Appendix E

Public Consultation

Appendix E.2

Indigenous Consultation

Indigenous Engagement Communications Log – Mississaugas of the Credit First Nation

Date	From	To	Medium (e.g. email, letter, call)	Communication Description	Action or Response (if required)
2017-04-06	Stacey Laughlin, Senior Policy Planner, City of Guelph	Mark LaForme, Director of Department of Consultation and Accommodation, Mississaugas of the Credit First Nation	Letter via e-mail	Notice of Study Commencement for the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan	
2018-10-26	Stacey Laughlin, Senior Policy Planner, City of Guelph	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	Letter via e-mail	Project update at the end of Phase 2 – summarizing field work and the preliminary Comprehensive Environmental Impact Assessment and final Preferred Community Structure.	
2019-05-03	Stacey Laughlin, Senior Policy Planner, City of Guelph	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	e-mail	Project update with links to background documents representing the initial water, wastewater, stormwater, and mobility servicing works.	
2021-07-08	Stacey Laughlin, Senior Policy Planner, City of Guelph	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	Letter via e-mail	Project update notifying completion of the draft documents and commencement of final engagement phase, including links to the draft documents and requesting a meeting to collect feedback.	Schedule a meeting to collect feedback on the draft final documents.
2021-08-31	Natalie Goss, Senior Policy Planner, City of Guelph	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	e-mail	Follow up on the previous documentation shared in July, and providing possible dates for a review meeting.	The meeting was scheduled for November.
2021-11-16	Meeting between City of Guelph and Mississaugas of the Credit First Nation		Meeting	The City and Mississaugas of the Credit First Nation met to discuss the draft final project documents. The City provided an overview followed by a question and answer period. *Q: Are the lands surrounding the water bodies wetlands that will be protected?* A: Yes. Development is prohibited in areas currently designated as a natural heritage system (NHS). The map presented shows various layers of NHS features that cumulatively make-up the system. *Q: Is it a rule that groundwater flow is protected?* A: Yes, it is a rule. As per the Provincial Policy Statement and the Growth Plan, municipalities are to identify and protect water resource systems. A water resource system includes surface water features, groundwater features, and the connections between them.	Follow up during future study and detailed design for project elements.

				Q: When you are planning your neighbourhoods and planning community centres, how is the urban Indigenous population and their daycare needs considered? Is that something that goes into the planning? A: The Secondary Plan level identifies land use designations that would allow for daycare centres, which are permitted in places. *Q: When it does come time to begin planning the community in more detail, how can the First Nation be involved in ensuring that urban Indigenous groups have support when it comes to culture and heritage? And those types of things that we know our people will need?* A: As per your feedback a couple years ago on this project, you expressed desire for developers to reach out to you when they are submitting their plans for subdivision – that's potentially one way to start the conversation, which Guelph can encourage as development applications come forward. Further, Guelph City planning is looking at engagement opportunities and protocols that focus on early and frequent engagement. The City provided responses that are detailed in the attached meeting record. The meeting was facilitated by Nbisiing Consulting.	
2021-11-25	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	Stacey Laughlin, Senior Policy Planner, City of Guelph	Letter	A letter summarizing the Department of Consultation and Accommodation's mandates and goals, and requirements to remain involved through the subsequent phases of development. This could include Field Liaison Representatives during field work to ensure that the Nation's interests and concerns are considered. The letter also requested missing information from the City.	City to respond to the letter with additional information as requested.
2022-01-12	Melissa Aldunate, Manager of Policy Planning and Urban Design, City of Guelph	Fawn Sault, Consultation Manager, Mississaugas of the Credit First Nation	Letter via e-mail	A letter with responses to the 2021-11-25 letter including links to the requested additional documentation.	
2022-01-14	Erika Johannsen, Field Archaeologist, Mississaugas of the Credit First Nation	Stacey Laughlin, Senior Policy Planner, City of Guelph	e-mail	An e-mail noting that Department of Consultation and Accommodation's Archaeology Program Unit had no further comments on the Stage 1 Archaeological Assessment report at this time.	
2022-05-27	Colleen Gammie, Infrastructure Planning Engineer City of Guelph	Mark LaForme, Director, Department of Consultation and Accommodation, Mississaugas of the Credit First Nation	e-mail	A project update with the Notice of Passing and the draft Notice of Completion (sent in advance of filing the EA with the Ministry of Environment, Conservation, and Parks).	

Clair-Maltby
Transform. Connect. Community.

Mark LaForme
Director, Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation
6 First Line, R.R. #6
Hagersville, ON, N0A 1H0

Notice of Study Commencement: Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

Dear Mr. LaForme,

The City of Guelph is in the process of developing a Secondary Plan Study and Master Environmental Servicing Plan for a 520 hectare area in the southeast corner of Guelph, bounded by Clair Road to the north, Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west (Figure 1).

The **Clair-Maltby Secondary Plan Project** ("the Project") was initiated by Council approval on June 22, 2015 with the Terms of Reference approved by Council on December 14, 2015. The proposed study is in accordance with the City of Guelph's Official Plan Amendment 48, which identified it as a Secondary Planning Area. The Master Environmental Servicing Plan (MESP) and Community Plan process is being followed in order to develop the Secondary Plan. The MESP will proceed in accordance with the Master Plan requirements of the Municipal Engineers Association Class Environmental Assessment (EA) process (Section A.2.7 of the Class EA document).

The Project will help the City of Guelph plan the last greenfield area within the city. The Secondary Plan will establish an appropriate range and mix of land use designations to help achieve the City's vision to plan a complete and healthy community and support future urban growth, including determination of appropriate heights and densities of buildings, servicing and infrastructure, transportation, the preservation of environmental features, and the inclusion of open space and parks.

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

guelph.ca

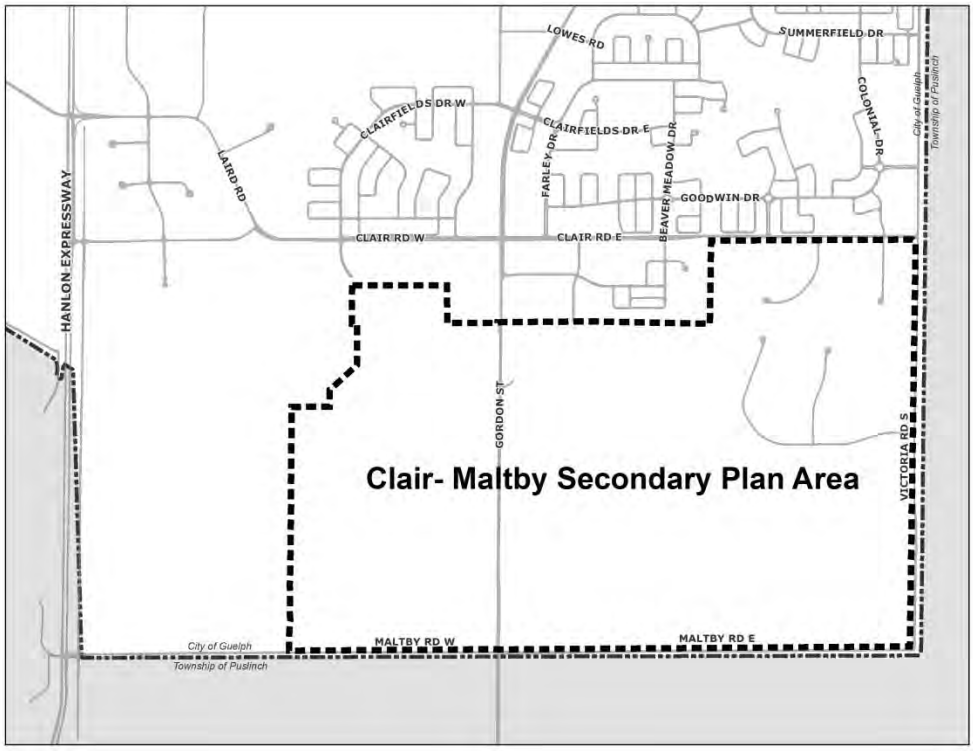


Figure 1: The Clair-Maltby Secondary Planning Study Area

The Project is following a three phase process, with an estimated timeline of approximately four years to complete (Figure 2). Phase 1 began in May, 2016 and included the collection of background data as well as the development of study work plans and the establishment of working groups. Phase 2 will begin in May 2017, and will include detailed technical studies, the development of community concept plans, community engagement and outreach, and the determination of preferred alternatives. Finally, Phase 3 will involve the preparation of the Master Environmental Servicing Plan (MESP) and Secondary Plan documents for Council approval.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the Project are fully engaged in the planning and development process. For this reason, the City is contacting you and representatives of other First Nations and Métis communities to advise you of the study process and invite your initial comments.

Your participation and input in the **Clair-Maltby Secondary Plan Project** process is welcomed and valued. Should you choose to participate or require additional information, please contact Stacey Laughlin at **stacey.laughlin@guelph.ca** or 519-822-1260 extension 2327.

All documents and updates related to the project can be found at **guelph.ca/clair-maltby**

Sincerely,

Stacey Laughlin, Senior Policy Planner
Policy Planning and Urban Design
Planning, Urban Design and Building Services
Location: City Hall, 1 Carden St., Guelph, ON

T **519-822-1260 x 2327**
E **stacey.laughlin@guelph.ca**

Copy to: Fawn Sault, MNCFN
Eric Beales, ASI

Clair-Maltby Secondary Plan - Process Outline

PROCESS OUTLINE

Phase 1
(12 Months)

- Background data collection
- Identify Problem/ *Opportunity Statement*
- Develop Principles/ Goals
- Commence Comprehensive EIS (Characterization & Monitoring)
- **Community Visioning Session**

Phase 2
(24 Months)

- Develop Conceptual Community Structure
- Detailed Studies
- Consideration of Community Structure Alternatives
- Community Visioning Exercise
- *Water/Wastewater Servicing Study*
- *Stormwater Management Plan*
- *Mobility Study*
- *Energy & Other Utilities*
- *Fiscal Impact Assessment*
- *Comprehensive EIS continues*
- **NCI Style Design Charrette** Multi-day design exercise to further develop the Community Structure Alternatives and determine the **Preferred Community Structure Alternative.**

Phase 3
(12 Months)

- Preferred Alternative
- Draft MESP & Secondary Plan
- Final MESP & Secondary Plan to Council
- Finalize all Technical Studies
- Public Open House
- Statutory Public Meeting

MAJOR DELIVERABLE(S)	Technical Work Plan Notice of Study Commencement	Conceptual Community Structure Technical Studies	Preferred Community Structure Alternative Final MESP & Secondary Plan Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS	PIC #1, Community Visioning Session Principles/Goals to Council Establish Community Working Group & Technical Advisory Group	Community Visioning Exercise Conceptual Community Structure to Council Design Charrette PIC# 2 & #3	Public Open House Statutory Public Meeting Council Decision Meeting

October 26, 2018

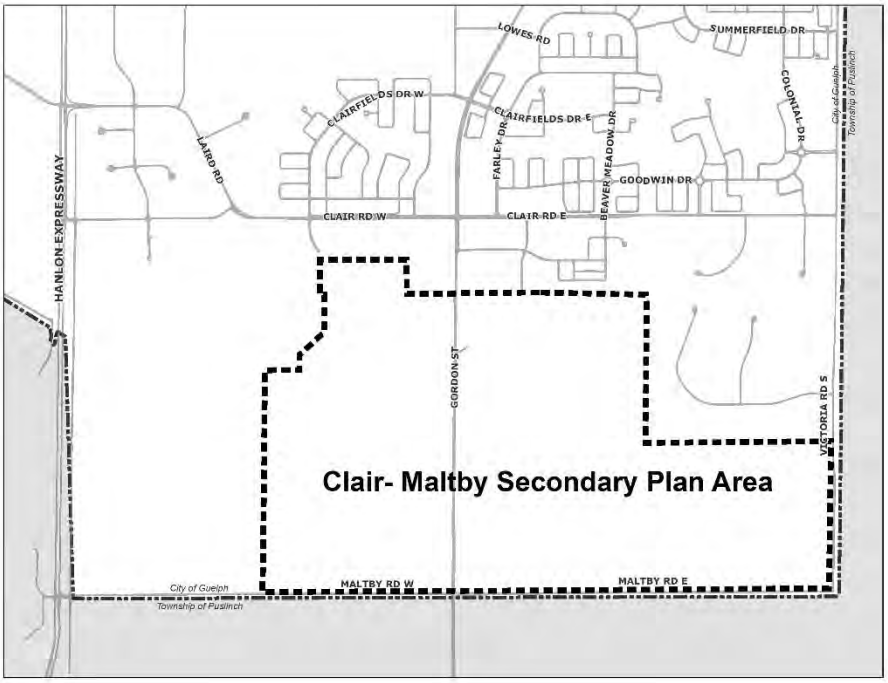
Fawn Sault
Consultation Manager
Department of Consultation and Accommodation
Mississaugas of the New Credit First Nation
4065 Highway 6 North, Hagersville, ON N0A 1H0

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

Dear Ms. Sault,

The City of Guelph has recently completed Phase 2 of the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan and is entering into the final phase of the study process, scheduled to be completed by the last quarter of 2019. Phase 2 of the Clair-Maltby Secondary Plan (CMSP) project began in May 2017 and was generally complete in May 2018, with the Preferred Community Structure approved by Council on June 25, 2018. Through process efficiencies, the overall timeline for the project has been reduced from the originally projected 4 years to approximately 3 years. However, the reduced timeline does not reduce the scope of work that was intended to be completed. In particular, the Comprehensive Environmental Impact Study, including 3 years of ground water monitoring, has not been compromised.

The Clair-Maltby Secondary Plan (CMSP) is being undertaken to comprehensively plan the last unplanned greenfield area of the City, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing



related to water, wastewater, stormwater management and mobility for the secondary plan area.

The Phase 2 work was completed by June 2018 and involved the continuation of ongoing environmental monitoring and characterization – including ground and surface water modelling, the creation of the Conceptual Community Structure (CCS), the commencement of technical studies based on the CCS, and several public and stakeholder engagement sessions. Concluding Phase 2 was the development and Council endorsement of the Preferred Community Structure, as the basis for the next phase of detailed technical analysis, numerical modeling and the development of draft policies and MESP Alternatives as part of Phase 3.

The Preferred Community Structure (attached) provides a general layout of land use, connective elements, community facilities, general locations for potential stormwater management facilities, displays existing cultural heritage resources and wetland mapping (MNRF 2017). The recommended structure mapping displays the following:

- Residential Land Use, Density and Built Form;
- Proposed high density in the south east corner of study area;
- Cultural Heritage Landscape – The preferred structure proposes a 'Mixed Office/Commercial' land use for the portion of the Cultural Heritage Landscape that is along Gordon Street. The intent is that this land use designation would allow for the adaptive re-use of the existing buildings on the property.

The final Preferred Community Structure documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

Your input in the Clair-Maltby Secondary Plan Project process is welcomed and valued. Please feel free to contact me should you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2327**
E **stacey.laughlin@guelph.ca**

Copy to: Megan DeVries, Archaeological Coordinator, Department of Consultation and Accommodation, MNCFN

Eric Beales, ASI

Clair-Maltby Secondary Plan - Process Outline

PROCESS OUTLINE

Phase 1
(12 Months)

- Background data collection
- Identify Problem/ *Opportunity Statement*
- Develop Principles/ Goals
- Commence Comprehensive EIS (Characterization & Monitoring)
- **Community Visioning Session**

Phase 2
(12 Months)

- Develop Conceptual Community Structure
- Detailed Studies
- Consideration of Community Structure Alternatives
- Community Visioning Exercise
- *Water/Wastewater Servicing Study*
- *Stormwater Management Plan*
- *Mobility Study*
- *Energy & Other Utilities*
- *Fiscal Impact Assessment*
- *Comprehensive EIS continues*
- **NCI Style Design Charrette** Multi-day design exercise to determine the **Preferred Community Structure & MESP Alternative.**

Phase 3
(12 Months)

- Preferred Alternative
- Draft MESP & Secondary Plan
- Final MESP & Secondary Plan to Council
- Finalize all Technical Studies
- Public Open House
- Statutory Public Meeting

MAJOR DELIVERABLE(S)	Technical Work Plan Notice of Study Commencement	Conceptual Community Structure Technical Studies Preferred Community Structure & MESP Alternative	Final MESP & Secondary Plan Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS	PIC #1, Community Visioning Session Principles/Goals to Council Establish Community Working Group & Technical Advisory Group	Community Visioning Exercise Conceptual Community Structure to Council PIC# 2 Design Charrette Preferred Community Structure & MESP Alternative to Council PIC #3	Public Open House Statutory Public Meeting Council Decision Meeting

Staff Report

To	**City Council**
Service Area	Infrastructure, Development and Enterprise Services
Date	Thursday, June 14, 2018
Subject	**Clair-Maltby Secondary Plan Phase Two Report and Recommended Preferred Community Structure**
Report Number	IDE-2018-77

Recommendation

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

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

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with:

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

Key Findings

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

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

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

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

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

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

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

Financial Implications

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

Report

Purpose

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

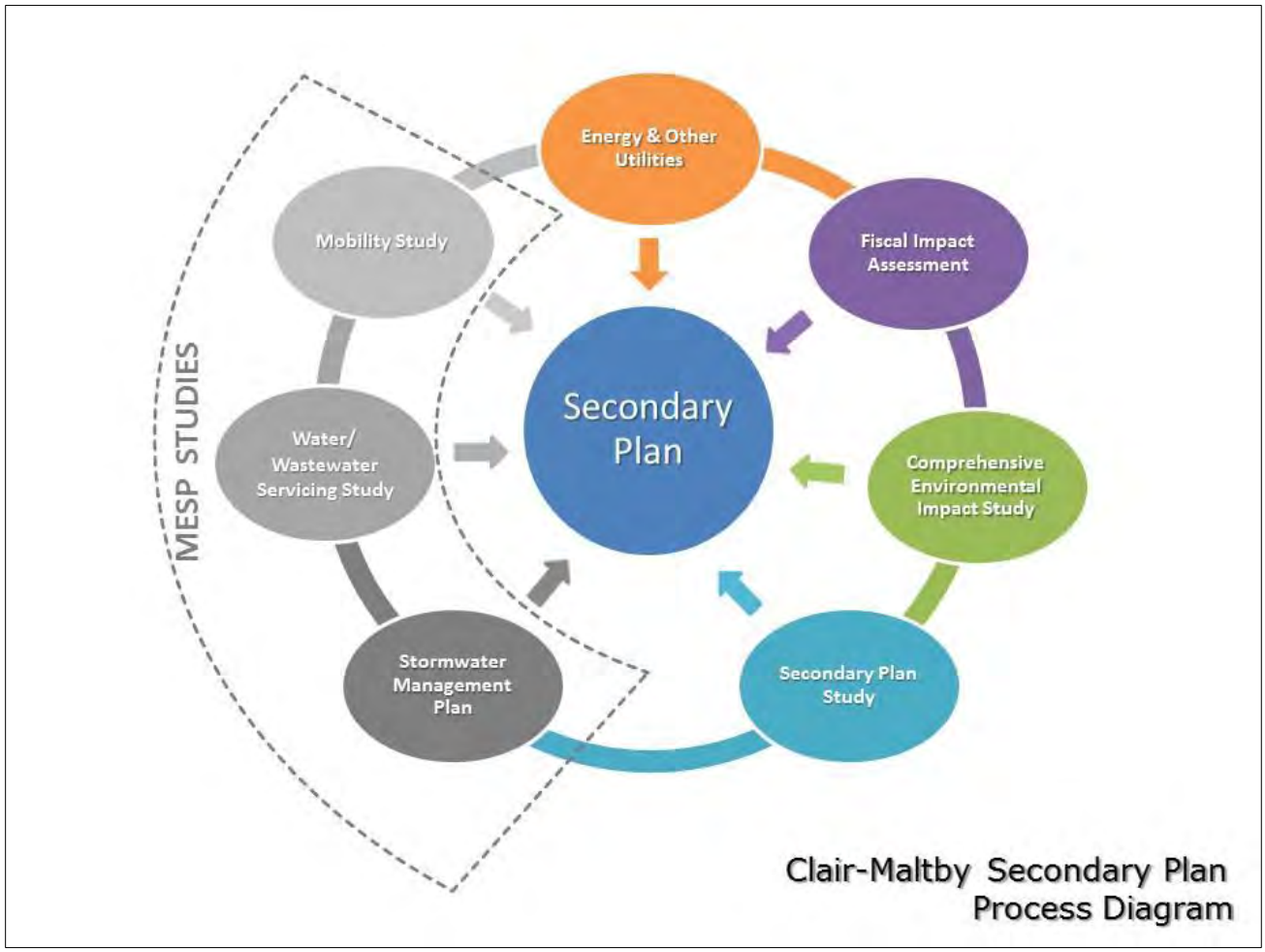
Background

The CMSP project includes several components or tasks:

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

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

Figure 1: Clair-Maltby Secondary Plan Process Diagram



Phase 1: April 2016 – April 2017

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

Major components of Phase 1 work included the following:

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

Phase 2: May 2017 – May 2018

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

Major components of the Phase 2 work included the following:

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

Ongoing Environmental Monitoring and Characterization

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

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

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

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

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

Stormwater Management, Water and Wastewater Servicing Technical Work

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

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

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

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

Evolution of the conceptual land uses

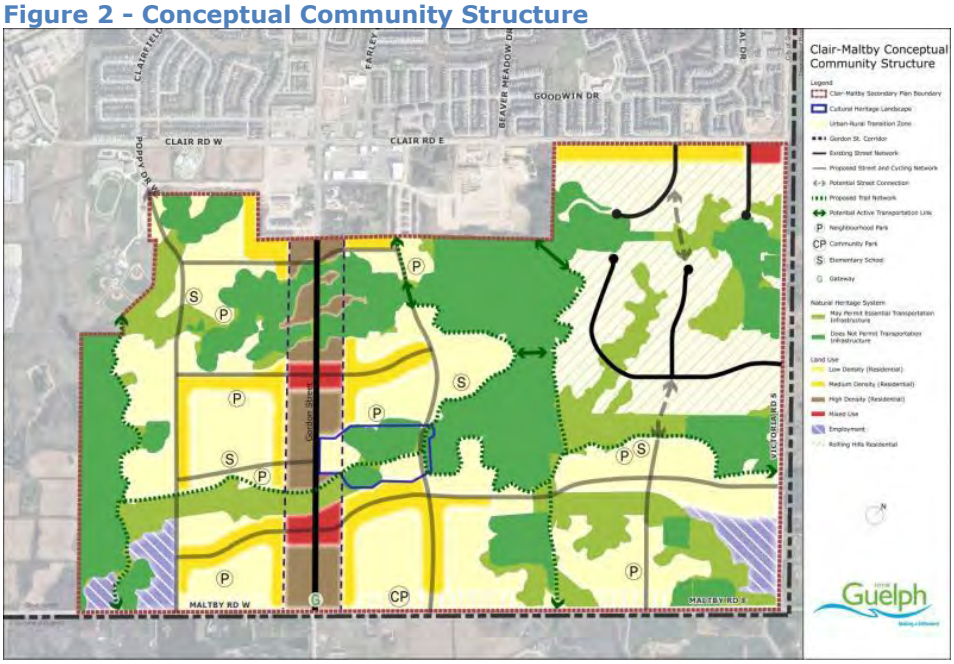
The conceptual land uses and proposed structure has evolved throughout Phase 2 of the project in response to community and technical input.

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

Conceptual Community Structure

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

Figure 2 - Conceptual Community Structure



Community Structure Alternatives

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

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

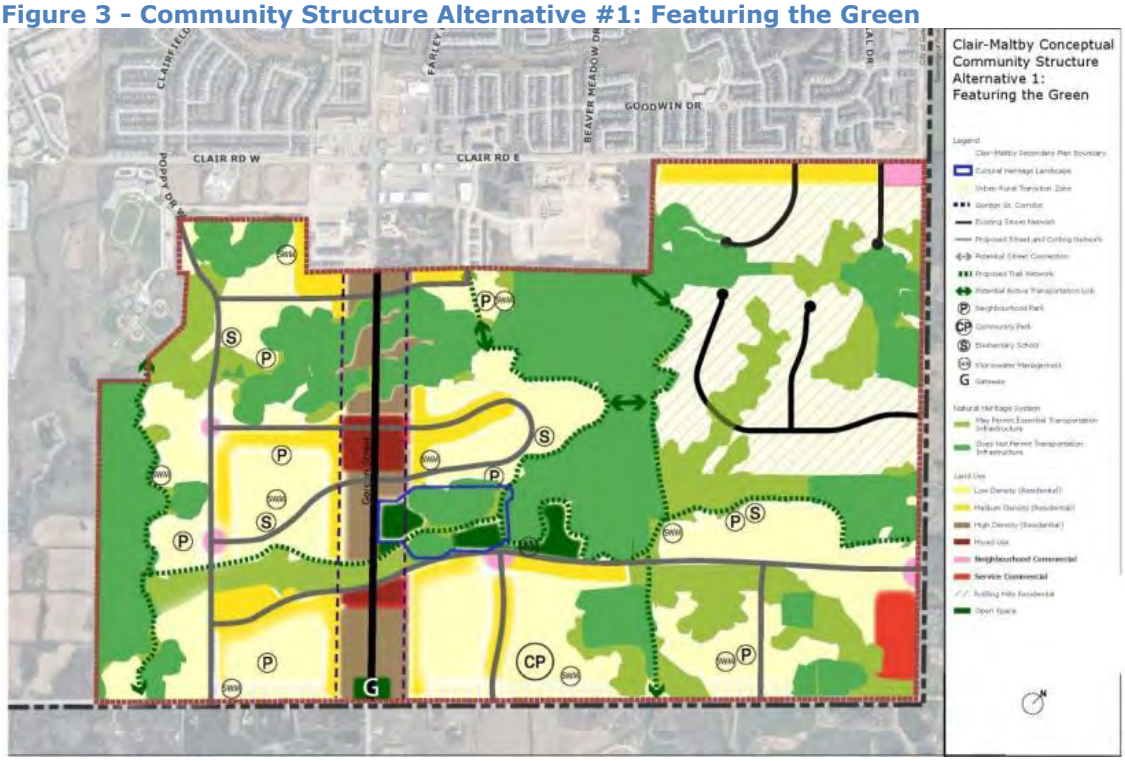


Figure 4 - Community Structure Alternative 2: Focus on Community and Services

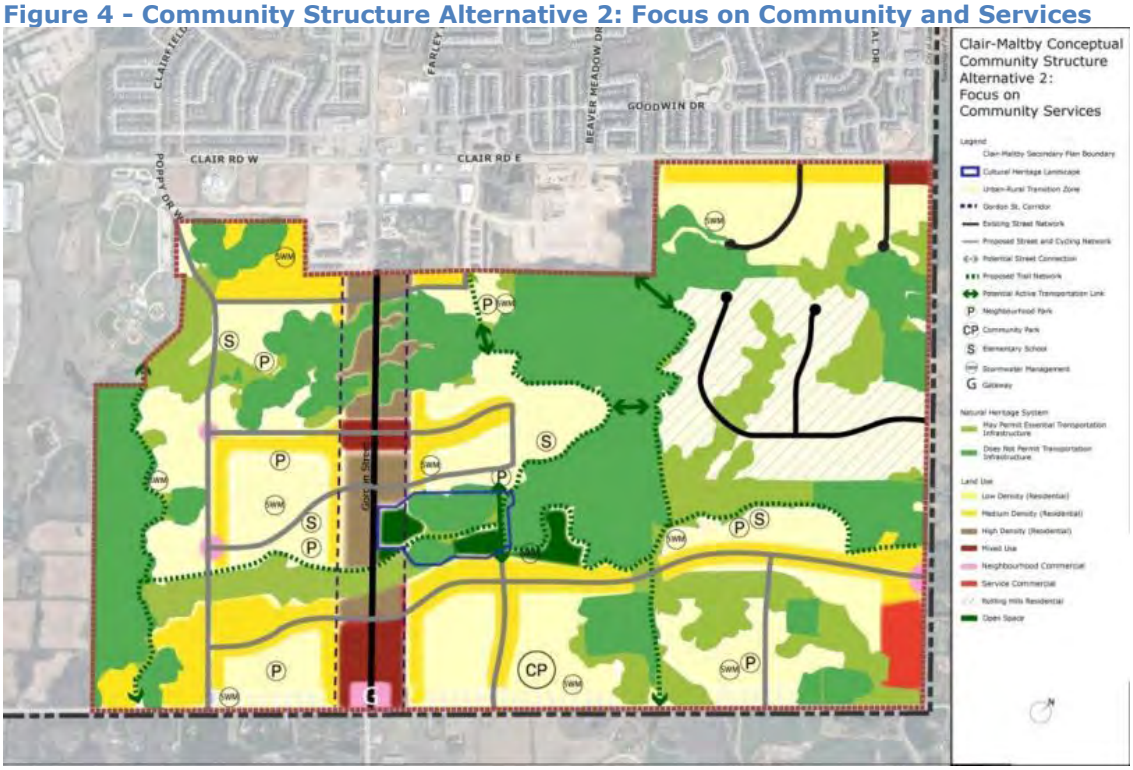
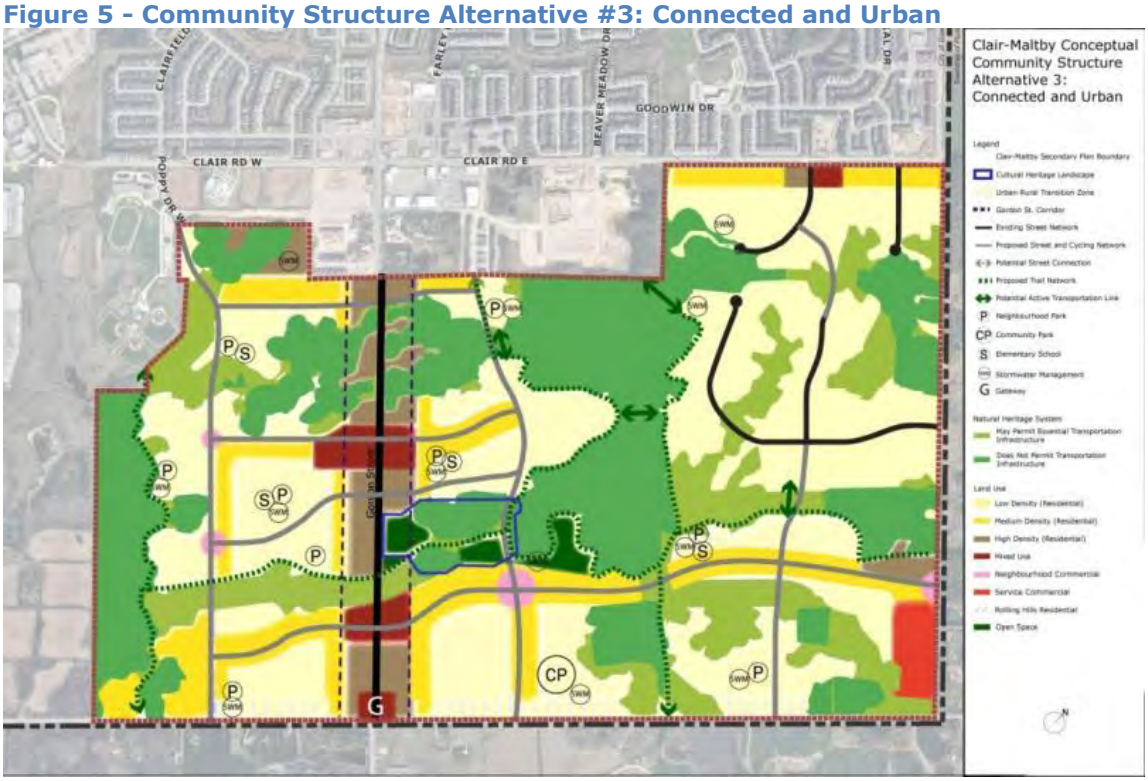


Figure 5 - Community Structure Alternative #3: Connected and Urban



Charrette Overview

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

The Charrette included the following events:

March 21, 2018: Council Workshop to allow council to participate in the charrette activities and evaluate the three Community Structure Alternatives.

April 3, 2018:
- tour of the secondary plan area for City Councillors, city staff and the consultant team
- three workshop sessions to evaluate the three Community Structure Alternatives (Technical Steering Committee and staff; TAG and CWG; and a public session). The evening public session was also Public Information Centre (PIC) #2 for the project.

April 4, 2018: Stakeholder meetings (8 different meetings with small groups and/or individuals); as well as development of the first draft version of the preliminary preferred community structure based on input received and technical and professional expertise.

April 5, 2018: A series of live design exercises in order to refine the draft version of the Preliminary Preferred Community Structure. The

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

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

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

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

Modifications to the Preliminary Preferred Community Structure

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

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

Description of the recommended Preferred Community Structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Next Steps

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

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

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

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

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

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

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

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

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

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

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

In addition, the Preferred Community Structure may be refined or modified based on additional public input as the detailed technical work is being undertaken and the draft policies are being developed.
Community engagement will continue throughout Phase 3 of the project.

