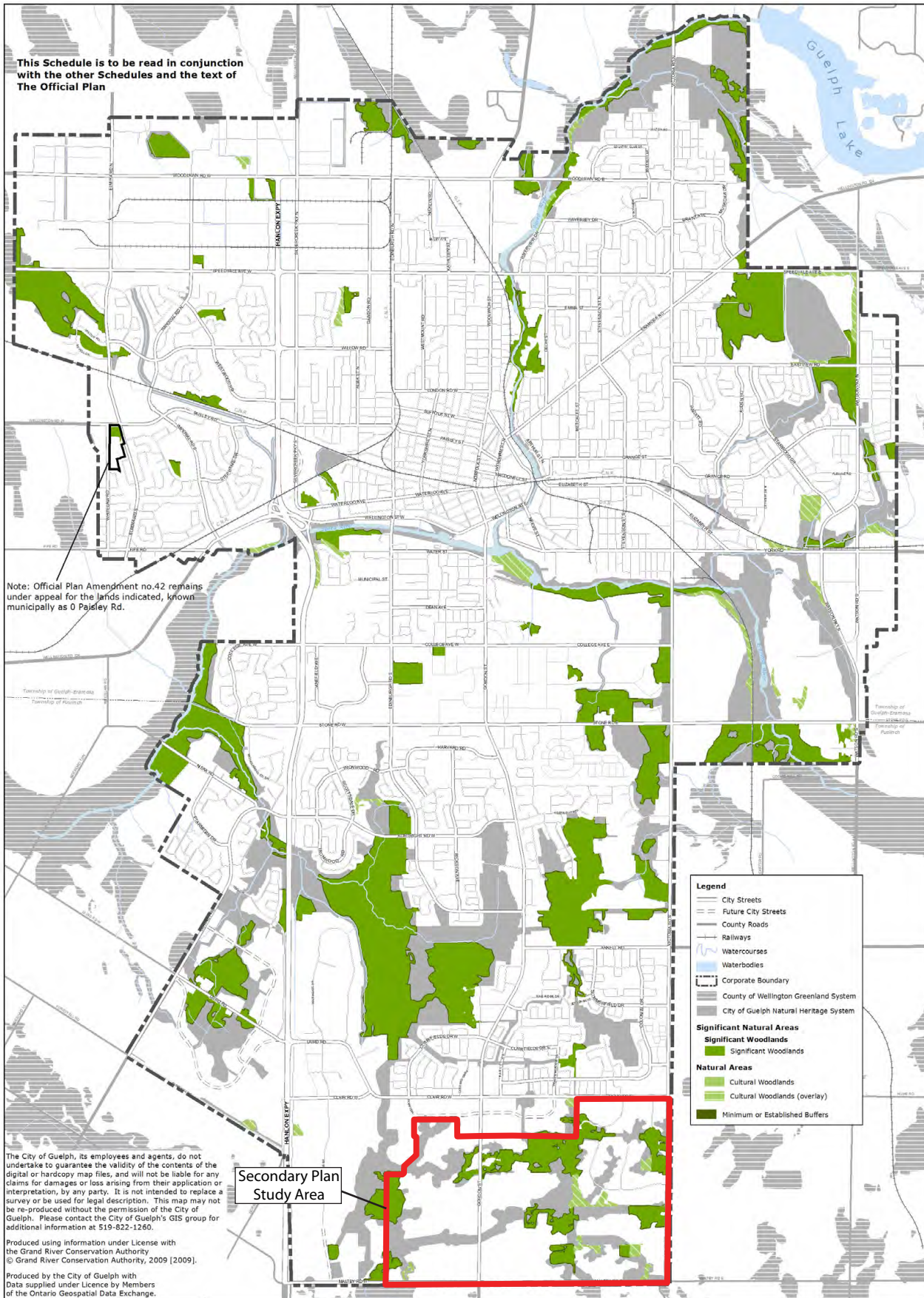
- Other Wetlands
- Other Wetlands (overlay)
- Minimum or Established Buffers

