



Clair-Maltby

Transform. Connect. Community.

11.3 Draft Secondary Plan

Final Draft for Community Engagement
June 16, 2021

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Introduction

The Clair-Maltby Secondary Plan establishes a detailed planning framework consisting of a Vision, Guiding Principles, Objectives, Policies and Schedules to guide and regulate future *development* of the Clair-Maltby Secondary Plan area. Users of this Secondary Plan should refer to the comprehensive Official Plan for general city-wide policies applicable to Clair-Maltby.

The Clair-Maltby Secondary Plan area is located in the south end of the city on the *Paris Galt Moraine*. It comprises lands generally bounded by Clair Road to the north, Victoria Road South to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west.

11.3.1 Vision, Guiding Principles and Objectives

11.3.1.1 A Vision for Clair-Maltby

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

The Natural Heritage System (NHS) and the *Paris Galt Moraine* provide the physical and ecological framework for the balanced *development* of interconnected and sustainable neighbourhoods following the City's environment-first approach.

The area will be primarily residential in character with a full range and mix of housing types, which will allow for affordable and market-based housing, and a variety of other uses to meet the needs of all residents.

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

11.3.1.2 Guiding Principles and Objectives

Principle 1: Green and Resilient

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

Objectives:

1. Protect, maintain, restore and where possible improve the diversity and connectivity of the Natural Heritage System in Clair-Maltby, including its ecological and hydrologic functions.
2. Maintain the groundwater recharge function of the Paris Galt Moraine.
3. Recognize the importance of Halls Pond in maintaining biodiversity and ecosystem health in Clair-Maltby.
4. Promote *green infrastructure* as a complement to traditional infrastructure used to manage stormwater.
5. Ensure that conservation and the efficient use of energy and water is incorporated in the design of new development and infrastructure to contribute to the City's achievement of Net Zero Carbon and the mitigation of climate change.
6. Minimize changes to the *hummocky topography* of the *Paris Galt Moraine* through the design of new development and infrastructure to preserve the aesthetic and geologic uniqueness of Clair-Maltby.

Principle 2: Healthy and Sustainable

Design the community for healthy, active living. Provide a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure sustainable and financially viable *development*.

Objectives:

1. Promote healthy, active living including the provision of *active transportation* infrastructure to provide a variety of mobility choices for residents of all ages.
2. Design development and provide infrastructure in a sustainable and financially viable manner including the optimization of existing infrastructure and appropriate staging of new infrastructure.
3. Provide a range and mix of unit types and sizes to address housing affordability and options concentrating higher density residential development on collector and arterial roads with the highest densities being located on Gordon Street.

Principle 3: Vibrant and Urban

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

Objectives:

1. Create compact, walkable neighbourhoods through the design of *development* to reflect healthy neighbourhood design principles.
2. Design neighbourhoods with a sense of community to promote opportunities for diversity and social connection in Clair-Maltby.
3. Encourage human-scaled built form for all land use designations throughout Clair-Maltby, including Mixed-use and High Density Residential.
4. Design Gordon Street as the central spine of Clair-Maltby by concentrating higher density residential development and a mix of uses and providing connections to the Urban Village Core and Main Street Area.
5. Design the Green Gateway at Gordon Street and Maltby Road, which is a major entry point into the city, to reflect Guelph's identity as a historic, beautiful and innovative city.
6. Conserve the cultural heritage resources and honour the rural and agrarian past of Clair-Maltby.

Principle 4: Interconnected and Interwoven

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

Objectives:

1. Design new *development* and infrastructure to create a modified street grid pattern and trail system that is designed to facilitate all modes of transportation with a priority on walking, cycling and transit.
2. Provide connections to parks, open spaces and trails from the Moraine Ribbon and the road network to promote *active transportation* and *passive recreation*.
3. Facilitate safe, direct and attractive *active transportation* routes for people of all ages and abilities through the design of new *development* and infrastructure.
4. Enable continuous multimodal travel throughout Clair-Maltby with connections to city-wide travel networks.
5. Provide efficient transit service throughout Clair-Maltby that integrates with the rest of the city's transit network and encourage links to regional transit.
6. Design an urban transit hub to provide a focal point in the transit network that integrates different modes of transportation and place-making strategies to provide a place of connectivity on Gordon Street.

Principle 5: Balanced and Livable

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

Objectives:

1. Contribute to the achievement of the City's designated *greenfield area* density target.
2. Ensure residential neighbourhoods are walkable areas, anchored by a focal point such a neighbourhood-scale mixed use or commercial development, schools, parks and/or other community facilities.
3. Ensure that residents are adequately served by parkland and trails within walking distance, as well as recreation facilities.
4. Promote human connections with nature by providing appropriate access to the Natural Heritage System, including access to Halls Pond and the *Paris Galt*

Moraine, balancing ecosystem restoration with compatible *passive recreational uses*.

5. Celebrate Halls Pond as a key component of the Natural Heritage System and visual focal point of the Community Park.

11.3.2 Managing Growth & Community Structure

11.3.2.1 Managing Growth in Clair-Maltby

Clair-Maltby is within the City's designated *greenfield area*. It has been designed as an urban village in the context of the City's environment-first approach.

1. Growth shall generally occur from north to south and west to east, with priority being given to *development* in the Gordon Street Corridor in accordance with the preferred servicing strategy outlined in the Master Environmental Servicing Plan (MESP).
2. *Development* will be planned to contribute toward the overall *density targets* for the designated *greenfield area* of the City over the long term. The Clair-Maltby secondary plan area is planned and designed to achieve an overall minimum *density target* that is not less than 65 residents and jobs per hectare. This will provide for *transit-supportive* densities with a human-scaled built form, with a full range and mix of affordable and market-based housing options and a variety of other uses.
3. In order to contribute to achieving the City-wide population and employment projections and density targets, Clair-Maltby is planned to achieve, at a minimum, the following by the year 2051:
 - a. 16,300 people; and,
 - b. 1,250 jobs.
4. Within the overall targets, the target for the Gordon Street Corridor is approximately 4,100 people and 500 jobs.

11.3.2.2 Clair-Maltby Community Structure

The Natural Heritage System and the *Paris Galt Moraine*, together with the Open Space System will provide the framework for the balanced *development* of interconnected and sustainable neighbourhoods focused on the Gordon Street Corridor. The Gordon Street Corridor will be a mixed-use corridor with the Urban Village Core as its central focus. Other features of the Clair-Maltby urban village are the Green Gateway and Urban/Rural Transition.

Clair-Maltby will be primarily residential in character and comprised of:

- The Natural Heritage System, including *significant* portions of the *Paris Galt Moraine*;
- the Open Space System, including the Moraine Ribbon;
- the Gordon Street Corridor
- the Urban Village Core;
- residential neighbourhoods; and,
- the urban-rural transition, including the Green Gateway.

The Community Structure for this urban village is illustrated on Schedule A.

Natural Heritage System and the Paris Galt Moraine

1. The Natural Heritage System as identified on all schedules, and designated on Schedules B and E, incorporates the *natural heritage features and areas* of Clair-Maltby. In particular, given the location of Clair-Maltby within the *Paris Galt Moraine*, the Natural Heritage System incorporates moraine components identified as “*Significant Landform*” in this Plan. The Natural Heritage System is a central element of the Community Structure which is intended to be protected, maintained, restored and where possible, improved.

Open Space System

2. The Open Space System will be comprised of the Community Park, neighbourhood parks, the Moraine Ribbon and the trails system. It is designed to be supportive of, and complementary to, the Natural Heritage System. Where and when possible, stormwater management capture areas may be used for recreational purposes.
3. The Moraine Ribbon will be comprised of a series of generally continuous linear open spaces that will be established adjacent to the Natural Heritage System and may include interconnected park areas, *stormwater management capture areas, cultural heritage resources, and natural areas* that do not meet criteria for inclusion in the Natural Heritage System.

Gordon Street Corridor

4. The Gordon Street Corridor as identified on Schedules A, B and D will be an integrated, compact and mixed-use district that provides opportunities to live and work close to services. It will provide a range of built form conditions, varying along the corridor to protect, highlight and give prominence to the Natural Heritage System, areas of significant topography, and *cultural heritage resources*, while allowing for vibrant urban *development* to occur at *transit-supportive* densities. The Gordon Street Corridor will accommodate the highest density in Clair-Maltby anchored by the Urban Village Core and its *Main Street Area*. Direct vehicular access onto the corridor will be limited. The Gordon Street Corridor will also include:
 - a. areas with taller residential and/or mixed-use buildings;
 - b. areas where the existing Natural Heritage System and *cultural heritage resources* are protected; and,
 - c. *development* designed to accommodate areas of significant topography.

Urban Village Core

5. The Urban Village Core as identified on Schedules A and D will be the central focus of Clair-Maltby and the Gordon Street Corridor. It will include:
 - a. a *Main Street Area* that anchors the core area and runs east-west crossing Gordon Street perpendicularly;
 - b. buildings designed to be pedestrian oriented and mixed-use;
 - c. high quality signature and landmark buildings; and,
 - d. a centrally-located urban square adjacent to the main street that will serve as its focal point.

Residential Neighbourhoods

6. The neighbourhoods in Clair-Maltby, as generally identified by the residential neighbourhood circles on Schedule A, will be comprised of predominantly low-rise to midrise housing forms in residential areas anchored by one or more neighbourhood focal points. Such focal points will be in walking distance of neighbourhood residents and will generally include *community infrastructure*. A focal point may also include a neighbourhood-scale mixed-use or commercial *development*.
7. *Community infrastructure* will be co-located in neighbourhood focal points or in the Gordon Street Corridor, where feasible, to promote cost-effectiveness and facilitate service integration, as well as to enhance access to transit and *active transportation*. This will include co-location with *stormwater management capture areas* which will be designed as predominately dry multi-functional areas where possible, particularly where such facilities are co-located with parks and schools. Co-location with *stormwater management capture areas* will provide opportunities to expand and enhance open space areas. *Community infrastructure* will be planned and implemented in

accordance with the policies of Chapter 7 of the Official Plan and the designations on Schedules A, B and C, in coordination with public and non-profit boards and agencies and other organizations.

Urban-Rural Transition

8. The Urban-Rural Transition will be located along the northerly side of the Maltby Road right-of-way, and the westerly side of the Victoria Road South right-of-way. *Development* in this area will be designed to transition to the adjacent rural areas outside the city boundary with respect to density and built form.
9. A Green Gateway forms part of both the Urban-Rural Transition and the Gordon Street Corridor. Located at the entrance to the City at Gordon Street and Maltby Road, it will be a feature designed to mark this important entrance to the City and to reflect the City's image and identity.

11.3.3 Water Resources and Natural Heritage

The Water Resources and Natural Heritage System policies of the City's Official Plan implement an ecosystem-based subwatershed planning approach to identify, evaluate and protect the natural environment. Long term protection is provided to *significant natural areas with established buffers*, with clear direction to maintain, restore and, where possible, improve the Natural Heritage System and the quality and quantity of Guelph's surface water and *groundwater* resources. The policies in Section 11.3.3, which build upon Chapter 4 of the Official Plan, are informed by the vision, guiding principles and objectives of the Clair-Maltby Secondary Plan, and the recommendations of the subwatershed plan-based Comprehensive Environmental Impact Study (CEIS) and MESP.

The *water resource system*, Natural Heritage System and *urban forest* are part of Clair-Maltby's *green infrastructure*, along with built elements such as stormwater management systems and parkland. The concept of *green infrastructure* recognizes that natural and human-made elements can provide *ecological* and *hydrologic functions* that support social well-being and a high quality of life for residents, and will also help mitigate the impacts of climate change in Guelph.

11.3.3.1 Water Resource System

1. Clair-Maltby's *water resource system* is comprised of *groundwater* features, *hydrologic functions*, *natural heritage features and areas*, and *surface water features*, which are necessary for the ecological and hydrologic integrity of the Hanlon Creek and Mill Creek subwatersheds, and the *Paris Galt Moraine*. The *water resource system* is a policy-based system and is not mapped.

2. The watershed planning and water resources policies in Chapter 4 of the Official Plan apply to Clair-Maltby's *water resource system*.
3. There is extensive overlap between the *water resource system* and the Natural Heritage System in Clair-Maltby. The *water resource system* policies protect the water resources and *hydrologic functions* in Clair-Maltby, including those which may not be directly connected to, or included within, the Natural Heritage System.
4. Detailed area-specific *environmental impact studies* and/or *environmental assessments* are required for development and *site alteration* in Clair-Maltby. These studies shall:
 - a. recognize the integration between the *water resource system* and Natural Heritage System identified on Schedule E; and,
 - b. adhere to the recommendations of the CEIS and MESP to protect, improve or restore *sensitive surface water features*, *sensitive groundwater features*, and their *hydrologic functions*.
5. Stormwater management systems will be designed to:
 - a. protect the infiltration and recharge functions of the *water resource system* through the use of distributed stormwater management systems and *green infrastructure*, and should include *low impact development* measures and maximize the extent of vegetative and pervious surfaces; and,
 - b. meet or exceed water quality control targets established in the MESP to the satisfaction of the City in consultation with the GRCA.
6. Area-specific *environmental impact studies* and/or *environmental assessments* prepared for proposed *development*, *site alteration* and/or capital projects will be required to assess existing site-specific surface water drainage systems, such as tile drain systems, and their connections to natural heritage features and areas. Proposed *development*, *site alteration* and/or capital projects must demonstrate no *negative impacts* to the receiving drainage system(s), upstream surface water drainage system and hydrologically connected *natural heritage features and areas*.
7. To minimize chloride loadings in runoff to protect water quality and ecosystem health, the City will reduce the use of salt through the implementation of management measures described in the MESP.