Financial Implications

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

Consultations

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

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

Corporate Administrative Plan

Overarching Goals
Innovation
Financial Stability
Service Excellence

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

Attachments

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

Departmental Approval

Not applicable

Report Author

Stacey Laughlin, MCIP, RPP
Senior Policy Planner

Approved By
Melissa Aldundate, M. Pl, MCIP, RPP
Manager of Policy Planning
and Urban Design

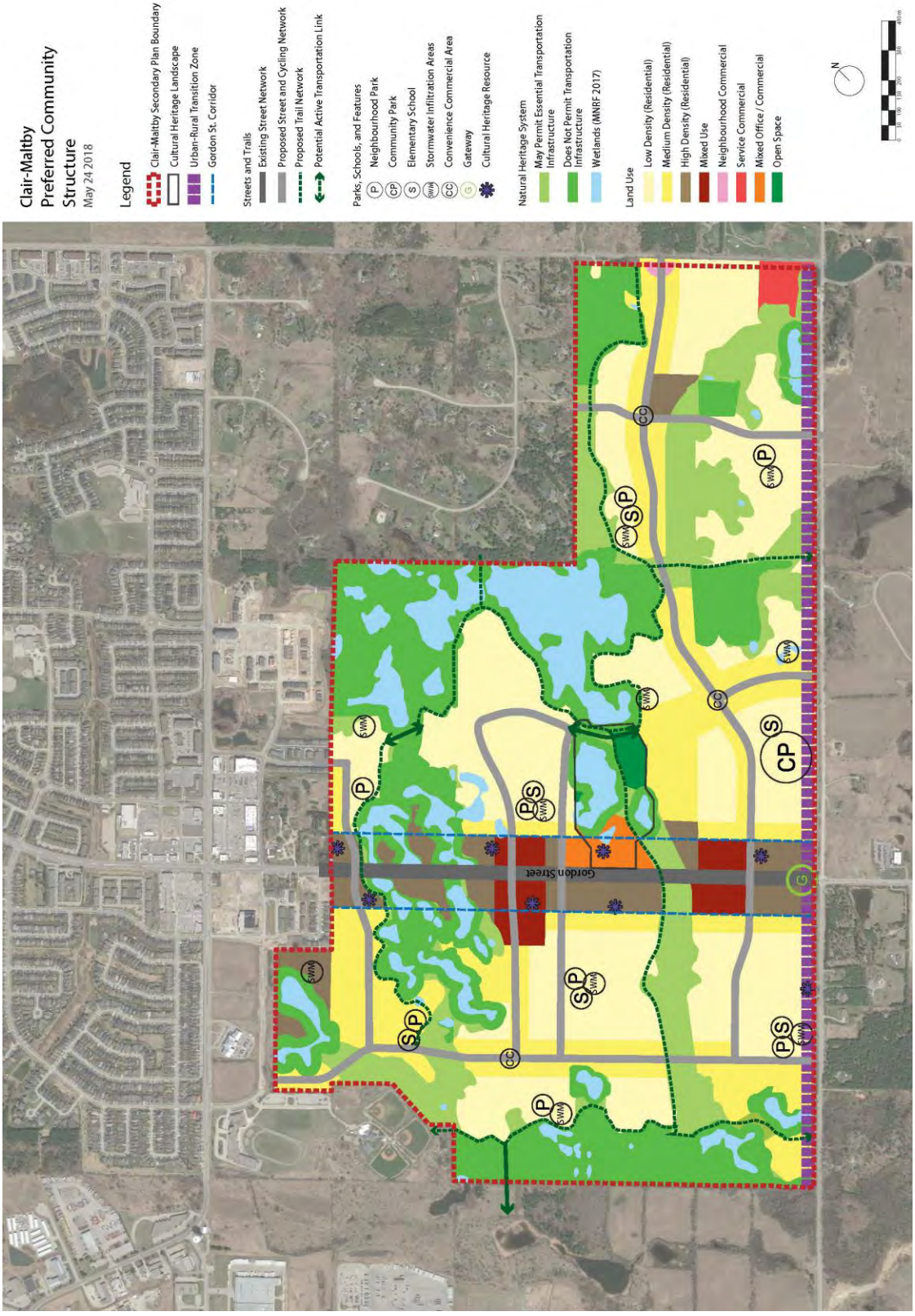
Approved By
Terry Gayman, P. Eng.
Manager of Infrastructure, Development
and Environmental Engineering

Approved By
Todd Salter, MCIP, RPP
General Manager
Planning, Urban Design and
Building Services
519-822-1260 ext. 2395
todd.salter@guelph.ca

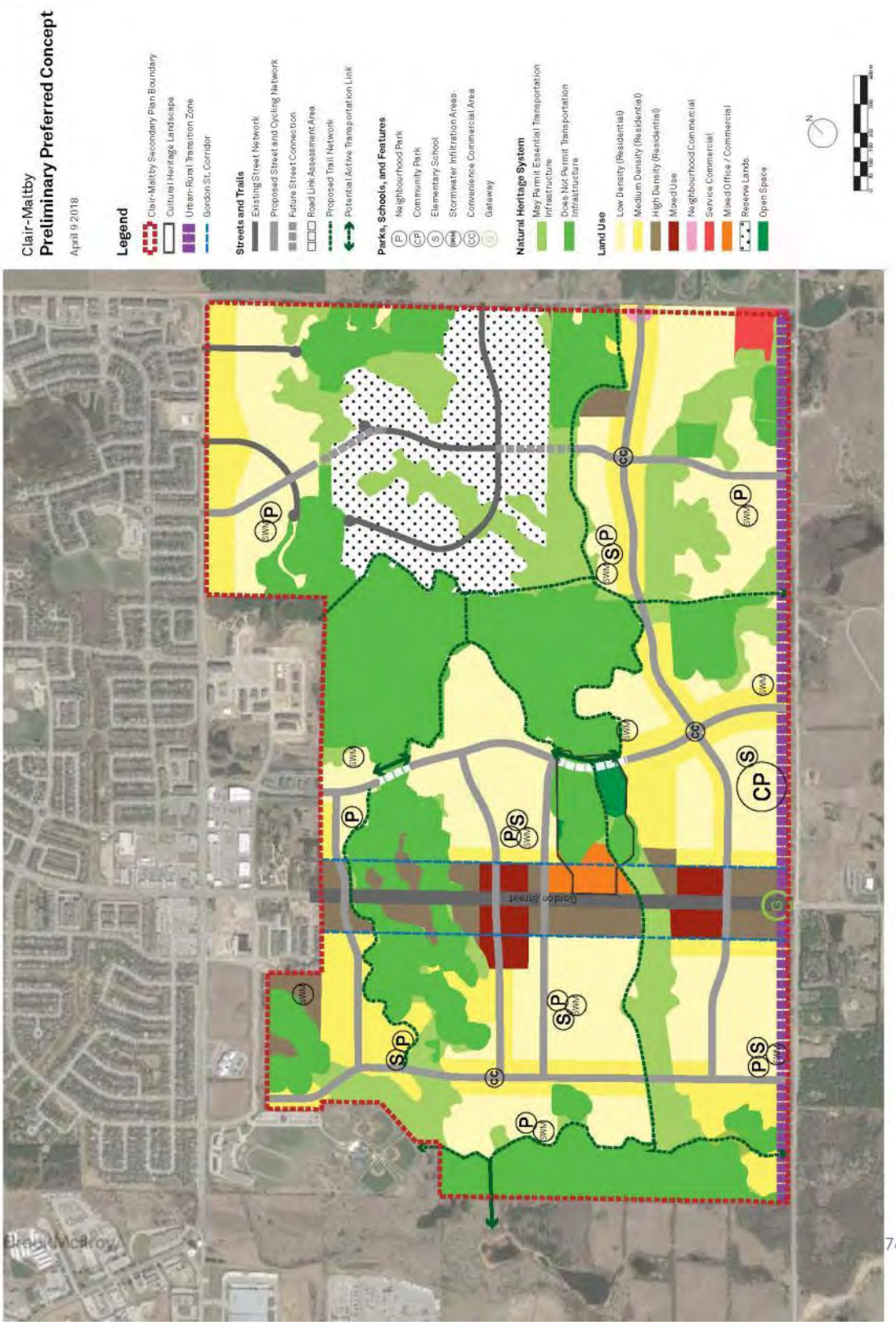
Approved By
Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital
Infrastructure Services
519-822-1260 ext. 2248
kealy.dedman@guelph.ca

Recommended By
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260 ext. 3445
scott.stewart@guelph.ca

ATT-1 – Recommended Preferred Community Structure



ATT-2 – Preliminary Preferred Community Structure



ATT-3 – Key Area Drawings

Key Area 1 - Residential Area connecting to the Community Park

BrookMcIlroy/

70

ATT-3 – Key Area Drawings

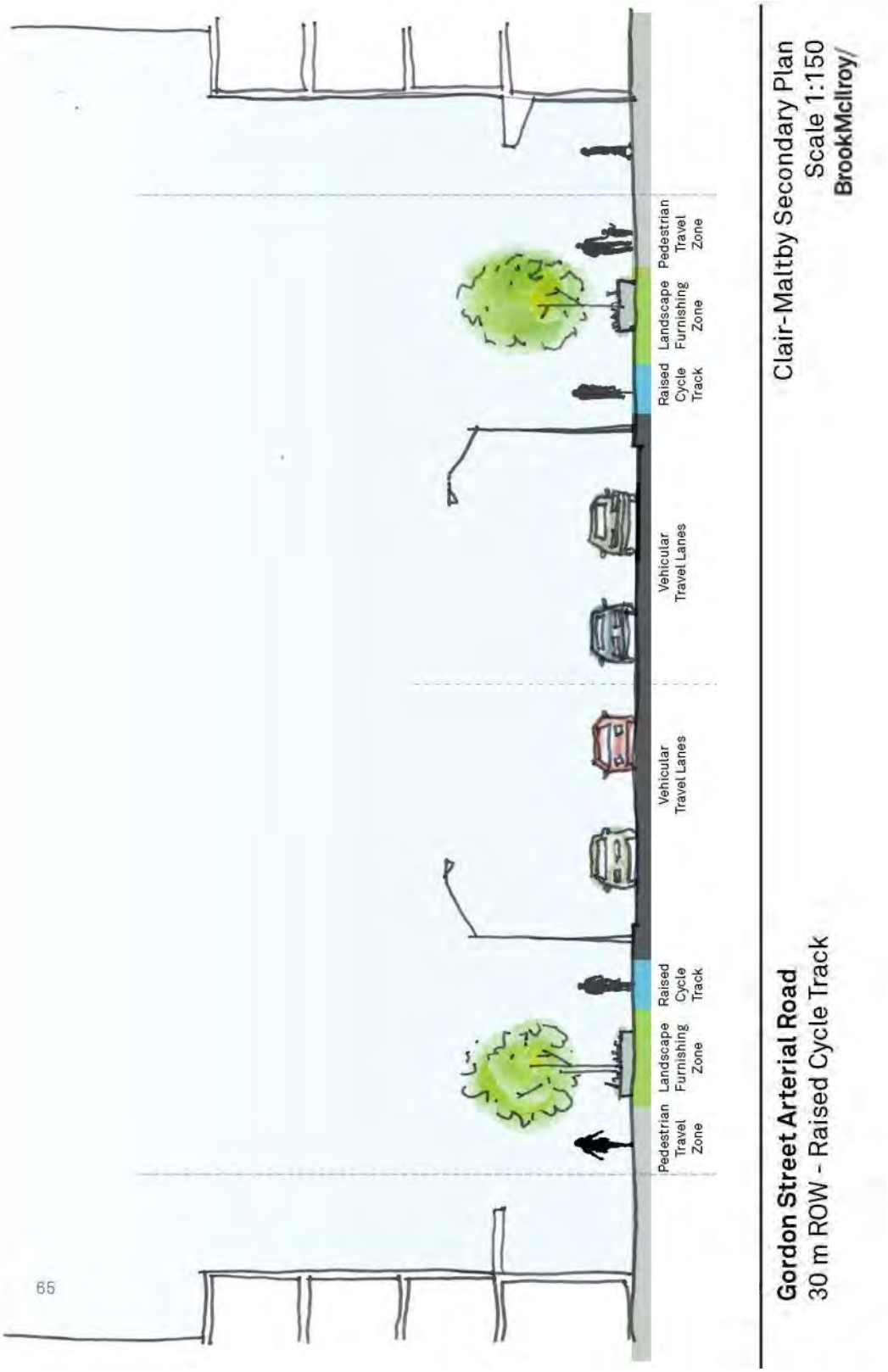
Key Area 2 - Gordon Street Mixed Use and Residential Area

e Report

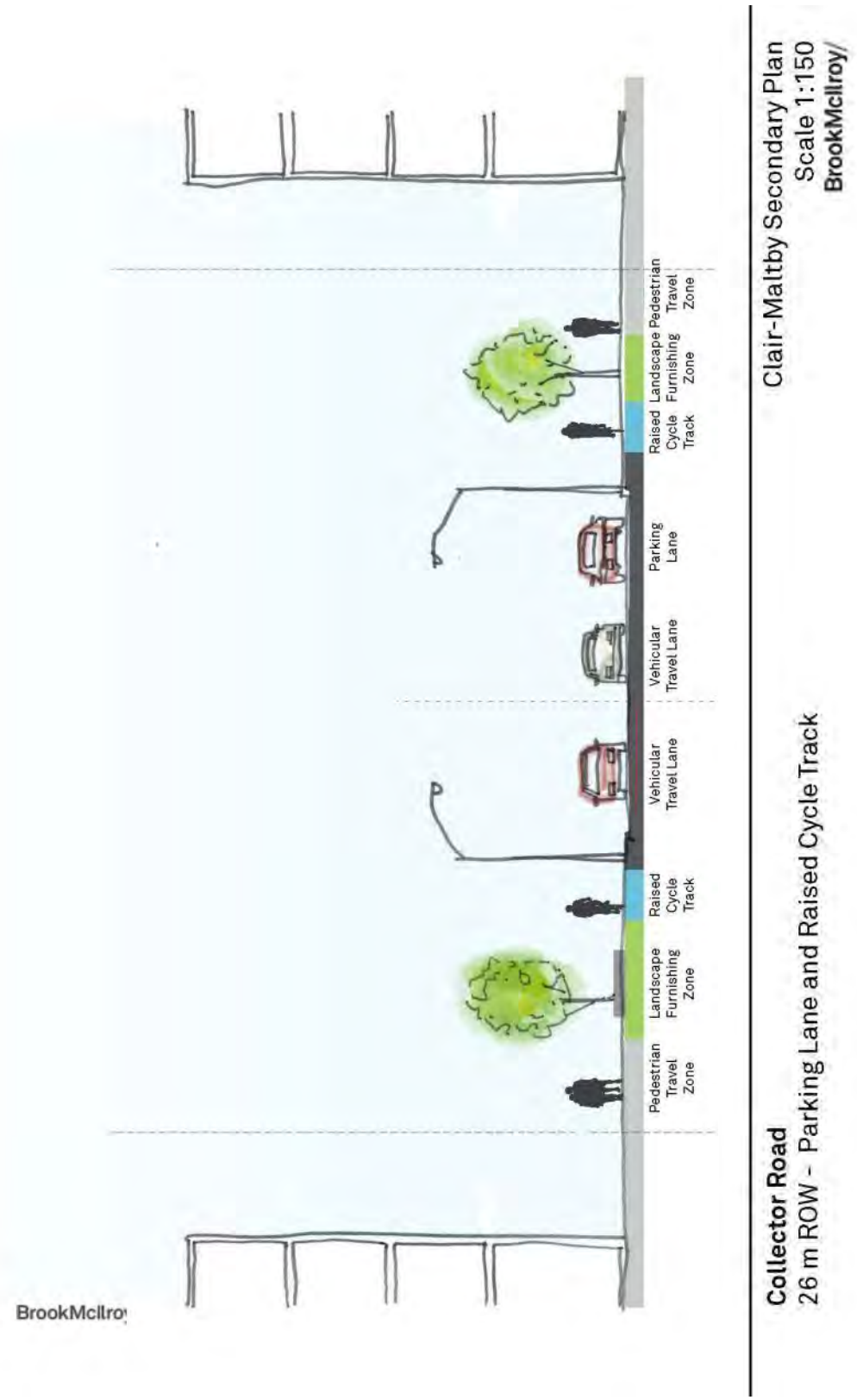
ATT-3 – Key Area Drawings

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

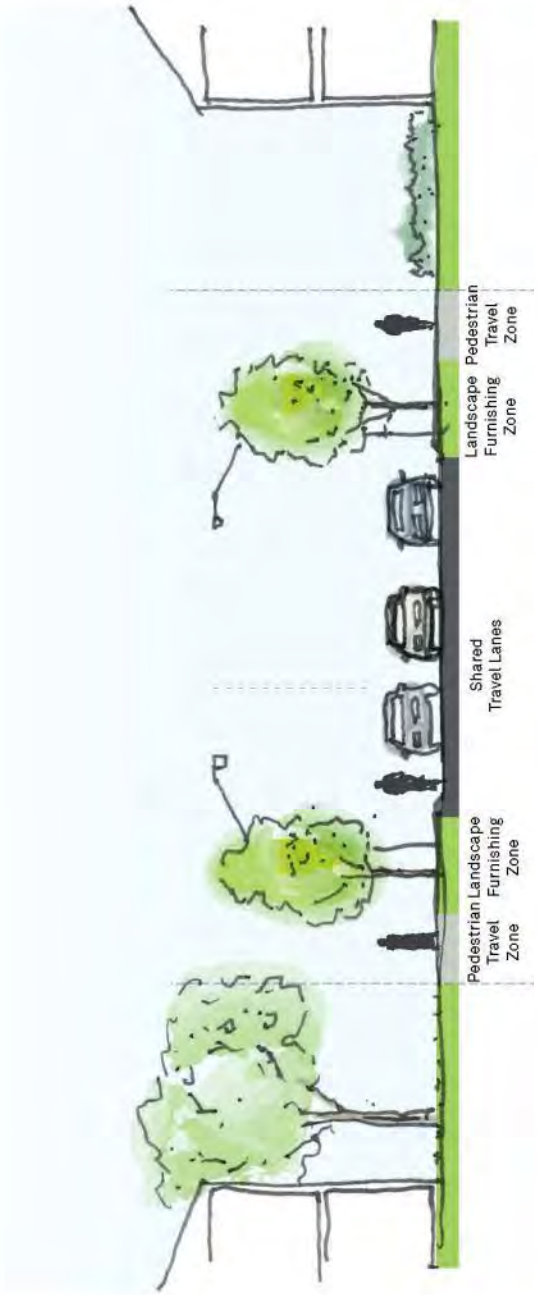
ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections

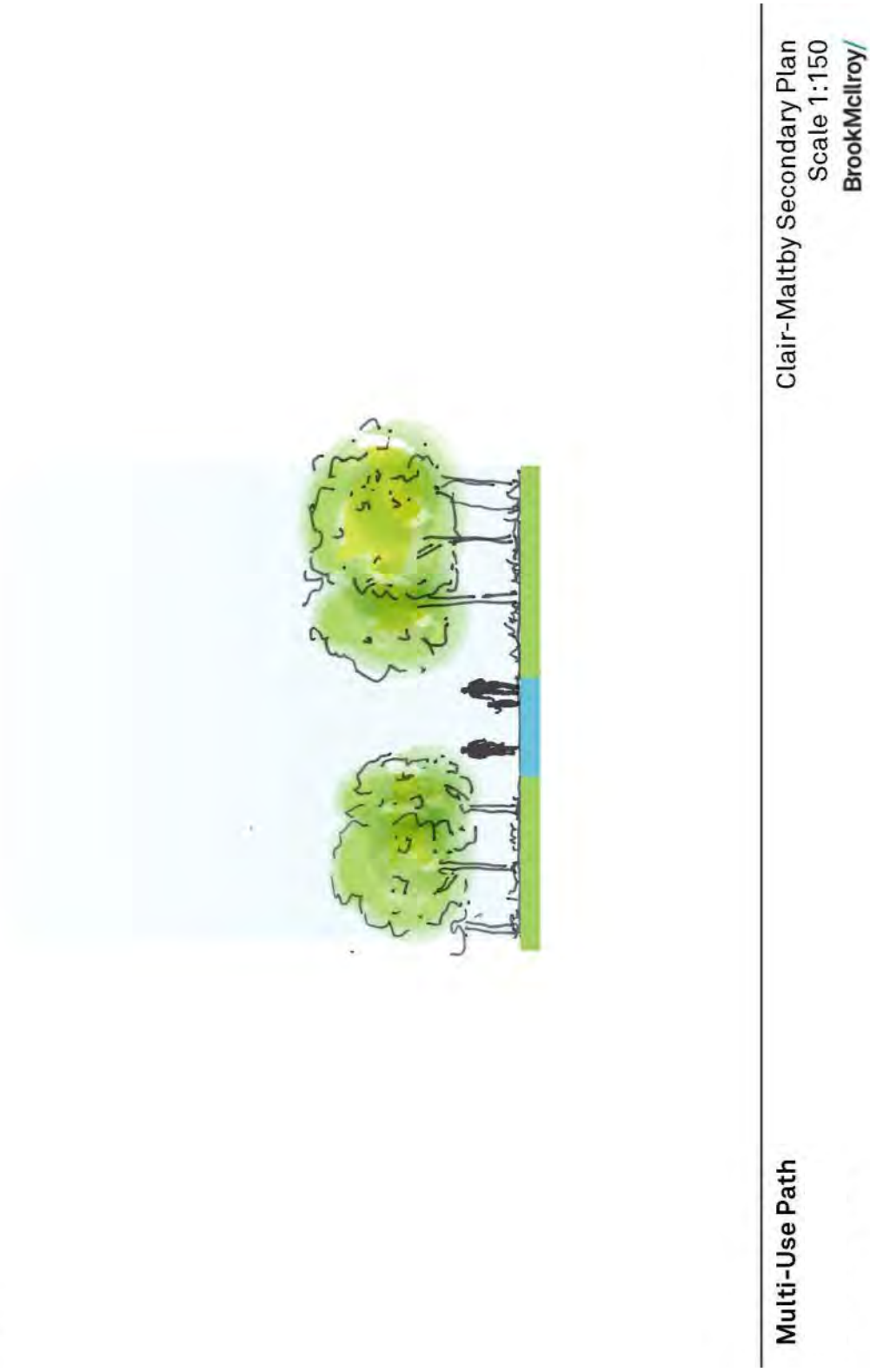


Clair-Maltby Secondary Plan
Scale 1:150
BrookMcIlroy/

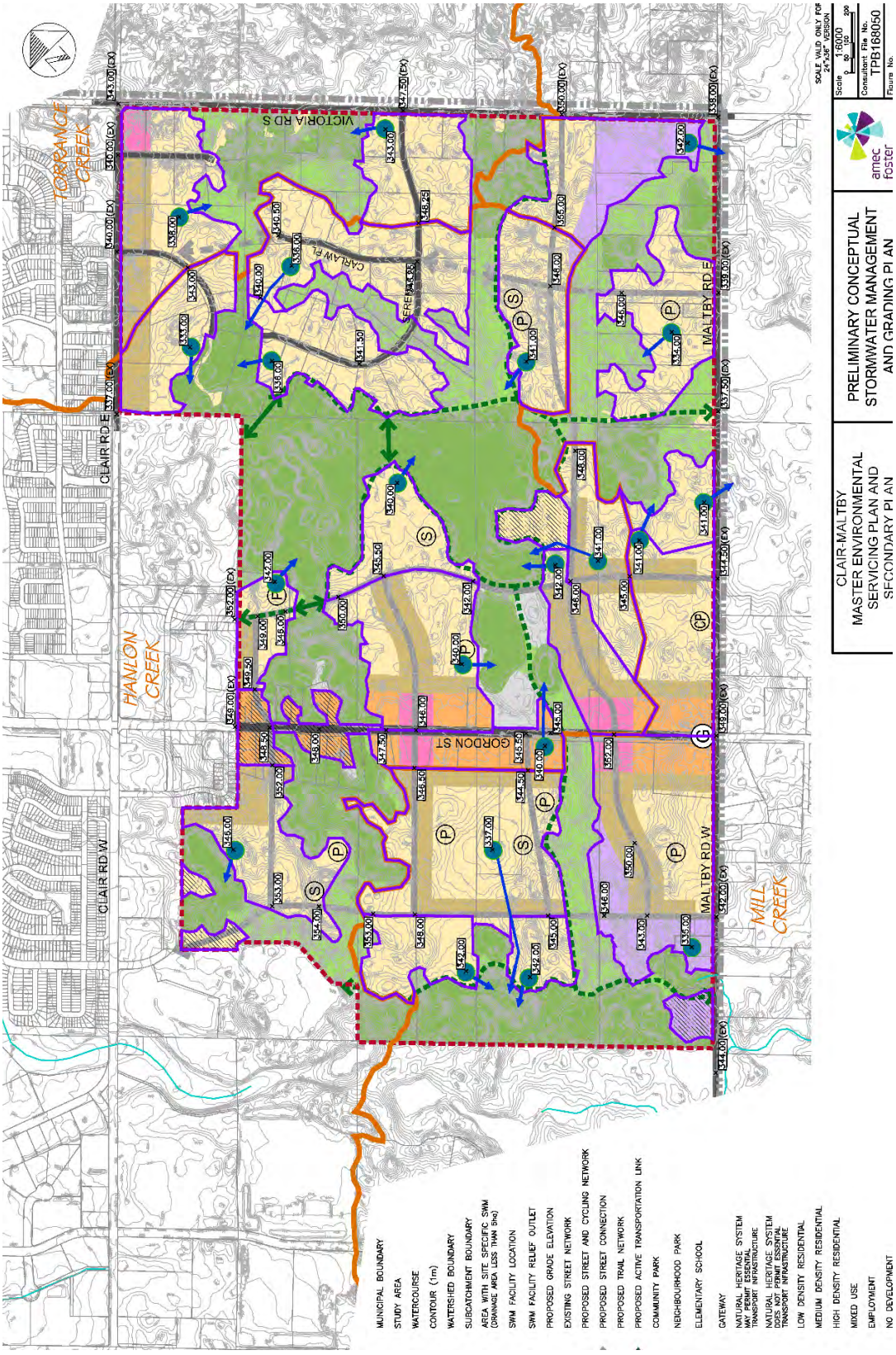
Local Road
18 m ROW - Shared Travel Lanes and On Street Parking

67

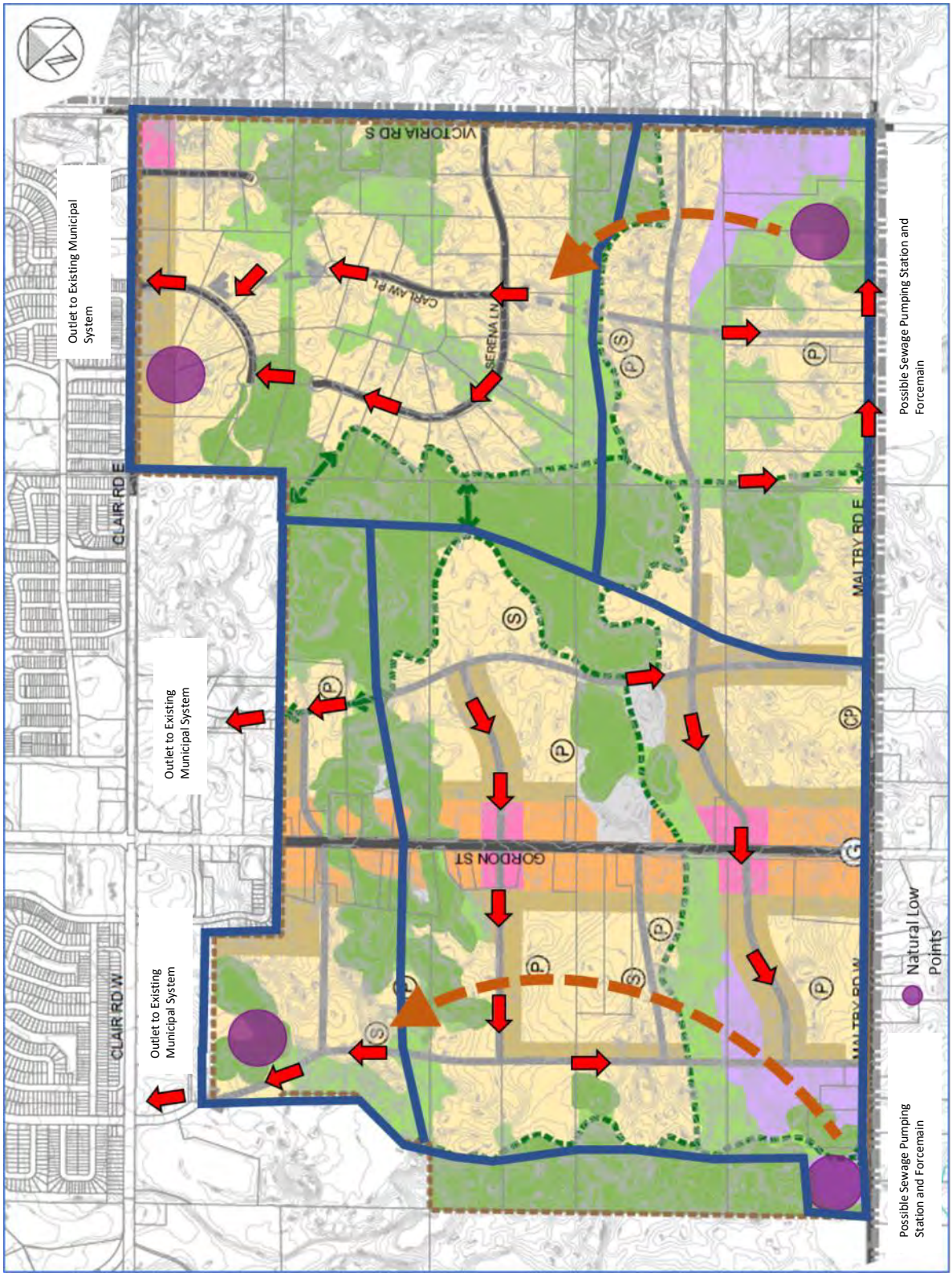
ATT-4 – Conceptual Trail Section



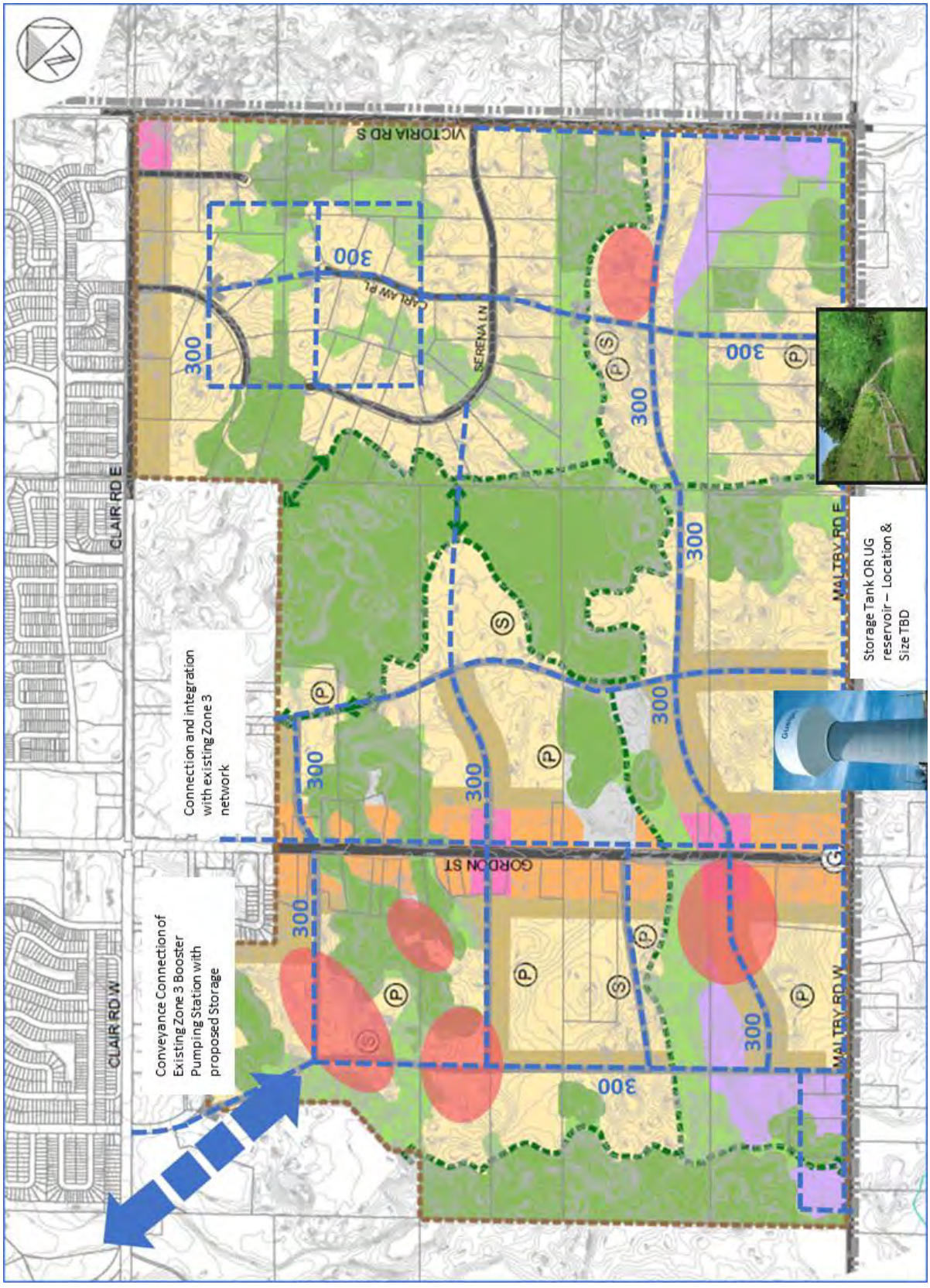
ATT-5 – Stormwater Management Preliminary Technical Assessment



ATT-6 – Wastewater Servicing Preliminary Technical Assessment



ATT-7 – Water Servicing Preliminary Technical Assessment



ATT-8 – Rolling Hills Residents Feedback Summary

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

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

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

	matches or is continuous with the rest of the street line.
Allowing for the redevelopment of Rolling Hills will be harmful to the environment: - As it is, Rolling Hills allows for the natural hydrogeological and wildlife movement functions to continue. To minimize indirect impacts to the natural heritage system caused by increased population density - Redeveloping a mature and longstanding community will destroy the water, forest and trees and harm the water recharge of the moraine, displace and/or kill wildlife. The loss of trees will be devastating.	The change should be transparent and swift so that landowners don't have to wait and can make plans.
Any change from Reserve Lands will result in a decrease of quality of life and the quiet family neighbourhood.	The surrounding area has dramatically changed over the years. The surrounding development has impacted enjoyment of properties and it is not the ideal estate area as intended. It is time for change and most of the lands within the City have been developed and redeveloped to recognize the full potential.
Chosen lifestyle of estate residential should be respected.	

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

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

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

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

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

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

Stacey Laughlin

From: Stacey Laughlin
Sent: May-03-19 3:37 PM
To: 'Fawn.Sault@mncfn.ca'
Cc: 'Megan.DeVries@mncfn.ca'; 'Eric Beales'
Subject: City of Guelph - Clair-Maltby Secondary Plan Update

Dear Ms. Sault,

I thought I would take the opportunity to provide you a quick update on the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. As stated in our last update to your office on October 26th 2018, the project is in its final phase of study with a projected completion date of the first quarter of 2020 for the Secondary Plan and Municipal Environmental Servicing Plan.