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Secondary Plan Study Area

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Secondary Plan Study Area

**Legend**

- City Streets
- Future City Streets
- County Roads
- Railways
- Watercourses
- Waterbodies
- Corporate Boundary
- County of Wellington Greenand System
- City of Guelph Natural Heritage System

**Significant Natural Areas**

- Significant Woodlands
- Significant Woodlands

**Natural Areas**

- Cultural Woodlands
- Cultural Woodlands (overlay)
- Minimum or Established Buffers

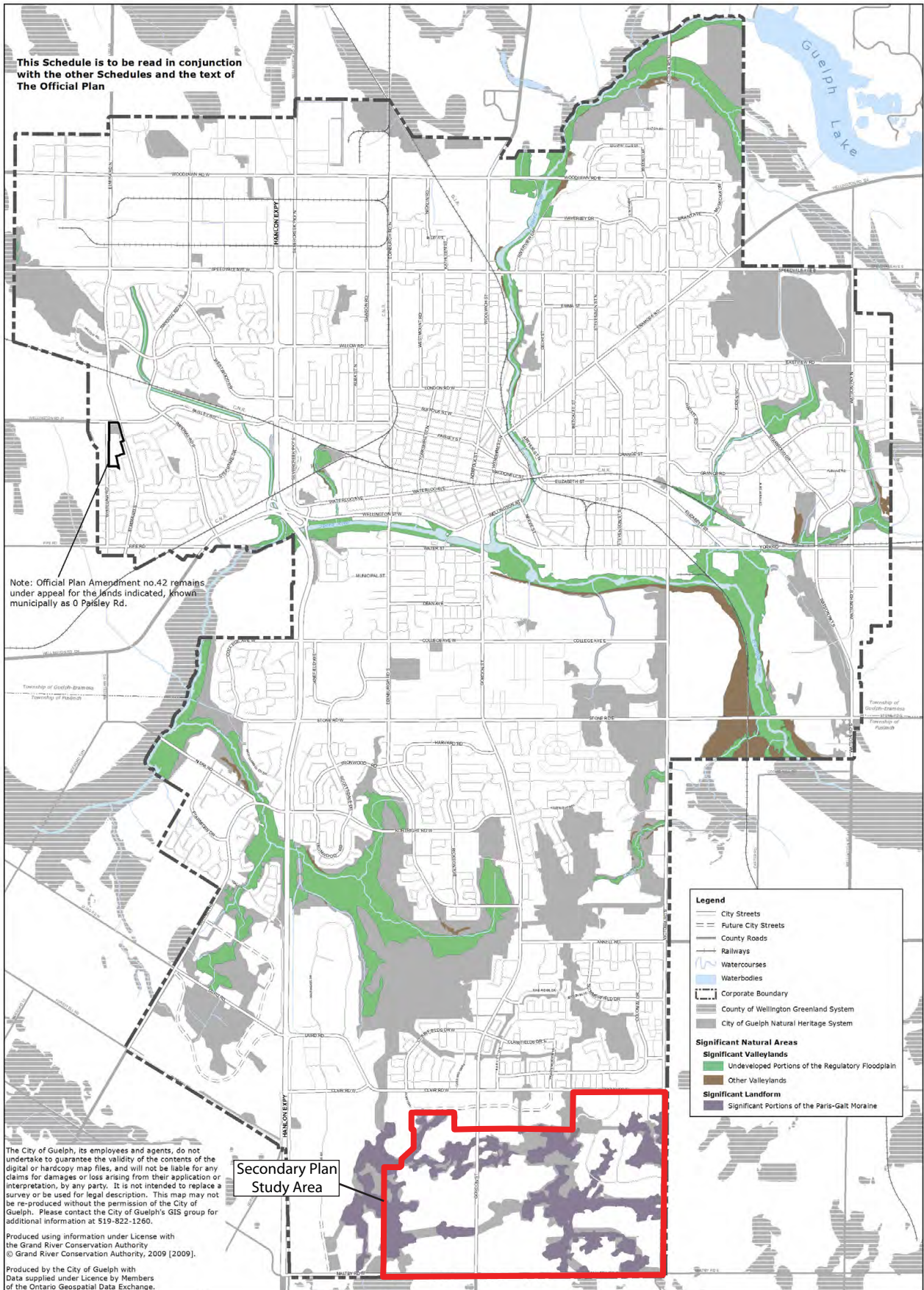


Projection: UTM 17N NAD83  
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Planning Services  
September 2014 Consolidation