11.3.3.2 Natural Heritage System

1. Clair-Maltby's Natural Heritage System consists of *significant natural areas* (including *ecological linkages*), *natural areas* and wildlife crossing locations and includes headwater areas of the Hanlon Creek and Mill Creek subwatersheds, and the Halls Pond and Mill Creek *Provincially Significant Wetland Complexes*. *Significant landform* of the *Paris Galt Moraine* connects the *natural heritage features and areas* of the Natural Heritage System and links the Natural Heritage System to the *water resource system*.
2. Clair-Maltby's Natural Heritage System, as designated on Schedule B, is subject to the Natural Heritage System policies in Chapter 4 of the Official Plan in addition to the policies of the Clair-Maltby Secondary Plan.
3. New *development* will be guided by detailed technical studies. Studies completed in support of *development*, *site alteration* and/or capital works shall:
 - a. be consistent with the recommendations of the Clair-Maltby CEIS and MESP;
 - b. assess potential impacts to the Natural Heritage System and *water resource system* in an integrated manner using the most current integrated groundwater-surface water models available; and,
 - c. notwithstanding the width of *adjacent lands* specified in Table 4.1 of the Official Plan, assess wildlife movement and *ecological functions* in the broader landscape based on 240 metre *adjacent lands* to appropriately identify *significant wildlife habitat* (including *ecological linkages*) that meet the criteria for protection policies of the Official Plan.
4. In addition to the requirements of 11.3.3.2.3, and as established in the CEIS and MESP, *development* and *site alteration* within *adjacent lands* to *significant wetlands* shall be required to address the protection of the subject *wetland's* water balance and *hydrologic functions* demonstrated through the application of area-specific stormwater management targets.
5. *Essential linear infrastructure* and *essential transportation infrastructure*, including *essential Active Transportation infrastructure* crossings of the Natural Heritage System identified on Schedule C, shall be permitted subject to an *environmental impact study* and/or *environmental assessment*, to the City's satisfaction, and in consultation with the GRCA where appropriate, that demonstrates:
 - a. no *negative impacts* to the *natural heritage features and areas* to be protected, or their *ecological* and *hydrologic functions*;
 - b. a net ecological benefit;
 - c. application of the following mitigation measures, as applicable:

- i. locate works outside of *natural heritage features and areas* and their *minimum or established buffers* to the maximum extent possible;
 - ii. minimize the area of construction disturbance;
 - iii. reduce road and trail widths;
 - iv. minimize grading impacts to existing elevations and slope;
 - v. use low impact construction methods, such as tunnelling/directional drilling for underground services;
 - vi. re-vegetate or restore disturbed areas with site-appropriate indigenous plants; and
 - vii. use species-appropriate mitigation measures, such as wildlife culverts and funnel fencing, to accommodate amphibian and reptile movement.
6. To facilitate landscape connectivity, wildlife movement and an east-west *Active Transportation* route, the construction of a multi-use overpass over Gordon Street will be explored in the location identified on Schedule C in accordance with policy 11.3.6.1.7.
7. In accordance with policy 4.1.2.11 of the Official Plan, *restoration* of the *significant wetland* and associated *ecological* and *hydrologic functions* shall be required, to the satisfaction of the City, prior to or as a condition of approval of any permitted *development* and *site alteration* at 2021 Gordon Street.

Significant Wetland

8. Where *development* is proposed adjacent to Halls Pond or Neumann's Pond, a full bathymetric survey of Halls Pond and Neumann's Pond is required based on appropriate guidelines and standards, to the satisfaction of the City in consultation with the GRCA.

Surface Water Features and Fish Habitat

9. Where *development* or *site alteration* is proposed, lands containing *headwater drainage features*, as illustrated on Schedule E, will be identified and assessed as part of an area-specific *environmental impact study* and/or *environmental assessment* based on appropriate guidelines and standards, to the satisfaction of the City.
10. Where it is determined that a *headwater drainage feature* is to be retained on the landscape, area-specific studies completed in support of development applications shall recommend protection, conservation and/or mitigation measures, as appropriate.

Significant Landform

11. *Development and site alteration* in Clair-Maltby must balance access to the Natural Heritage System with protection of *natural heritage features and areas* and their associated *ecological* and *hydrologic functions*, including the *hummocky topography* of the *Paris Galt Moraine*, by implementing the policies of this Plan and the *significant landform* policies in Section 4.1.3.8 of the Official Plan.
12. Subject to the requirements of Chapter 4 of the Official Plan and policy 11.3.3.2.5, *essential linear infrastructure, essential transportation infrastructure including Active Transportation* infrastructure and recreational trails where permitted within the *significant landform* shall also, to the extent feasible and as applicable:
 - a. be constructed using materials that are permeable;
 - b. maintain or restore the *hummocky topography*, elevation and slope of the *significant landform*;
 - c. follow natural surface contours and minimize the cut and fill of slopes;
 - d. avoid the use of retaining walls; and,
 - e. avoid the use of stairs and, where required, avoid constructing stairs perpendicular to the slope.
13. Within the *adjacent lands to significant landform*, the *environmental impact study* and/or *environmental assessment* prepared for proposed *development, site alteration* and/or capital projects must demonstrate that the proposed *development design*:
 - a. maintains *ecological* and *hydrologic functions* of the *significant landform*;
 - b. maintains linear continuity of the *significant landform*;
 - c. respects natural contours to the extent feasible;
 - d. minimizes the use of retaining walls;
 - e. minimizes the extent and intensity of grading;
 - f. maximizes the extent of permeable surfaces;
 - g. decreases in density and height in the direction of the *significant landform*;
 - h. incorporates roads that approach, and are not parallel to, the *significant landform* to the extent feasible; and,

- i. incorporates single-loaded roads where roads that run parallel to the *significant landform* are identified as required through the subdivision process, and are feasible.

Ecological restoration

14. Opportunities for ecological *restoration* within and/or adjacent to the Natural Heritage System shall be evaluated and confirmed through *environmental impact studies* and/or *environmental assessments* prepared for proposed *development, site alteration* and/or capital projects.
15. Where an ecological *restoration* opportunity is confirmed, it shall achieve one or more of the following:
 - a. improve *ecological* and/or *hydrologic functions*;
 - b. enhance Natural Heritage System connectivity;
 - c. establish natural vegetation communities through the planting of indigenous species compatible with local site conditions; and,
 - d. improve wildlife habitat.
16. Confirmed locations for ecological *restoration* that occur outside of identified *natural heritage features* or areas may be added to the Natural Heritage System without an amendment to this Plan.

Halls Pond

1. The management strategies outlined in the Halls Pond Assessment, Appendix F of the MESP, shall be implemented through *development, site alteration* and/or capital projects.
2. The bathymetry and sediment depths of Halls Pond must be confirmed using approved field methods as part of *environmental impact study* requirements for *development* and *site alteration* located within the Halls Pond catchment.
3. When development is proposed adjacent to Halls Pond, a management plan shall be prepared for Halls Pond to establish appropriate access, recreational use, and restoration, consistent with the preservation and protection of ecological and hydrologic features and functions.

11.3.4 Cultural Heritage

The cultural heritage policies ensure the *conservation* of the *cultural heritage resources*, found within Clair-Maltby. The policies below are informed by the Vision, Guiding Principles and Objectives.

The *cultural heritage resources* reflect the rural/agricultural heritage of Guelph and the former Township of Puslinch and include a number of heritage buildings and structures, as well as a *cultural heritage landscape* at 2162 Gordon Street designated under the *Ontario Heritage Act*.

11.3.4.1 Cultural Heritage

1. All *cultural heritage resources* within Clair-Maltby identified on Schedule F shall be considered for designation under Part IV of the Ontario Heritage Act through, or prior to, the development approval process.
2. The extant barns located at properties municipally known as 2167 Gordon Street, 1858 Gordon Street, 1912 Gordon Street, and the Amos Farms Ruins at 2007 Victoria Road South, will be included in the *cultural heritage resources* considered for protection through Part IV of the Ontario Heritage Act, as identified in the Cultural Heritage Action Plan.
3. The *cultural heritage resources* identified within Clair-Maltby, as well as *development* and *site alteration* on *protected heritage properties*, are subject to the policies of the Official Plan related to cultural heritage, in particular Section 4.8, *Cultural Heritage Resources*, in addition to the policies of the Clair-Maltby Secondary Plan. The Official Plan policies provide direction with respect to the City's approach to the protection of *cultural heritage resources* including *archaeological resources*, *heritage trees* and *Cultural Heritage Resource Impact Assessments*.
4. Future *development* shall conserve and carefully incorporate identified *built heritage resources* or *cultural heritage landscapes* into future development as they contribute to an understanding of the agricultural history of this area of the City. Through the implementation of this Secondary Plan, it is the intent to evaluate, manage and conserve the existing *cultural heritage resources* that provide a link to the agricultural past of the area, as well as important *Public Views* and *Public Vistas* which relate to those resources.
5. Cultural Heritage Resources Impact Assessments and Cultural Heritage Conservation Plans will be prepared and approved to guide the incorporation of existing cultural heritage resources into future development.
6. Heritage character-defining elements of the former farm building at 2093 Gordon Street, that have been salvaged and stored shall be incorporated into future *development*.

7. Adaptive re-use of a built heritage structure or cultural heritage resources, alternative development approaches and avoidance protocols are preferred methods for conservation of resources.
8. *Development and site alteration on protected heritage properties or adjacent protected heritage properties* will be designed to adopt an architectural vocabulary and design elements that are *compatible* with, and respectful of, the *cultural heritage value or interest* of the *property*.
9. The protected *cultural heritage landscape* at 2162 Gordon Street, as identified on Schedule B, will be conserved in accordance with heritage designation By-law (2019)-20386. It may be used in accordance with the land use designations on Schedule B in conformity with the recommendations of a *Cultural Heritage Resource Impact Assessment* or a *Cultural Heritage Conservation Plan*.

11.3.5 Energy, Water, Wastewater and Stormwater Management

The City is committed to addressing the impacts of climate change through two complementary sets of strategies: mitigation and adaptation, as set out in Section 4.6 of the Official Plan and the City's Community Energy Initiative.

The energy, water, wastewater and stormwater policies build on these directions and contribute to the creation of a culture of conservation which will be reflected in the establishment of a walkable, compact urban *development* with a well-connected trail network within Clair-Maltby. This policy approach, together with the *active transportation* and *transit-supportive* design policies in Section 11.3.5, will ensure that Clair-Maltby contributes to Guelph's goal of being a *Net Zero Carbon* community by 2050, and will increase the overall sustainability of *development* in the City.

11.3.5.1 General Policies

1. *Development* in Clair-Maltby shall contribute to the City's goal of being a *Net Zero Carbon* community by 2050 in accordance with the City's Community Energy Initiative.
2. City facilities and infrastructure in Clair-Maltby will be planned to achieve 100% of their energy supplied by *renewable energy* sources by 2050.
3. The City will encourage decreased energy usage and reduction in greenhouse gas emissions, including measures that offer water use reduction potential in accordance with the directions related to energy efficiency and resource

conservation in the City's Community Energy Initiative and the Clair-Maltby Energy and Other Utilities Study.

4. As a key part of its approach, the City will ensure the provision of *transportation infrastructure* that encourages *active transportation*, the use of public transit and the use of low-emission or zero-emission vehicles. Reductions in vehicular trips will also result through the mixed-use *development* in the Gordon Street Corridor, together with the implementation of the connected *multi-modal* transportation system which supports a live/work community.