As part of the final phase of the study, several background documents have been produced which will inform the direction that the City will take for the last unplanned greenfield area of the City. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing related to water, wastewater, stormwater management and mobility for the secondary plan area. In particular, several documents have recently been added to project webpage:

May 13, 2019 City Council Report – Updated Preferred Community Structure

Comprehensive Environmental Impact Study Phase 3 Impact Assessment, Phase 3

Wastewater Servicing – WW-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Wastewater Servicing – WW-2 Alternative Servicing Strategies Development Report

Water Servicing – W-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Water Servicing – W-2 Alternative Servicing Strategies Development Report

Clair-Maltby Secondary Plan – Transportation Master Plan Study

All other background and technical reports as well as public presentations can also be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the project are engaged in the planning and development process. Please feel free to contact me if you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP | Senior Policy Planner

Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

guelph.ca
facebook.com/cityofguelph
@cityofguelph

From:	Stacey Laughlin
To:	"Fawn.Sault@mncfn.ca"
Cc:	"Megan.DeVries@mncfn.ca"; Leslie Muñoz; Clair-Maltby
Subject:	Guelph - Clair-Maltby Secondary Plan - Circulation of draft documents
Date:	Thursday, July 8, 2021 4:52:15 PM
Attachments:	2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf CMSP Project Update Letter_MCFN - July 2021 - Final.pdf

---

Ms. Sault,

The City of Guelph has recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area. We are now entering into the final engagement phase of the study process, and would welcome the opportunity to engage with Mississaugas of the Credit First Nation (MCFN) on this draft prior to final decision-making by City of Guelph Council.

The attached circulation letter provides some additional information and context. As both the CEIS and the MESP documents are lengthy, we have prepared high-level summaries of the documents to assist with the review. Please find the summaries in the attached document.

Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. We would be pleased to schedule a meeting with MCFN at your earliest convince to discuss the draft documents. Should you have any questions or require any additional information, please do not hesitate to contact me.

Thanks,

Stacey

Stacey Laughlin, MCIP, RPP | Senior Policy Planner
Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca
guelph.ca
facebook.com/cityofguelph
@cityofguelph

Clair-Maltby
Transform. Connect. Community.

CITY OF Guelph
Making a Difference

July 8, 2021

Fawn Sault
Consultation Manager
Department of Consultation and Accommodation
Mississaugas of the Credit First Nation
4065 Highway 6 North, Hagersville, ON N0A 1H0

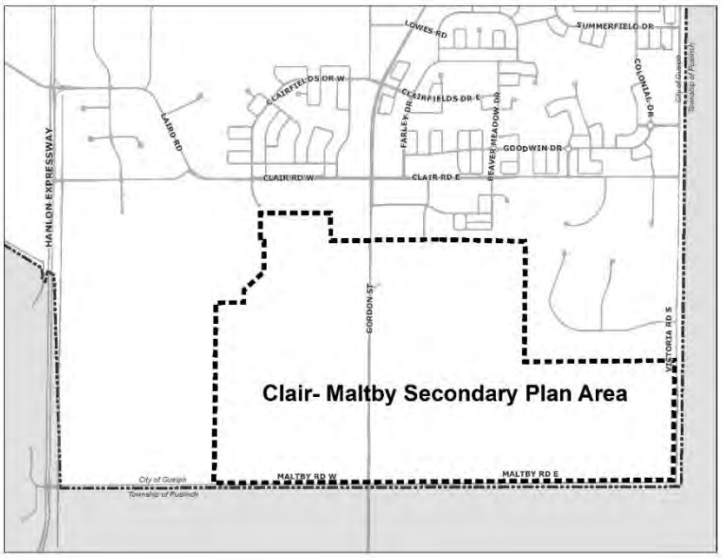
Project Update:
Release of Draft Clair-Maltby Secondary Plan, Master Environmental Servicing Plan and Comprehensive Environmental Impact Study

Dear Ms. Sault,

The City of Guelph has recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area. We are now entering into the final engagement phase of the study process, and would welcome the opportunity to engage with the Mississaugas of the Credit First Nation (MCFN) on this draft prior to final decision-making by City of Guelph Council.

Over the past four years, the City has been working with the community to develop a land use policy framework and infrastructure plan for the Clair-Maltby area. The draft Secondary Plan, MESP and CEIS are the cumulative efforts of this work.

The City is proposing a secondary plan that supports the development of a vibrant, urban Clair-Maltby community designed to respect the Natural Heritage System and the Paris-Galt Moraine, following the City's environment-first approach. The secondary plan reflects the vision and directions that were developed with the community and is supported by the technical work completed through the Comprehensive Environmental Impact Study (CEIS), and the Master Environmental Servicing Plan (MESP).



Clair-Maltby
Transform. Connect. Community.

The draft Secondary Plan, MESP, and the CEIS (Phase 1 and 2) (Phase 3), along with all other Clair-Maltby documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

Additional information is also available on the Clair-Maltby 'Have Your Say' webpage (https://www.haveyoursay.guelph.ca/Clair-Maltby). Here you can find information on the Public Information Centre (PIC) that was held on June 24, which provided an overview of the Secondary Plan, MESP and CEIS. This includes presentations and video recordings of each PIC session.

Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. We would be pleased to schedule a meeting with MCFN at your earliest convince to discuss the draft documents. Should you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely,

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2327**
E **stacey.laughlin@guelph.ca**

Copy to: Megan DeVries, Archaeological Coordinator, Department of Consultation and Accommodation, MCFN
Leslie Muñoz, Manager, Policy and Intergovernmental Relations, City of Guelph

From:	Natalie Goss
To:	"Fawn.Sault@mncfn.ca"
Cc:	"Megan.DeVries@mncfn.ca"; Leslie Muñoz; "Bob Goulais"; James Knott; Stacey Laughlin; Melissa Aldunate
Subject:	Guelph - Official Plan Review and Clair-Maltby Secondary Plan Follow-up
Date:	Tuesday, August 31, 2021 4:36:27 PM
Attachments:	Shaping Guelph + Official Plan Review project initiation letter MCFN_FINAL.pdf 2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf CMSP Project Update Letter_MCFN - July 2021 - Final.pdf

---

Hi Fawn,

This email is being sent as a follow up to our July correspondence to you regarding Guelph's Official Plan Review and Shaping Guelph – Growth Management Strategy (attached), and the Clair-Maltby Secondary Plan (attached). As part of the Official Plan Review/Shaping Guelph, we are working towards updates to our Official Plan to align with provincial legislation, policies and plans. Towards the end of September/early October, we would like to meet with you to continue discussions about this work and share ideas for updates to Guelph's Official Plan that considers input that you have already provided.

We would be pleased to meet with you to discuss the draft Clair-Maltby Secondary Plan at this meeting or a separate meeting as well.

We have set aside the following dates and times to meet with you:

- Wednesday, September 29 – 1-4pm
- Thursday, September 30 – 9-noon
- Tuesday, October 5 – 9-10:30am
- Thursday, October 7 – 9-noon and 6-9pm
- Wednesday, October 13 – 9-noon
- Thursday, October 14 – 6-9pm

To arrange a meeting for one of the above-mentioned times, please contact Bob Goulais at info@bobgoulais.com. If none of these dates/times work for you, please let Bob know and an alternative time will be arranged.

For more information about the Official Plan Review or the Clair-Maltby Secondary Plan please contact Stacey Laughlin at stacey.laughlin@guelph.ca.

For more information about Shaping Guelph – Growth Management Strategy please contact Melissa Aldunate at melissa.aldunate@guelph.ca.

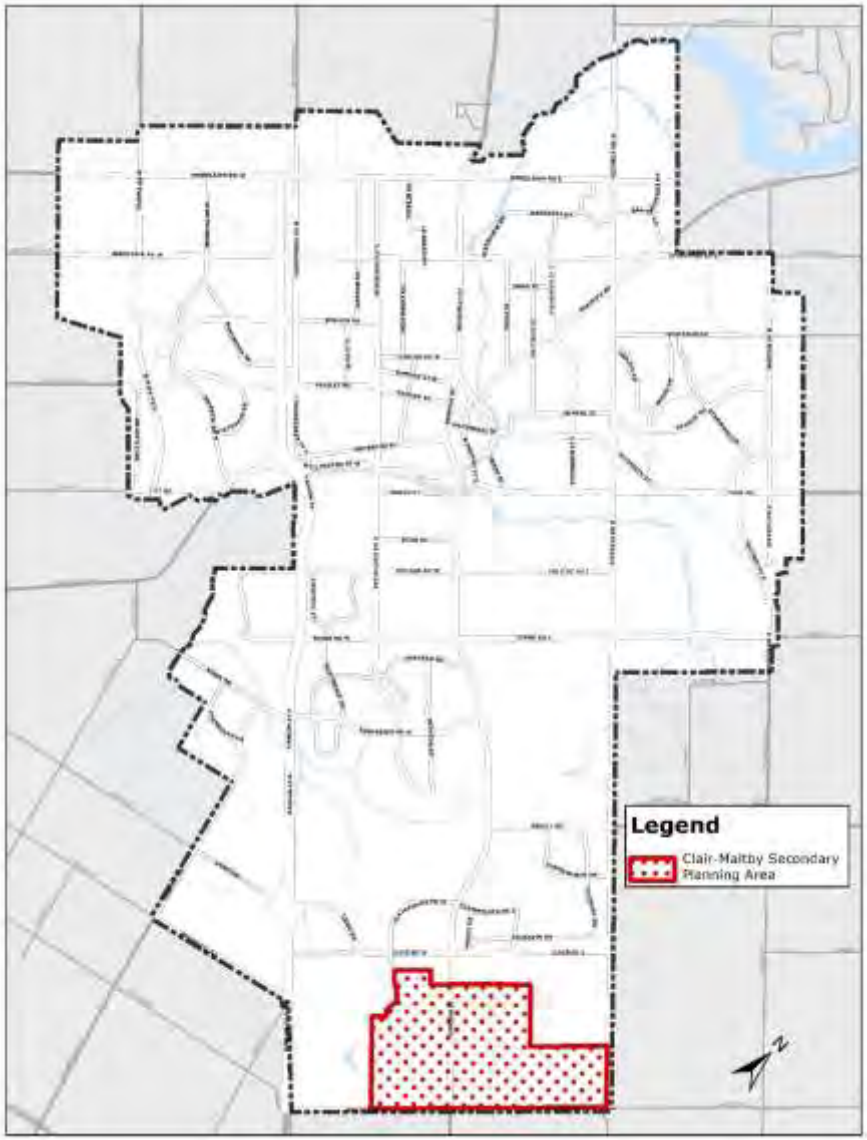
Natalie Goss, (she/her) MA, MCIP, RPP | Senior Policy Planner
Planning and Building Services | **Infrastructure, Development and Enterprise**
City of Guelph
519-822-1260 ext. 3548
natalie.goss@guelph.ca
guelph.ca
facebook.com/cityofguelph
@cityofguelph

Clair-Maltby

Transform. Connect. Community.

October 27, 2021
Meeting with
Mississaugas of the Credit First Nation

Clair-Maltby Secondary Plan Area



Clair-Maltby Secondary Plan process

Phase 1 (April 2016 - July 2017)

- Background data collection
- Identify problem/opportunity statement
- Develop vision/principles

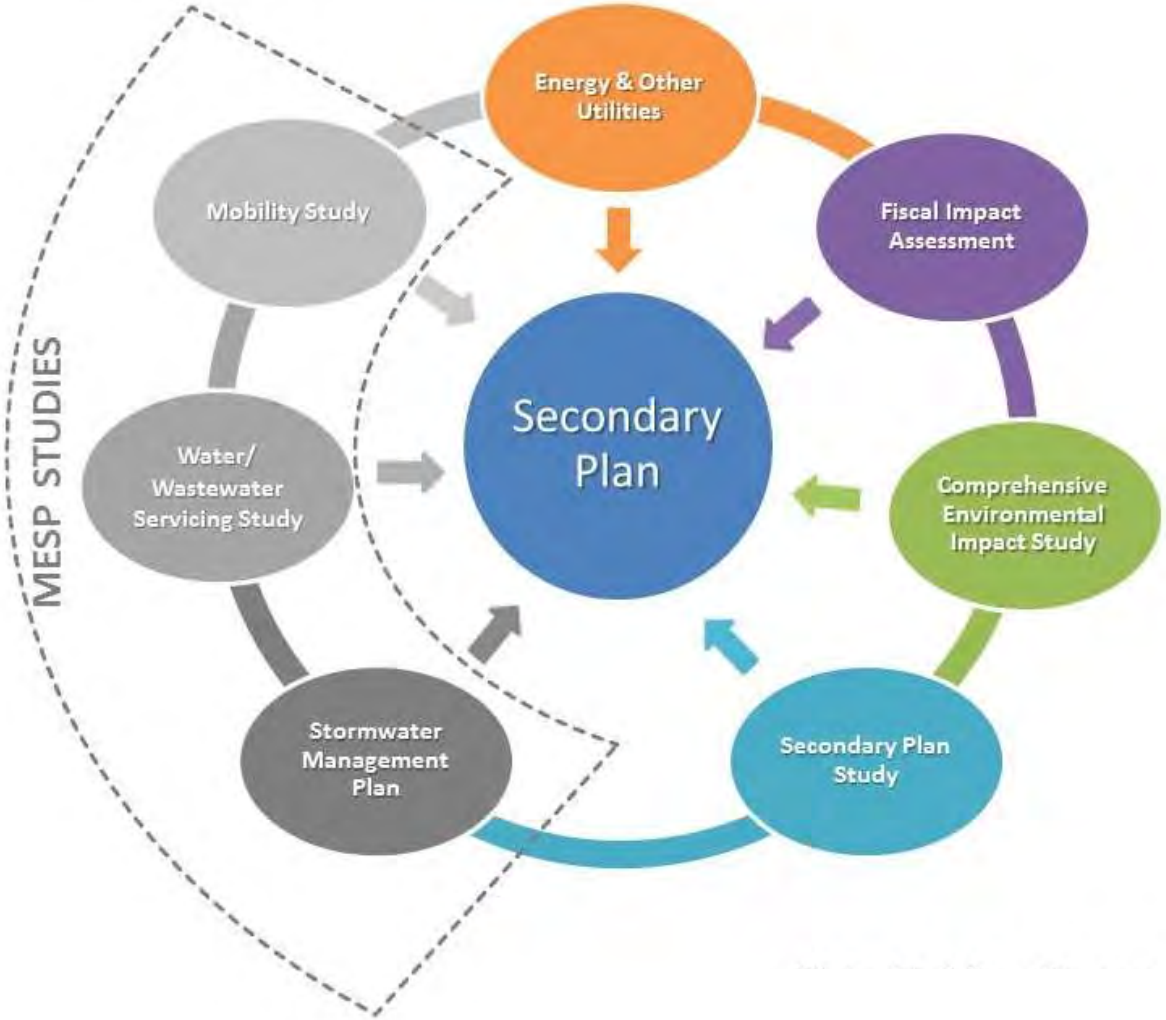
Phase 2 (July 2017 - June 2018)

- Develop Conceptual Community Structure
- Detailed studies
- Consideration of Community Structure Alternatives

Phase 3 (July 2018 - 2022)

- Preferred Alternative
- Open Space System Strategy
- Draft Master Environmental Servicing Plan and Secondary Plan
- Final Master Environmental Servicing Plan and Secondary Plan to Council

Clair-Maltby Secondary Plan Process Diagram



Clair-Maltby vision

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.

Guiding principles

Vibrant and Urban

Green and Resilient

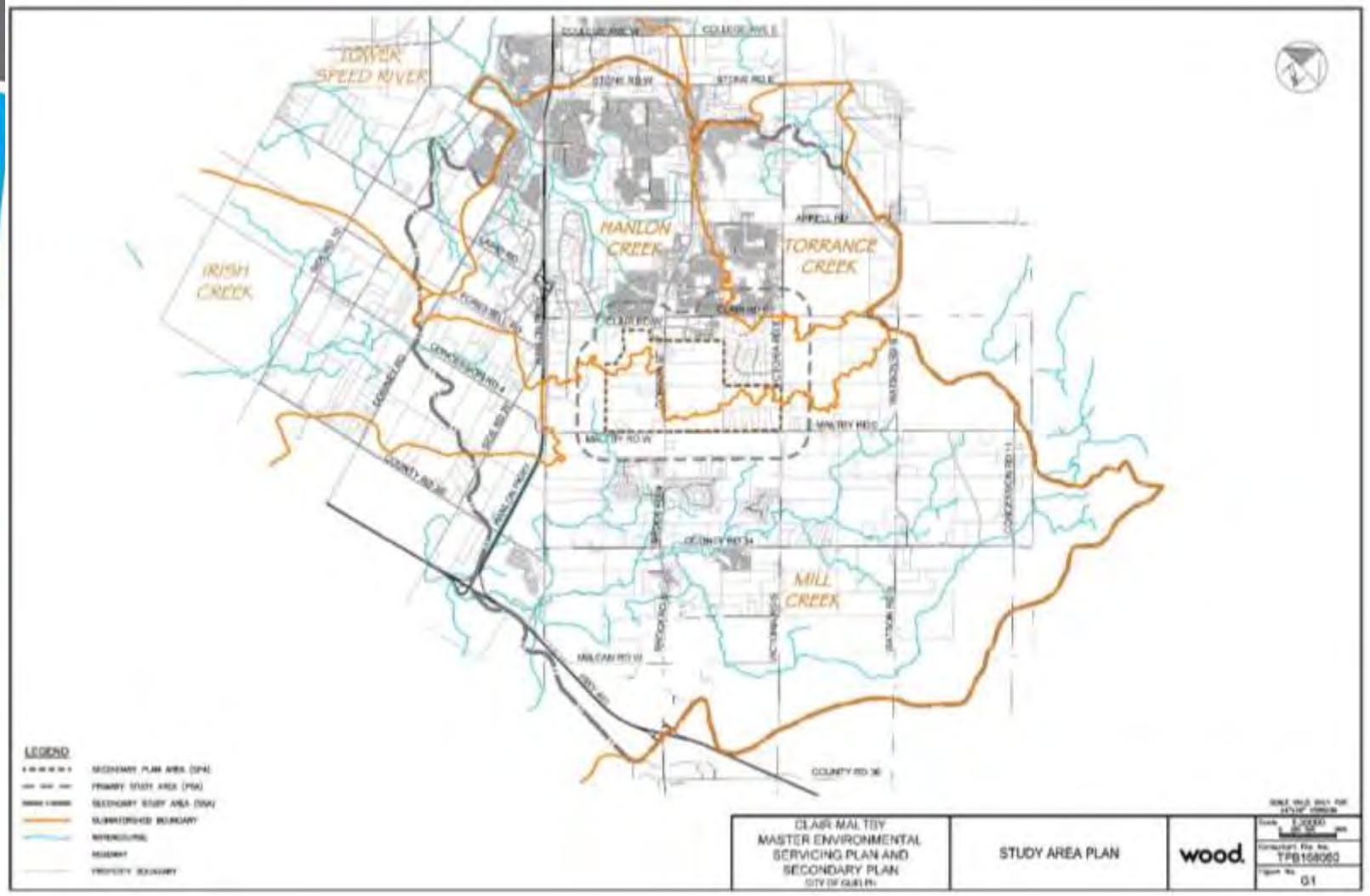
Healthy and Sustainable

Interconnected and Interwoven

Balanced and Liveable

Comprehensive Environmental Impact Study

CEIS: Introduction and Overview



2014 Approved Natural Heritage System

What did we do?

Overview of Environmental Work

Phase 1 and 2 (April 2016 - October 2019)

- Verification / refinement / assessment of environmental features and functions
- Integrated assessment of the role of groundwater/surface water to support natural systems
- Constraints and opportunities identification
  - 4 years of surface and groundwater monitoring
  - 3 years of scoped ecological monitoring

Phase 3 (July 2018 - 2022)

- Assessment of impacts associated with different community structure options
- Establishment of integrated management strategies, including monitoring framework

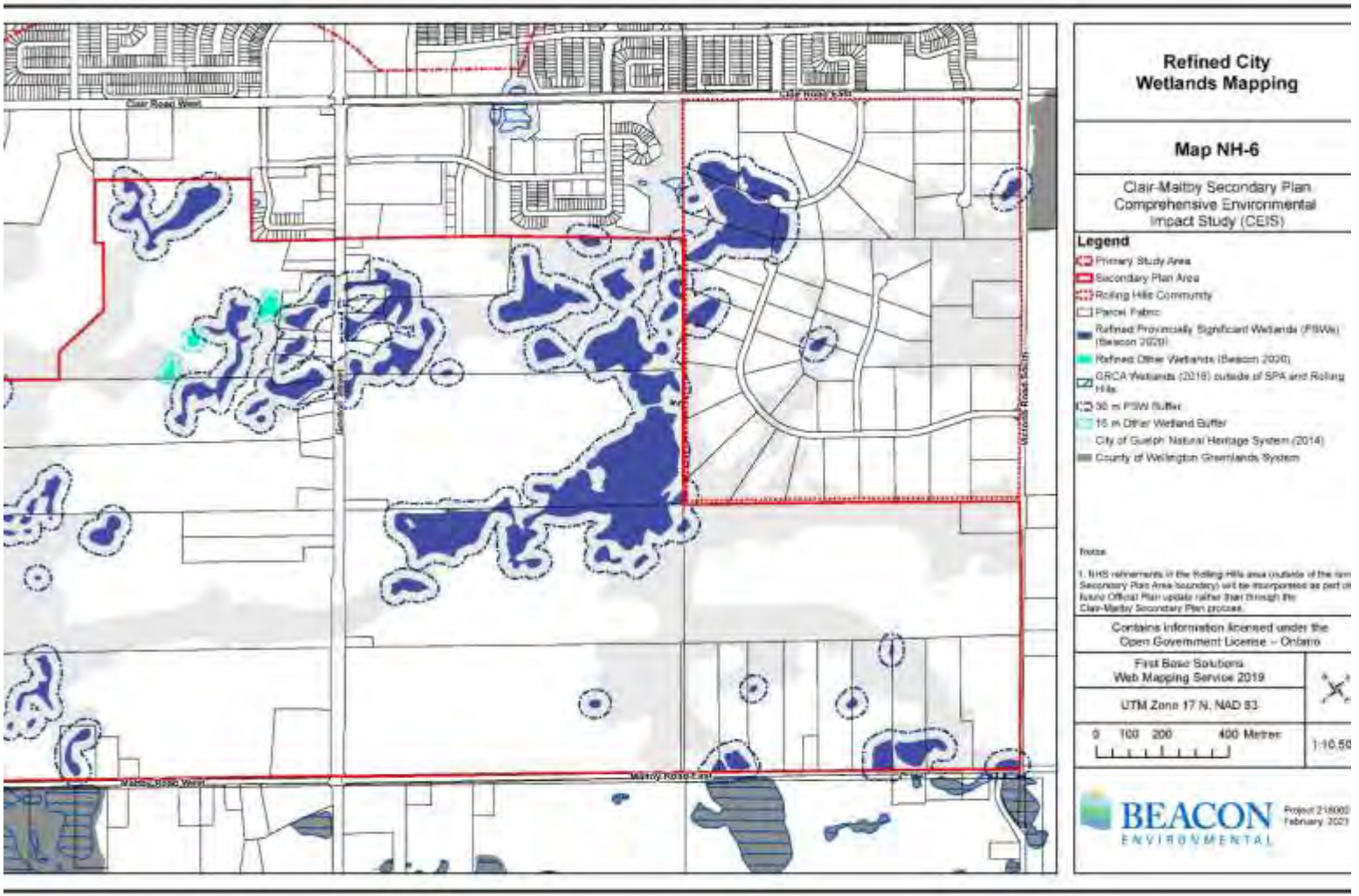
What did we look at?

Natural Heritage System Components

- Surface Water Features & Fish Habitat
- Significant Wetlands & Other Wetlands
- Significant Woodlands & Cultural Woodlands
- Significant Wildlife Habitat (SWH)
- Significant Landform
- Habitat for Provincially & Locally Significant Species
- Ecological Linkages

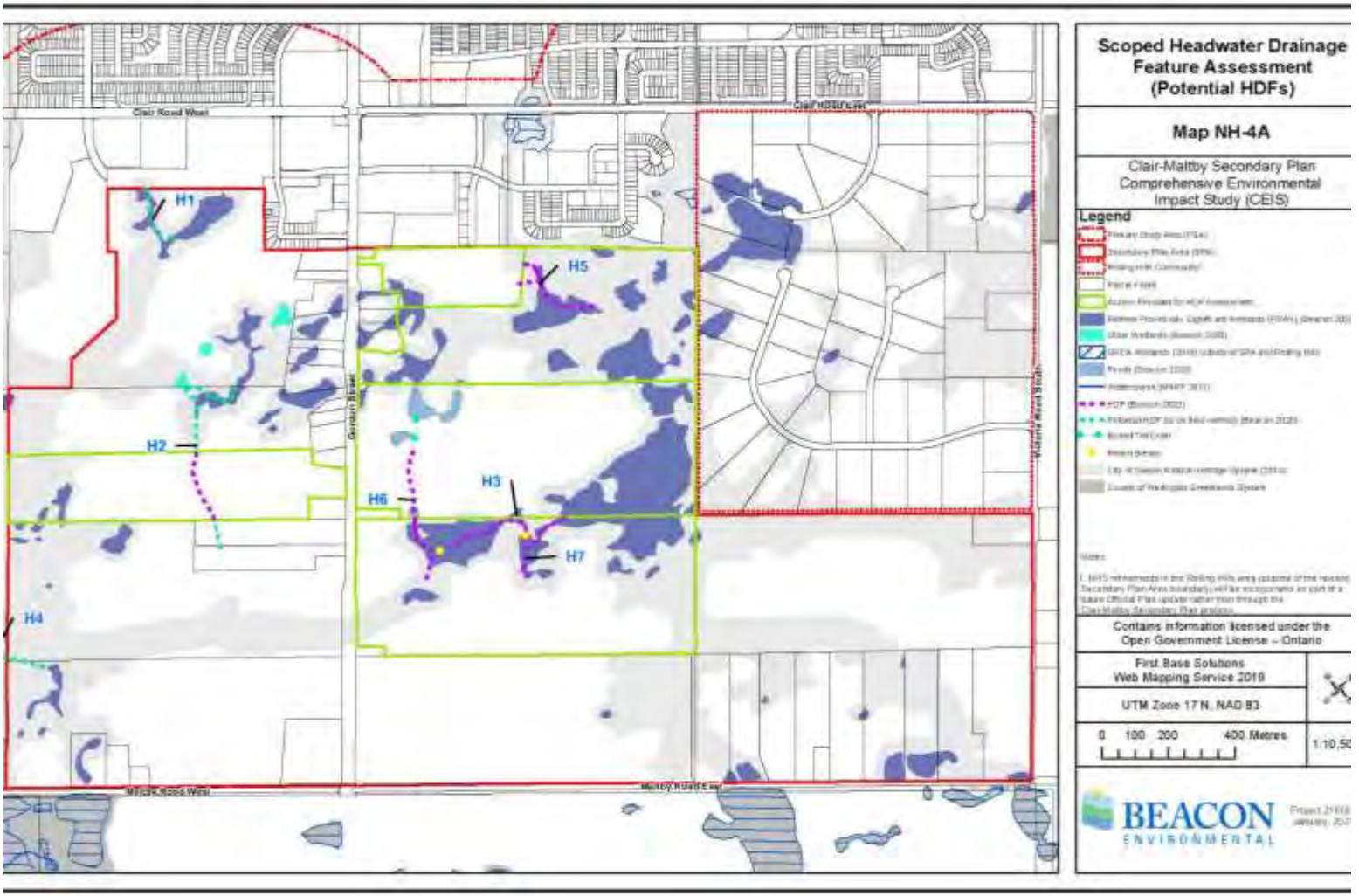
What did we find?

Significant and Other Wetlands



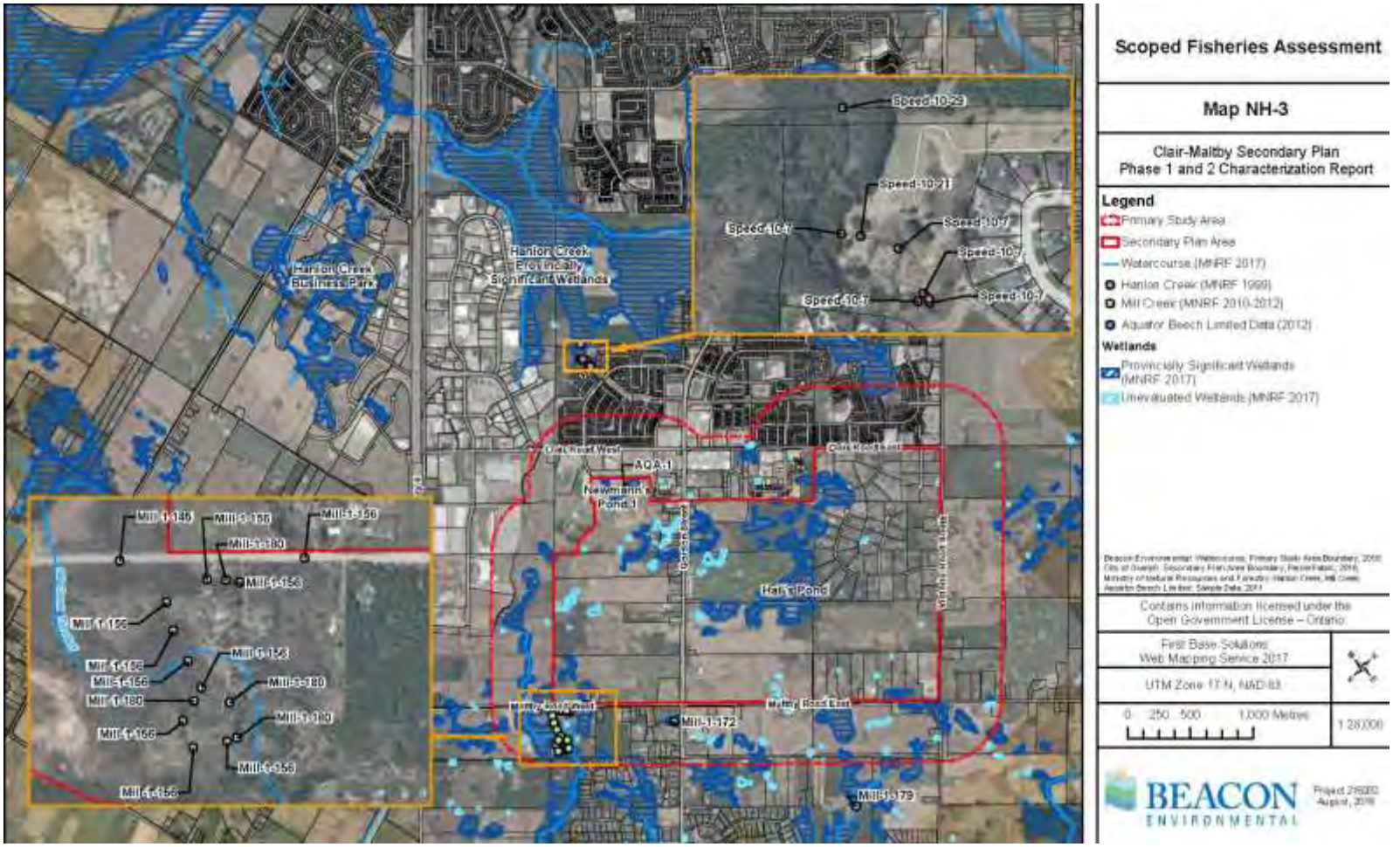
What did we find?

Headwater Drainage Features



What did we find?

Fish Habitat

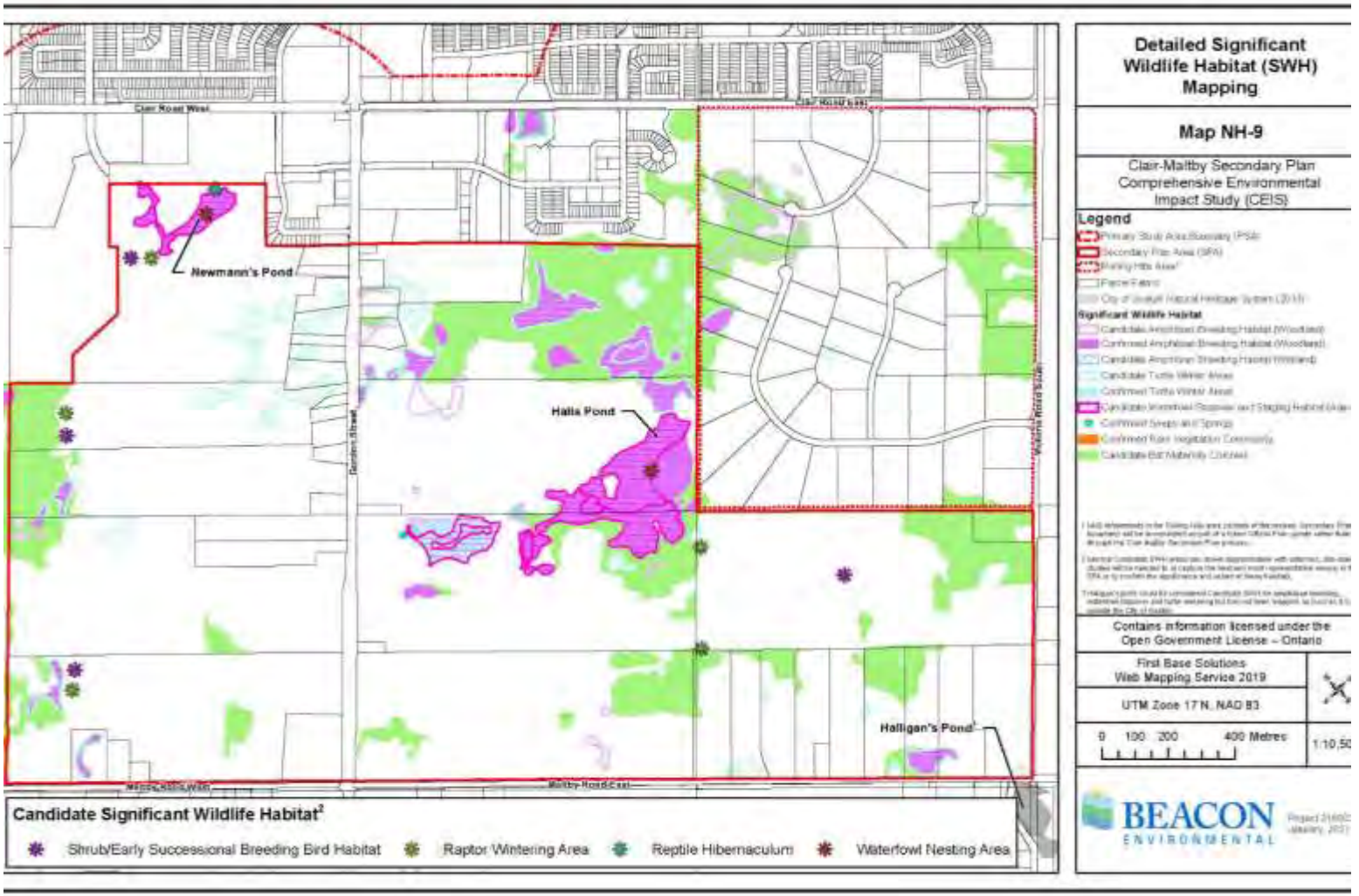


What did we find?