2001 Official Plan, September 2014 Consolidation

**CITY OF GUELPH  
OFFICIAL PLAN  
SCHEDULE 10C:  
NATURAL HERITAGE SYSTEM  
Significant Woodlands**





# Schedule A7 PUSLINCH



## Legend

### The Greenlands System

- Core Greenlands
- Greenlands
- Earth Science ANSI

### The Rural System

- Prime Agricultural
- Secondary Agricultural
- Recreational
- Rural Employment Area
- Country Residential
- Policy Areas

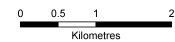
### The Urban System

- H. Hamlet Area
- U.C. Urban Centre

### Other

- Landfill Site
- Proposed Interchange
- Proposed Major Roadways
- County Roads
- Provincial Highways

Mineral Aggregate Resources are identified on Schedule C of the Official Plan. Licensed Aggregate Operations are identified on Appendix 2 of the Official Plan.

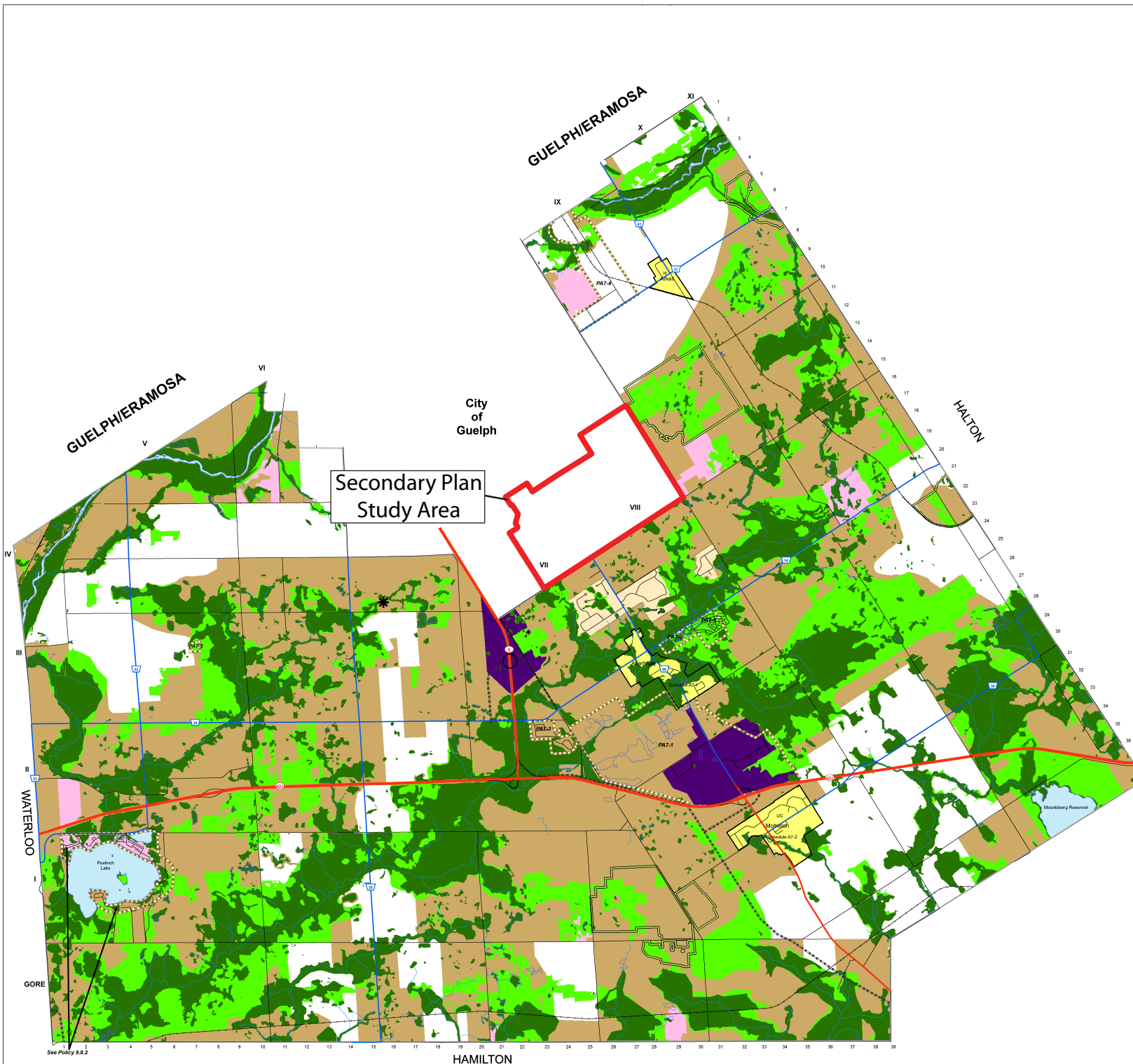


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Sources:  