11.3.5.2 Energy

1. *Development* within Clair-Maltby shall be in accordance with Section 3.18, Energy Sustainability and Section 4.7, Community Energy of the Official Plan, as well as the City's Community Energy Initiative and the following:
 - a. The Clair-Maltby Energy and Other Utilities Study will be implemented through the *development* approvals process, including site plan control, and the energy performance requirements of the Ontario Building Code.
 - b. The City shall work with all levels of government, Alectra Utilities and Enbridge Gas Inc. and other appropriate partners to investigate opportunities for the development of *renewable* and *alternative energy systems* and plan for appropriate locations in Clair-Maltby.
2. The City will encourage builders to develop beyond minimum energy and emissions requirements through such measures as: adoption of passive design strategies, high performance building thermal enclosures, energy efficient equipment, water efficient flow and flush fixtures, energy recovery, and fuel switch opportunities.
3. Developers and owners of all new and existing buildings in Clair-Maltby shall be encouraged to determine and label building energy performance subject to standards as may be adopted by the City.
4. A majority of the *available roof area* of new *development* not used for amenity space or other facilities, will be encouraged to be dedicated to roof top solar technologies such as photovoltaic or solar thermal, where feasible. White or green roofs will also be encouraged.
5. Retrofits for achieving energy efficiency will only be undertaken to a *built heritage resource* where it is demonstrated that retrofitting can be accomplished without compromising the heritage integrity of the building.
6. Energy analysis required through development applications shall be in accordance with the Terms of Reference guidance document provided through the Energy and Other Utilities study.

11.3.5.3 Water and Wastewater Servicing

1. *Development* within Clair-Maltby shall be in accordance with the Official Plan, in particular the Water Supply and Wastewater Treatment policies of Sections 6.2 and 6.3, as well as the City of Guelph Water Conservation and Efficiency Strategy as updated from time-to-time.
2. Water and wastewater services will be planned and implemented in accordance with the recommendations of the MESP and the CEIS.
3. *Development* is encouraged to demonstrate water efficiency measures, and to integrate water conservation and other *green infrastructure* practices. Developers shall be required to demonstrate the efficient use of potable water with any *development* application.
4. All *development* shall be encouraged to decrease water use through the reuse and/or substitution of water demands through means such as greywater reuse or rainwater harvesting.

11.3.5.4 Stormwater

1. *Development* in Clair-Maltby shall be in accordance with Sections 4.1.3.8.6 and 6.4, Stormwater Management of the Official Plan and the recommendations of the CEIS and MESP and the following policies.
2. *Development* will integrate innovative stormwater management, water conservation and other *green infrastructure* practices. *Stormwater management capture areas* will be designed as predominately dry multi-functional areas and will be co-located with neighbourhood parks and schools, where possible.
3. New *development* in Clair-Maltby will be guided by studies carried out as part of *development* applications which will be conducted and evaluated based on the recommendations of the CEIS and MESP, including the protection of the significant water infiltration and recharge function of key depressional features and the use of *low impact development* measures.

11.3.6 Mobility

Clair-Maltby will be a community where walking, bicycling, other *active transportation* modes, and transit are attractive and efficient modes of transportation within the community, and for connecting to the City as a whole and the surrounding rural area. This will be achieved through the *development* of a *multi-modal* active-transportation focused mobility system inclusive of an integrated network with roads, bicycling facilities, sidewalks and paths designed, built and maintained with consideration for all users.

11.3.6.1 General Mobility Policies

1. The *multi-modal* mobility system will be planned and implemented in accordance with the policies of Chapters 4 and 5 of the Official Plan, the recommendations of the CEIS and MESP, the designations on Schedule C, the requirements set out in Table 11.3.6.7, Public Street Classifications and Characteristics, the roadway cross-sections set out in Appendix A and the following policies.
2. The mobility system will be designed to achieve safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of travel with a focus on active-transportation and transit-users. The design of the system will ensure that the city-wide *modal share* target for walking, bicycling and transit is met or exceeded. Further, it will also contribute to the City's 2050 *Net Zero Carbon* goals.
3. Arterial roads, collector roads and *essential active transportation* links, generally as identified on Schedule C, are *essential* components of the mobility system in Clair-Maltby.
4. A modified grid road system will be established as a key component of the mobility system. This system will have a fine-grained block structure to disperse traffic and encourage walking and bicycling where compatible with natural site conditions. The maximum block length will generally be 150 -200 metres, with most blocks being approximately 80 metres by 175 metres if feasible given natural site conditions. Cul-de-sacs and reverse lots shall only be permitted when warranted by natural site conditions or to preserve *cultural heritage resources* in situ. Service roads will be discouraged, but may be considered, subject to detailed design review by the City.
5. Public roads are the backbone of a strong *public realm*. All roads will be designed to function as attractive and accessible public spaces in their own right. The road system will be designed with complete urban road cross-sections that include pedestrian and bicycling facilities, enhanced transit facilities, street trees, and provision for infrastructure and underground utilities generally in accordance with Appendix A – Clair-Maltby road cross-sections.

6. Enhanced pedestrian and cycling facilities will generally be provided in areas where the road system abuts or traverses the Natural Heritage System and/or the Moraine Ribbon, as identified in Table 11.3.6.7.
7. -A feasibility study will be completed as part of the detailed design of Gordon Street to determine whether or not existing grades and the recommendations of the MESP are compatible with the construction of a multi-use overpass in the location identified on Schedule C.
8. Wherever possible, public roads shall be aligned to respect the existing topography and minimize the need for *site alteration* in accordance with Section 4.1.3.8.4 of the Official Plan and policies 11.3.3.2.10 - 11.3.3.2.12 of this Secondary Plan.
9. In the design of the road system, the City will balance the provision of a safe, functional and attractive pedestrian-oriented, cycling friendly and *transit-supportive* environment with an acceptable level of vehicular traffic. To accomplish this, the City will accept a reduced vehicular level of service in order to achieve urban design that is supportive of walking, bicycling, other *active transportation* modes, and transit use. In doing so, the City may use a variety of techniques related to the function of the road, including alternative engineering standards.
10. Parking for vehicles and bicycles will be managed in a manner that supports the implementation of a *multi-modal* mobility system. This will include reductions in off-street parking requirements where TDM measures are utilized, as outlined in Section 5.3 of the Official Plan. As well, the potential for the use of maximum parking standards, no minimum parking standards, and other parking management techniques particularly in the Gordon Street Corridor.
11. The co-location of linear infrastructure will be required in accordance with the cross-sections in Appendix A.

11.3.6.2 Active Transportation

1. The *Active Transportation* network will provide *active transportation* facilities that are a safe, appealing and convenient mode of transportation within Clair-Maltby and which connect with the city-wide system, both within the public and private realms.
2. In addition to the separated cycling facilities provided on collector and arterial roads, there will be a north-south *Active Transportation* route on the easterly side of Gordon Street and an east-west *Active Transportation* route in the southerly portion of the secondary plan area as identified on Schedule C. The road system, the trail system and the Moraine Ribbon will include *Active Transportation* routes where they correspond with such identified routes.

3. To better facilitate the east-west *Active Transportation* route and improve connectivity and safety for humans and wildlife, the construction of a multi-use overpass over Gordon Street will be explored in the location identified on Schedule C in accordance with policy 11.3.6.1.7.
4. *Active Transportation* networks and infrastructure will be developed in accordance with the policies of the Official Plan and this Secondary Plan particularly those related to the Natural Heritage System, and the recommendations of the CEIS and MESP. This will include both a pedestrian and cycling network which is incorporated into the road system and the city-wide trail system.
5. The *Active Transportation* network in and adjacent to the Natural Heritage System including within the Moraine Ribbon, will be designed as set out in Section 11.3.3 of this Plan. Outside the Natural Heritage System, the network will include:
 - a. a shared use trail/pathway system, multi-use path, and/or a sidewalk system and dedicated cycling facility which provide *active transportation* facilities that link to major community facilities including the Clair Gordon Commercial Mixed-use Centre, the Clair-Maltby Urban Village Core and Community Park and the South End Community Park;
 - b. sidewalks shall be provided on both sides of all streets wherever feasible with exceptions as identified in Policy 5.4.7 of the Official Plan;
 - c. separated cycling facilities on both sides of collector and arterial roads generally in accordance with Appendix A – Clair-Maltby road cross-sections; and,
 - d. bicycle rack and/or storage facilities conveniently located to facilitate access to a range of uses, transit stop locations and neighbourhood locations, both within the public and private realm.
6. *Active Transportation* routes may be accommodated in the Moraine Ribbon in some locations, as identified on Schedule C. The Moraine Ribbon should generally provide an east-west *active transportation* route across Clair-Maltby that includes enhanced pedestrian and cycling facilities where the road system abuts or traverses the Natural Heritage System/Moraine Ribbon with potential locations as identified on Schedule C.

11.3.6.3 Transit

1. The City transit system will be extended throughout Clair-Maltby to connect the area to the rest of the City and regional transit. The early introduction of transit will maximize the benefits of transit and support desired mode share from the initiation of *development*.

2. To maximize accessibility and transit capture potential, Clair-Maltby will be planned to have transit stops and amenities at regular intervals within 400 metres of every residence and business. In addition, to ensure transit is an attractive alternative, enhanced transit facilities such as queue jump lanes, priority traffic signals, and dedicated bus lanes will be considered.
3. Gordon Street will be designed to support the potential future introduction of higher order transit, and the potential for dedicated bus lanes. This will also include a transit hub in a location that connects riders with high density residential and mixed-use development in proximity to the Urban Village Core.

Transit Hub

4. The Transit Hub identified on Schedule C is intended to accommodate for transfer between local transit routes, and may include transfers to inter-regional transit services. The Transit Hub is intended to include spaces for transit employees and passenger waiting and transfer areas.
5. The terminal location shall be determined in the context of the detailed design of development, but shall generally be in the location identified on Schedule C. Development within this area shall be designed to incorporate the Transit Hub while conforming to the applicable built form and land use policies of this Plan.
6. Vehicular access to the Transit Hub from the east-west main street of the Urban Village Core is discouraged.

11.3.6.4 Road Network

1. The road network serving Clair-Maltby shall generally be designed in accordance with the road classifications and alignments identified in accordance with the policies of Chapter 5 of the Official Plan, the recommendations of the CEIS and MESP, the designations on Schedule C, the road cross-sections of Appendix A and the requirements set out in Table 11.3.6.7, Public Street Classifications and Characteristics.
2. In addition to securing the right of ways in accordance with the requirements of Table 11.3.6.7, the City may require additional lands for the following:
 - a. Intersections, to accommodate multi-modal transportation infrastructure such as protected cycling space and/or transit queue jump lanes, where warranted; and,
 - b. Green Gateway, in accordance with Section 11.3.8.3.

Such additional right of way requirements shall be determined at the time of design of the road facilities and will become part of the required right-of-way.

3. The design of Gordon Street will reflect its role as a *transit-supportive* and *multi-modal* corridor including wide sidewalks, separated cycling facilities, a transit

hub and features which support the potential future introduction of higher order transit. It will have a maximum width of four travel lanes through the secondary plan area. Turning lanes and transit queue-jump lanes at intersections will be provided in addition to the four travel lanes as required.

4. The design of the *Main Street Area* will be a modified version of the Collector Road cross-section in Appendix A. It will prioritize the creation of an attractive pedestrian space that recognizes its role of providing a focal point for surrounding neighbourhoods.
5. The *Main Street Area* will have the following characteristics:
 - a. Wider pedestrian zone on both sides to allow for outdoor seating and display areas;
 - b. Dedicated protected or separated cycling facilities;
 - c. The additional investment in creating healthy public street trees including solutions that allow for the long-term health of trees and landscapes within a denser and more urban environment;
 - d. On-street parking on both sides of the road;
 - e. Frequent bicycle parking (racks);
 - f. Driveways to individual properties should generally not be permitted;
 - g. The inclusion of mid-block bump outs; and,
 - h. Frequent placement of street furniture such as benches and pedestrian-scaled lighting.
6. Some sections or areas of road will have enhanced pedestrian and cycling facilities as identified on Schedule C. The intent of these areas is to provide the function of both the pedestrian and cycling facilities of the road as well as the function of the Moraine Ribbon. The design of these areas will be a modified version of the Collector Road cross-section in Appendix A that responds to the context of the area, including the topography. The right-of-way will be increased in width to accommodate further enhanced pedestrian and bicycling facilities.
7. Impacts on vehicular, bike and pedestrian traffic on Arterial and Collector roads should be minimized by providing vehicular access, ramps, servicing and loading access *from local roads or laneways whenever possible, and minimizing the number of* driveway access points and curb cuts, as well as protecting opportunities for soft landscaping, street trees and active uses at grade along road edges.
8. Traffic calming features should be provided, including but not limited to, curb extensions, textured surfaces, and the addition of landscaping along street edge.

Curb return radii should be reduced to the greatest extent possible and designed to ensure safer intersection / crosswalk design, slow right turning vehicles, improve the visibility between motorists, pedestrians and cyclists, reduce crossing distances and prevent high speed turns to increase walkability and pedestrian safety.

11.3.6.5 Transportation Demand Management (TDM)

1. The City shall work with transit providers, developers and businesses, predominantly through the development process, and particularly in the Gordon Street Corridor, to develop and implement TDM measures, in accordance with Section 5.3 of the Official Plan, that aim to reduce motorized vehicular trips and promote the use of *active transportation* modes, public transit, car-sharing and/or carpooling. This will include maximizing walkability.