Significant and Cultural Woodlands

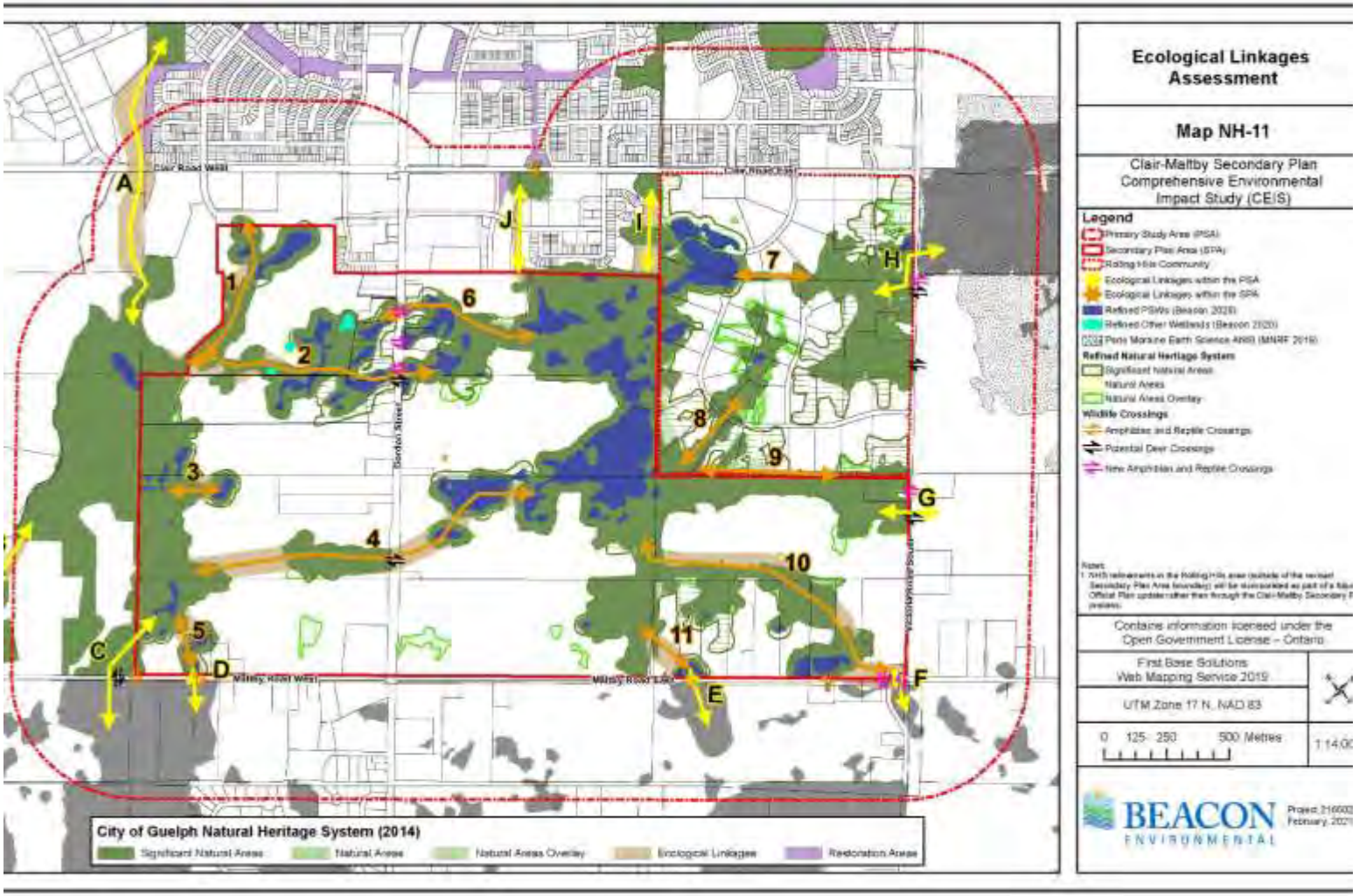
What did we find?

Significant Wildlife Habitat



What did we find?

Ecological Linkages



What did we find?

Natural Heritage

PLANTS: 467 species

- 1 Provincially Endangered (Butternut) and 20 locally significant species (i.e., in the County)

BIRDS: 112 species

- 6 Species at Risk and 46 locally significant and/or rare species

AMPHIBIANS: 10 species

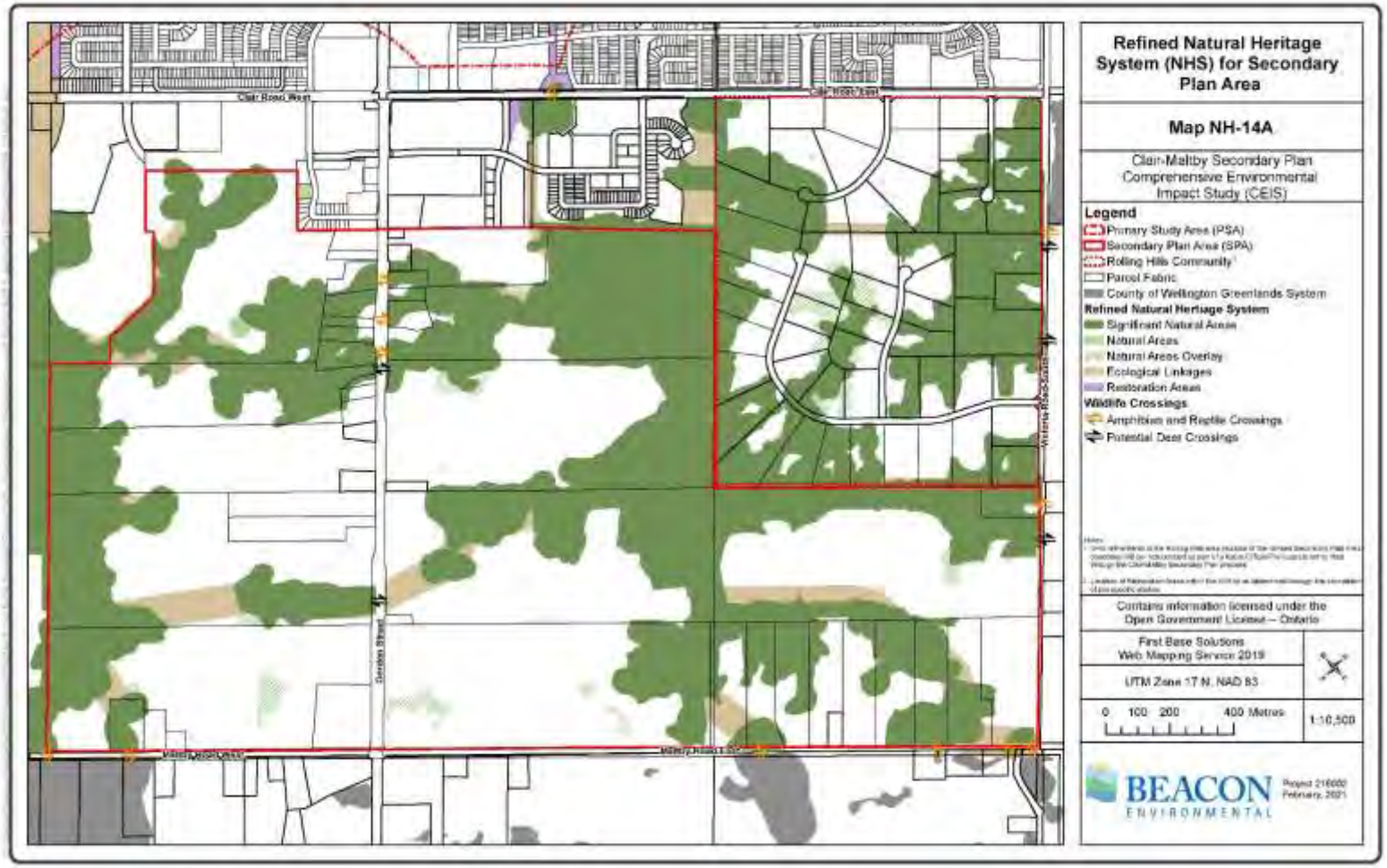
- 1 Federally Threatened frog, 2 locally significant frog and 1 locally significant salamander species

REPTILES: 7 species

- 3 locally significant turtle and 4 locally significant snake species

What did we find?

Refined Natural Heritage System



What did we recommend?

Avoiding and Minimizing Impacts

AS PART OF THE CLAIR-MALTBY PROCESS

- Mapping all known components of the NHS as exclusive land use designations, including applicable buffers
- Keeping arterial roads from crossing Significant Wetlands and Significant Woodlands and generally limiting road crossings of the NHS
- Building on the wildlife crossing infrastructure already incorporated by confirming existing and identifying new locations for wildlife crossing infrastructure (and / or other mitigative measures)
- The Moraine Ribbon - keeping major trails largely outside / on the periphery of the NHS
- Placement of storm water capture areas (SWCAs) / parks / schools adjacent to the NHS where possible to provide supplemental “buffering” of the NHS from more intensive land uses

What did we recommend?

Managing Unavoidable Impacts

Some key examples include…

GOOD PLANNING

- Protect features and functions as per approved Official Plan policies with supporting guidelines (e.g., with buffers, linkages)

ECOLOGICALLY SENSITIVE SITE DESIGN

- Significant Landform: Minimize grading in adjacent lands, restore disturbed topography, allow gradual transitions to developed lands where possible

LOCALLY APPROPRIATE WATER MANAGEMENT

- Implement distributed infiltration and stormwater management measures to maintain surface and groundwater inputs to wetlands

MAINTAINING & ENHANCING CONNECTIVITY

- Naturalizing linkages, installing amphibian and reptile tunnels under roads, bridge crossing over Gordon (for pedestrians and wildlife)

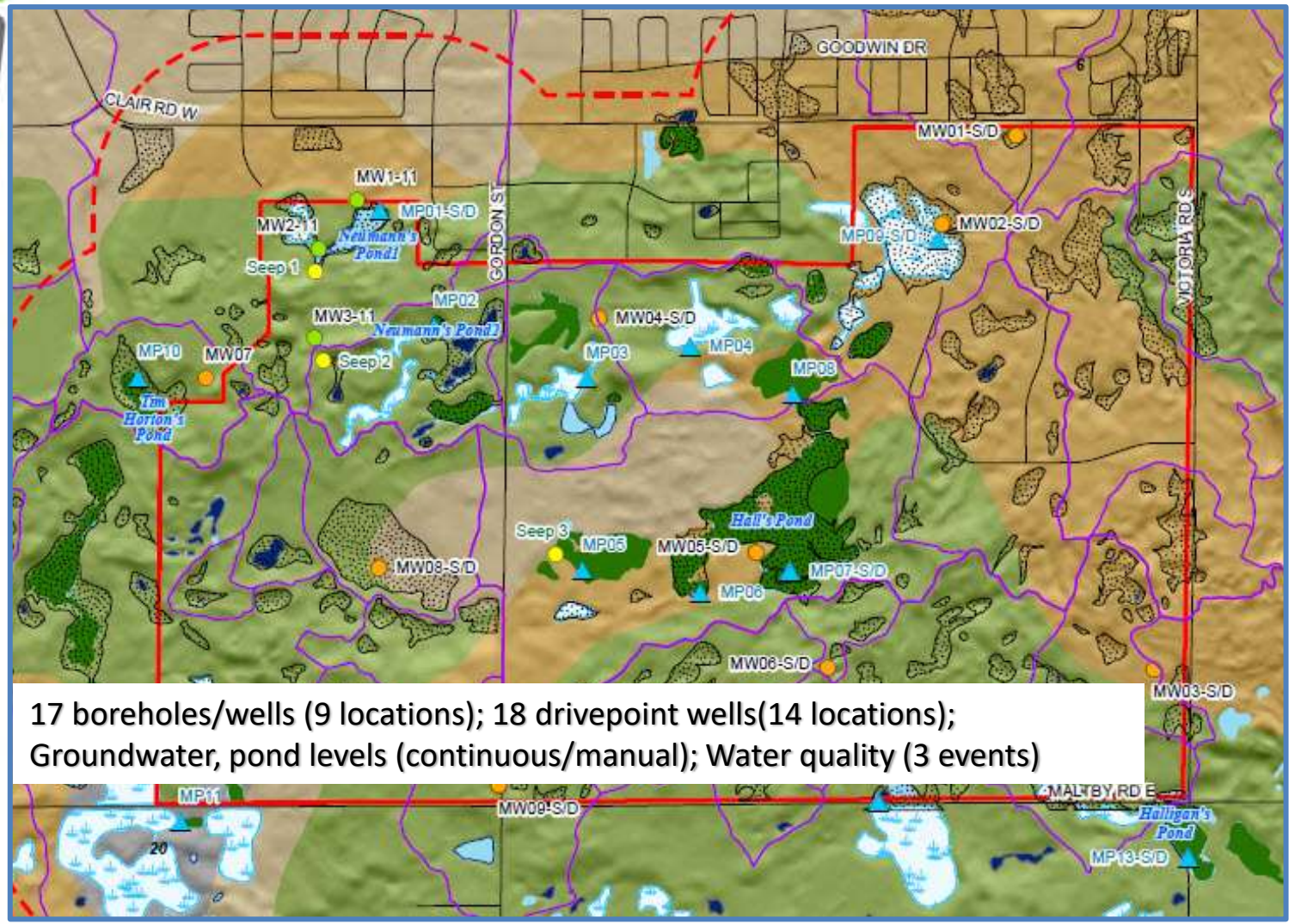
ONGOING MANAGEMENT & TARGETED MONITORING

- Fencing between public protected natural areas and other land uses
- Tracking changes in vegetation and tree cover, wildlife movement

Groundwater

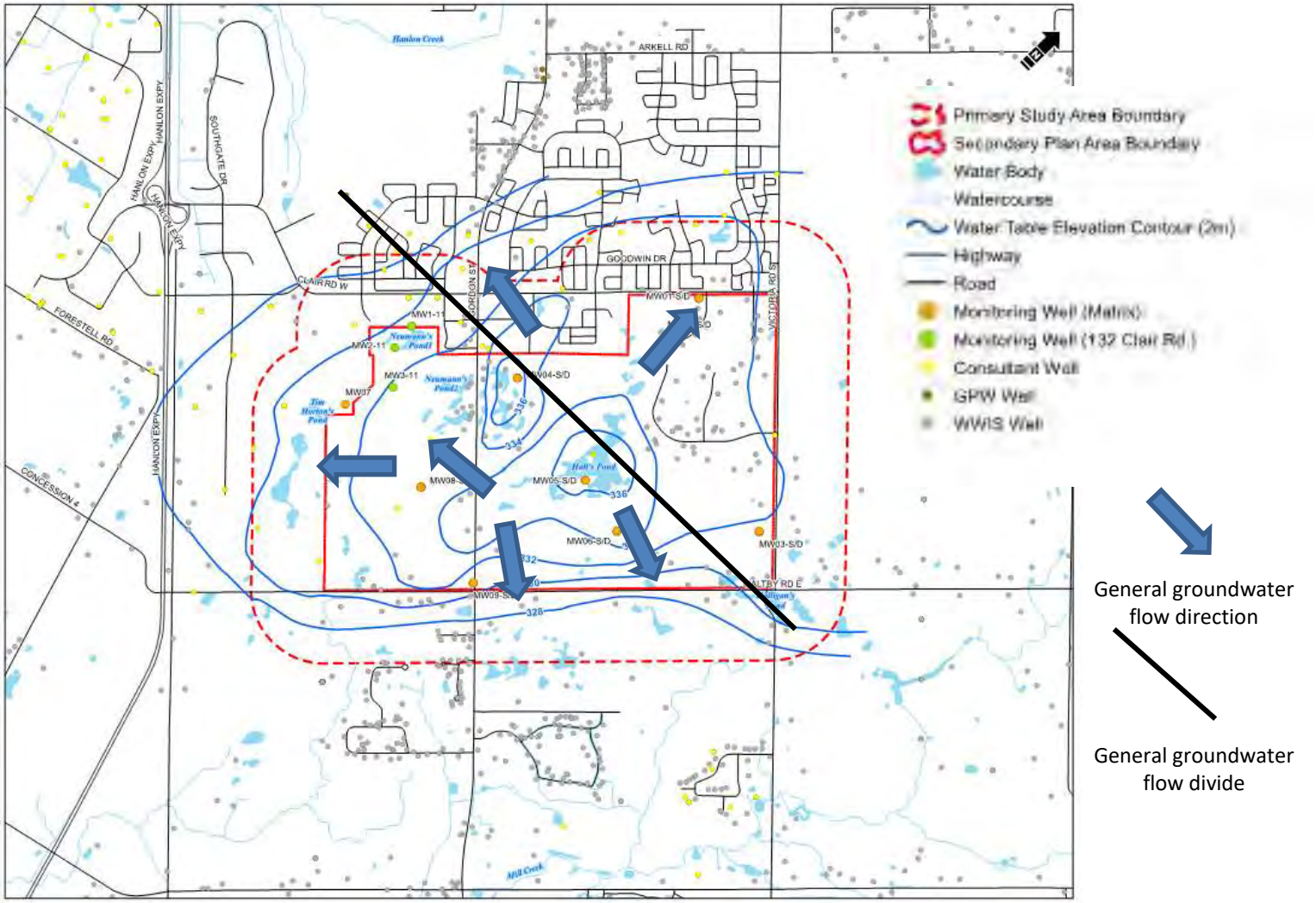
Hydrogeologic Characterization

Groundwater and Pond Level Monitoring Locations



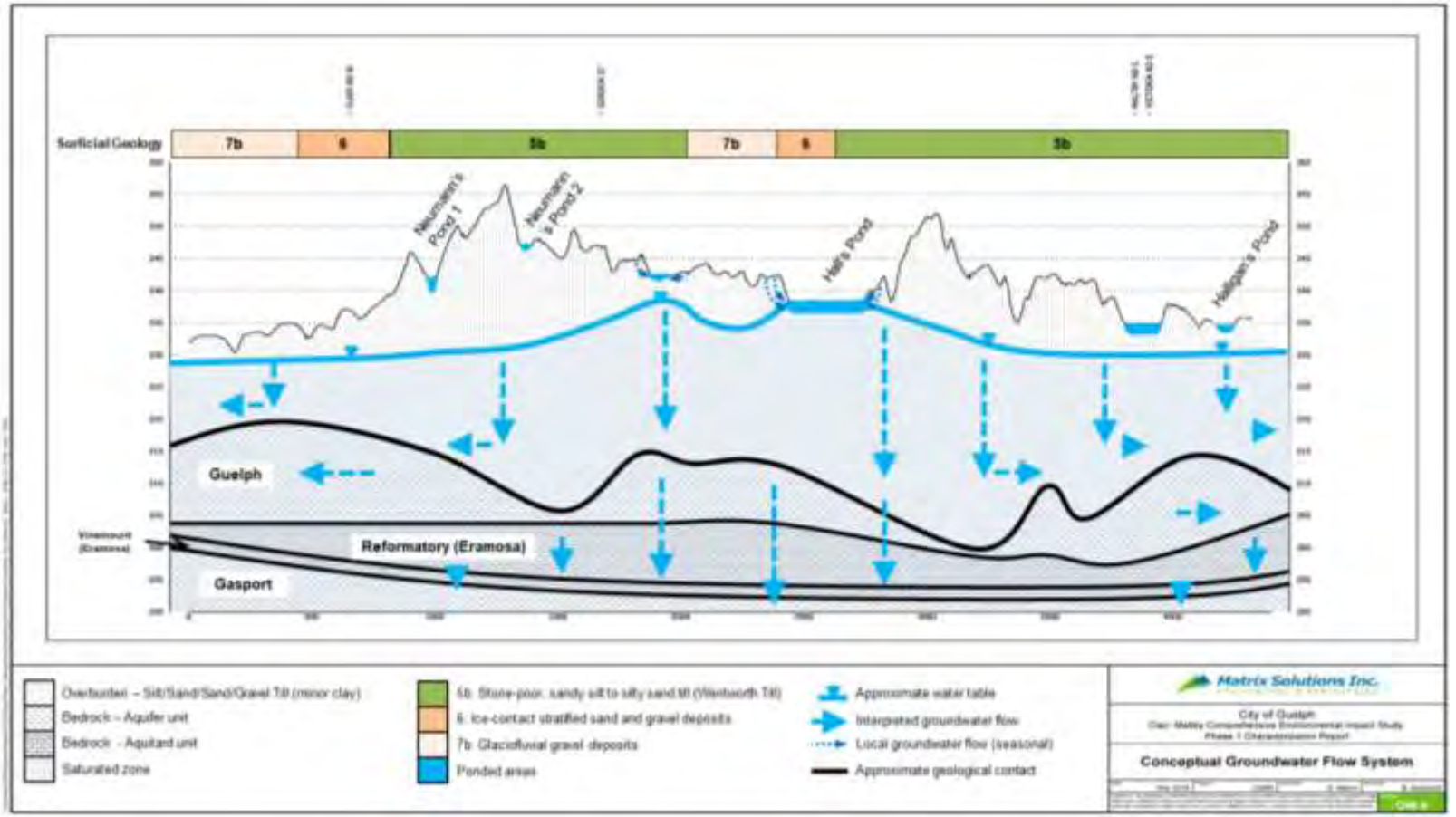
17 boreholes/wells (9 locations); 18 drivepoint wells(14 locations);
Groundwater, pond levels (continuous/manual); Water quality (3 events)

Hydrogeologic Characterization
Groundwater Flow and Function



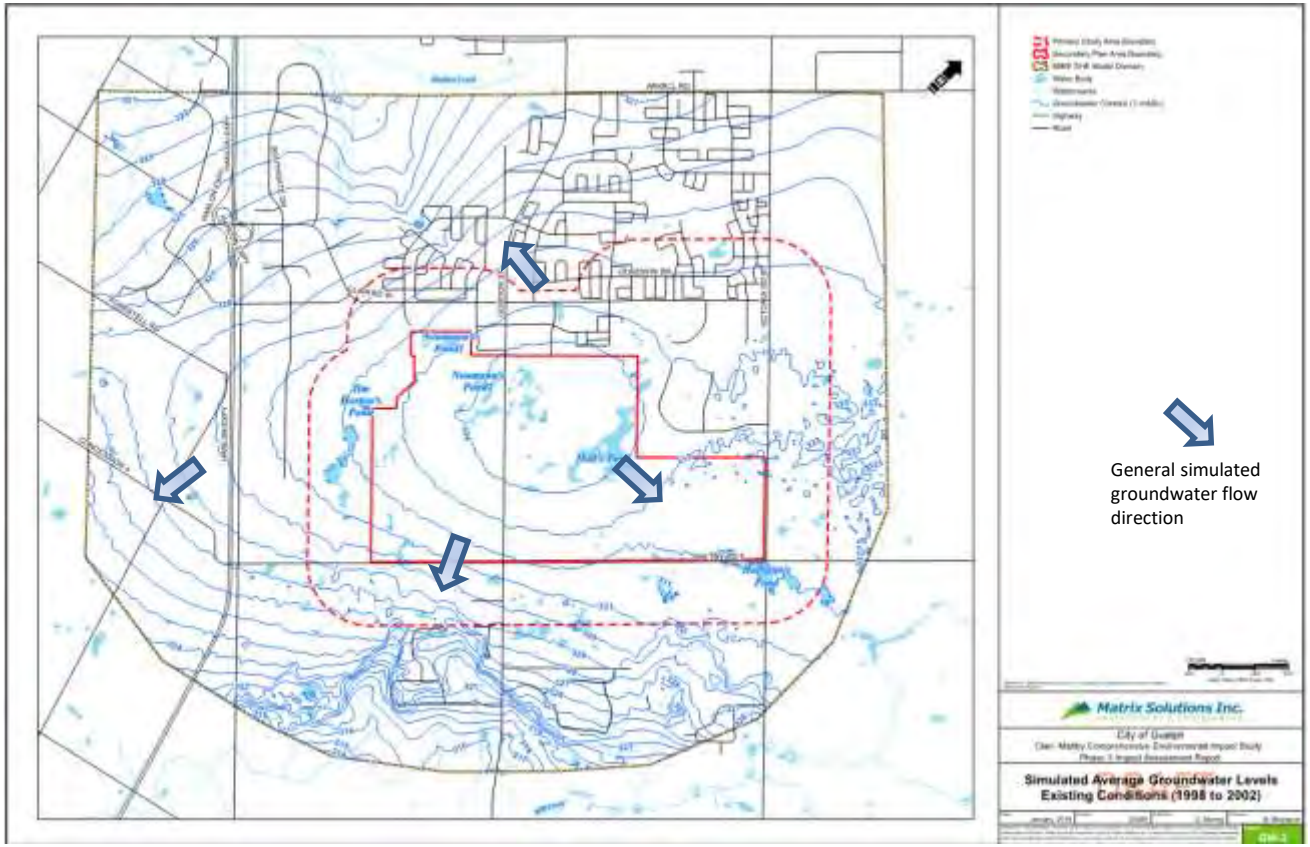
Hydrogeologic Characterization

Groundwater Flow and Function



Integrated Surface Water – Groundwater Model

Groundwater Flow and Function



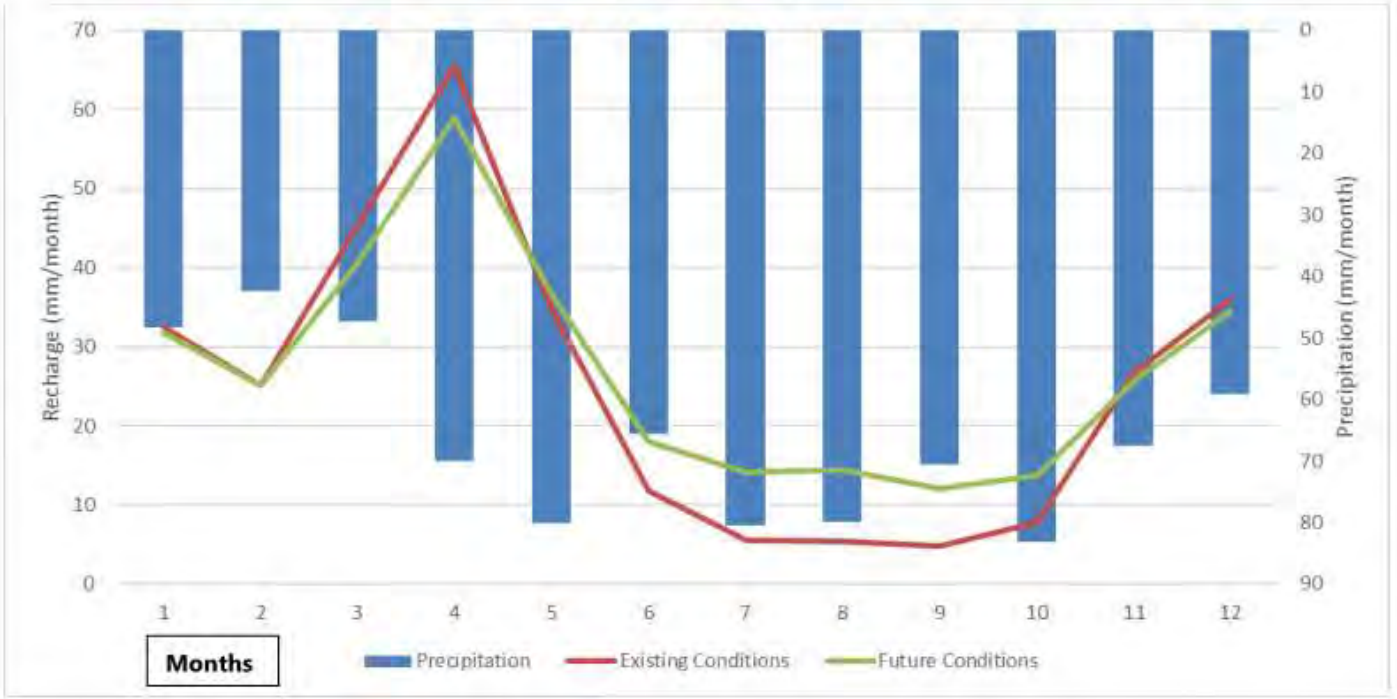
Hydrogeology Impact Assessment

- Integrated Surface Water-Groundwater Model used to simulate change in land use and represent proposed stormwater management
  - Low Impact Development BMPs (source infiltration)
  - Storm Water Capture Areas for large events
- Impacts assessed
  - Water budgets in the SPA, PSA and key NHS features in, and adjacent to the SPA
  - Groundwater flow directions and depth to water table
  - Recharge to the water table, shallow and deep bedrock aquifers
  - Groundwater discharge to streams and wetlands
  - Average annual ponded water elevation in wetlands

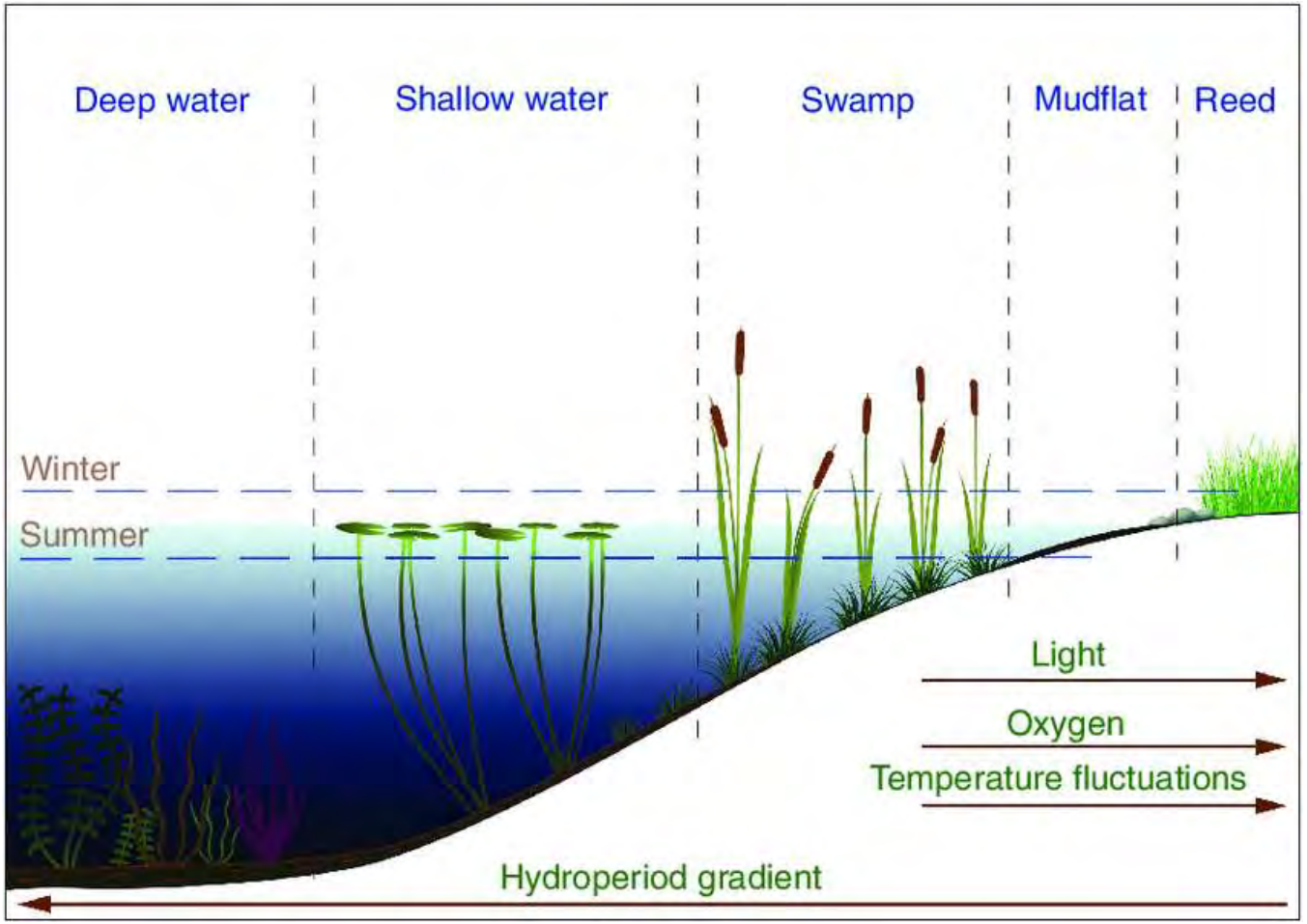
Impact Assessment Iterations 1 and 2

- Water budgets for SPA, PSA Halls, Neumann and Halligans Ponds maintained
- Groundwater flow and discharge locations maintained
- Recharge to water table and bedrock aquifers maintained

Figure 6.1. Mean Monthly Groundwater Recharge – Existing vs. Future Conditions (Updated PCS) (2003-2017)