County of Wellington, Planning and Development Department, Ministry of Natural Resources, Grand River Conservation Authority, Hamilton Region Conservation Authority, and Conservation Halton.

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Updated: August 4, 2016.  
Date Printed: March 9, 2015.





### Where Significant Drinking Water Threat Policies Apply

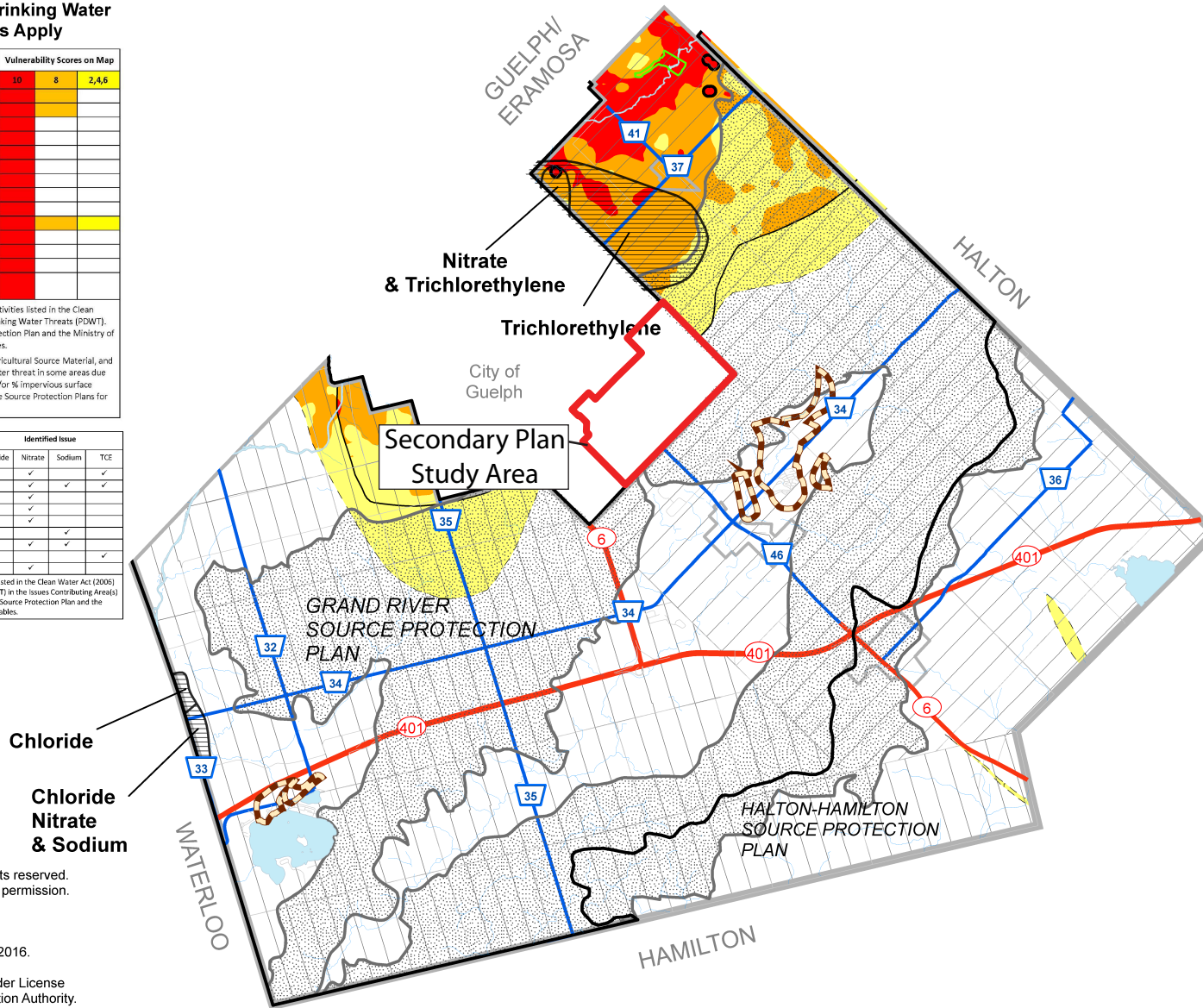
Significant Drinking Water Threat Policy Categories	Vulnerability Scores on Map		
	10	8	2,4,6
1. Waste Disposal	■	■	■
2. Sewage Systems	■	■	■
3, 4. Agricultural Source Material	■	■	■
6, 7. Non-Agricultural Source Material*	■	■	■
8, 9. Commercial Fertilizer*	■	■	■
10, 11. Pesticide	■	■	■
12, 13. Road Salt*	■	■	■
14. Storage of Snow	■	■	■
15. Fuel	■	■	■
16. DNAPLs	■	■	■
17. Organic Solvents	■	■	■
18. Aircraft De-icing	■	■	■
21. Livestock Area	■	■	■
Local Oil Pipelines	■	■	■
Threat	■	■	■