11.3.6.6 Public Street Classifications and Characteristics Table

Street Type	Arterial Road	Collector Road	Collector Road – Moraine Ribbon	Collector Road – Main Street Area	Local Road	Local Road – Moraine Ribbon
Street Name	Gordon Street, Victoria Road South, Maltby Road	Street A Street B Street C Street D Street E Street F	Street A Street B Street C Street D Street E	Street C		
Right of way widths	32 m	27.5 m	27.5 m + 6 m (min) – see notes 1 & 2 below.	30 m	18.5 m	18.5 m + 6 m (min) – see notes 1 & 2 below.
Proposed Transit Stops	Yes	Yes	Yes	Yes	To be determined by Guelph Transit	To be determined by Guelph Transit
Pedestrian facilities	Minimum 1.8m sidewalks on both sides of the street; minimum 2.5m planting, lighting and furnishing zone on both sides of the street (see Appendix A).	Minimum 1.8 m sidewalks on both sides of the street; minimum 2.5m planting, lighting and furnishing zone on both sides of the street (see Appendix A).	1.8 m on one side and approximately 3.8 m on the other side – see notes 1 & 2 below.	Enhanced pedestrian facilities are required on both sides of the street.	Minimum 1.8m sidewalks on both sides of the street; minimum 2.5m planting, lighting and furnishing zone on both sides of the street (see Appendix A).	1.8m on one side and approximately 3.8m on the other side – see notes 1 & 2 below.
Bicycling Facilities	Minimum 2.0m off-street cycle track on both sides of street (see Appendix A).	Minimum 2.0m off-street cycle track on both sides of street (see Appendix A).	2.0 m on one side and approximately 4.1 m on the other side – see notes 1 & 2 below.	Minimum 2.0m off-street cycle track on both sides of street.		Where the right-of-way abuts the Moraine Ribbon, the corresponding side of the road will have

Street Type	Arterial Road	Collector Road	Collector Road – Moraine Ribbon	Collector Road – Main Street Area	Local Road	Local Road – Moraine Ribbon
						bicycling facilities – see notes 1 & 2 below.
On-street Parking	None (Except as may be permitted in accordance with the Official Plan)	Permissive on 1-side generally in accordance with the cross-sections in Appendix A	Permissive on 1-side generally in accordance with the cross-sections in Appendix A	Required on both sides of the street	Permissive on 1-side generally in accordance with the cross-sections in Appendix A	Permissive on 1-side generally in accordance with the cross-sections in Appendix A

1. Where the right-of-way abuts the Moraine Ribbon, the corresponding side of the road will have wider pedestrian facilities (increased by approximately 2.0 m), a wider planting area (increased by approximately 2.0 m) and wider bicycling facilities (increased by approximately 2.0 m). The detailed design of the right-of-way will determine how these facilities are laid out.

11.3.7 Open Space System: Moraine Ribbon, Trails and Parks

The Open Space System including parks, trails and the Moraine Ribbon, together with the Natural Heritage System, provide the framework for the balanced *development* of interconnected and sustainable neighbourhoods in Clair-Maltby. This system, together with community facilities such as schools, libraries, and institutional health care, recreational and religious facilities, and the provision of a variety of housing types, including *affordable housing*, all support the quality of life of residents.

11.3.7.1 Open Space System - General

1. The Open Space System in Clair-Maltby will be comprised of the following components: Community Park, Neighbourhood Park, Moraine Ribbon and trails.
2. The Open Space System will be designed to be supportive of and complementary to the Natural Heritage System.
3. The Open Space System will be enhanced through the co-location with *stormwater management capture areas* which may be used for recreational purposes where and when possible. The primary function of stormwater management capture areas is stormwater management and, therefore, these lands will not be considered parkland.
4. The Open Space System will provide opportunities for both active and *passive recreation*.
5. With respect to the Open Space System, the Trails and Parks policies of the Official Plan (Section 7.3) together with the policies of the Secondary Plan will apply to Clair-Maltby.
6. The Open Space System will respect the unique topography of Clair-Maltby and will strive to minimize grading when undertaking the detailed design of all open spaces.
7. The Open Space System shall incorporate accessible design and access, while respecting existing topography to the extent possible.

11.3.7.2 Community Park

1. The Community Park will be generally located as shown on Schedules A, B, and D with some flexibility to respond to the detailed design of future roads and plans of subdivision and the need to protect the ecological and hydrologic features and functions of the Natural Heritage System, including Halls Pond.

2. The Community Park will be approximately 10 hectares in size.
3. The Community Park will have access to and frontage on a collector road.
4. Both active and *passive recreation* opportunities will be provided in the Community Park, which may include, but is not limited to, sports fields, trails, resting areas, specialized facilities and event space, as well as naturalized areas. The Community Park will also provide a Neighbourhood Park function to serve the needs of the residents in the immediate area.
5. The Community Park will be located adjacent to the Natural Heritage System, but will not be located within the Natural Heritage System, to provide a complementary land use and allow for views and access to the Natural Heritage System.
6. Any potential impacts to the Natural Heritage System associated with human use within a Community Park will be mitigated and managed as needed by the City with tools at the City's disposal (e.g., directional lighting away from *natural areas*, formalized trails to direct use, signs directing users to stay on trails, fencing where deemed appropriate).
7. The design of the park will be welcoming and accessible for people of all ages, abilities, financial and ethnic backgrounds. The park will be designed for all season use that showcases its unique characteristics and will strive to be flexible to changing demographics and community needs in creating a sense of place.
8. The unique topography and natural features of the Community Park location will be integrated into the future park design to minimize grading where possible. The location of sports fields or event space and other active recreation uses will consider topography with the intent of minimizing the amount of grading required to accommodate active recreation needs.
9. The Community Park will be connected to the surrounding area by multiple modes of transportation including public transit and *active transportation* modes.
10. Access management and parking will be carefully considered to prioritize pedestrian safety in the detailed design of the park.
11. Access to the adjacent Natural Heritage System from the Community Park will be addressed through the preparation of a management plan, to appropriately balance protection and restoration of the natural environment with opportunities for passive recreation, the enjoyment of nature and views of Halls Pond.

11.3.7.3 Neighbourhood Parks

1. Neighbourhood Parks are identified as symbols on Schedules A, B, and D with some flexibility as to their final location to respond to the detailed design of future roads, plans of subdivision and stormwater management infrastructure.

2. Neighbourhood Parks should be approximately 1.0 hectare in size.
3. Neighbourhood Parks will be connected or combined with the Moraine Ribbon where feasible.
4. Neighbourhood Parks will be co-located with school sites and *stormwater management capture areas* where feasible.

11.3.7.4 Moraine Ribbon

1. The Moraine Ribbon will be comprised of a series of generally continuous linear open spaces that will be established adjacent to the Natural Heritage System and may include interconnected park areas, *stormwater management capture areas*, *cultural heritage resources*, naturalized areas, and the Active Transportation network as identified on Schedule C.
2. The Moraine Ribbon will accommodate a trail, or its equivalent, throughout in accordance with the policies of Section 11.3.3.3 of this Secondary Plan.
3. *Active Transportation* routes may be accommodated in the Moraine Ribbon in locations identified on Schedule C. The Moraine Ribbon should generally provide an east-west *active transportation* route across Clair-Maltby.
4. Where the road system abuts or traverses the Natural Heritage System, enhanced pedestrian and cycling facilities within the Right of Way will be provided in-lieu of the Moraine Ribbon, as identified on Schedule C.
5. Resting and/or gathering areas, or other amenities, as well as opportunities to provide views of the natural environment and the *Paris Galt Moraine*, will be incorporated into the Moraine Ribbon.
6. The Moraine Ribbon will not be located in the identified Natural Heritage System, including its buffer, within Clair-Maltby, unless an *environmental impact study* or *environmental assessment* has demonstrated that there will be no *negative impacts* on the protected *natural heritage features and areas* or their associated *ecological functions*.
7. The construction of a multi-use overpass over Gordon Street to provide an east-west connection via the Moraine Ribbon and Natural Heritage System for humans and wildlife will be explored in the location identified on Schedule C in accordance with policy 11.3.6.1.7.
8. To ensure continuity of the Moraine Ribbon, it will be integrated, where possible, with:
 - a. land that is acquired for stormwater management purposes/*stormwater management capture areas*;
 - b. a neighbourhood or community park;

- c. a potential future school block; and
 - d. a road right-of-way and therefore acquired as part of the road.
9. Priority for acquisition will be given to those sections of the Moraine Ribbon that connect residents to amenities as well as recreational opportunities. The priority areas are identified on Schedule D as “Preferred Moraine Ribbon Locations”, while secondary areas are identified as “Other Potential Moraine Ribbon Locations”.
10. The width of the Moraine Ribbon will be approximately 12 metres - the width will be flexible to respond to the unique features of the area and will be determined through the detailed design of the Moraine Ribbon through the subdivision design process and/or at the time of acquisition.
11. The City will pursue ownership of the Moraine Ribbon, however, other securement options that achieve the objective of permanent public access may be considered.

11.3.7.5 Trails

1. The City will plan for a trail network in Clair-Maltby, in accordance with the policies of the Official Plan, to serve both as a recreational and *active transportation* resource. The trail system will include *Active Transportation* routes where it corresponds with such identified routes.
2. Trail infrastructure will be developed in accordance with the policies of the Official Plan and this Secondary Plan particularly those related to the Natural Heritage System, and the recommendations of the CEIS and MESP.
3. The trail network in and adjacent to the Natural Heritage System, including the Moraine Ribbon, will be designed as set out in Section 11.3.3 of this Plan. Outside the Natural Heritage System and areas adjacent to it, the network will include:
 - a. a trail/pathway system and sidewalk system that provides links to major community facilities including the Clair Gordon Commercial Mixed-use Centre, the Clair-Maltby Urban Village Core and Community Park, and the South End Community Park; and,
 - b. a local trail/pathway system and sidewalk system that connects residential areas with local community facilities and commercial areas, including providing safe walk-to-school routes, as well as to the Moraine Ribbon and the city-wide trail system.

11.3.7.6 Open Space Co-location – Schools, Parks and Stormwater Management Capture Areas

1. The City will encourage the co-location of community facilities including schools, neighbourhood parks and *stormwater management capture areas* in order to increase green space and take advantage of the area's variable topography. The co-location of school sites with the Community Park will not be actively pursued.
2. When schools are co-located with Neighbourhood Parks, the City and the relevant school board will work together to ensure the integration of the design.
3. Efforts to design *stormwater management capture areas* to enhance safety when in proximity to schools and neighbourhood parks will be encouraged.
4. The City and school boards will continue to cooperate and plan for the efficiency of open space.
5. Transportation routes will be planned to facilitate active transportation and enhance connectivity to schools and Neighbourhood Parks for residents of all ages and abilities.
6. The co-location of *stormwater management capture areas* and parks will be designed to take advantage of the increased greenspace including encouraging *passive recreation* and naturalization, specifically opportunities to increase the native tree canopy, where possible, while also prioritizing safety.

11.3.7.7 Open Space System Acquisition Strategy

1. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space in Clair-Maltby.
2. The strategies and options to acquire the open space system in Clair-Maltby will include, but are not limited to:
 - a. municipal land purchase;
 - b. Parkland dedication;
 - c. Community Benefit Charge Strategy;
 - d. municipal lease;
 - e. partnerships/joint provision of parkland with local partners (e.g. Grand River Conservation Authority, school boards);
 - f. easements; and,
 - g. donation/bequest, at the discretion of the City.

3. A variety of sources to fund the acquisition of parkland will be explored including, but not limited to:
 - a. Community Benefits Charges By-law;
 - b. partnerships;
 - c. Federal and Provincial Grants;
 - d. capital reserves;
 - e. infrastructure reserves;
 - f. debentures/debt Financing; and,
 - g. external revenues (cost sharing arrangements, grants, or donations).

11.3.7.8 Open Space System Design

1. In addition to the directions in Chapter 7, Section 7.3 of the Official Plan and Section 11.3.8.2 of this Secondary Plan, with respect to parks and open space design, the following will also be considered:
 - a. parks and open spaces shall be linked to the trail system;
 - b. parks and open spaces should be located adjacent to the Natural Heritage System where feasible;
 - c. park spaces shall be designed to incorporate a suitable balance of hard landscaped, soft landscaped and designated open and playground areas to accommodate a range of amenities, active, passive, programmed and aesthetic functions and provide for multi-generational and multi-use needs;
 - d. the City shall encourage and support community engagement opportunities through the design of parks and open space including community gardens, market opportunities, and public art; and,
 - e. the City shall increase the *urban forest* canopy coverage in parks and open space areas, where feasible and appropriate.

11.3.8 Land Use, Built Form and Urban Design

The land use and built form policies shape and regulate the general pattern of *development* including permitted uses within Clair-Maltby and the structuring of those uses within the built form (including building types, massing and height). The policies are informed by the Vision, Guiding Principles and Objectives. In addition, the policies of Chapter 8, Urban Design and Chapter 9, Land Use of the Official Plan are applicable.