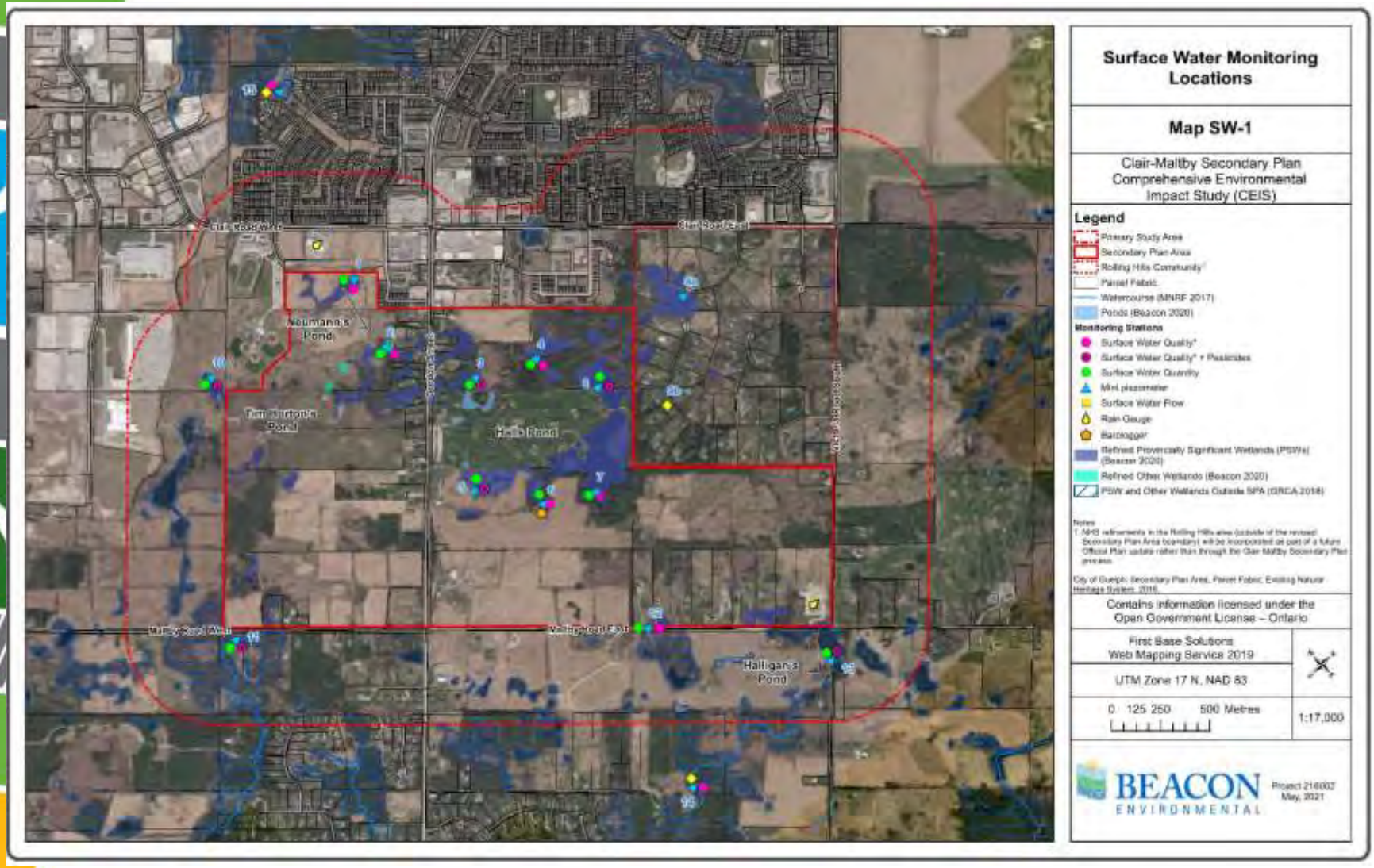


Impact Assessment Iteration 3

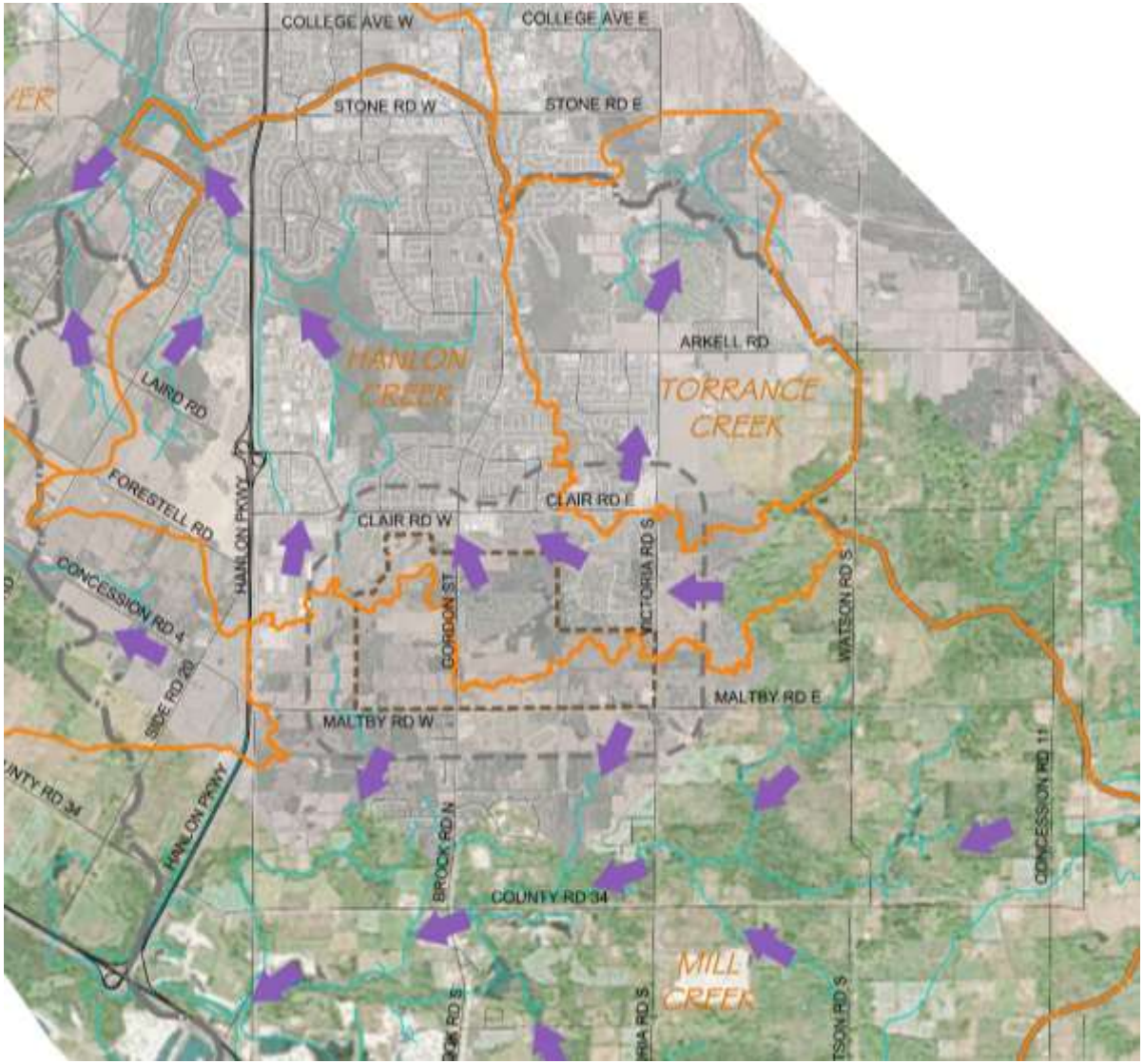


Surface Water

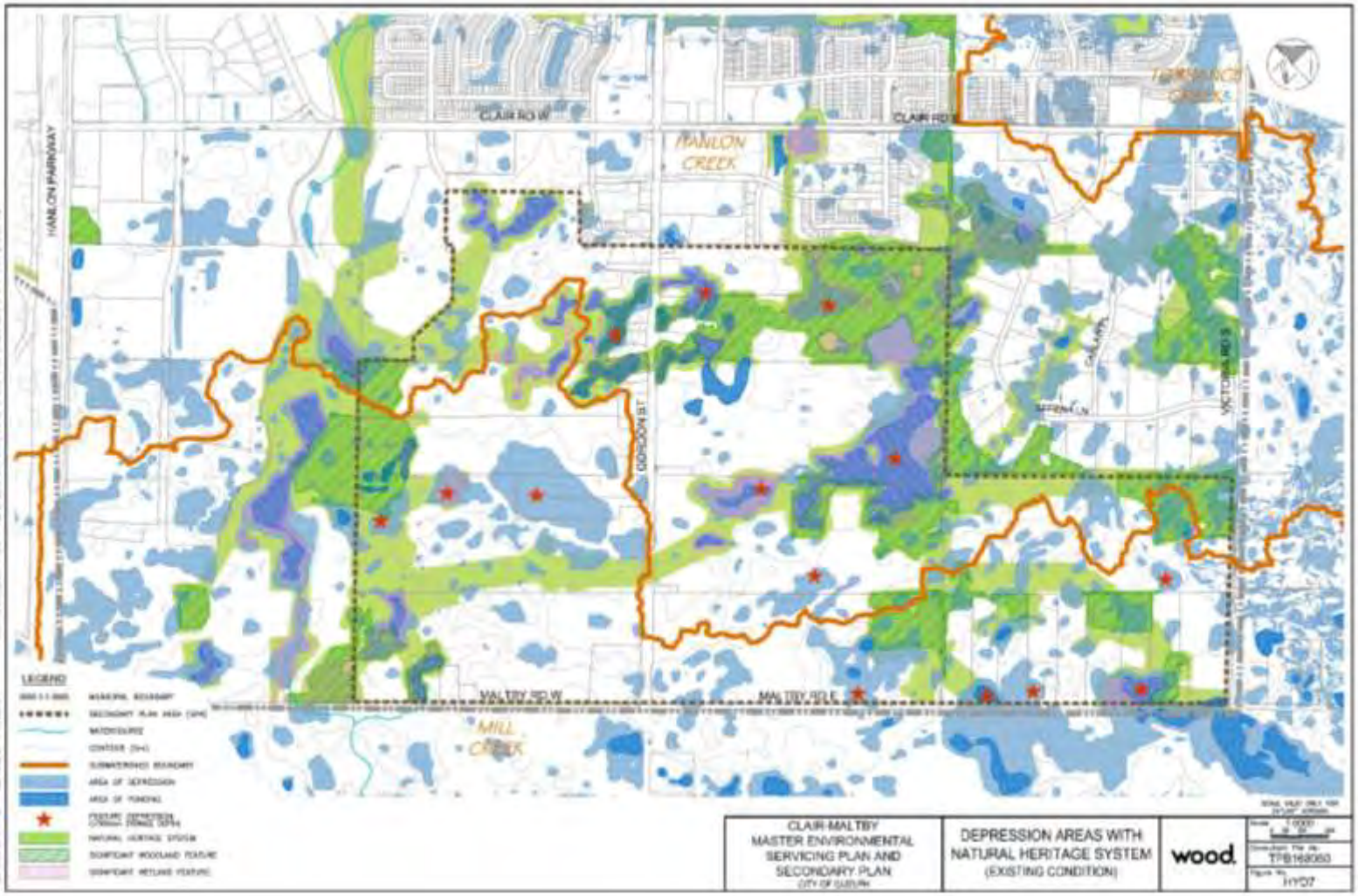
Surface Water



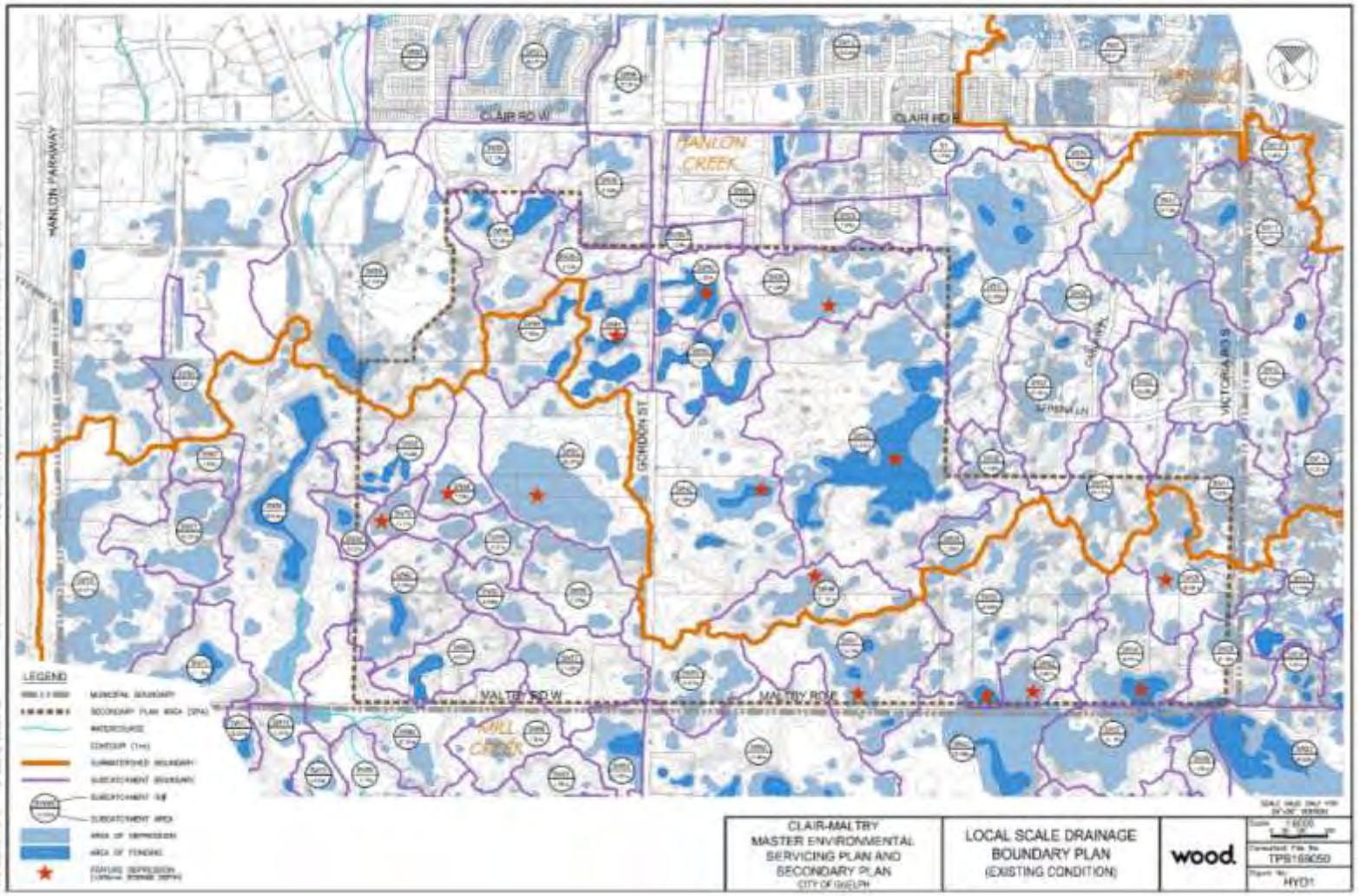
Surface Water



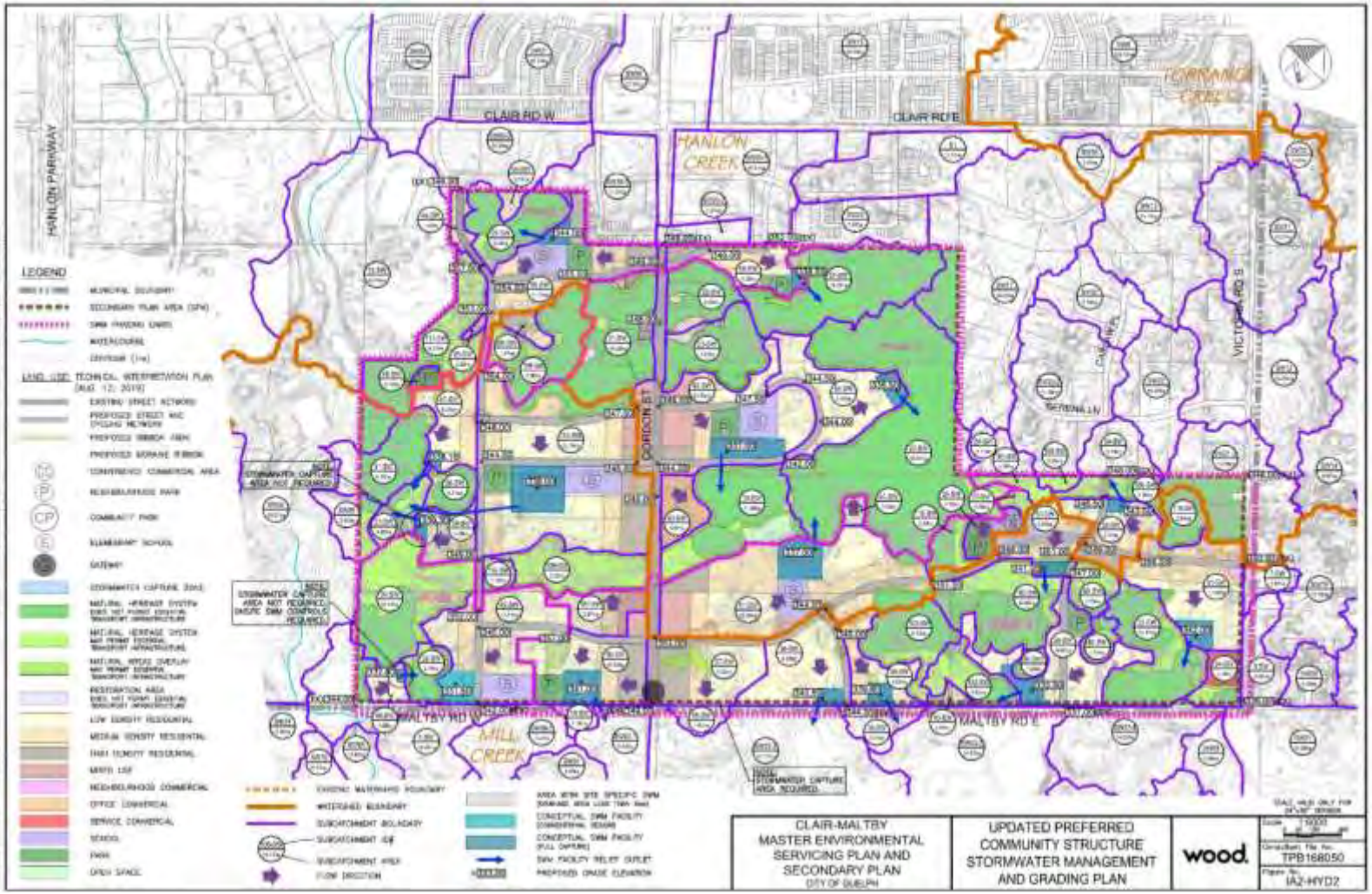
Surface Water



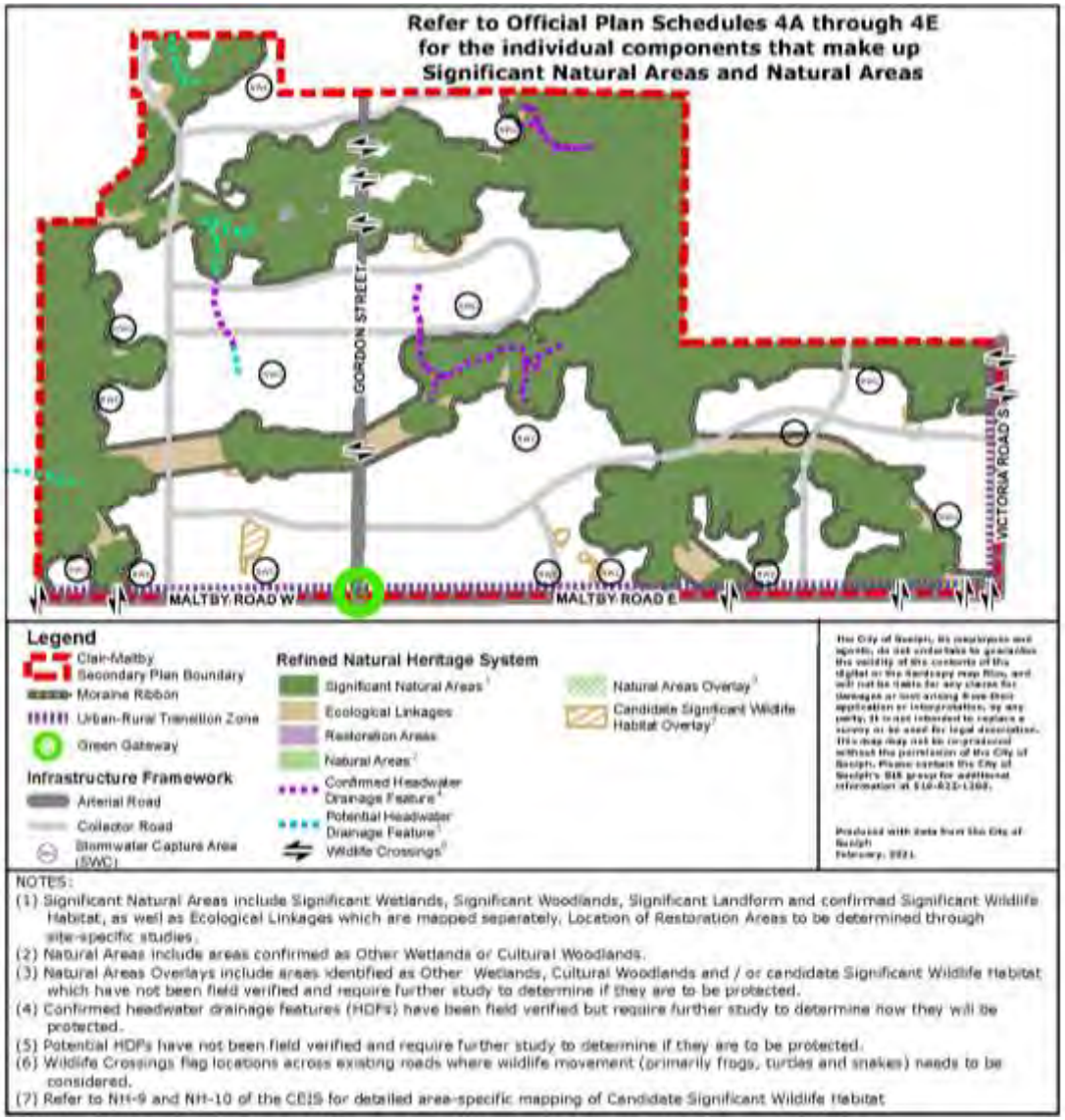
Existing Drainage Patterns



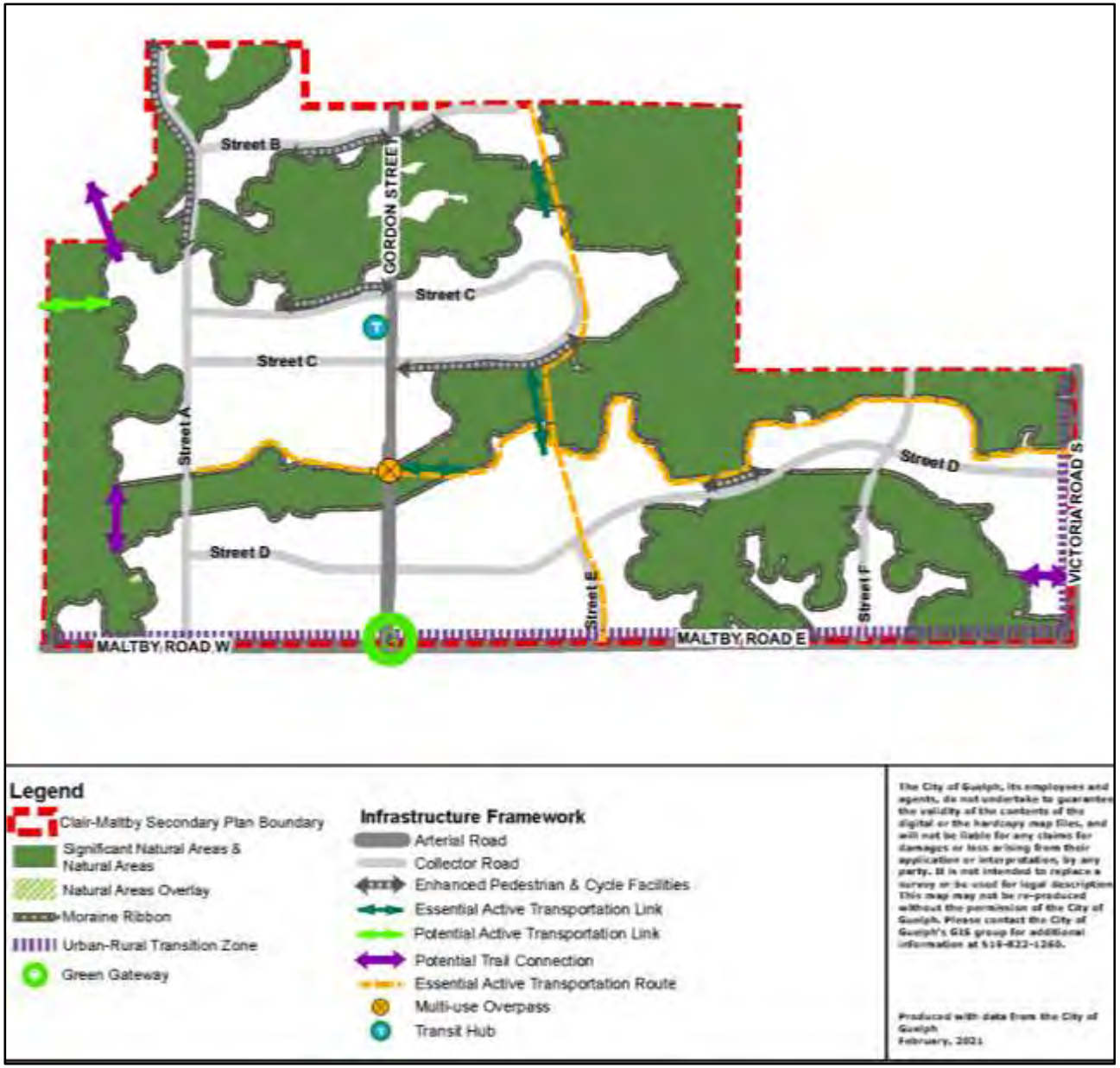
Stormwater Management Plan



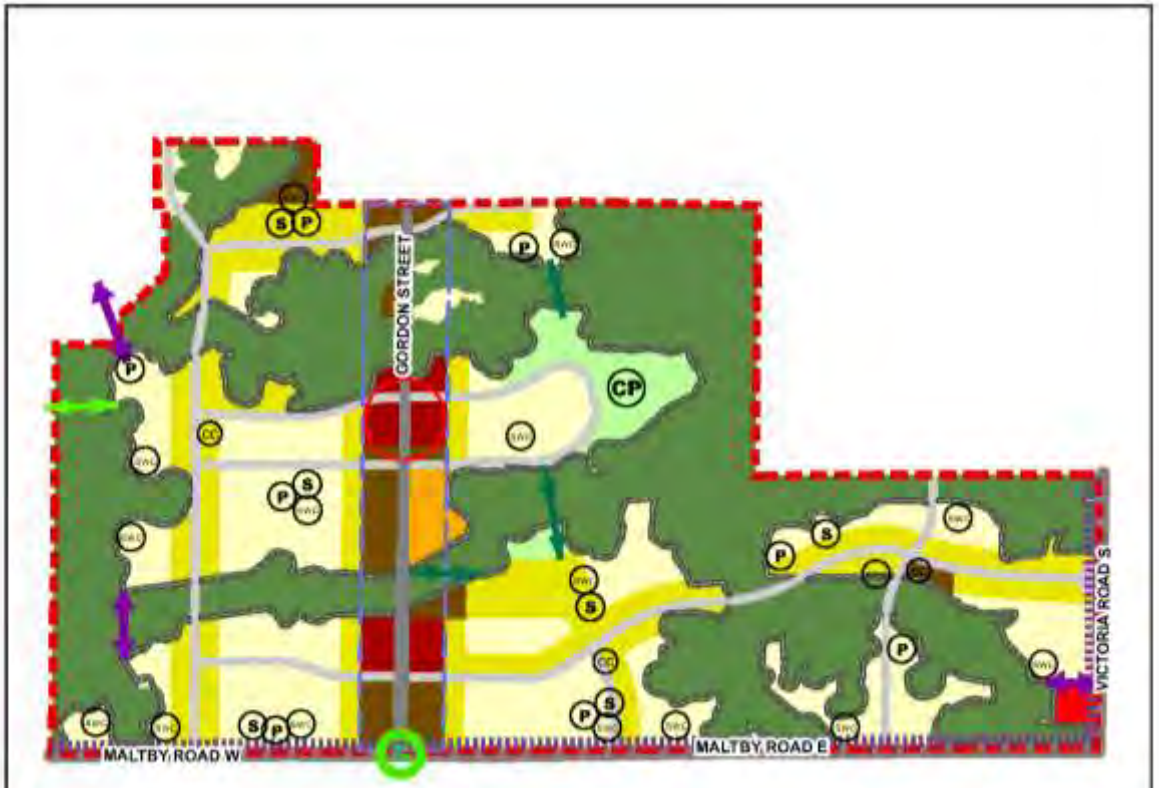
Natural Heritage System Schedule

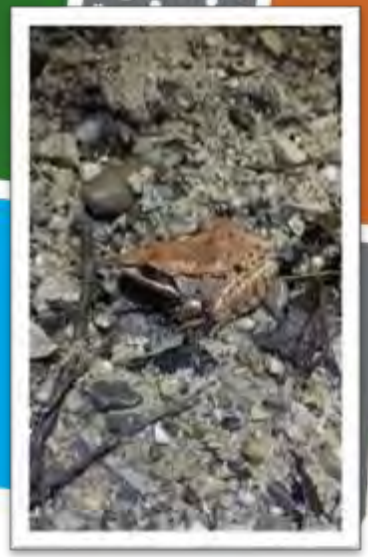


Mobility Schedule



Land Use Schedule





Discussion:

What thoughts, comments, concerns or questions would you like to discuss regarding the draft Clair-Maltby Secondary Plan and supporting documents?

Written comments on the draft Secondary Plan by the end of November would be appreciated.

City of Guelph Growth Strategy & Clair-Maltby Secondary Plan
Meeting with the Mississaugas of the Credit First Nation

November 16, 2021

Via Zoom Video Conference

Participants

- Fawn Sault, Manager, Department of Consultation and Accommodation, MCFN
- Hilary Chamberlin, Department of Consultation and Accommodation, MCFN
- Stacey Laughlin, Senior Policy Planner, City of Guelph
- Melissa Aldunate, Manager, Policy Planning, City of Guelph
- Leah Lefler, Environmental Planner, City of Guelph
- Bob Goulais, Facilitator, Nbisiing Consulting

Record of Discussion

Bob Goulais began the discussion with a round of introductions, starting with the participants from Mississauga of the Credit First Nation, followed by the City of Guelph staff. He provided an overview of the meeting which will include a brief update on the Official Plan Review and an overview of the draft Clair-Maltby Secondary Plan including details on natural heritage that is of interest to MCFN.

In introducing the Municipal Comprehensive Review agenda item, Bob affirmed that the City has received the documentation and guidance provided by the Department of Consultation and Accommodation previously.

Melissa Aldunate provided an update of the Official Plan Review. The City has been working to draft the official plan policies that will include the preferred growth scenario and management strategy that was discussed at the last meeting. They will be presenting that to City Council in January. Once that is presented to Council it will be released to the public for further consultation. This is expected to take place in February and March. The draft policies will include the growth management strategy, water resources system, natural heritage and some updates related to conforming to provincial policy requirements. The updated official plan will be brought for endorsement to Council in July.

There were no questions or comments on the Official Plan Review.

Bob turned it over to the City of Guelph for a presentation on the Clair-Maltby Secondary Plan.

Stacey Laughlin introduced and provided a review of the Secondary Plan development. The Clair-Maltby study area is 414 hectares and is located in the southeast part of Guelph. The project began in 2015. The City of Guelph has met with MCFN previously during the early phases of the project.

Leah Lefler provided a comprehensive presentation that focussed on the natural heritage system and the comprehensive environmental impact study. The environmental impact study was used to inform the land uses of the secondary plan area and provided the technical basis for groundwater, surface water and natural heritage assessment.

Within the presentation, a number of maps and layers were provided and explained including Surface Water Features & Fish Habitat, Significant Wetlands & Other Wetlands, Significant Woodlands & Cultural Woodlands, Significant Wildlife Habitat (SWH), Significant Landforms, Habitat for Provincially & Locally Significant Species and Ecological Linkages.

Leah's presentation concluded with an overview of the Hydrogeology Impact Assessment, and an overview of the Integrated Surface Water-Groundwater Model that was used to evaluate impacts to the natural heritage system and the water resource system resulting from changes to drainage, stormwater management and the proposed land use pattern.

Participants had several questions during the presentation:

Q: Are the lands surrounding the water bodies wetlands that will be protected?

A: Yes. Development is prohibited in areas currently designated as a natural heritage system (NHS). The map presented shows various layers of NHS features that cumulatively make-up the system.

Q: Is it a rule that groundwater flow is protected?

A: Yes, it is a rule. As per the Provincial Policy Statement and the Growth Plan, municipalities are to identify and protect water resource systems. A water resource system includes surface water features, groundwater features, and the connections between them.

Q: When you are planning your neighbourhoods and planning community centres, how is the urban Indigenous population and their daycare needs considered? Is that something that goes into the planning?

A: The Secondary Plan level identifies land use designations that would allow for daycare centres, which are permitted in places.

Q: When it does come time to begin planning the community in more detail, how can the First Nation be involved in ensuring that urban Indigenous groups have support when it comes to culture and heritage? And those types of things that we know our people will need?

A: As per your feedback a couple years ago on this project, you expressed desire for developers to reach out to you when they are submitting their plans for subdivision – that's potentially one way to start the conversation, which Guelph can encourage as development applications come forward. Further, Guelph City planning is looking at engagement opportunities and protocols that focus on early and frequent engagement.

Additional comments:

Perhaps the City can more formally entrench ongoing involvement of the First Nations on an ongoing basis. A commitment that could be formalized and included in the Official Plan Review, where there is language outlining how Guelph can involve First Nations and rights holders in further planning.

Next Steps

MCFN representatives were encouraged to continue to provide written feedback to the City of Guelph by the end of November.

DEPARTMENT OF
CONSULTATION AND ACCOMMODATION

November 25,2021

VIA EMAIL

Stacey Laughlin
1 Carden Street
Guelph, ON N1H 3A1

Dear Stacey Laughlin

RE: MCFN Response to Clair-Maltby Secondary Plan Official Plan Amendment

Confirmation of Receipt

I am writing on behalf of the Mississaugas of the Credit First Nation ("MCFN") to acknowledge that we have received your above named communication, dated September 1,2021.

Outline of MCFN Rights and Territory

In 1792 , the Crown and MCFN entered into Between the Lakes, No. 3 (1792) regarding the lands in which your project is situated.

The Mississaugas of the Credit First Nation are the descendants of the "River Credit" Mississaugas. The undisputed Territory of the MCFN is defined as a Territory commencing at Long Point on Lake Erie thence eastward along the shore of the Lake to the Niagara River. Then down the River to Lake Ontario, northward along the shore of the Lake to the River Rouge east of Toronto then up that river to the dividing ridges to the head waters of the River Thames then southward to Long Point, the place of the beginning. Our Territory encompasses the lands and waters that were used and occupied by our Ancestors. Territories are usually large tracts of land that reflect the breadth required for seasonal activities and habitation and changes in those movement patterns through time. Through Treaties with the Crown, MCFN agreed to share our Territory with newcomers. However, not all of MCFN's Territory has been dealt with through a Treaty.

With the exception of a small part of the Credit River, our Treaties with the Crown did not deal with the water parts of our Territory. We have not agreed to share any part of our waters with settlers. We formally gave notice to the Crown of this claim in 2016. We note that any lands that have been artificially created on our waters have also not been dealt with by any Treaty.