**Note:** This table provides a summary of the activities listed in the Clean Water Act (2006) that apply as Prescribed Drinking Water Threats (PDWT). For details refer to the text of the Source Protection Plan and the Ministry of the Environment Drinking Water Threats Tables.

\*Application of Commercial Fertilizer, Non-Agricultural Source Material, and Road Salt may not be a significant drinking water threat in some areas due to the % managed land, livestock density, and/or % impervious surface calculations for these areas. See the text of the Source Protection Plans for further details.

Significant Drinking Water Threat Policy Categories	Identified Issue			
	Chloride	Nitrate	Sodium	TCE
1. Waste Disposal	✓	✓	✓	✓
2. Sewage Systems	✓	✓	✓	✓
3, 4. Agricultural Source Material	✓	✓	✓	✓
6, 7. Non-Agricultural Source Material	✓	✓	✓	✓
8, 9. Commercial Fertilizer	✓	✓	✓	✓
12, 13. Road Salt	✓	✓	✓	✓
14. Storage of Snow	✓	✓	✓	✓
16. DNAPLs	✓	✓	✓	✓
21. Livestock Area	✓	✓	✓	✓

**Note:** This table provides a summary of the activities listed in the Clean Water Act (2006) that apply as Prescribed Drinking Water Threats (PDWT) in the Issues Contributing Areas shown on this map. For details refer to the text of the Source Protection Plan and the Ministry of the Environment Drinking Water Threats Tables.



## Schedule B7 Puslinch Township



### Legend

- Source Protection Plan Boundary
- Paris Galt Moraine Policy Area

### Wellhead Protection Area

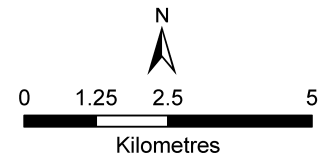
- A
- B
- C

### Vulnerability Score

- 10
- 8
- 2,4,6

- Issues Contributing Area
- Paris Galt Moraine Policy Area
- Intake Protection Zone
- Private Communal System Policy Area

**NOTE:** These areas can be viewed in greater detail at: <http://www.wellington.ca/en/discover/maps.asp>  
Click on the "Sourcewater Protection" button.