11.3.8.1 General Land Use Policies

1. Schedule B establishes the pattern of land use within Clair-Maltby. Where land use designations are the same as those in the Official Plan, the policies of the Official Plan shall apply in addition to the policies of the Secondary Plan.

11.3.8.2 General Built Form and Urban Design Policies

1. *Development* in Clair-Maltby shall be planned and designed in accordance with Chapter 8 of the Official Plan and the following:
 - a. promote the creation of inspiring, meaningful and memorable places, particularly along the Gordon Street Corridor which forms an important entrance to the City. The design of the community will reinforce Guelph as a historic, beautiful and innovative City including new public spaces for gathering and recreation. Public art will be integrated into all areas of the community;
 - b. create compact, walkable neighbourhoods that reflect healthy neighbourhood design principles;
 - c. respond sensitively to the variable topography of the area, while still achieving a highly walkable community;
 - d. enhance connectivity to support a *multi-modal* transportation system by incorporating a modified grid road system and a fine-grained block structure to disperse traffic and encourage shorter routes for walking and bicycling where compatible with natural site conditions;
 - e. ensure public safety and accessibility, both physically and visually, to the Natural Heritage System, as well as parks, schools and other features while protecting the Natural Heritage System, through a range of different approaches such as restricting permitted uses, co-location of *community infrastructure*, design and location of the trail system, and the location of single-loaded roads; and,
 - f. incorporate *cultural heritage resources* into the community, including their *adaptive reuse*.

2. Blocks, buildings and structures will be organized to define a *public realm* that contributes positively to the character and identity of the Gordon Street Corridor and residential neighbourhoods, including public roads and laneways, driveways and sidewalks, in particular:
- a. blocks should be arranged to maximize road frontage and, in the Gordon Street Corridor blocks should be arranged such that buildings are massed and articulated appropriately to minimize the scale of larger buildings and to add visual interest for pedestrians, as well as a sense of enclosure to the road;
 - b. blocks should be arranged where feasible to maximize solar gain along the long axis while minimizing shadowing of adjacent properties and buildings;
 - c. any mixed-use, institutional, commercial or medium/high density residential buildings adjacent to park or other open spaces shall be designed to enliven and animate the edges of such spaces, particularly in the Gordon Street Corridor. Consideration will be given, where appropriate, to principal building entrances that front onto park and open spaces, active ground floor frontages, while surface parking areas should not be situated flanking parks;
 - d. main building entrances in the Gordon Street Corridor, or for mixed-use, institutional, commercial or medium/high density residential buildings located in other areas of Clair-Maltby, should be directly accessible from a public road, or a publicly accessible courtyard physically and visually connected to the road;
 - e. vehicle parking, vehicular access, service areas and utilities should be located and organized to minimize impacts on the site and surrounding areas to improve the safety and attractiveness of the *development*. Vehicular access points along Gordon Street should be avoided where possible to reduce conflicts between transportation modes;
 - f. landscaped open space, including street trees, should be provided to visually enhance surrounding public roads, parks and other public spaces;
 - g. sites, buildings and landscaping should be designed to encourage informal surveillance through strategies such as: clear sightlines into building entrances, parking areas, amenity spaces and site servicing areas, locating open spaces adjacent to public roads to improve the safety of parks through passive surveillance, providing low growing plant material along pedestrian walkways, and providing pedestrian-scale lighting in areas of pedestrian activity;
 - h. design considerations should be provided for a barrier-free environment which meet the Accessible Design policies of Section 8.19 of the Official Plan;

- i. the design of sites and buildings will be bird-friendly with design elements and treatments which minimize bird strikes; and,
 - j. parking areas shall be designed to reflect urban design and mobility objectives for Clair-Maltby as outlined in Section 11.3.6.5 of this Plan.
3. To ensure an attractive streetscape and maximize opportunities for passive energy efficiency/*Net Zero Carbon*, architectural controls may be required to be developed through the *development* approvals process to address detailed building design aspects such as: massing; passive energy efficiency matters; siting; grading; elevation articulation; garage articulation; sustainability and quality; and roof design. In addition, green infrastructure elements in design and streetscape should also be considered.

11.3.8.3 Gordon Street Corridor Built Form and Urban Design Policies

1. The Gordon Street Corridor will be designed, both with respect to the transportation facilities and the *development* along the street, as a *transit-supportive* and *multi-modal* corridor. The Corridor will have an approximate width of 120 metres on each side of the Gordon Street right-of-way. Urban design and architectural detail which supports the role of the Gordon Street Corridor will be required including:
 - a. recognizing the street as a significant public open space which should be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians and cyclists;
 - b. front façades of buildings along Gordon Street will form a continuous urban built form edge that front and face Gordon Street outside of areas of natural and cultural heritage *significance*;
 - c. parallel north-south streets on the east and west sides of Gordon Street which respect areas of natural and cultural heritage *significance*, in accordance with the policies of Section 11.3.3 of this Secondary Plan, will be established to avoid direct vehicular access points along Gordon Street, and reduce conflicts between transportation modes; and,
 - d. parking will be located underground, in structures or to the rear or sides of buildings and designed in a manner that does not impact the street and surface parking shall be configured in a way which allows for redevelopment in the long term. Bicycle-friendly parking and access design will be encouraged where long-term bicycle storage is included in underground parking facilities.
2. The design of the Gordon Street Corridor will highlight and give prominence to the *significant* areas of Natural Heritage System, open space and *cultural heritage resources* which are located within and between the *development*

areas. These areas will become key features of the Gordon Street Corridor's character.

3. Minimum and maximum building heights in the Gordon Street Corridor are designated on Schedule D. The tallest buildings will be located in the Urban Village Core to provide a focal point for the Gordon Street Corridor and Clair-Maltby.
4. *Development* areas will be designed to promote *Public Views* and adequate light through appropriate building design including floor plates, overall massing, separation distances, step backs and street setbacks. Variations in height will be encouraged in conformity with Schedule D and the following will guide the City's review of building design:
 - a. buildings with long façades shall be designed with architectural articulation and changes in material to create interesting building forms, and *compatible development* which breaks up the visual impact of the massing. Articulated massing may include: building stepping/façade step-backs, layered massing (horizontal or vertical) and modulation and change in materials and colour;
 - b. the massing and articulation of buildings taller than five storeys shall provide appropriate transitions to areas with lower permitted heights, minimizing impact on the street level as well as shadow impacts. A step-back of generally 3 metres to 6 metres minimum is required above the fourth storey. The floorplates of floors above the eighth storey generally shall be a maximum of 1000 square metres; and,
 - c. all buildings should be finished with high quality, enduring materials.
5. *Development* shall be designed to provide appropriate transitions to the neighbourhoods and the Natural Heritage System to the east and west through building design including the use of podiums, angular planes, and stepbacks.

Green Gateway

6. The Green Gateway symbol on Schedule A, B, C and D at the intersection of Gordon Street and Maltby Road identifies an area which will be designed as a gateway to the City to reflect the City's image and identity.
7. The Green Gateway may include elements such as:
 - a. Public Art;
 - b. Landscaped Feature;
 - c. Feature Lighting;
 - d. Paving; and,
 - e. Connections to the parks and open space system and the Natural Heritage System.

11.3.8.4 Urban Village Core Built Form and Urban Design Policies

1. The Urban Village Core, which will contain predominately mixed-use buildings and be highly pedestrian oriented, provides a central focus for the Gordon Street Corridor and Clair-Maltby. It will include an east/west *Main Street Area* which crosses Gordon Street perpendicularly as a central feature.
2. In addition to the policies of Section 11.3.8.2 and 11.3.8.3, urban design and architectural detail which supports the role of the Urban Village Core will be required including:
 - a. upgraded, coordinated streetscape elements such as street furniture, paving, lighting, street trees and signage and a centrally located Urban Square along the main street;
 - b. on-street parking on the main street;
 - c. signature/landmark buildings particularly at the intersection of the main street with Gordon Street; and,
 - d. along the main street, the design of the buildings and the permitted uses will contribute to the pedestrian oriented environment.

11.3.8.5 Residential Neighbourhood Built Form and Urban Design Policies

1. The neighbourhoods in Clair-Maltby will be comprised of predominantly low to midrise housing forms in walkable residential areas anchored by one or more focal points. Urban design and architectural detail which supports the role of neighbourhoods will be required including:
 - a. a variety of building types, architectural styles, heights and form, and a well-designed and integrated parks and open space system;
 - b. neighbourhood focal points will be designed in accordance with Section 11.3.2.8 of this Plan;
 - c. the City shall carefully balance *Public Views* and access from *development* to the Natural Heritage System with protection of Natural Heritage System features and functions in accordance with the direction in Section 11.3.3.2;
 - d. creation of attractive, inviting and safe streetscapes for pedestrians, cyclists and drivers with *development* which fronts on all streets including arterial and collector roads;

- e. residential dwellings shall be designed such that garages are not the dominant feature in the streetscape. Garages for all ground-related dwellings shall be encouraged to be in the rear yard accessed by laneway or front driveway, particularly on arterial and collector roads; and,
- f. cul-de-sacs and reverse lots shall only be permitted when warranted by natural site conditions or to preserve *cultural heritage resources* in situ. Service roads will be discouraged, but may be considered, subject to detailed design review by the City.

11.3.8.6 Land Use Designations

11.3.8.6.1 Residential General Policies

1. Residential areas are designated on Schedule B and subject to the policies of Section 9.2, 9.3 of the Official Plan. The lands in these designations will provide a full range and mix of affordable and market-based housing. The final range and distribution of housing forms will be determined through the *development* approvals process and regulated through the implementing *Zoning By-law*.

Affordable Housing

2. Development within Clair-Maltby will contribute to the provision of *affordable housing* to assist in the achievement of the City-wide target for *affordable housing*. The City will work with the landowners through the *development* approvals process, using available tools and programs, in accordance with the policies of Section 7.2 of the Official Plan, to promote the *development* of *affordable housing* in Clair-Maltby.

11.3.8.6.2 Low Density Greenfield Residential

1. In the Low Density Greenfield Residential designation *development* shall be in accordance with the policies of Section 9.3.3 of the Official Plan and the following:

Permitted Uses

2. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. detached, semi-detached and duplex dwellings; and,
 - b. multiple unit residential buildings, such as townhouses and apartments.

Height and Density

3. The following height and density policies apply within this designation:
 - a. The maximum height shall be six (6) storeys; and,

- b. The maximum *net density* is 60 units per hectare and not less than a minimum *net density* of 20 units per hectare.

11.3.8.6.3 Medium Density Residential

1. In the Medium Density Residential designation *development* shall be in accordance with the policies of Section 9.3.4 of the Official Plan and the following:

Permitted Uses

2. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. Multiple unit residential buildings such as townhouses and apartments.

Height and Density

3. The minimum permitted height is two (2) storeys and the maximum height is six (6) storeys.
4. The maximum *net density* is 100 units per hectare and not less than a minimum *net density* of 35 units per net hectare.

11.3.8.6.4 Clair-Maltby High Density Residential

1. In the Clair-Maltby High Density Residential designation *development* shall be subject to the following criteria:

Permitted Uses

2. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. Multiple unit residential buildings generally in the form of apartments.

Height and Density

3. Within the Gordon Street Corridor the minimum height is four (4) storeys and the maximum height is designated on Schedule D except within the Urban-Rural Transition Zone.
4. Outside of the Gordon Street Corridor the minimum height is three (3) storeys and the maximum height is ten (10) storeys.
5. The maximum *net density* is 250 units per hectare and not less than a minimum *net density* of 100 units per hectare.
6. The minimum *Floor Space Index* (FSI) shall be 1.5.

11.3.8.6.5 Mixed-use

Mixed-use areas designated on Schedule B are located in the Gordon Street Corridor. Such areas will consist of a mix of high density residential, commercial, institutional and office uses within a highly compact form of *development* that will contribute to the creation of focal points and transition areas. High quality urban and architectural design and a well-connected, pedestrian-oriented, *public realm* in accordance with the policies of Sections 11.3.8.3 and 11.3.8.4 of this Secondary Plan will define these areas.

1. In the Mixed-Use designation *development* shall be subject to the following criteria:

Permitted Uses

2. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. Multiple unit residential buildings generally in the form of apartments;
 - b. Commercial Uses;
 - c. Institutional Uses; and,
 - d. Office Uses.

Height and Density

3. Within the Gordon Street Corridor the minimum height is four (4) storeys and the maximum height is designated on Schedule D.
4. The maximum *net density* is 250 units per hectare and not less than a minimum *net density* of 100 units per hectare.
5. The minimum *Floor Space Index* (FSI) shall be 1.5.
6. *Development* will be compact and primarily non-residential at grade with a continuous built form edge containing the following:
 - a. buildings shall be designed to accommodate retail and service uses, including restaurants and personal service uses, and other non-residential uses such as entertainment uses or professional offices and community or social services, on the ground floors of all buildings at the street edge, except where topography limits the viability of such uses;
 - b. building façades facing a public street shall be considered a primary façade. A minimum of one pedestrian entrance shall be provided for any primary façade;

- c. buildings on corner lots should be designed to have primary façades on both the front and side street;
- d. ground floor heights will allow for non-residential uses; windows shall correspond appropriately to the height of ground floors. Generally, a large proportion of the street-facing ground floor wall of new mixed-use buildings shall be glazed; and,
- e. building heights may be stepped back, but shall contribute to a continuous street wall that has a minimum height of 4 storeys along Gordon Street and 2 storeys along the main street in the Urban Village Core.