Like our ancestors before us, we continue to use the lands, waters, and watershed ecosystems within our Territory for a variety of livelihood, harvesting, ceremonial and spiritual purposes. We have always exercised governance functions and stewardship in order to protect our Territory, conserve the fish and wildlife that depend upon it, and ensure its ongoing ability to sustain our people. We assert that our Aboriginal and treaty rights fundamentally entitle us to continue to act as stewards of our Territory, to be involved in decisions that affect it, and to participate in the ongoing, responsible management of the resources it provides.

Duty to Consult and Accommodate

As you will know, the Crown has a constitutional duty to consult and accommodate MCFN in respect of any decisions that might affect its asserted or proven Aboriginal and/or Treaty Rights. We expect that, consistent with the Crown's constitutional duty, no approval should be issued to this project until MCFN has been sufficiently consulted and accommodated. Nothing in this letter shall be construed as to affect our Aboriginal and/or Treaty Rights and hence shall not limit any consultation and accommodation owed to MCFN by the Crown or any proponent, as recognized by section 35 of the Constitution Act, 1982.

MCFN has the right to free and informed consent prior to the approval of any project or any planning decision adversely impacting its Territory and to benefit economically from resource development within its Territory.

MCFN has formed the Department of Consultation and Accommodation ("DOCA") to represent its interests in consultation and accommodation matters. It is DOCA's mandate to ensure that we are directly involved in all planning and development that impacts the integrity of our Territory. In this regard, DOCA will assess and help alleviate impacts on our rights, land claims, and ways of life by building relationships with governments and private sector proponents. We share a mutual interest in ensuring that projects in the Territory are planned, reviewed, and developed in a manner which ensures healthy communities, ecological protection, and sustainable development for present and future generations in the Territory.

MCFN is not opposed to development, but MCFN must to be involved in development decision making. MCFN has a deep connection to its Territory and we have a stewardship responsibility for our land. By engaging with us, a project proponent can learn our perspective on how to care for this land and we can work together to shape the project to mitigate damaging effects to our land and perhaps even work to improve our environment. MCFN is the only party who shall determine whether there are impacts to our Aboriginal and treaty rights.

One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives ("FLRs") on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during fieldwork. The cultural and natural resources in question are part of MCFN's territory and heritage and it is our responsibility to ensure their protection, on behalf of the Nation. MCFN's stewardship of its territory extends through the life of any development project and beyond.

In the spirit of collaboration and relationship building, MCFN encourages the City of Guelph to consider use of MCFN owned businesses in the execution of this project. For further information please contact Christopher Lefebvre, Mississaugas of the Credit Business Corporation.

DOCA Project Registration

DOCA has completed an initial intake review of the project communication you have provided. This file has been assigned DOCA Project 2021-0867 ; please use this number in all future communications.

We respectfully ask you to immediately notify us if there are any changes to the project.

Referral to DOCA Units

Following DOCA's initial intake review of the project communication, the file has been referred to the following DOCA Units for additional follow-up.

	Unit Identification	Primary Contact	Email Address
✔	Archaeology	Adam LaForme	adam.laforme@mncfn.ca
✔	Cultural/Historical	Darin Wybenga	darin.wybenga@mncfn.ca
✔	Environment	Fawn Sault (Temp)	fawn.sault@mncfn.ca
	FLR Participation	Adam LaForme	adam.laforme@mncfn.ca
	Governance	Katelyn LaForme	katelyn.laforme@mncfn.ca
	Economic Development	Christopher Lefebvre	clefebvre@mncbc.ca

If you have not been contacted by the indicated DOCA Units within fourteen days following receipt of this letter, please let me know.

Request for Missing Information

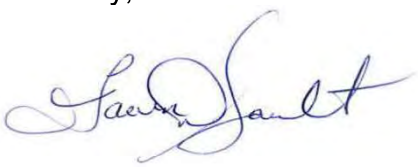
In order to proceed with our follow-up review, we ask you to ensure that all available information relating to the project has been transmitted to us. We have identified the following general information as missing from your initial project communication:

	Outstanding Project Information
	Name of person or body undertaking the action or decision.
	Contact information for the person or body undertaking the action or decision.
✔	List of documents pertaining to the proposed action/decision that are available for MCFN to review.
✔	Description of what other information is expected to become available before the proposed action/decision is undertaken.
✔	Deadlines or filing dates pertaining to the action/decision.
✔	The Crown or Municipal review/ approval that is required for the project.
✔	How the proposed action or decision may affect and/or benefit MCFN, its rights and territory.

Closing

We ask that you respond with the above requested information within fourteen days following receipt of this letter. We thank you in advance for your attention to our requirements and we look forward to working with you further to shape the planning for development in our Territory.

Sincerely,



Fawn Sault
Consultation Coordinator
fawn.sault@mncfn.ca

Clair-Maltby
Transform. Connect. Community.

CITY OF Guelph
Making a Difference

January 12, 2022

Sent via email to: DOCA@mncfn.ca

Ms. Fawn Sault
Consultation Manager
Department of Consultation and Accommodation
Mississaugas of the Credit First Nation

Re: MCFN Response to Clair-Maltby Secondary Plan Official Plan Amendment
DOCA Project 2021-0867

Dear Ms. Sault,

This letter is in response to the letter received by the City of Guelph (the City) from the Mississaugas of the Credit First Nation (MCFN) on November 25, 2021, regarding the Clair-Maltby Secondary Plan Official Plan Amendment. We acknowledge that our City is built on the traditional and treaty territory of the Mississaugas of the Credit First Nation and welcome the opportunity to engage with MCFN on this initiative.

The City recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area and are now in the final engagement phase of the study process. The City would welcome the opportunity to engage with the Mississaugas of the Credit First Nation (MCFN) on this draft prior to final decision-making by City of Guelph Council.

Over the past four years, the City has been working with the community to develop a land use policy framework and infrastructure plan for the Clair-Maltby area. The draft Secondary Plan, MESP and CEIS are the cumulative efforts of this work.

The City is proposing a secondary plan that supports the development of a vibrant, urban Clair-Maltby community designed to respect the Natural Heritage System and the Paris-Galt Moraine, following the City's environment-first approach. The secondary plan reflects the vision and directions that were developed with the community and is supported by the technical work completed through the Comprehensive Environmental Impact Study (CEIS), and the Master Environmental Servicing Plan (MESP).

Several requests for missing information were included in your correspondence. You can find responses to your questions below:

1. Please provide a list of documents pertaining to the proposed action / decision that are available for MCFN to review.
The draft Secondary Plan, MESP, and the CEIS (Phase 1 and 2) (Phase 3), along with all other Clair-Maltby documents and Council reports, as well as all background and technical

reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/. This webpage includes a list of documents pertaining to the proposed action/decision that are available for your review.

Additional information is also available on the Clair-Maltby 'Have Your Say' webpage (https://www.haveyoursay.guelph.ca/Clair-Maltby). Here you can find information on the Public Information Centre (PIC) that was held on June 24, 2021, which provided an overview of the Secondary Plan, MESP and CEIS. This includes presentations and video recordings of each PIC session.

A Statutory Public Meeting of City Council for this project was held on September 22, 2021. You can review the Council report and presentation here: https://pub-guelph.escribemeetings.com/Meeting.aspx?Id=4af673ed-ade5-4cea-bf53-52b5172553a0&Agenda=Merged&lang=English

2. Please provide a description of what other information is expected to become available before the proposed action / decision is undertaken and please provide deadlines or filing dates pertaining to the action / decision.

Since the Statutory Public Meeting, City staff have been working to compile, review and incorporate feedback from Indigenous governments, landowners, stakeholders and the public. Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. On November 16, 2021, we had an opportunity to meet with representatives of MCFN to discuss this project in more detail and gain valuable feedback. Should you have any additional questions or require any additional information as a result of that meeting or the information provided in this letter, please do not hesitate to contact me.

Moving forward, City staff anticipate providing a recommended Secondary Plan and MESP to Council for a decision in Spring 2022.

3. Please provide the Crown or Municipal review / approval that is required for the project.

City of Guelph Council is the approval authority for the Secondary Plan through an Official Plan Amendment. The Official Plan Amendment process is governed by the City's Official Plan and the Planning Act.

The Master Environmental Servicing Plan has been undertaken in accordance with the Municipal Class Environmental Assessment process. This is a self-regulated process undertaken by the municipality, however the Ministry of Environment, Conservation and Parks enforces compliance with the requirements of the EA Act. Upon completion of the final MESP document, the Notice of Study Completion will be posted publicly for review, along with all supporting documentation.

Clair-Maltby
Transform. Connect. Community.

CITY OF Guelph
Making a Difference

4. Please identify how the proposed action or decision may affect and/or benefit MCFN, its rights and territories.

The City of Guelph is committed to working in partnership with MCFN to sustainably grow the City in a way that will protect the land and the waters in and around Guelph for generations to come.

The vision for Clair-Maltby is to create a vibrant, urban community that takes an environment first approach to planning for growth in the City. Within Clair-Maltby, protection of the Natural Heritage System, Water Resource System and the Paris Moraine provides the framework for the balanced development of interconnected and sustainable neighbourhoods.

Four years of groundwater monitoring and three years of ecological monitoring has led to a fulsome characterization of the existing environmental context of Clair-Maltby. Advanced modelling has been undertaken to identify potential environmental impacts and steps have been taken to mitigate those impacts before they occur. Further, the requirement for ongoing monitoring as development occurs to assess cumulative impacts will allow for corrective steps to be taken as needed.

The vision for Clair-Maltby also includes a full range and mix of housing types, including affordable housing, and a variety of other uses that meet the needs of all future residents, including Indigenous residents. This future community is intended to be connected to the rest of the City as well as include a system of parks, open spaces and trails interwoven throughout to provide opportunities for connection between future neighbourhoods, as well as opportunities for active and passive recreation.

Thank you for the input you have provided to date on the draft Secondary Plan, MESP, and CEIS. Should you have any questions, require any additional information, or would like to set up a follow-up meeting, please contact me.

Sincerely,

Melissa Aldunate, M.Pl, MCIP, RPP
Manager, Policy Planning and Urban Design
Planning and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2361**
E **melissa.aldunate@guelph.ca**

Clair-Maltby
Transform. Connect. Community.

Copy to: Hilary Chamberlin, Department of Consultation and Accommodation, MCFN
Hilary.Chamberlin@mncfn.ca
Adam LaForme, Department of Consultation and Accommodation, MCFN
Adam.LaForme@mncfn.ca
Darin Wybenga, Department of Consultation and Accommodation, MCFN
Darin.Wybenga@mncfn.ca
Leslie Muñoz, Manager, Policy and Intergovernmental Relations, City of Guelph

From:	Erika Johannsen
To:	Stacey Laughlin; Bob Goulais
Cc:	Melissa Aldunate; Leslie Muñoz; Leah Lefler; Madeline Gibson; James Knott; Olivia Horzempa; Adrian Blake; Adam LaForme
Subject:	RE: Clair-Maltby Secondary Plan Stage 1 AA Report Review
Date:	Friday, January 14, 2022 10:12:32 AM
Attachments:	image001.jpg

Good morning Stacey,

Thank you for sharing the Stage 1 Archaeological Assessment report for the Clair-Maltby Secondary Plan. Following review, MCFN-DOCA's Archaeology Program Unit has no additional questions or comments regarding the report's recommendations at this time.

Kind regards,

Erika Johannsen (she/they)
Field Archaeologist

Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Mobile: 905-870-5844
http://www.mncfn.ca

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the Credit First Nation.

From: Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Sent: Tuesday, November 9, 2021 3:52 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Bob Goulais <info@bobgoulais.com>
Cc: Melissa Aldunate <Melissa.Aldunate@guelph.ca>; Leslie Muñoz <Leslie.Munoz@guelph.ca>; Leah Lefler <Leah.Lefler@guelph.ca>; Madeline Gibson <Madeline.Gibson@guelph.ca>; James Knott <jknott@lura.ca>; Olivia Horzempa <ohorzempa@gmail.com>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: City of Guelph - materials for November 16 meeting

Good Afternoon Fawn,

We are looking forward to meeting with you next week to discuss the City of Guelph's Official Plan Review (including the City's Growth Management Strategy) and the Clair-Maltby Secondary Plan. At the meeting we plan to provide a brief verbal update regarding the Official Plan Review as well as a more detailed presentation of the Clair-Maltby Secondary Plan project.

In advance of the meeting please find attached a copy of the Clair-Maltby presentation (it is the same file that was previously sent), the draft Clair-Maltby Secondary Plan and a summary of the Comprehensive Environmental Impact Study that has been undertaken to inform the secondary plan. In addition, here are links to additional information:

Comprehensive Environmental Impact Study – the summary document is attached to this email and these are links to the full reports:

- Phase 1 and 2 Characterization Report
- Phase 3 Impact Assessment and Management Plan

Draft Secondary Plan (also attached)
Draft Master Environmental Servicing Plan
Stage 1 Archaeological Assessment

These documents, along with all other Clair-Maltby documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

We look forward to the meeting to hear your thoughts, ideas, concerns and questions regarding the secondary plan project. Following the meeting we would appreciate receiving written comments from you by the end of November.

Thanks,
Stacey

Stacey Laughlin, MCIP, RPP | Senior Policy Planner
Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

guelph.ca
facebook.com/cityofguelph
@cityofguelph

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: October-22-21 2:22 PM
To: Bob Goulais <info@bobgoulais.com>; Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Cc: Melissa Aldunate <Melissa.Aldunate@guelph.ca>; Leslie Muñoz <Leslie.Munoz@guelph.ca>; Leah Lefler <Leah.Lefler@guelph.ca>; Madeline Gibson <Madeline.Gibson@guelph.ca>; James Knott <jknott@lura.ca>; Olivia Horzempa <ohorzempa@gmail.com>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: City of Guelph - materials for October 27 meeting

[EXTERNAL EMAIL] Do not click links or attachments unless you recognize the sender and know the content is safe.

Mino Naakwek kina-weya (good afternoon everyone),

How does Nov.15th at 1pm or Nov. 16th at 10am look?

Miigwech for your patience.

Fawn Sault (she/her)
A/Director of DOCA - Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: http://mncfn.ca/
Ph: 905-768-4260
Cell:289-527-6580

From: Bob Goulais <info@bobgoulais.com>
Sent: Thursday, October 21, 2021 4:02 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Cc: Melissa Aldunate <Melissa.Aldunate@guelph.ca>; Leslie Muñoz <Leslie.Munoz@guelph.ca>; Leah Lefler <Leah.Lefler@guelph.ca>; Madeline Gibson <Madeline.Gibson@guelph.ca>; James Knott <jknott@lura.ca>; Olivia Horzempa <ohorzempa@gmail.com>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: Re: City of Guelph - materials for October 27 meeting

Hi Fawn:

I see you message here. No problem. Let's work together on rescheduling this. If you can, please send me a couple of options and I will circulate it internally to the Guelph team.

Miigwetch.

Bob Goulais

Email: info@bobgoulais.com
Cell: (416) 770-8567

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Date: Thursday, October 21, 2021 at 1:22 PM
To: Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Cc: Bob Goulais <info@bobgoulais.com>, Melissa Aldunate <Melissa.Aldunate@guelph.ca>, Leslie Muñoz <Leslie.Munoz@guelph.ca>, Leah Lefler <Leah.Lefler@guelph.ca>, Madeline

Gibson <Madeline.Gibson@guelph.ca>, James Knott <jknott@lura.ca>, Olivia Horzempa <ohorzempa@gmail.com>, Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: City of Guelph - materials for October 27 meeting

Mino-Naakwek (good afternoon) Stacey,

I apologize but I am going to have to reschedule this meeting to possibly the second week of November. I am very sorry for any inconvenience.

Miigwech,

Fawn Sault (she/her)
A/Director of DOCA - Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: http://mncfn.ca/
Ph: 905-768-4260
Cell:289-527-6580

From: Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Sent: Thursday, October 21, 2021 10:32 AM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: 'Bob Goulais' <info@bobgoulais.com>; Melissa Aldunate <Melissa.Aldunate@guelph.ca>; Leslie Muñoz <Leslie.Munoz@guelph.ca>; Leah Lefler <Leah.Lefler@guelph.ca>; Madeline Gibson <Madeline.Gibson@guelph.ca>; James Knott <jknott@lura.ca>; Olivia Horzempa <ohorzempa@gmail.com>
Subject: City of Guelph - materials for October 27 meeting

Hello Ms. Sault,

We are looking forward to meeting with you on October 27 to discuss the City of Guelph's Official Plan Review (including the City's Growth Management Strategy) and the Clair-Maltby Secondary Plan. At the meeting we plan to provide a brief verbal update regarding the Official Plan Review as well as a more detailed presentation of the Clair-Maltby Secondary Plan project.

In advance of the meeting please find attached a copy of the Clair-Maltby presentation, the draft Clair-Maltby Secondary Plan and a summary of the Comprehensive Environmental Impact Study that has been undertaken to inform the secondary plan. In addition, here are links to additional information:

Comprehensive Environmental Impact Study – the summary document is attached to this email and these are links to the full reports:

- Phase 1 and 2 Characterization Report
- Phase 3 Impact Assessment and Management Plan

Draft Secondary Plan (also attached)
Draft Master Environmental Servicing Plan
Stage 1 Archaeological Assessment

These documents, along with all other Clair-Maltby documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

We look forward to the meeting to hear your thoughts, ideas, concerns and questions regarding the secondary plan project. Following the meeting we would appreciate receiving written comments from you by the end of November.

Thanks,
Stacey

Stacey Laughlin, MCIP, RPP | Senior Policy Planner
Planning and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

This e-mail message (including attachments, if any) is intended for the use of the individual to whom it is addressed and may contain information that is privileged and confidential. If you are not the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender and erase this e-mail message immediately.

From:	Colleen Gammie
To:	Mark.LaForme@mncfn.ca; MCFN.Consultation@mncfn.ca; Doca.Admin@mncfn.ca
Cc:	Stacey Laughlin; Melissa Aldunate; Mary Angelo; Leslie Muñoz; Trevor Bomberry
Subject:	Clair-Maltby Secondary Plan - Project Update
Date:	Friday, May 27, 2022 4:47:00 PM
Attachments:	2022-05-27 - Project Update Notice of Passing and Study Completion_MCFN.pdf Draft Notice of Completion for MESP.pdf 01-OPA-Notice of Adoption Clair-Maltby.pdf

---

Dear Mr. LaForme,

The City has recently presented the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council (May 16th, 2022). Attached please find a project update, the Notice of Passing, and the draft Notice of Completion for the portion of works undertaken as an Environmental Assessment.

Thank you for the time that your team has spent providing feedback throughout this process. We look forward to your continued involvement as we move forward with further study and design.

Please feel free to reach out with any questions.

Thank you,

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, **Engineering and Transportation Services**
City of Guelph
519-822-1260 extension 2282
Mobile 226-332-4693
colleen.gammie@guelph.ca

guelph.ca

Clair-Maltby
Transform. Connect. Community.

May 27, 2022

Sent via email to: Mark.LaForme@mncfn.ca
cc: MCFN.Consultation@mncfn.ca
cc: Doca.Admin@mncfn.ca

Mark LaForme
Director, Department of Consultation and Accommodation
Mississaugas of the Credit First Nation
2789 Mississauga Road R.R. #6
Hagersville, Ontario, N0A 1H0

Dear Mr. LaForme,

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan – Notice of Passing and Study Completion

The City of Guelph has recently presented the final Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council on May 16th, 2022. The Notice of Passing is attached.

Approved recommendations included adopting the Clair-Maltby Secondary Plan into the City's Official Plan and filing the Notice of Study Completion with the Ministry of Environment, Conservation and Parks for the Master Plan Environmental Assessment. As a valued Partner, the City wanted to circulate the Notice of Study Completion to you and your team in advance of filing it with the Ministry. We also wanted to thank you for your involvement and feedback throughout this process.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Colleen Gammie

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, Engineering and Transportation Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2282**
E **colleen.gammie@guelph.ca**

Notice of the adoption of an amendment to the Official Plan by the Corporation of the City of Guelph

The Council of The Corporation of the City of Guelph passed Amendment No. 79 to the Official Plan for the Corporation of the City of Guelph, as By-law (2022)-20712, to implement the Clair-Maltby Secondary Plan on the 16th day of May, 2022, under section 17 and section 21 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

An explanation of the purpose and effect of the by-law as well as a key map of the lands are included. For more information regarding the purposed official plan amendment, contact Planning Services at 519-837-5616, or planning@guelph.ca.

The proposed Official Plan Amendment is exempt from approval by the Ministry of Municipal Affairs and the decision of Council of The Corporation of the City of Guelph is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only Individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. The Notice of Appeal must be filed with the City Clerk not later than **June 15th 2022, no later than 4:30 p.m.** The appeal must set out the reasons for the appeal and the specific part of the proposed official plan or plan amendment to which the appeal applies and be accompanied by the fee of **$1,100.00, paid by certified cheque or money order** payable to the Minister of Finance. The forms are available from ServiceGuelph, Guelph City Hall or on OLT's website, www.olt.gov.on.ca.

No person or public body will be added as a party to the hearing of the appeal of the decision unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

Any and all written submissions relating to this application that were made to City Council before its decision and any and all oral submissions related to this application that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by City Council as part of its deliberations and final decision on this matter.

DATED at the City of Guelph this 26th day of May, 2022

Stephen O'Brien
City Clerk
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1
clerks@guelph.ca
519-837-5603

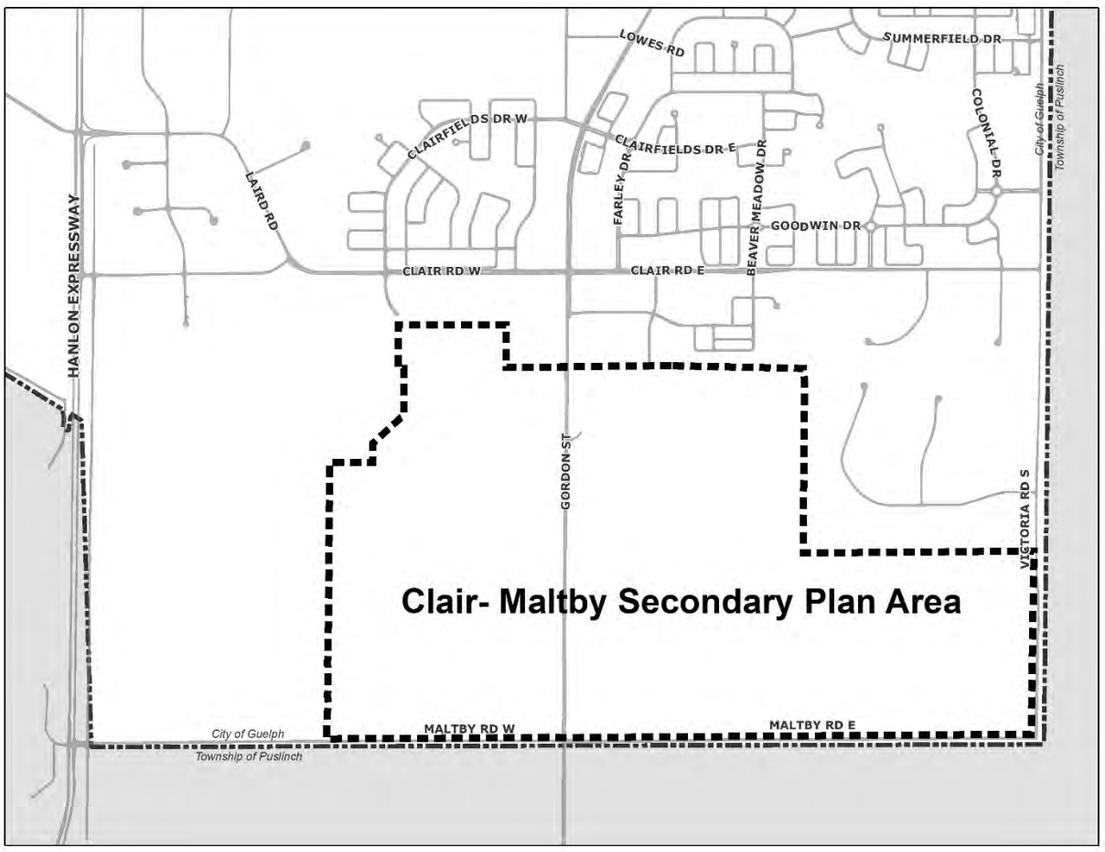
By-Law number (2022)-20712
Explanation of Purpose and Effect and Key Map

1. **By-Law Number (2022) – 20712 has the following purpose and effect:**

The purpose of By-law Number (2022)-20712 is to authorize an amendment to the Official Plan for the secondary plan area located in southeast Guelph and bounded by the future extension of Poppy Drive West to the north (just south of Clair Road), Victoria Road South to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park (east of Southgate Drive) to the west.

The purpose of the official plan amendment is to incorporate the Clair-Maltby Secondary Plan into the City's Official Plan by deleting the existing land use policies and designations that apply to the Clair-Maltby lands, amending schedules, and adding a new Section to the Official Plan that includes the new policies, schedules and corresponding definitions for the Clair-Maltby Secondary Plan. The official plan amendment is known as Official Plan Amendment 79 (OPA No. 79) – City-initiated Official Plan Amendment for the Clair-Maltby Secondary Plan.

2. Key Map showing the location of the lands to which By-law (2022)-20712 applies:



Clair-Maltby
Transform. Connect. Community.

June XX, 2022

Clair-Maltby Secondary Plan, Master Environmental Servicing Plan and Comprehensive Environmental Impact Study

Notice of Study Completion

The City of Guelph has prepared a Master Environmental Servicing Plan (MESP) for the Clair-Maltby Secondary Plan area following Phases 1 and 2 of the Municipal Class Environmental Assessment (Schedule B).

Based on the study findings and input from technical agencies, stakeholders, and the public, the recommended MESP is as shown below. The MESP identifies the recommended infrastructure to service the future growth in the Clair-Maltby Secondary Plan area, while minimizing environmental impacts. The recommended MESP incorporates the comments received from the public and agencies during the study.

Figure 1 – Clair-Maltby Secondary Plan Area (existing)

DRAFT

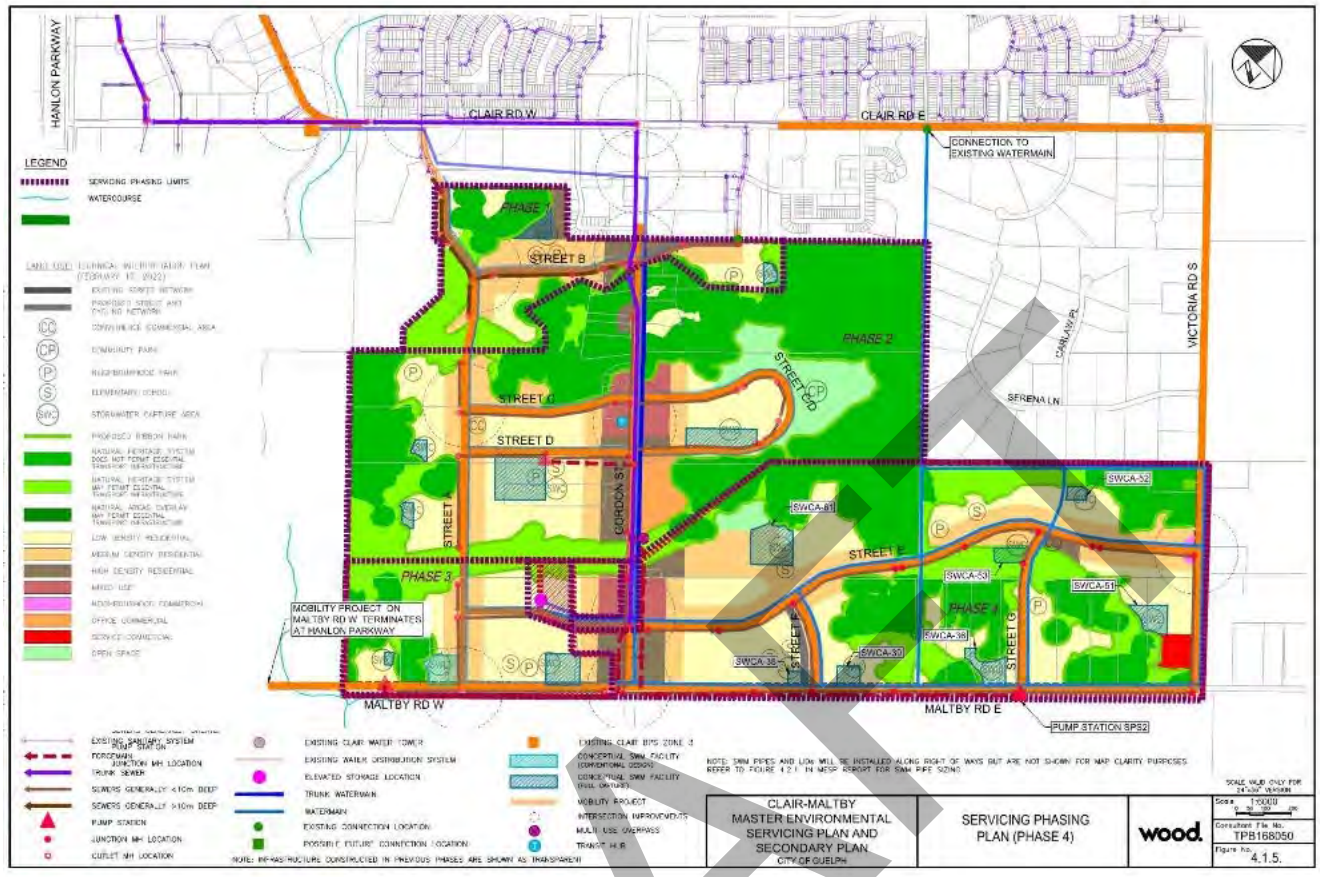


Figure 2 – Clair-Maltby Preferred Servicing for Water, Wastewater, Stormwater, Mobility

The main components are listed below. While the MESP addresses need and justification at a broad level, more detailed studies for some elements are required (i.e. Phases 3 and 4 of the EA process to complete Schedule C requirements).

Schedule B Projects

The following projects have completed Phases 1 and 2 of the planning process and are approved subject to screening.

Project	MCEA Category	Status
Water Tower and Transmission Watermain	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Local Watermains	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Pump Stations	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Forcemains and Gravity Sewers	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Stormwater System and Capture Areas	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation

DRAFT

New Collector Roads B, C, D, F, G	Municipal Road Projects	Proceed to Phase 5 - Implementation
Existing Road Improvements for Maltby Road and Victoria Road	Municipal Road Projects	Proceed to Phase 5 – Implementation

Schedule C Projects

The following projects have completed Phases 1 and 2 of the planning process through the MESP. Phases 3 and 4 of the Class EA process will be completed at a later date for each project.

Project	MCEA Category	Status
Gordon Street Road Widening	Municipal Road Projects	Proceed to Phase 3 and 4
Clair Road East Widening	Municipal Road Projects	Proceed to Phase 3 and 4
New Collector Roads A, E	Municipal Road Projects	Proceed to Phase 3 and 4

How to provide comments

The MESP and supporting documents (including the Comprehensive Environmental Impact Study – CEIS, and the Official Plan Amendment) are available for review at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/ or in person at the following locations:

City Hall
1 Carden Street
Guelph, ON N1H 3A1
Monday to Friday between 8:30 a.m. to 4:30 p.m.
Telephone 519-837-5604
engineering@guelph.ca

Interested persons may provide written comments to the project team e-mail by July, XX, 2022 (30 days after the date on this notice): Clair-maltby@guelph.ca. Additionally, the following project team members can be contacted:

Colleen Gammie, P. Eng
Infrastructure Planning Engineer
Engineering and Transportation Services
519-822-1260 extension 2282
colleen.gammie@guelph.ca

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual /comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty

DRAFT

rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. West, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the project team members by mail or by e-mail.

This Notice is issued on **June XX, 2022**.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

DRAFT

Indigenous Engagement Communications Log – Métis Nation of Ontario Region 9 Consultation Committee

Date	From	To	Medium (e.g. email, letter, call)	Communication Description	Action or Response (if required)
2017-04-06	Stacey Laughlin, Senior Policy Planner, City of Guelph	Métis Consultation Unit, Métis Nation of Ontario Head Office	Letter via e-mail	Notice of Study Commencement for the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan	
2018-10-26	Stacey Laughlin, Senior Policy Planner, City of Guelph	Métis Consultation Unit, Métis Nation of Ontario Head Office	Letter via e-mail	Project update at the end of Phase 2 – summarizing field work and the preliminary Comprehensive Environmental Impact Assessment and final Preferred Community Structure.	
2019-05-03	Stacey Laughlin, Senior Policy Planner, City of Guelph	Linda Norheim, Métis Consultation Unit, Métis Nation of Ontario Head Office	e-mail	Project update with links to background documents representing the initial water, wastewater, stormwater, and mobility servicing works.	
2021-07-08	Stacey Laughlin, Senior Policy Planner, City of Guelph	Métis Consultation Unit, Métis Nation of Ontario Head Office	Letter via e-mail	Project update notifying completion of the draft documents and commencement of final engagement phase, including links to the draft documents and requesting a meeting to collect feedback.	Schedule a meeting to collect feedback on the draft final documents.
2021-08-31	Natalie Goss, Senior Policy Planner, City of Guelph	Métis Consultation Unit, Métis Nation of Ontario Head Office	e-mail	Follow up on the previous documentation shared in July, and providing possible dates for a review meeting.	The meeting was scheduled for November.
2021-11-10	Meeting between City of Guelph and Métis Nation of Ontario Region 9 Consultation Committee		Meeting	The City and Métis Nation of Ontario (MNO) Region 9 Consultation Committee met to discuss the draft final project documents. The City provided an overview followed by a question and answer period. Key topics included the Natural Heritage System, archaeological management, Nestle water, land uses, salt and other pollutants in stormwater runoff, and commitments to ecological monitoring. The City provided responses that are detailed in the attached meeting record. The meeting was hosted by Sister Circle Consulting.	Follow up during future study and detailed design for project elements.
2022-05-27	Colleen Gammie, Infrastructure Planning Engineer City of Guelph	Jennifer Parkinson, President, Grand River Metis Council	e-mail	A project update with the Notice of Passing and the draft Notice of Completion (sent in advance of filing the EA with the Ministry of Environment, Conservation, and Parks).	

Clair-Maltby
Transform. Connect. Community.

April 6, 2017

Métis Consultation Unit
Métis Nation of Ontario Head Office
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Notice of Study Commencement: Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

The City of Guelph is in the process of developing a Secondary Plan Study and Master Environmental Servicing Plan for a 520 hectare area in the southeast corner of Guelph, bounded by Clair Road to the north, Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west (Figure 1).