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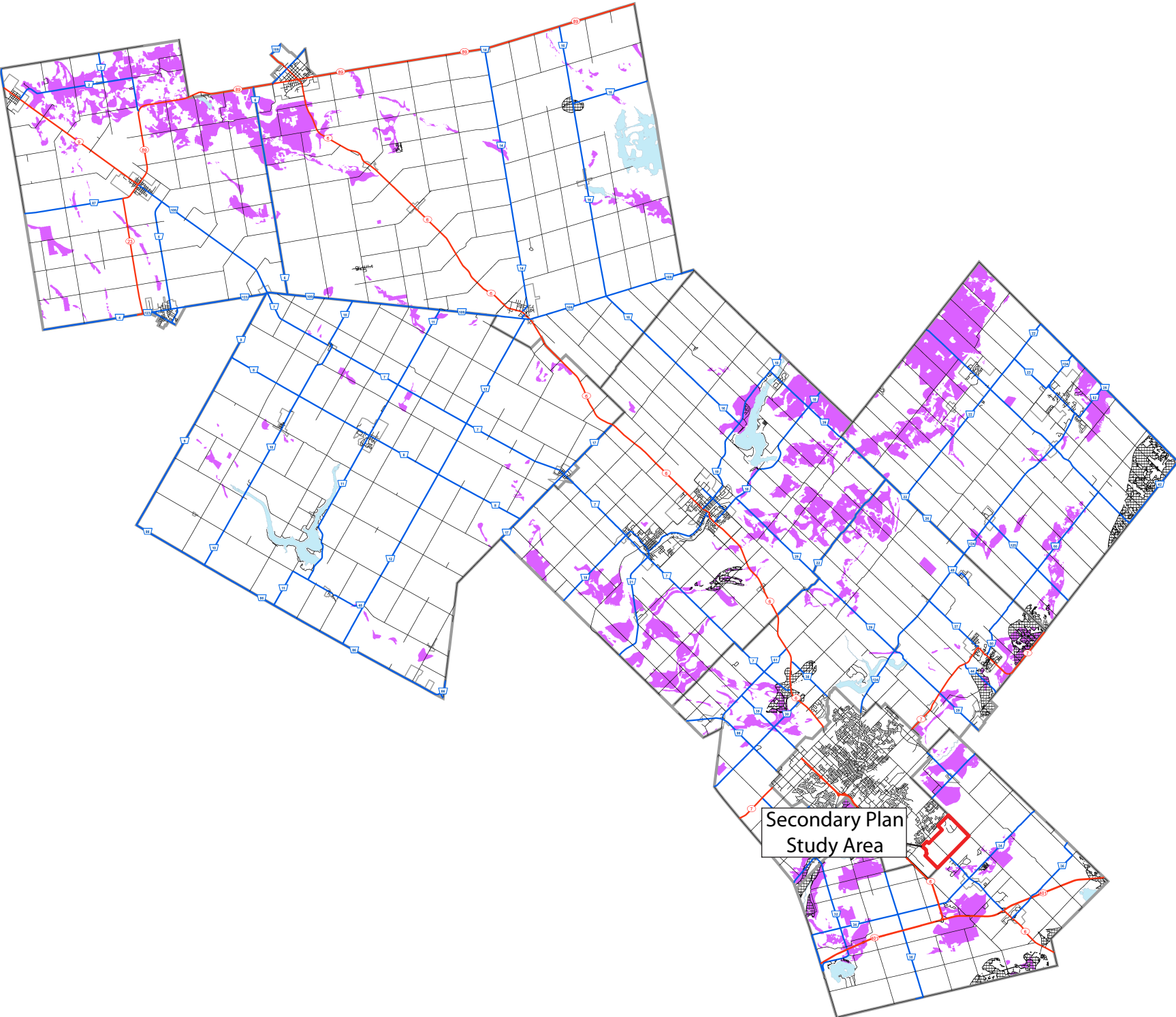
Sources:  
County of Wellington, 2016.  
Ministry of Natural Resources, 2016.

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# Mineral Aggregate Resource Overlay

## Schedule "C"



### Legend

- Sand and gravel resources of Primary and Secondary Significance
- Selected Bedrock Resource Areas

Licensed Aggregate Operations are identified on Appendix 2.



Updated: March 9, 2015.  
Date Printed: March 9, 2015.

# A14