11.3.8.6.6 Clair-Maltby Mixed Office/Commercial

1. In the Clair-Maltby Mixed Office/Commercial designation *development* shall be subject to the following criteria:

Permitted Uses

2. The following uses may be permitted subject to the applicable provisions of this Plan:
 - a. Small-scale commercial uses;
 - b. Offices;
 - c. Personal services;
 - d. Institutional uses; and,
 - e. Residential uses in conjunction with the other permitted uses.

Height and Density

3. The maximum height is four (4) storeys;
4. The maximum *net density* is 100 units per hectare.
5. As identified on Schedule B, a small portion of the Gordon Street Corridor is designated as Mixed Office/Commercial. The majority of these lands form part of a designated *cultural heritage landscape* in accordance with By-law Number (2019)-20386. Any *development* is subject to the policies of Section 11.3.4 of this Secondary Plan and will be permitted only if an architectural vocabulary and design elements are adopted which are *compatible* with, and respectful of, the cultural heritage attributes of the designated *cultural heritage landscape* in accordance with an approved Cultural Heritage Resource Impact Assessment.

11.3.8.6.7 Service Commercial

1. As identified on Schedule B, a site on Victoria Road South, just north of Maltby Road, is designated as "Service Commercial" and is subject to the Service Commercial policies of Section 9.4.5 of the Official Plan.

11.3.8.6.8 Neighbourhood Commercial

1. As identified on Schedule B, a site on Victoria Road South at the intersection with a collector road is designated as "Neighbourhood Commercial Centre" and is subject to the Neighbourhood Commercial Centre policies of Section 9.4.4 of the Official Plan.

11.3.8.6.9 Convenience Commercial Area

1. The *Convenience Commercial Area* symbol identifies focal points at intersections in Residential Neighbourhoods which may be considered, but not required, for *development(s)* intended to serve the *convenience commercial* and service needs of local residents.
2. The permitted uses, form and configuration will be determined through the *development* approvals process generally in conformity with the Neighbourhood Commercial Centre policies of Section 9.4.5 of the Official Plan. However, the maximum retail component of such a *development* shall be 3,250 square metres (35,000 square feet) and the maximum height shall be in accordance with the underlying land use designation.

11.3.8.6.10 Open Space and Parks

1. The Open Space and Park designation and the Parks symbols on Schedule B are subject to the Open Space and Parks policies of Section 9.7 of the Official Plan, in addition to the policies of this Secondary Plan including the policies of Section 11.3.7, Open Space System: Moraine Ribbon, Trails and Parks.
2. The Moraine Ribbon designation on Schedule B is subject to the policies of Section 11.3.7.4 of this Secondary Plan.

11.3.8.6.11 Urban-Rural Transition

1. The Urban-Rural Transition Area is identified on all the schedules and is an overlay designation on Schedule B. It will be a minimum of 60 metres in depth from the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Street right-of-way.
2. Within this area buildings and structures will have a maximum height of 3 storeys.

3. Permitted uses will be in accordance with the underlying land use designation. Low density built forms such as single detached dwellings, semi-detached dwellings and townhouses may be located in this area but, will be designed to limit the number of driveways onto Maltby Road and Victoria Road.
4. Increased setbacks from Victoria Road and Maltby Road, the majority of which will be landscaped, will be encouraged.

11.3.9 Interpretation and Implementation

The implementation of this Secondary Plan will require a variety of tools and many actions on the part of the City, private landowners, institutions and others. This Section describes important tools and strategies to be used by the City in addition to the tools and strategies identified in the Official Plan. It also identifies initiatives and partnerships intended to implement key elements of this Secondary Plan and, in the process, encourage private *development* and investment in Clair-Maltby. Many of the strategies build upon previous initiatives and current investments by the City.

11.3.9.1 Interpretation and Implementation Policies

1. Lands within the Clair-Maltby Secondary Plan area are subject to the interpretation and implementation policies of the Official Plan and the following specific policies.
2. Where the policies of this Secondary Plan are different from, or more detailed than, those in the Official Plan, the policies of the Clair-Maltby Secondary Plan shall prevail.

11.3.9.2 Design Review

3. The City may establish a design review committee comprised of professionals with expertise in planning and urban design, architecture, engineering, landscape architecture and/or environmental design, or other advisory process, such as an architectural or urban design peer review process at the applicant's expense, to assist in the review of significant *development* proposals and capital projects in Clair-Maltby, particularly in the Gordon Street Corridor. In reviewing significant *development* projects, such a committee or process shall be guided by the policies of the Secondary Plan and applicable Official Plan policies and shall consider the urban design, architectural, engineering, landscape and environmental design aspects of the proposal.
4. To ensure an attractive streetscape and maximize opportunities for passive energy efficiency/ *Net Zero Carbon*, architectural controls may be required to be developed through the *development* approvals process to address detailed

building design aspects such as: massing; passive energy efficiency matters; siting; grading; elevation articulation; garage articulation; materials colour, sustainability and quality; and roof design.

11.3.9.3 Special Studies and Future Initiatives

1. Alternative *development* standards may be developed where appropriate to meet the objectives and policies of this Secondary Plan.
2. In accordance with guidance of the CEIS and MESP, a comprehensive Clair-Maltby-wide Natural Heritage System monitoring program will be developed by the City to meet the objectives and policies of this Secondary Plan:
 - a. Proponents of future *development* will be required to participate in and contribute to the comprehensive Clair-Maltby-wide Natural Heritage System monitoring program to ensure that mitigation measures are functioning as anticipated; and,
 - b. Monitoring requirements will be determined as part of area-specific *environmental impact studies, environmental implementation reports* and/or *environmental assessments* prepared for proposed *development, site alteration* and/or capital projects.
3. Future applications for *development* will be required to demonstrate, through an energy analysis of the proposed *development*, how the policy direction related to the achievement of *Net Zero Carbon development* in accordance with Section 11.3.5 of this secondary plan is being met.
4. Future applications for *development* will be required to update the integrated groundwater-surface water model based on technical studies prepared in support of proposed *development* and on-going monitoring data to appropriately assess cumulative impacts in Clair-Maltby. The applicant will be required to compensate the City for efforts to update and run the integrated groundwater-surface water model for the purpose of confirming stormwater criteria for development applications
5. Servicing infrastructure recommended within the MESP will be installed in stages. Future applications for *development* will be required to demonstrate, through analysis of the existing water and wastewater infrastructure at the time of application, that there is sufficient supply and capacity for the development works as per the requirements of the Development Engineering Manual. The applicant will be required to compensate the City for efforts to update and run the water and wastewater models for the purpose of confirming capacities for development applications.
6. A study that assesses the feasibility of constructing a multi-use overpass, in the location identified on Schedule C, shall be completed as a component of the detailed design of Gordon Street.

7. A management plan shall be prepared for Halls Pond to establish appropriate access, recreational use and restoration, consistent with the preservation and protection of ecological and hydrologic features and functions.

11.3.9.4 Phasing and Finance

1. The implementation of the policies of the Secondary Plan will be subject to the capital budget and financial policies and procedures approved by City Council, as well as the availability of the required infrastructure to support *development* and the funding or service provision from other levels of government.
2. It is a fundamental policy of this Plan that the impacts on the existing taxpayers of the cost of new *development* within the Secondary Plan shall be minimized. Therefore, *development* shall only be permitted to proceed when:
 - a. the City has prepared and adopted a Fiscal Impact Assessment and phasing plan for the Secondary Plan area which will reflect the recommendations of the MESP;
 - b. the City has adopted a Development Charges By-law enacted under the Development Charges Act, 1997 or any successor legislation identifying and imposing charges applicable to the lands in the Secondary Plan area;
 - c. the City has adopted a Community Benefits Strategy and Community Benefits By-law under Section 37 of the Planning Act, which is applicable to Clair-Maltby; and,
 - d. landowners in the Clair-Maltby Secondary Plan area have entered into an agreement or agreements or have made other satisfactory arrangements with the City for the provision of funds or the provision of services or both in accordance with the Fiscal Impact Assessment and this Secondary Plan. These may include credit for services agreements, cost sharing agreements and front ending agreements.
3. The location of proposed transportation and linear infrastructure and other public facilities including roads, *stormwater management capture areas* and *community infrastructure* identified in the Secondary Plan have been incorporated without regard for *property* ownership. In order to ensure the appropriate and orderly *development* of the Secondary Plan area and to ensure the costs associated with the *development* of the Secondary Plan are equitably distributed among all the landowners, *development* within the Secondary Plan area shall only be permitted to proceed when a significant number of landowners in the Secondary Plan area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of costs associated with *development* in a fair and equitable manner. Individual *developments* in the Secondary Plan area shall generally not be approved until the subject landowner has become a party to the landowners' cost sharing agreement.

11.3.9.5 Definitions

In addition to definitions of the Official Plan, the following definitions are applicable in the Clair-Maltby Secondary Plan:

Adaptive Reuse means:

The alteration of *built heritage resources* to fit new uses or circumstances while retaining their heritage value and attributes.

Available Roof Area means:

The total roof area minus the area for mechanical equipment, roof top terraces and perimeter access restrictions.

Green infrastructure means:

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

Headwater drainage feature means:

Non-permanently flowing drainage features that may not have defined bed or banks; they are first-order and zero-order intermittent and ephemeral channels, swales and connected headwater *wetlands*, but do not include rills or furrows.

Net Zero Carbon means:

For the purpose of the Clair-Maltby, *Net Zero Carbon* refers to the indirect and direct carbon emissions emitted from the new buildings that will be developed within the Clair-Maltby boundary. *Net zero Carbon* emissions will be achieved by balancing the annual amount of carbon released (by burning fossil fuels) with the equivalent amount that is sequestered and/or offset from on-site or off-site *renewable energy*.

The carbon emissions associated with transportation, waste, water and food generation/production will be addressed and reduced as a result of the “complete community” design of Clair-Maltby. These related emissions will not be included in the *Net Zero Carbon* definition for Clair-Maltby.

Sensitive surface water features and sensitive ground water features

means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Stormwater Management Capture Area means

Designated areas in public ownership which receive urban runoff via storm sewers, roadways and ditches. It is expected that these locations would only be wet during significant storm events and the excess runoff would both infiltrate and evaporate following the storm.

Water resource system: ground water features, *hydrologic functions, natural heritage features and areas*, and *surface water features*, which are necessary for the ecological and hydrological integrity of the watershed.

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11.3.10 Glossary of Acronyms