The **Clair-Maltby Secondary Plan Project** ("the Project") was initiated by Council approval on June 22, 2015 with the Terms of Reference approved by Council on December 14, 2015. The proposed study is in accordance with the City of Guelph's Official Plan Amendment 48, which identified it as a Secondary Planning Area. The Master Environmental Servicing Plan (MESP) and Community Plan process is being followed in order to develop the Secondary Plan. The MESP will proceed in accordance with the Master Plan requirements of the Municipal Engineers Association Class Environmental Assessment (EA) process (Section A.2.7 of the Class EA document).

The Project will help the City of Guelph plan the last greenfield area within the city. The Secondary Plan will establish an appropriate range and mix of land use designations to help achieve the City's vision to plan a complete and healthy community and support future urban growth, including determination of appropriate heights and densities of buildings, servicing and infrastructure, transportation, the preservation of environmental features, and the inclusion of open space and parks.

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

guelph.ca

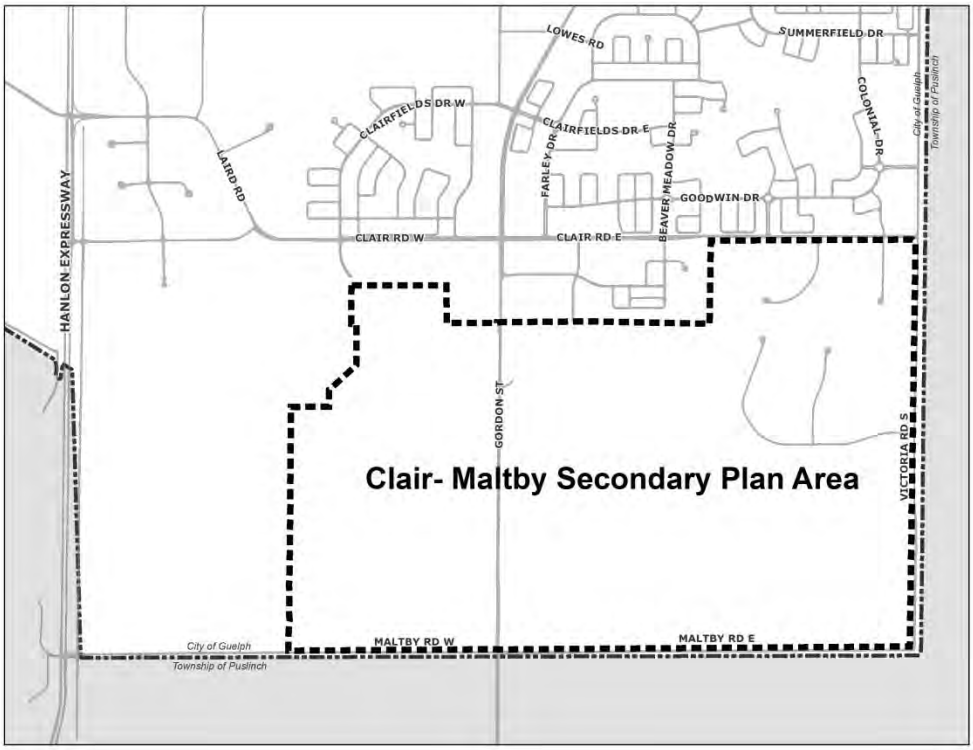


Figure 1: The Clair-Maltby Secondary Planning Study Area

The Project is following a three phase process, with an estimated timeline of approximately four years to complete (Figure 2). Phase 1 began in May, 2016 and included the collection of background data as well as the development of study work plans and the establishment of working groups. Phase 2 will begin in May 2017, and will include detailed technical studies, the development of community concept plans, community engagement and outreach, and the determination of preferred alternatives. Finally, Phase 3 will involve the preparation of the Master Environmental Servicing Plan (MESP) and Secondary Plan documents for Council approval.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the Project are fully engaged in the planning and development process. For this reason, the City is contacting the Métis Nation of Ontario, as well as representatives of local First Nations communities to advise you of the study process and invite your initial comments.

Your community's participation and input in the **Clair-Maltby Secondary Plan Project** process is welcomed and valued. Should the Métis Nation of Ontario choose to participate or require additional information, please contact Stacey Laughlin at **stacey.laughlin@guelph.ca** or 519-822-1260 extension 2327.

All documents and updates related to the project can be found at **guelph.ca/clair-maltby**

Sincerely,

Stacey Laughlin, Senior Policy Planner
Policy Planning and Urban Design
Planning, Urban Design and Building Services
Location: City Hall, 1 Carden St., Guelph, ON

T **519-822-1260 x 2327**
E **stacey.laughlin@guelph.ca**

Copy to: Aly Alibhai, Director of Lands, Resources and Consultations, Métis Nation of Ontario
Eric Beales, ASI

Clair-Maltby Secondary Plan - Process Outline

PROCESS OUTLINE

Phase 1
(12 Months)

- Background data collection
- Identify Problem/ *Opportunity Statement*
- Develop Principles/ Goals
- Commence Comprehensive EIS (Characterization & Monitoring)
- **Community Visioning Session**

Phase 2
(24 Months)

- Develop Conceptual Community Structure
- Detailed Studies
- Consideration of Community Structure Alternatives
- Community Visioning Exercise
- *Water/Wastewater Servicing Study*
- *Stormwater Management Plan*
- *Mobility Study*
- *Energy & Other Utilities*
- *Fiscal Impact Assessment*
- *Comprehensive EIS continues*
- **NCI Style Design Charrette** Multi-day design exercise to further develop the Community Structure Alternatives and determine the **Preferred Community Structure Alternative.**

Phase 3
(12 Months)

- Preferred Alternative
- Draft MESP & Secondary Plan
- Final MESP & Secondary Plan to Council
- Finalize all Technical Studies
- Public Open House
- Statutory Public Meeting

MAJOR DELIVERABLE(S)	Technical Work Plan Notice of Study Commencement	Conceptual Community Structure Technical Studies	Preferred Community Structure Alternative Final MESP & Secondary Plan Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS	PIC #1, Community Visioning Session Principles/Goals to Council Establish Community Working Group & Technical Advisory Group	Community Visioning Exercise Conceptual Community Structure to Council Design Charrette PIC# 2 & #3	Public Open House Statutory Public Meeting Council Decision Meeting

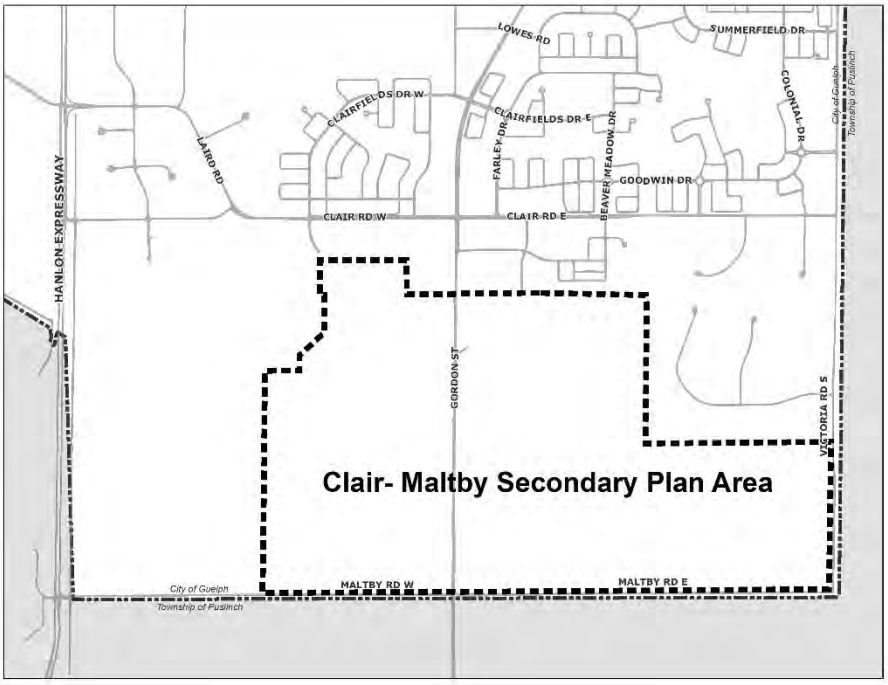
October 26, 2018

Métis Consultation Unit
Métis Nation of Ontario Head Office
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

The City of Guelph has recently completed Phase 2 of the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan and is entering into the final phase of the study process, scheduled to be completed by the last quarter of 2019. Phase 2 of the Clair-Maltby Secondary Plan (CMSP) project began in May 2017 and was generally complete in May 2018, with the Preferred Community Structure approved by Council on June 25, 2018. Through process efficiencies, the overall timeline for the project has been reduced from the originally projected 4 years to approximately 3 years. However, the reduced timeline does not reduce the scope of work that was intended to be completed. In particular, the Comprehensive Environmental Impact Study, including 3 years of ground water monitoring, has not been compromised.

The Clair-Maltby Secondary Plan (CMSP) is being undertaken to comprehensively plan the last unplanned greenfield area of the City, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing



related to water, wastewater, stormwater management and mobility for the secondary plan area.

The Phase 2 work was completed by June 2018 and involved the continuation of ongoing environmental monitoring and characterization – including ground and surface water modelling, the creation of the Conceptual Community Structure (CCS), the commencement of technical studies based on the CCS, and several public and stakeholder engagement sessions. Concluding Phase 2 was the development and Council endorsement of the Preferred Community Structure, as the basis for the next phase of detailed technical analysis, numerical modeling and the development of draft policies and MESP Alternatives as part of Phase 3.

The Preferred Community Structure (attached) provides a general layout of land use, connective elements, community facilities, general locations for potential stormwater management facilities, displays existing cultural heritage resources and wetland mapping (MNRF 2017). The recommended structure mapping displays the following:

- Residential Land Use, Density and Built Form;
- Proposed high density in the south east corner of study area;
- Cultural Heritage Landscape – The preferred structure proposes a 'Mixed Office/Commercial' land use for the portion of the Cultural Heritage Landscape that is along Gordon Street. The intent is that this land use designation would allow for the adaptive re-use of the existing buildings on the property.

The final Preferred Community Structure documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

Your input in the Clair-Maltby Secondary Plan Project process is welcomed and valued. Please feel free to contact me should you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2327**
E **stacey.laughlin@guelph.ca**

Copy to: Linda Norheim, Manager, Lands, Resources and Consultations, Métis Nation of Ontario
Eric Beales, ASI

Clair-Maltby Secondary Plan - Process Outline

PROCESS OUTLINE

Phase 1
(12 Months)

- Background data collection
- Identify Problem/ *Opportunity Statement*
- Develop Principles/ Goals
- Commence Comprehensive EIS (Characterization & Monitoring)
- **Community Visioning Session**

Phase 2
(12 Months)

- Develop Conceptual Community Structure
- Detailed Studies
- Consideration of Community Structure Alternatives
- Community Visioning Exercise
- *Water/Wastewater Servicing Study*
- *Stormwater Management Plan*
- *Mobility Study*
- *Energy & Other Utilities*
- *Fiscal Impact Assessment*
- *Comprehensive EIS continues*
- **NCI Style Design Charrette** Multi-day design exercise to determine the **Preferred Community Structure & MESP Alternative.**

Phase 3
(12 Months)

- Preferred Alternative
- Draft MESP & Secondary Plan
- Final MESP & Secondary Plan to Council
- Finalize all Technical Studies
- Public Open House
- Statutory Public Meeting

MAJOR DELIVERABLE(S)	Technical Work Plan Notice of Study Commencement	Conceptual Community Structure Technical Studies Preferred Community Structure & MESP Alternative	Final MESP & Secondary Plan Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS	PIC #1, Community Visioning Session Principles/Goals to Council Establish Community Working Group & Technical Advisory Group	Community Visioning Exercise Conceptual Community Structure to Council PIC# 2 Design Charrette Preferred Community Structure & MESP Alternative to Council PIC #3	Public Open House Statutory Public Meeting Council Decision Meeting

Staff Report

To	**City Council**
Service Area	Infrastructure, Development and Enterprise Services
Date	Thursday, June 14, 2018
Subject	**Clair-Maltby Secondary Plan Phase Two Report and Recommended Preferred Community Structure**
Report Number	IDE-2018-77

Recommendation

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

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

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with:

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

Key Findings

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

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

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

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

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

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

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

Financial Implications

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

Report

Purpose

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

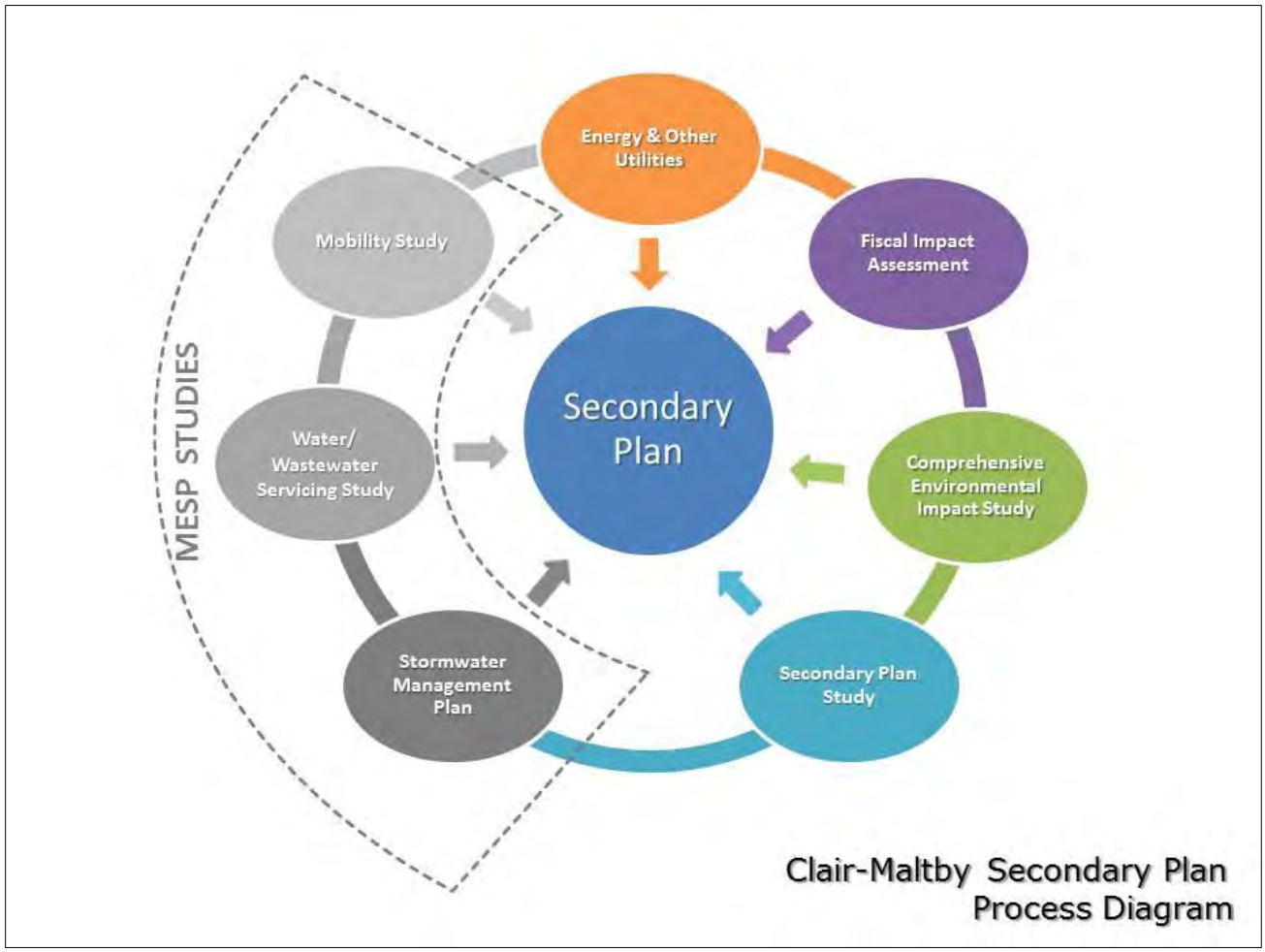
Background

The CMSP project includes several components or tasks:

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

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

Figure 1: Clair-Maltby Secondary Plan Process Diagram



Phase 1: April 2016 – April 2017

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

Major components of Phase 1 work included the following:

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

Phase 2: May 2017 – May 2018

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

Major components of the Phase 2 work included the following:

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

Ongoing Environmental Monitoring and Characterization

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

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

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

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

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

Stormwater Management, Water and Wastewater Servicing Technical Work

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

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

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

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

Evolution of the conceptual land uses

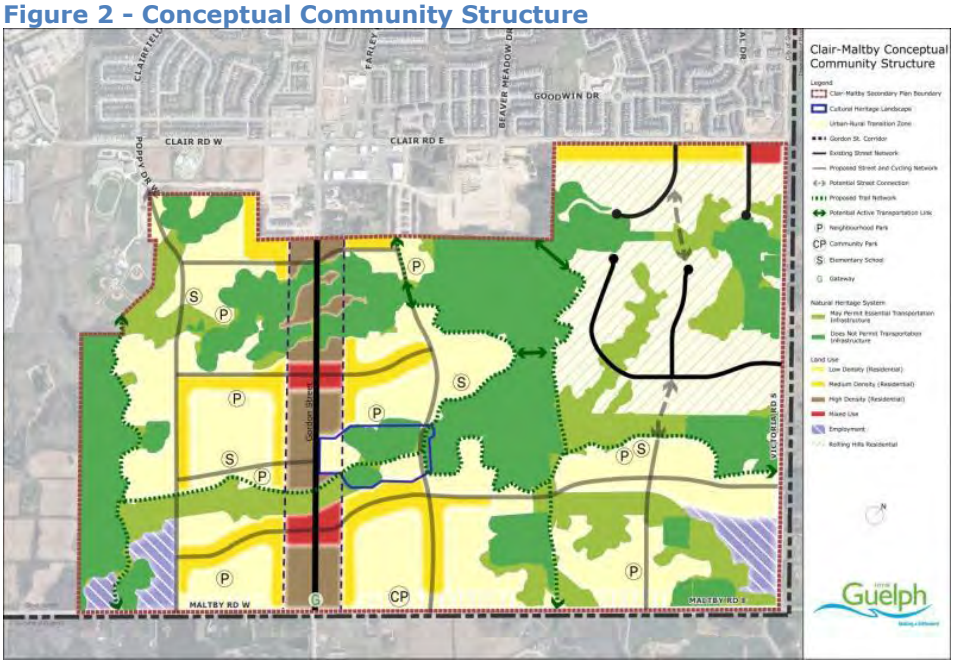
The conceptual land uses and proposed structure has evolved throughout Phase 2 of the project in response to community and technical input.

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

Conceptual Community Structure

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

Figure 2 - Conceptual Community Structure



Community Structure Alternatives

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

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

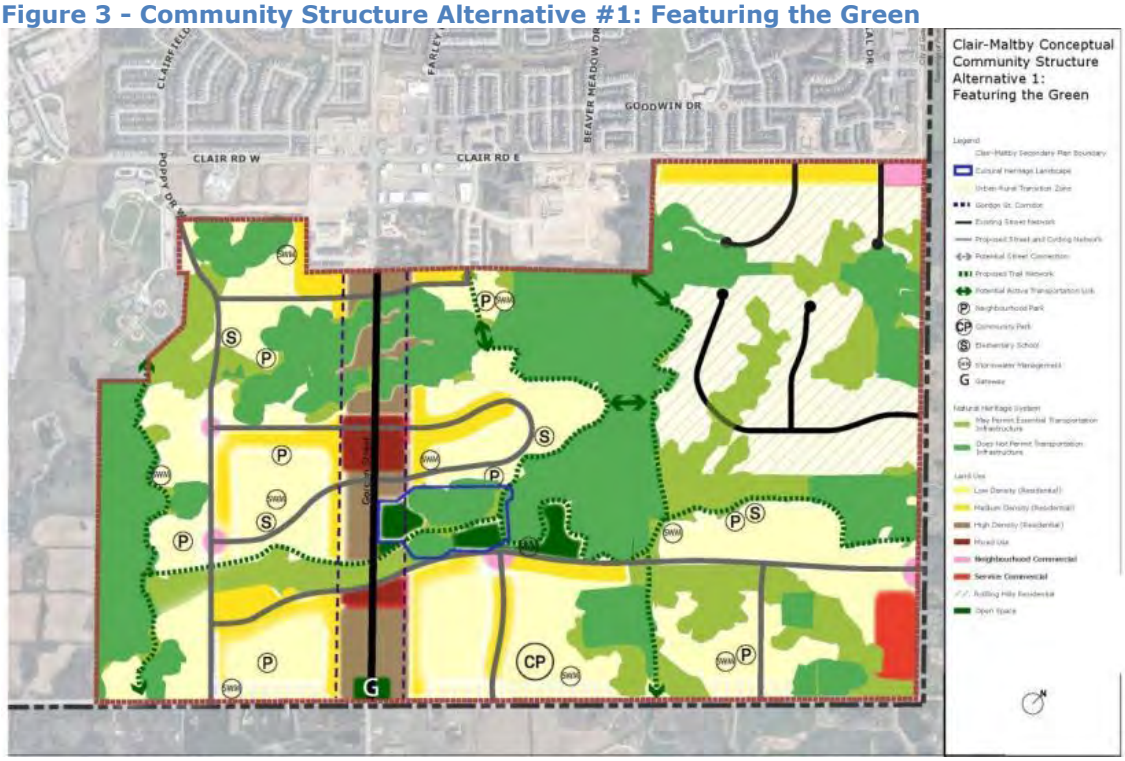


Figure 4 - Community Structure Alternative 2: Focus on Community and Services

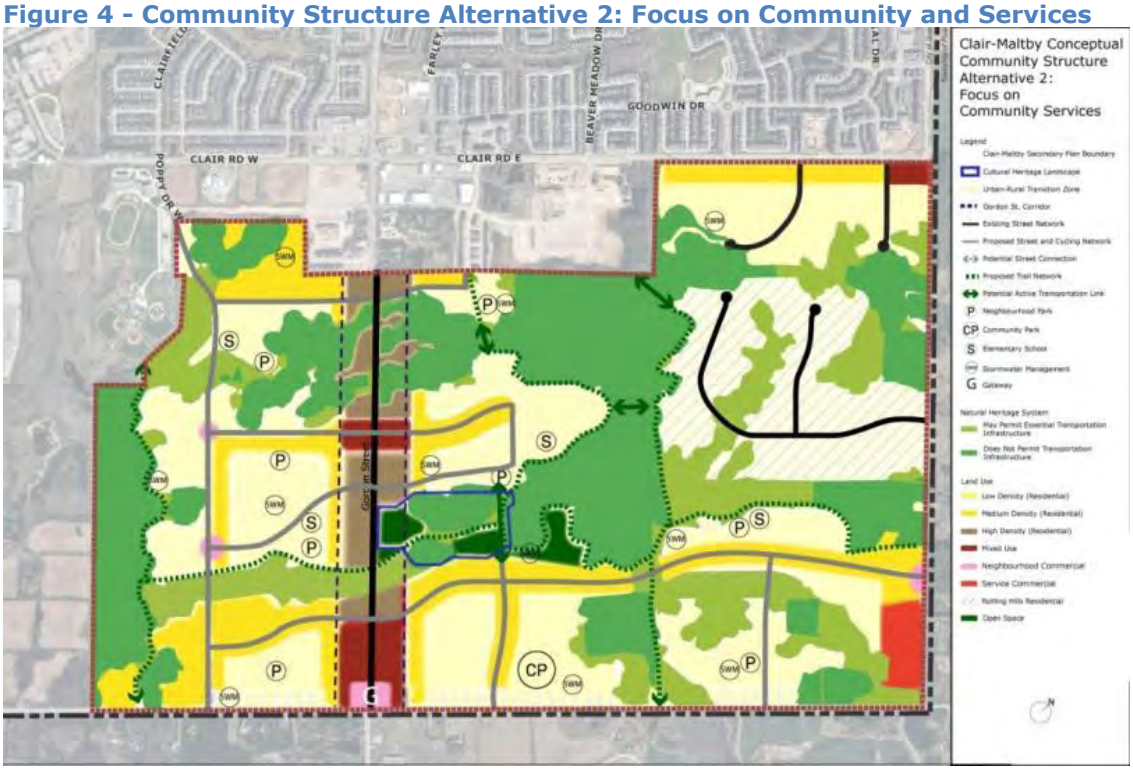
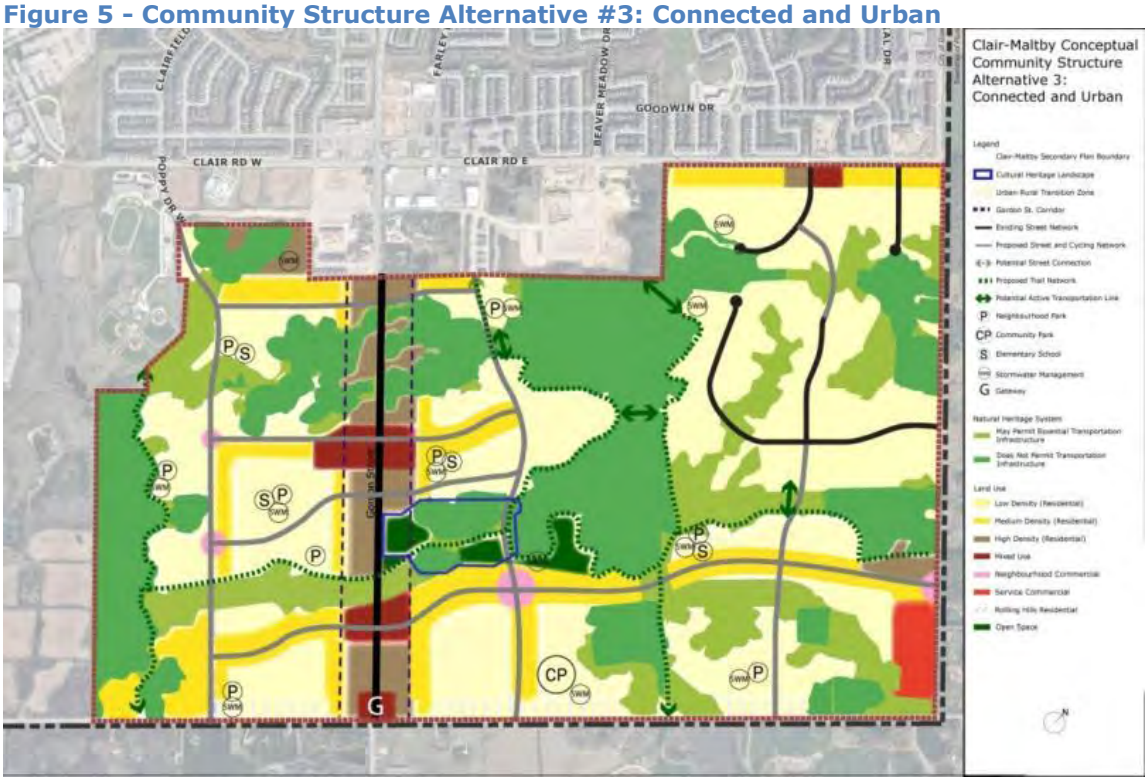


Figure 5 - Community Structure Alternative #3: Connected and Urban



Charrette Overview

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

The Charrette included the following events:

March 21, 2018: Council Workshop to allow council to participate in the charrette activities and evaluate the three Community Structure Alternatives.

April 3, 2018:
- tour of the secondary plan area for City Councillors, city staff and the consultant team
- three workshop sessions to evaluate the three Community Structure Alternatives (Technical Steering Committee and staff; TAG and CWG; and a public session). The evening public session was also Public Information Centre (PIC) #2 for the project.

April 4, 2018: Stakeholder meetings (8 different meetings with small groups and/or individuals); as well as development of the first draft version of the preliminary preferred community structure based on input received and technical and professional expertise.

April 5, 2018: A series of live design exercises in order to refine the draft version of the Preliminary Preferred Community Structure. The

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

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

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

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

Modifications to the Preliminary Preferred Community Structure

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

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

Description of the recommended Preferred Community Structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Next Steps

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

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

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

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

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

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

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

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

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

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

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

In addition, the Preferred Community Structure may be refined or modified based on additional public input as the detailed technical work is being undertaken and the draft policies are being developed.
Community engagement will continue throughout Phase 3 of the project.

Financial Implications

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

Consultations

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

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

Corporate Administrative Plan

Overarching Goals
Innovation
Financial Stability
Service Excellence

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

Attachments

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

Departmental Approval

Not applicable

Report Author

Stacey Laughlin, MCIP, RPP
Senior Policy Planner

Approved By
Melissa Aldundate, M. Pl, MCIP, RPP
Manager of Policy Planning
and Urban Design

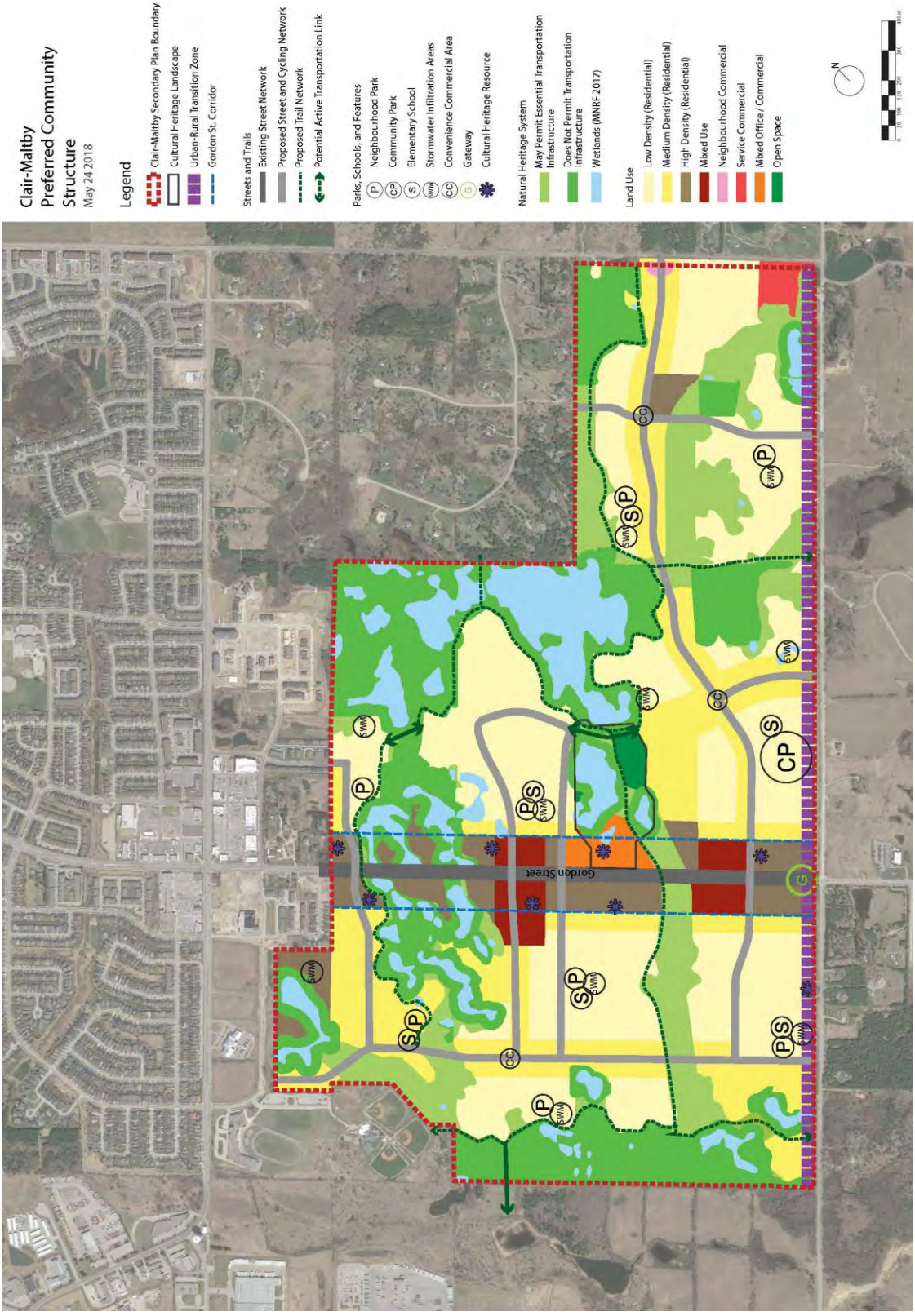
Approved By
Terry Gayman, P. Eng.
Manager of Infrastructure, Development
and Environmental Engineering

Approved By
Todd Salter, MCIP, RPP
General Manager
Planning, Urban Design and
Building Services
519-822-1260 ext. 2395
todd.salter@guelph.ca

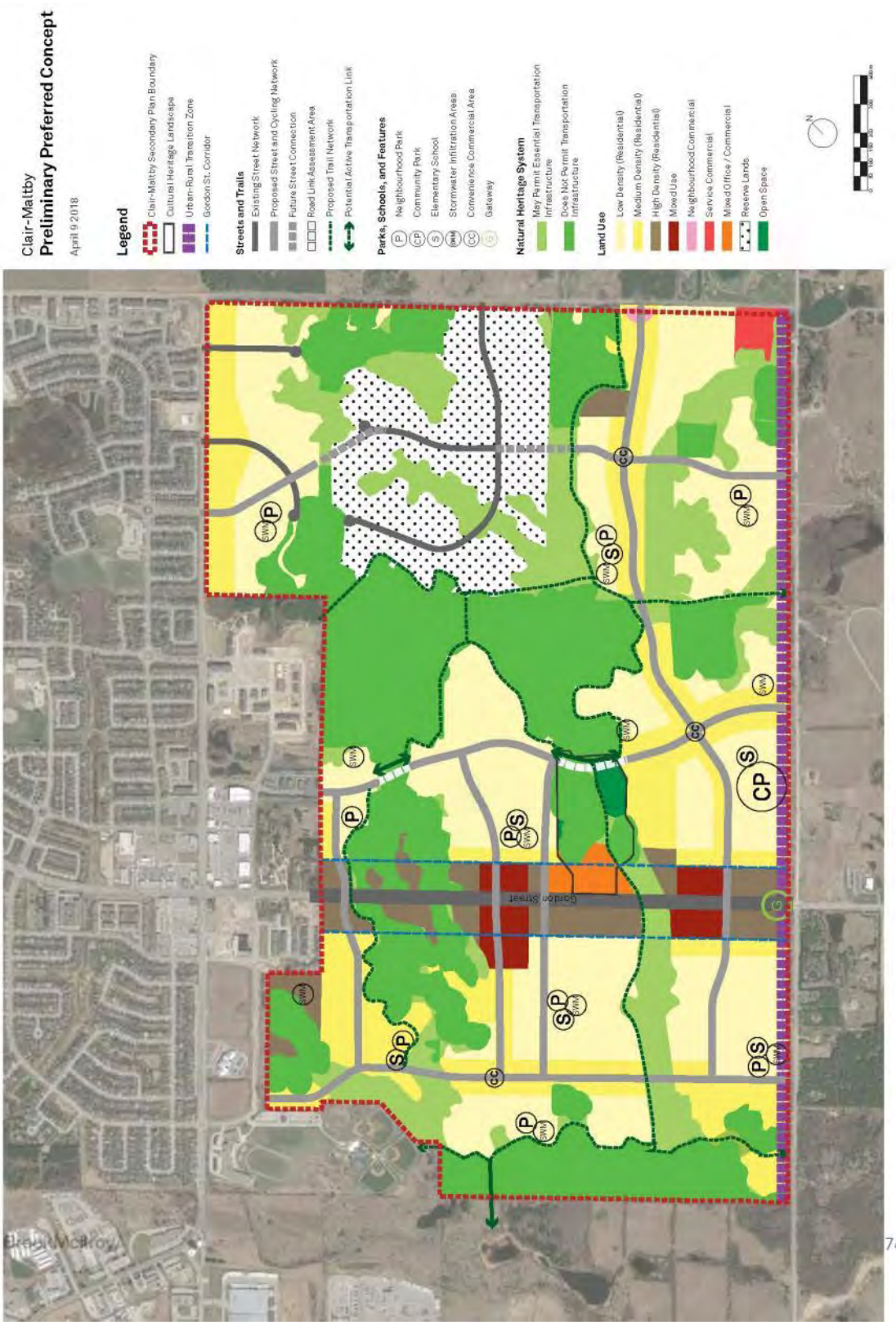
Approved By
Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital
Infrastructure Services
519-822-1260 ext. 2248
kealy.dedman@guelph.ca