CEIS – Comprehensive Environmental Impact Study

FSI – Floor Space Index

GRCA – Grand River Conservation Authority

MESP – Master Environmental Servicing Plan

NHS – Natural Heritage System

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11.3.11 Schedules

Schedule A – Community Structure

Schedule B – Land Use Designations

Schedule C – Mobility Plan

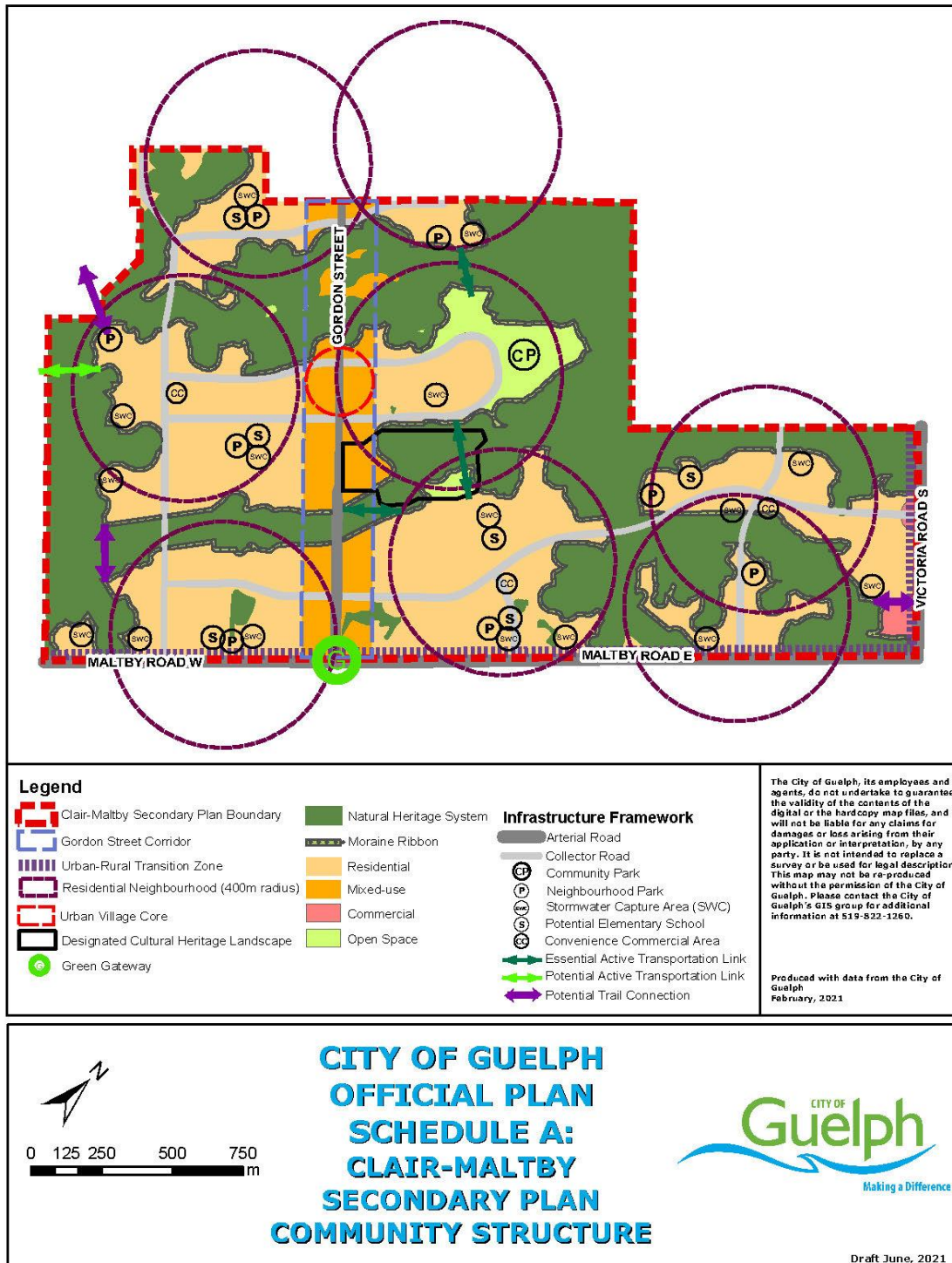
Schedule D – Built Form and Open Space System Elements

Schedule E – Natural Heritage System

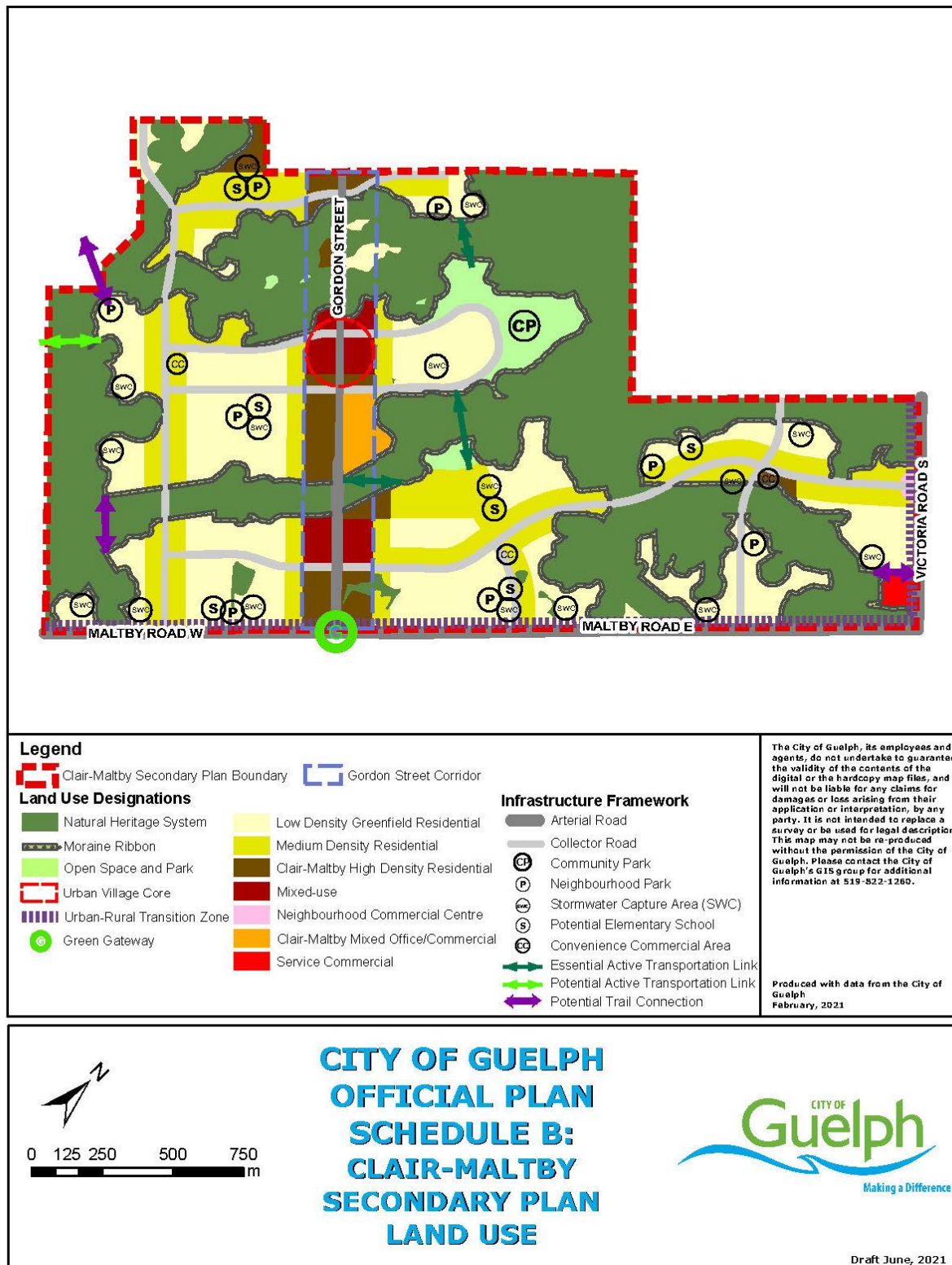
Schedule F – Cultural Heritage Resources

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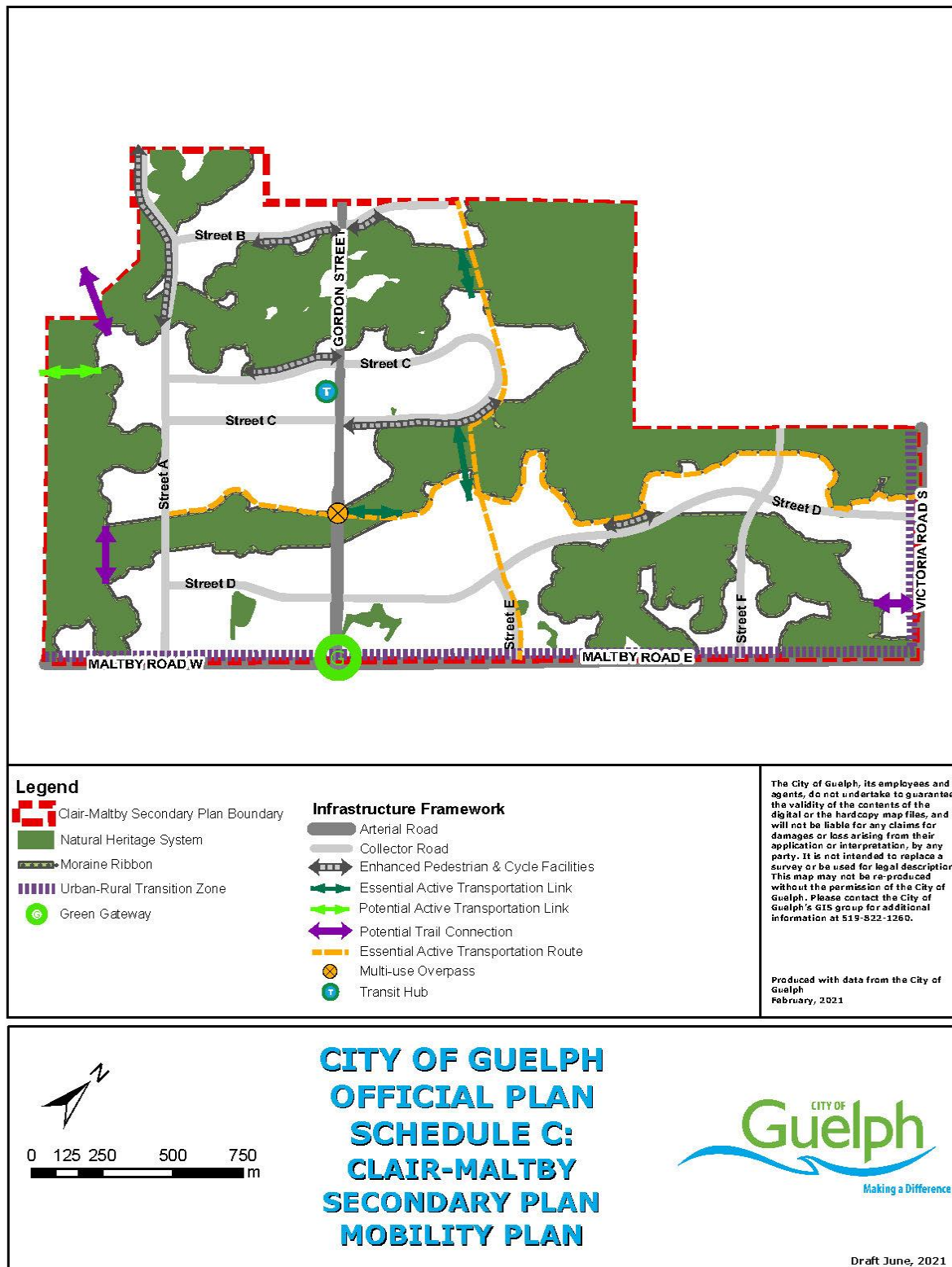
Schedule A – Community Structure (DRAFT)



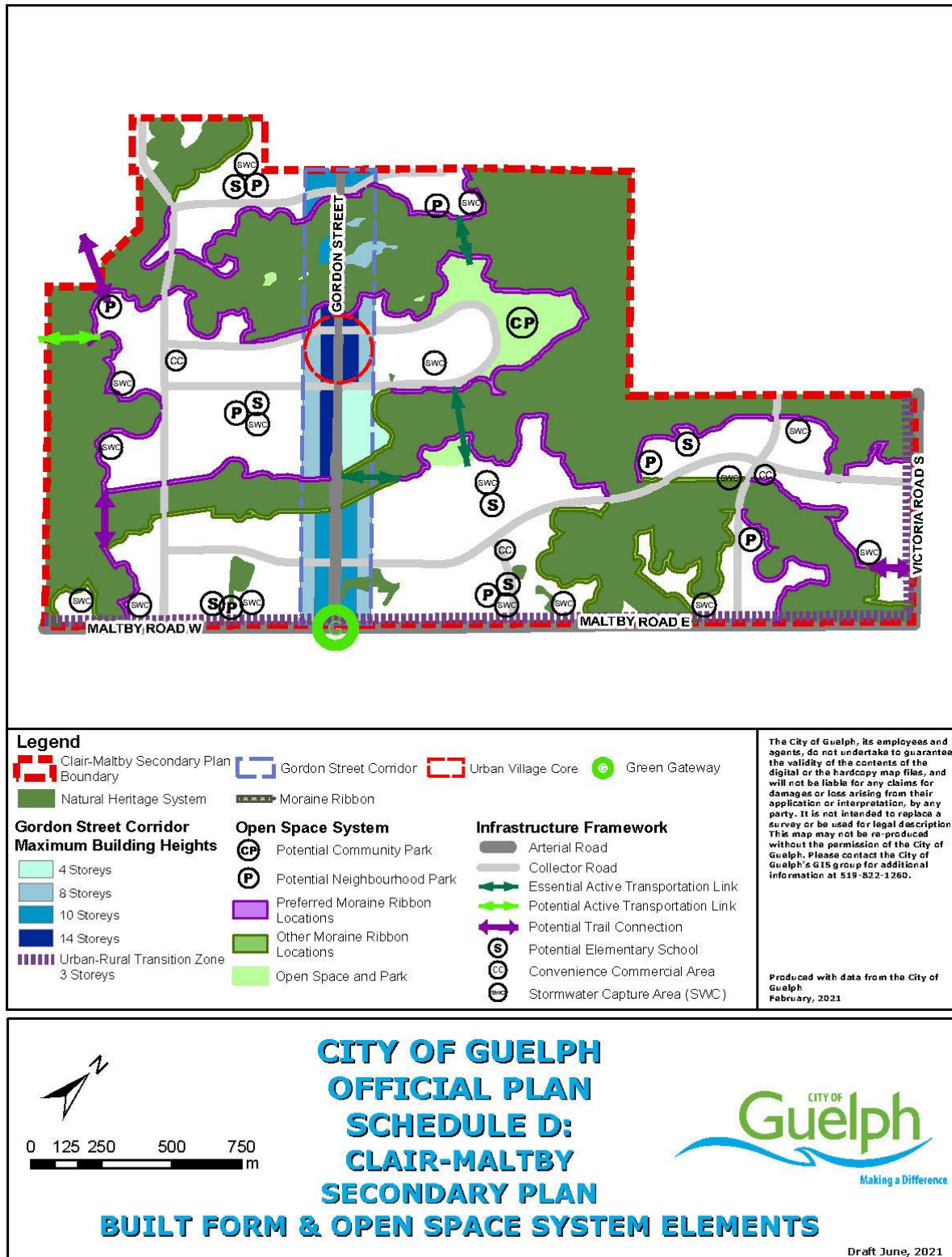
Schedule B – Land Use Plan (DRAFT)



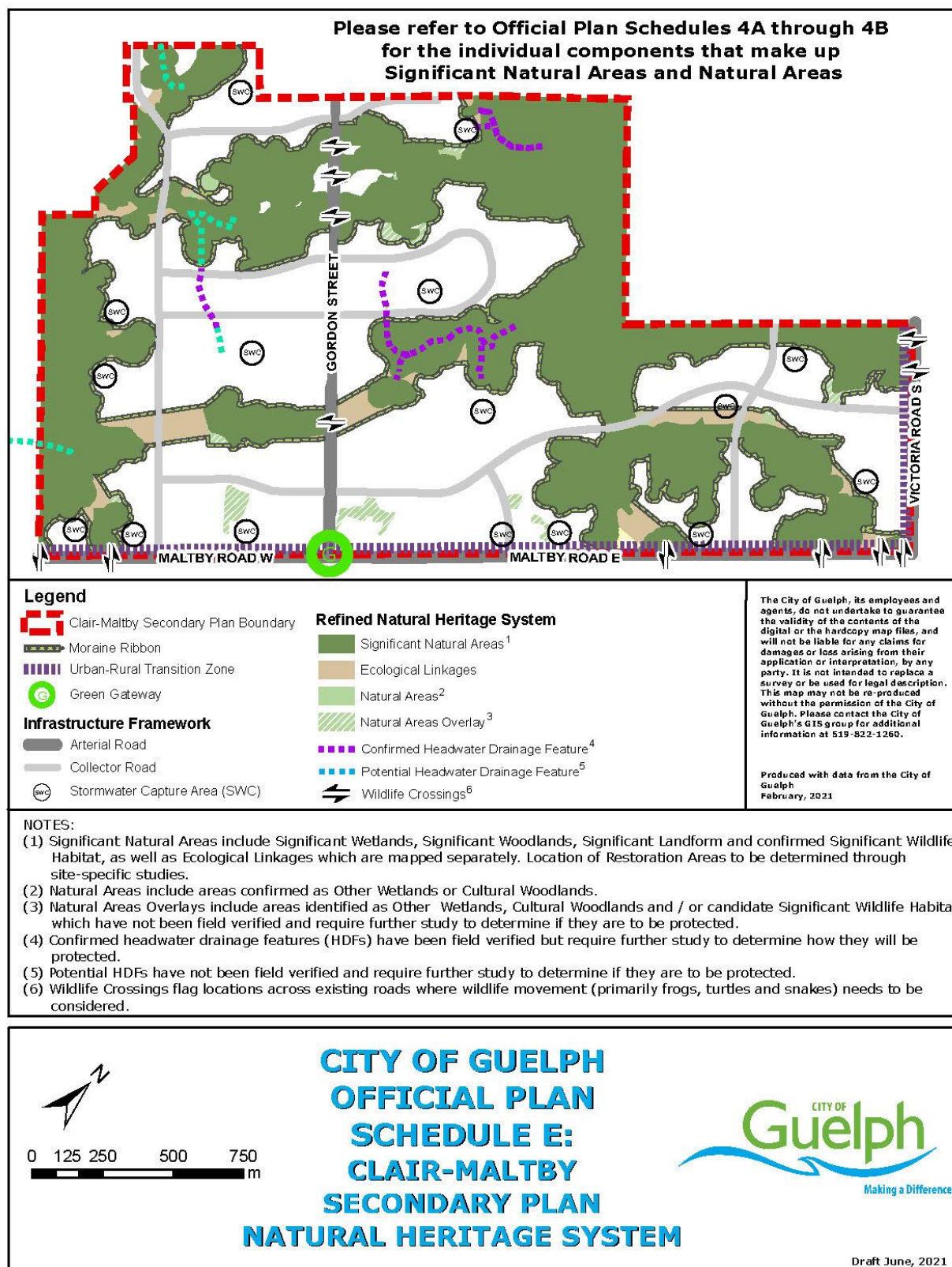
Schedule C – Mobility Plan (DRAFT)



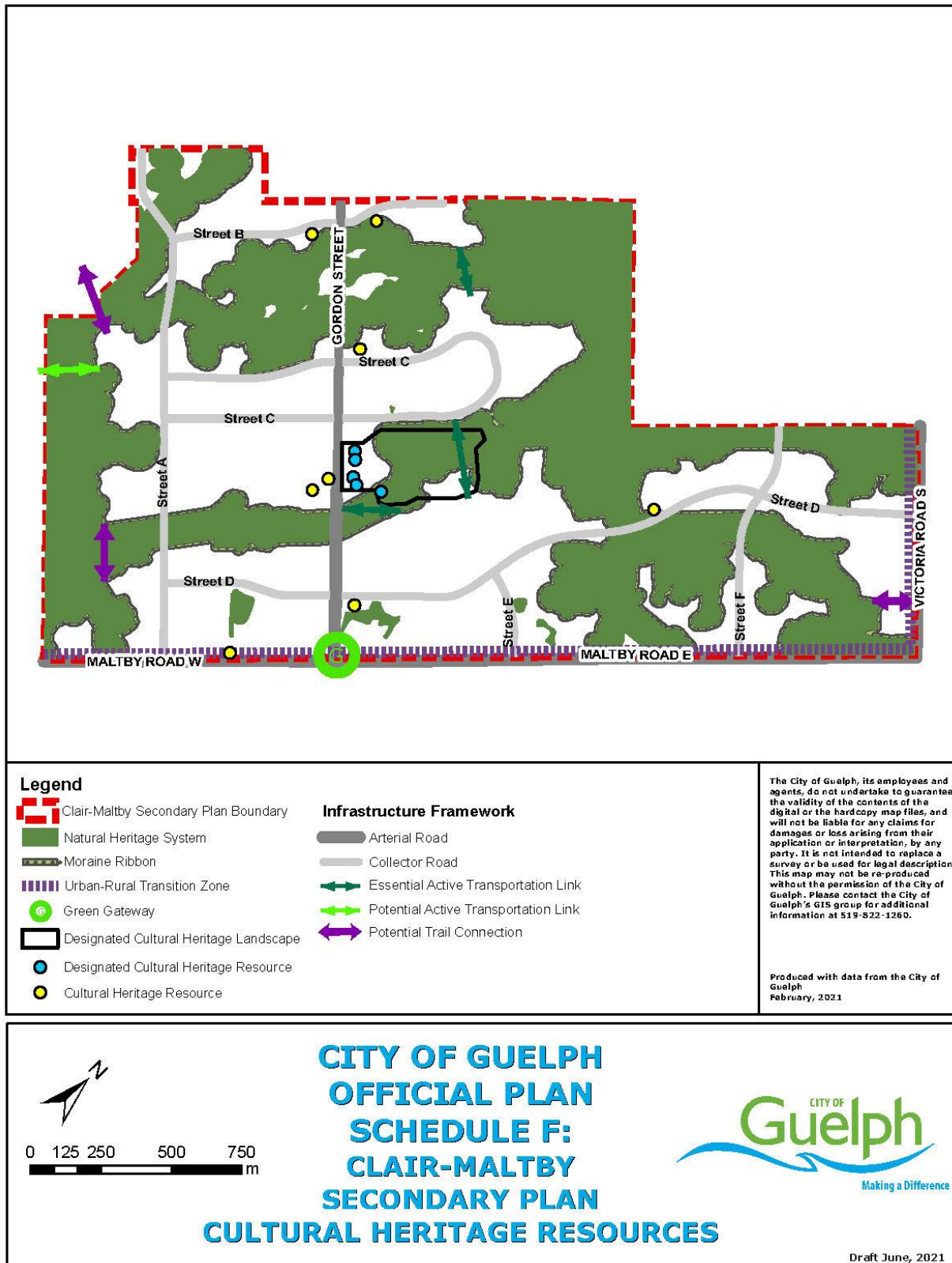
Schedule D – Built Form and Open Space System Elements (DRAFT)



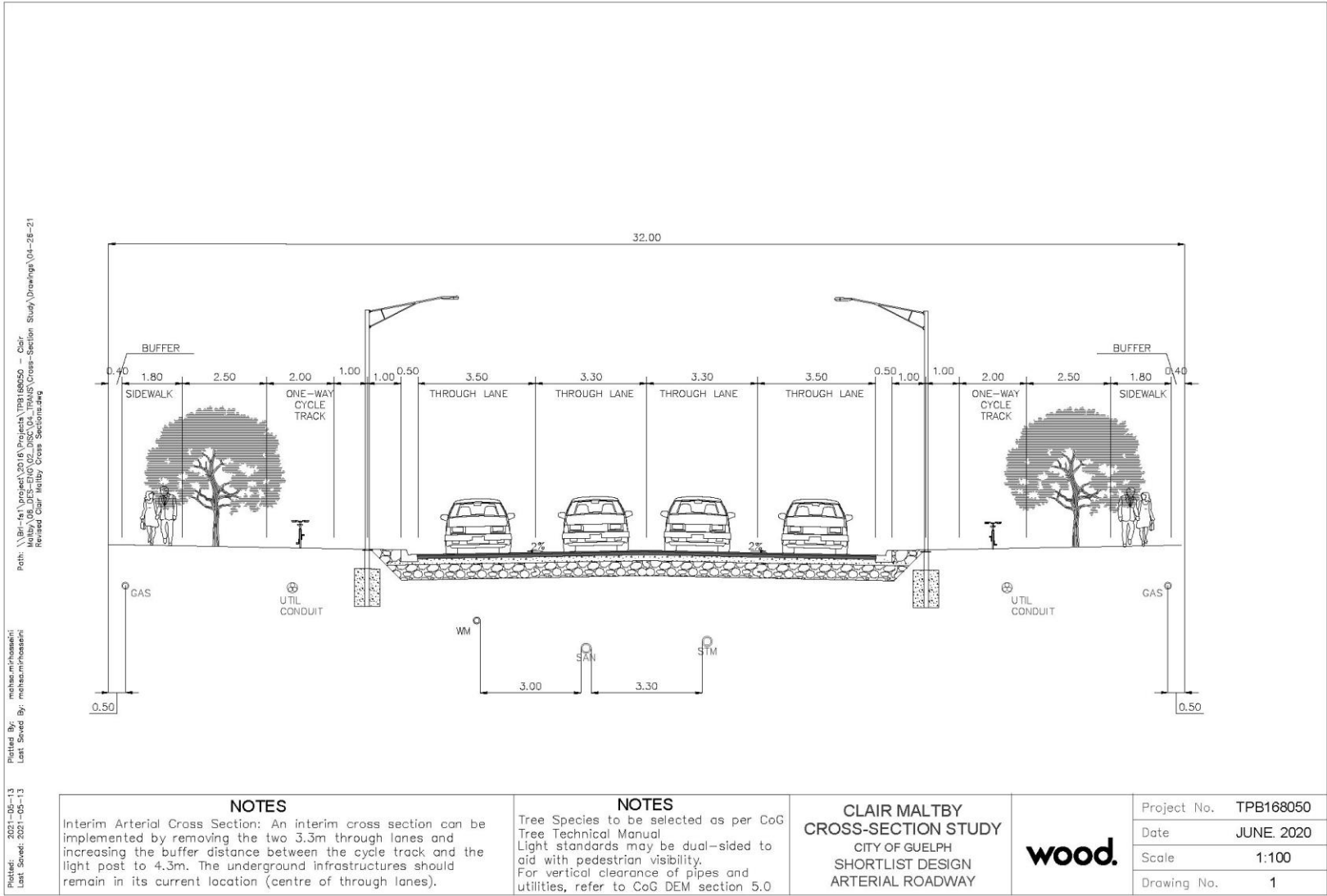
Schedule E – Natural Heritage System (DRAFT)



Schedule F – Cultural Heritage Resources (DRAFT)



Appendix A Arterial Roadway Cross-section (DRAFT)



Clair-Maltby Secondary Plan
Final Draft for Community Engagement – June 16, 2021



Local Roadway Cross-section (DRAFT)