Recommended By
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260 ext. 3445
scott.stewart@guelph.ca

ATT-1 – Recommended Preferred Community Structure



ATT-2 – Preliminary Preferred Community Structure



ATT-3 – Key Area Drawings

Key Area 1 - Residential Area connecting to the Community Park

BrookMcIlroy/

70

ATT-3 – Key Area Drawings

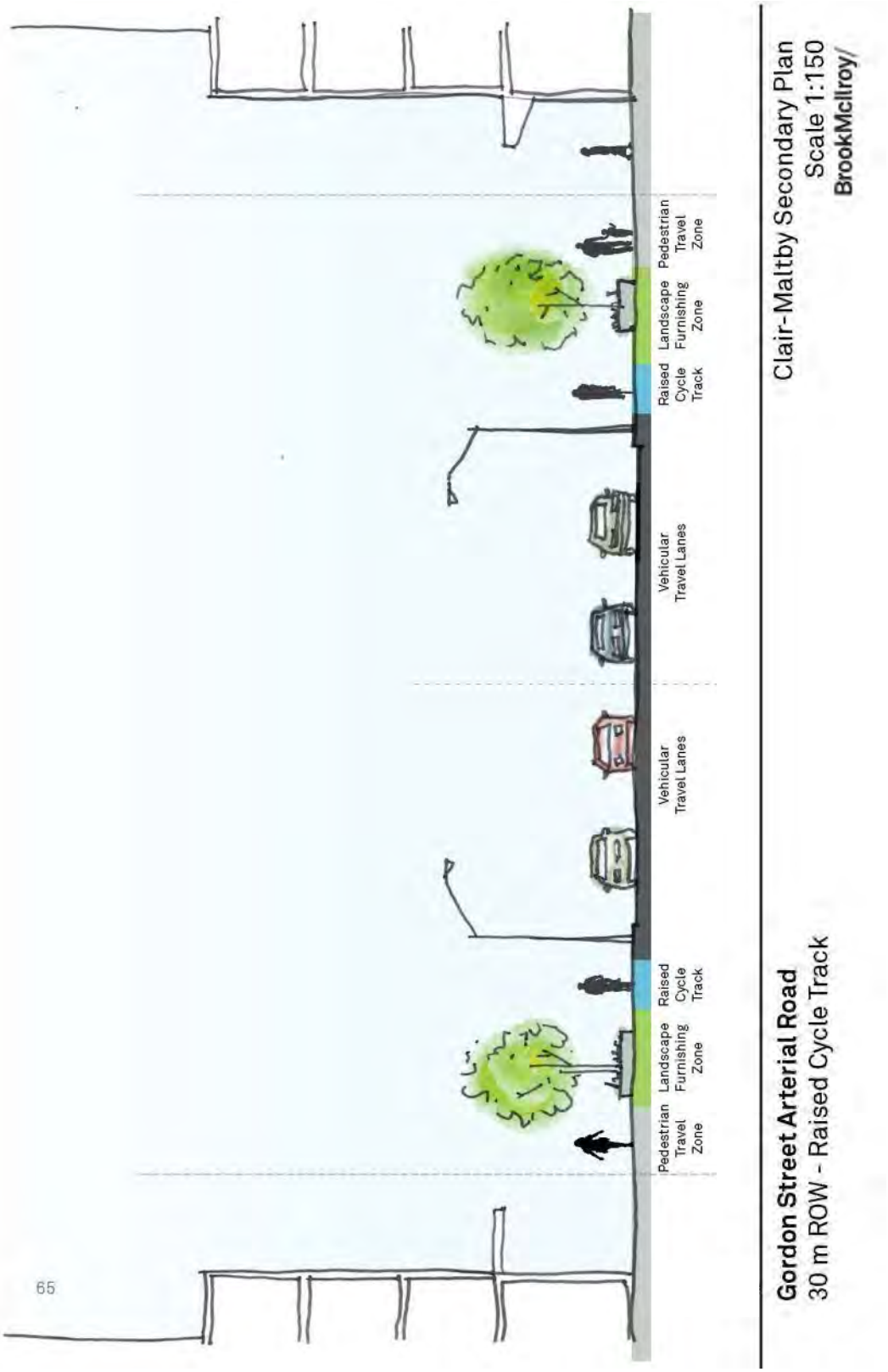
Key Area 2 - Gordon Street Mixed Use and Residential Area

e Report

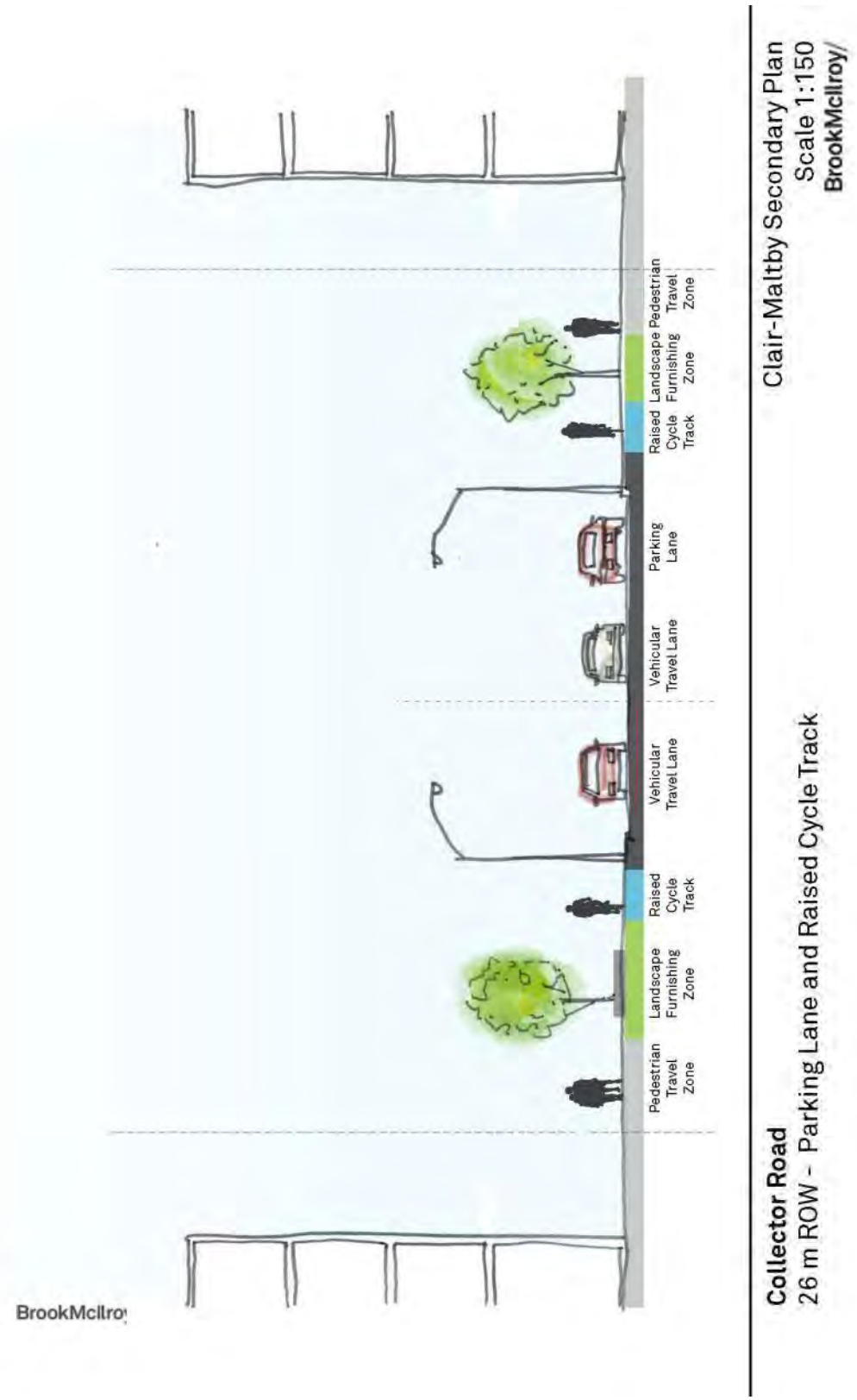
ATT-3 – Key Area Drawings

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

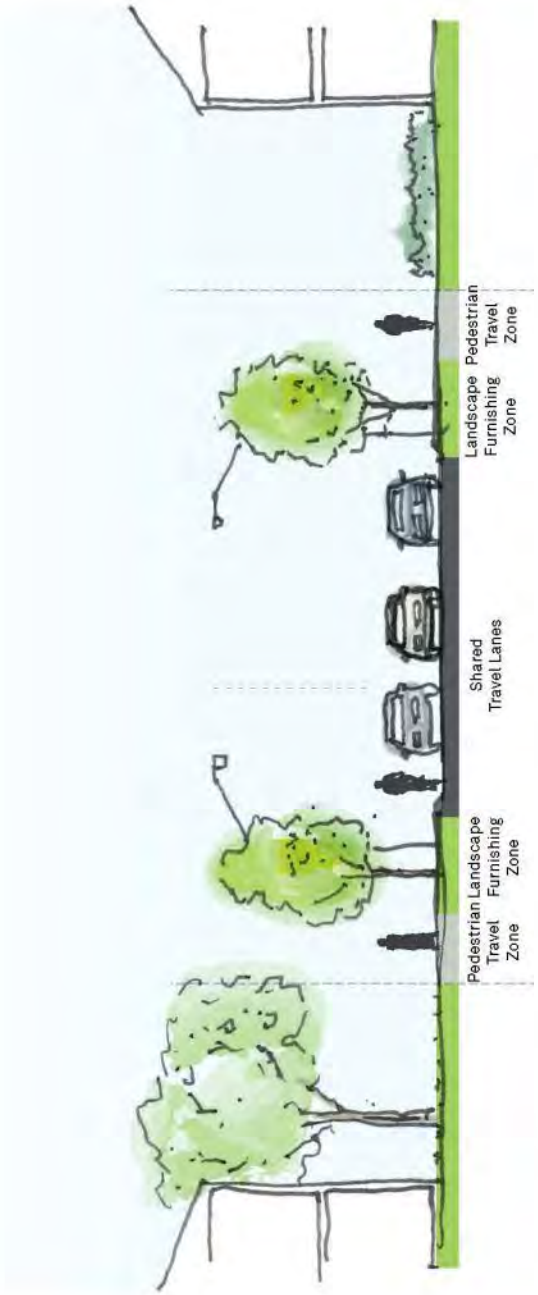
ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections

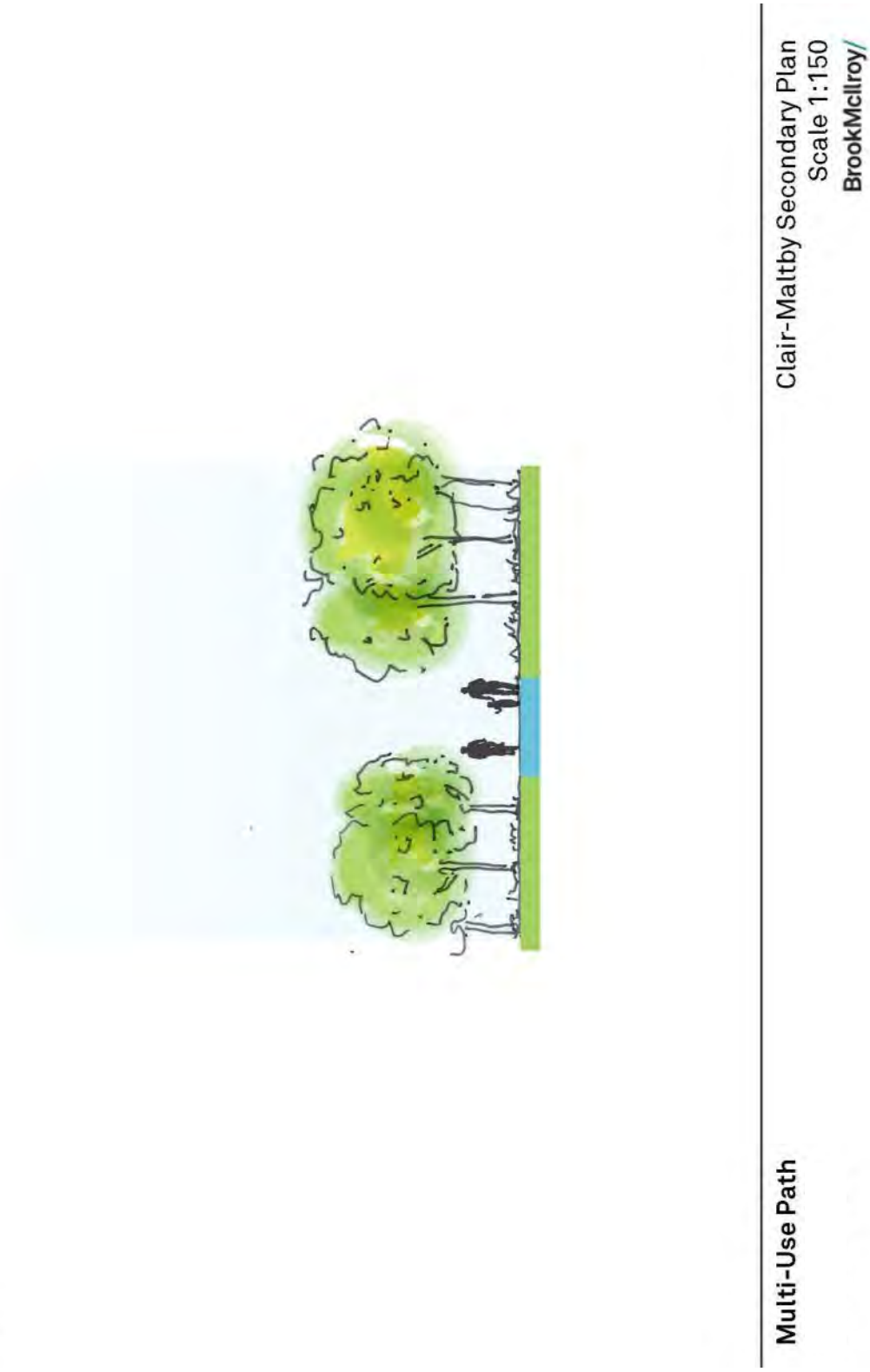


Clair-Maltby Secondary Plan
Scale 1:150
BrookMcIlroy/

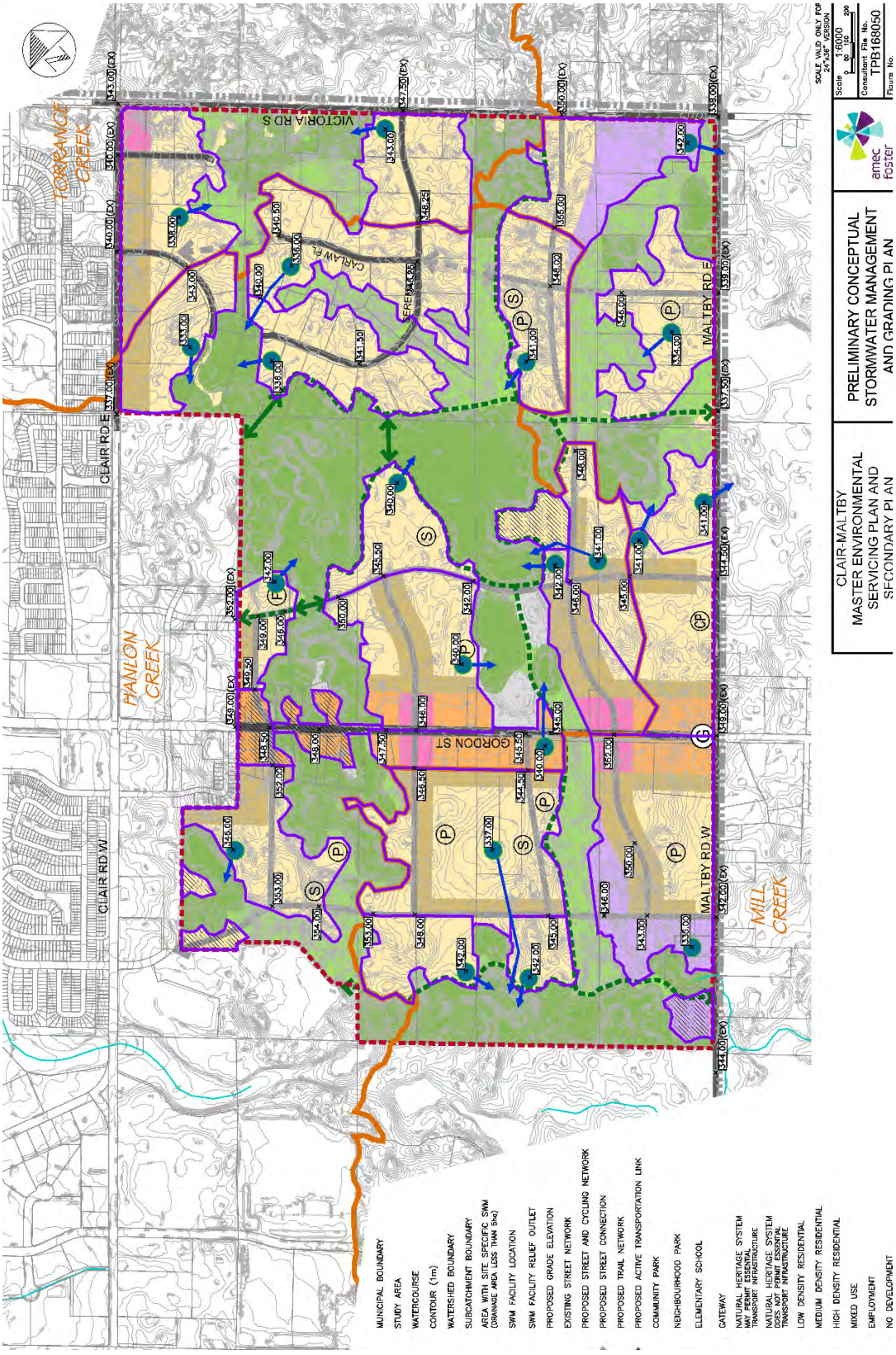
Local Road
18 m ROW - Shared Travel Lanes and On Street Parking

67

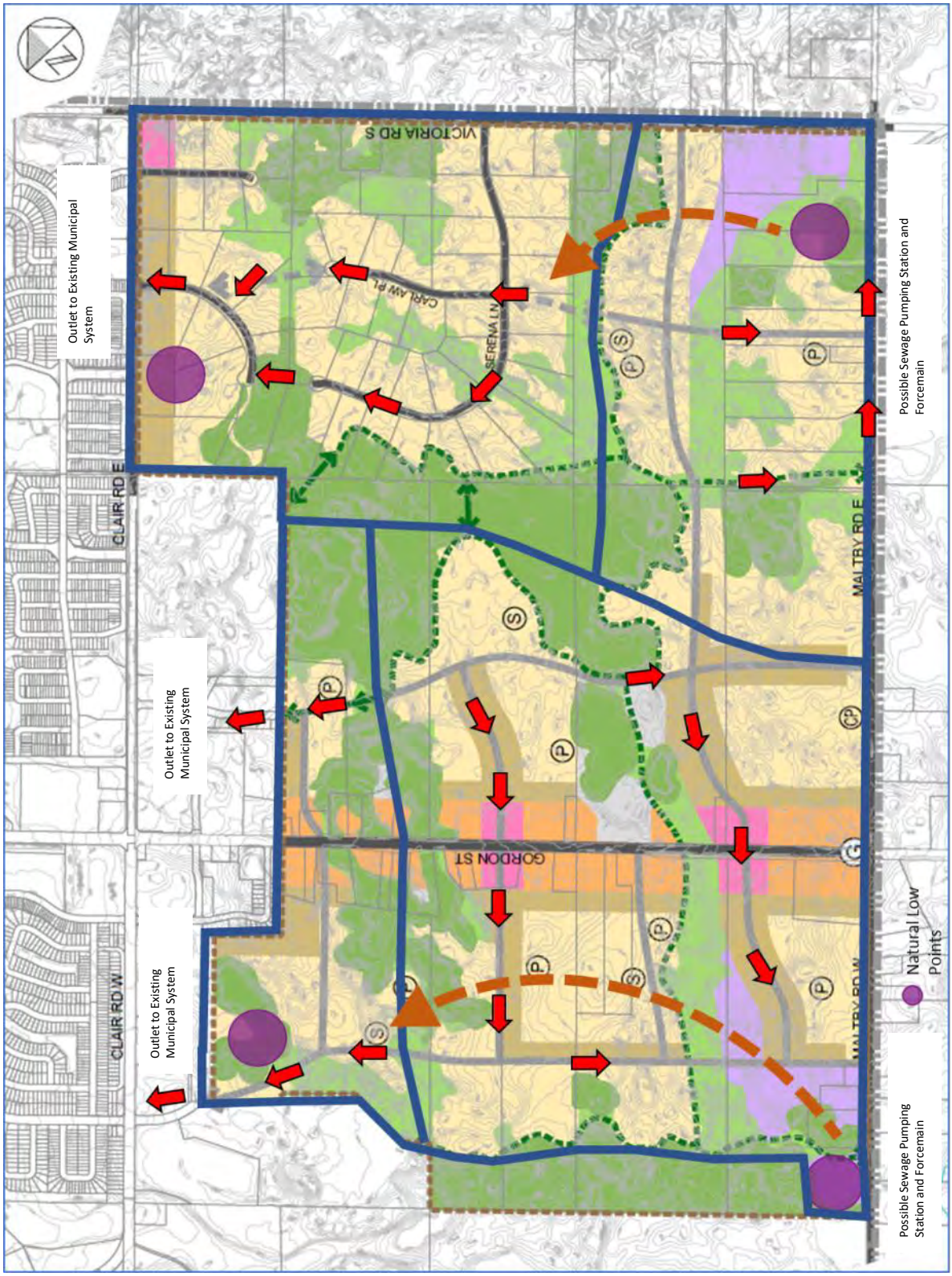
ATT-4 – Conceptual Trail Section



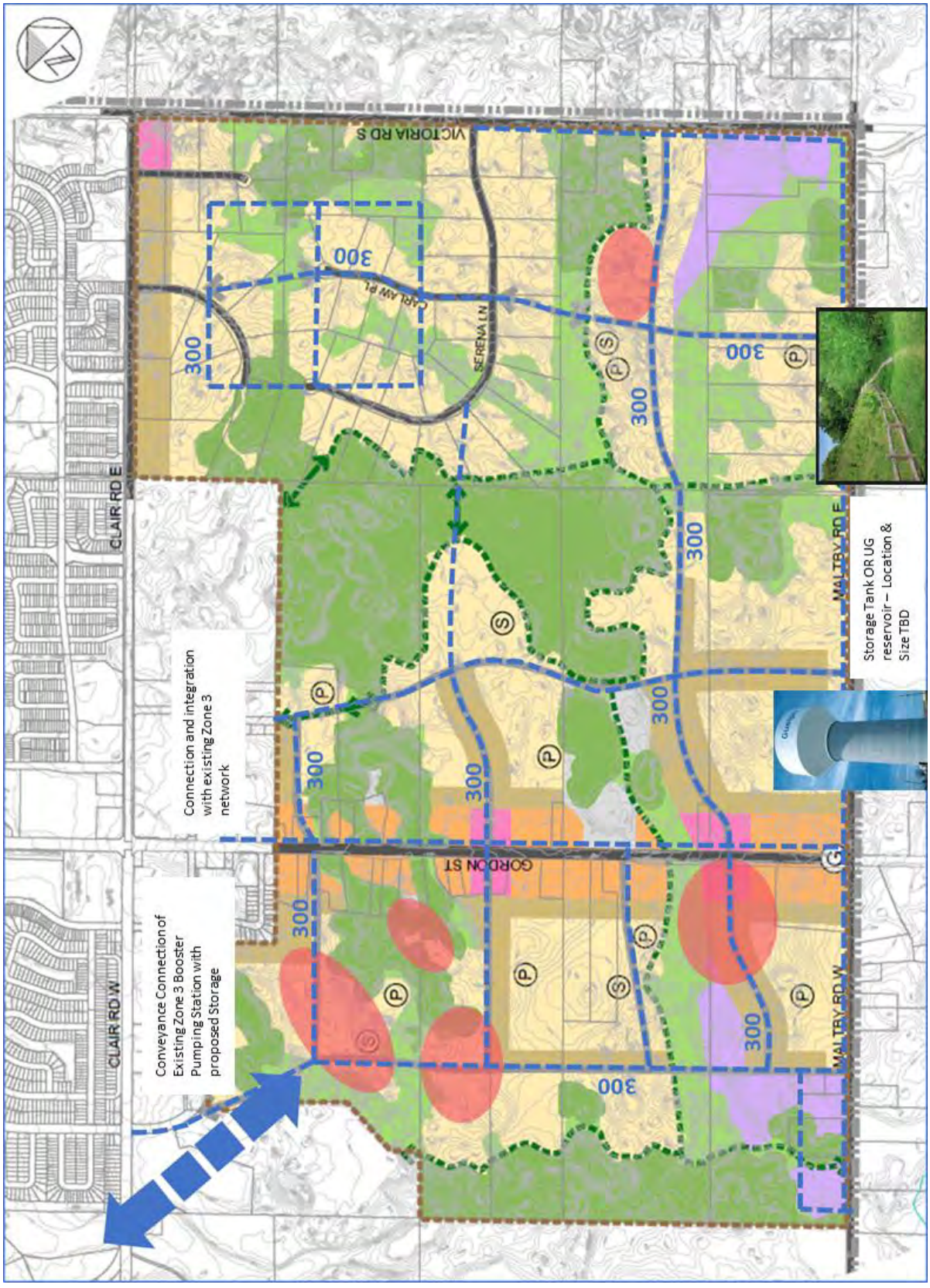
ATT-5 – Stormwater Management Preliminary Technical Assessment



ATT-6 – Wastewater Servicing Preliminary Technical Assessment



ATT-7 – Water Servicing Preliminary Technical Assessment



ATT-8 – Rolling Hills Residents Feedback Summary

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

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

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

	matches or is continuous with the rest of the street line.
Allowing for the redevelopment of Rolling Hills will be harmful to the environment: - As it is, Rolling Hills allows for the natural hydrogeological and wildlife movement functions to continue. To minimize indirect impacts to the natural heritage system caused by increased population density - Redeveloping a mature and longstanding community will destroy the water, forest and trees and harm the water recharge of the moraine, displace and/or kill wildlife. The loss of trees will be devastating.	The change should be transparent and swift so that landowners don't have to wait and can make plans.
Any change from Reserve Lands will result in a decrease of quality of life and the quiet family neighbourhood.	The surrounding area has dramatically changed over the years. The surrounding development has impacted enjoyment of properties and it is not the ideal estate area as intended. It is time for change and most of the lands within the City have been developed and redeveloped to recognize the full potential.
Chosen lifestyle of estate residential should be respected.	

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

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

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

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

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

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

Stacey Laughlin

From: Stacey Laughlin
Sent: May-03-19 3:43 PM
To: 'lindan@metisnation.org'
Cc: 'Eric Beales'
Subject: City of Guelph - Clair-Maltby Secondary Plan Update

Dear Ms. Norheim,

I thought I would take the opportunity to provide you a quick update on the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. As stated in our last update to your office on October 26th 2018, the project is in its final phase of study with a projected completion date of the first quarter of 2020 for the Secondary Plan and Municipal Environmental Servicing Plan.

As part of the final phase of the study, several background documents have been produced which will inform the direction that the City will take for the last unplanned greenfield area of the City. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing related to water, wastewater, stormwater management and mobility for the secondary plan area. In particular, several documents have recently been added to project webpage:

May 13, 2019 City Council Report – Updated Preferred Community Structure

Comprehensive Environmental Impact Study Phase 3 Impact Assessment, Phase 3

Wastewater Servicing – WW-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Wastewater Servicing – WW-2 Alternative Servicing Strategies Development Report

Water Servicing – W-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Water Servicing – W-2 Alternative Servicing Strategies Development Report

Clair-Maltby Secondary Plan – Transportation Master Plan Study

All other background and technical reports as well as public presentations can also be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the project are engaged in the planning and development process. Please feel free to contact me if you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP | Senior Policy Planner

Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

guelph.ca
facebook.com/cityofguelph
@cityofguelph

From:	Stacey Laughlin
To:	"consultations@metisnation.org"
Cc:	"president@grandrivermetis.ca"; Leslie Muñoz; Clair-Maltby
Subject:	Guelph - Clair-Maltby Secondary Plan - Circulation of draft documents
Date:	Thursday, July 8, 2021 4:52:18 PM
Attachments:	CMSP Project Update Letter_Metis Consultation Unit - July 2021 Final.pdf 2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf

---

Good Afternoon,

The City of Guelph has recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area. We are now entering into the final engagement phase of the study process, and would welcome the opportunity to engage with the Métis Nation of Ontario, and the Grand River Métis Council, on this draft prior to final decision-making by City of Guelph Council.

The attached circulation letter provides some additional information and context. As both the CEIS and the MESP documents are lengthy, we have prepared high-level summaries of the documents to assist with the review. Please find the summaries in the attached document.

Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. We would be pleased to schedule a meeting with the MNO at your earliest convince to discuss the draft documents. Should you have any questions or require any additional information, please do not hesitate to contact me.

Thanks,

Stacey

Stacey Laughlin, MCIP, RPP | Senior Policy Planner
Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca
guelph.ca
facebook.com/cityofguelph
@cityofguelph

Clair-Maltby
Transform. Connect. Community.

July 8, 2021

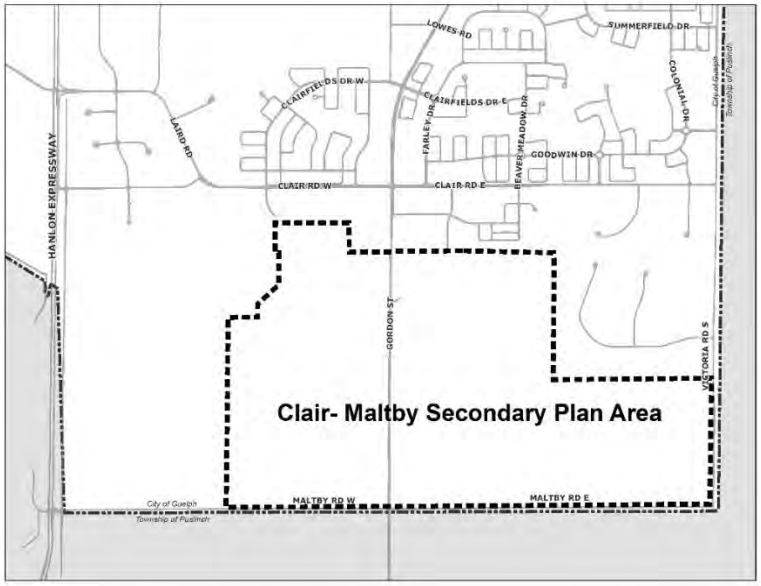
Métis Consultation Unit
Métis Nation of Ontario Head Office
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Project Update:
Release of Draft Clair-Maltby Secondary Plan, Master Environmental Servicing Plan and Comprehensive Environmental Impact Study

The City of Guelph has recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area. We are now entering into the final engagement phase of the study process, and would welcome the opportunity to engage with the Métis Nation of Ontario, and the Grand River Métis Council, on this draft prior to final decision-making by City of Guelph Council.

Over the past four years, the City has been working with the community to develop a land use policy framework and infrastructure plan for the Clair-Maltby area. The draft Secondary Plan, MESP and CEIS are the cumulative efforts of this work.

The City is proposing a secondary plan that supports the development of a vibrant, urban Clair-Maltby community designed to respect the Natural Heritage System and the Paris-Galt Moraine, following the City's environment-first approach. The secondary plan reflects the vision and directions that were developed with the community and is supported by the technical work completed through the Comprehensive Environmental Impact Study (CEIS), and the Master Environmental Servicing Plan (MESP).



Clair-Maltby
Transform. Connect. Community.

The draft Secondary Plan, MESP, and the CEIS (Phase 1 and 2) (Phase 3), along with all other Clair-Maltby documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

Additional information is also available on the Clair-Maltby 'Have Your Say' webpage (https://www.haveyoursay.guelph.ca/Clair-Maltby). Here you can find information on the Public Information Centre (PIC) that was held on June 24, which provided an overview of the Secondary Plan, MESP and CEIS. This includes presentations and video recordings of each PIC session.

Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. We would be pleased to schedule a meeting with the MNO at your earliest convince to discuss the draft documents. Should you have any questions or require any additional information, please do not hesitate to contact me.

Sincerely,

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2327**
E **stacey.laughlin@guelph.ca**

Copy to: Linda Norheim, Manager, Lands, Resources and Consultations, Métis Nation of Ontario
Jennifer Parkinson, President, Grand River Métis Council
Leslie Muñoz, Manager, Policy and Intergovernmental Relations, City of Guelph

From:	Natalie Goss
To:	"consultations@metisnation.org"
Cc:	"president@grandrivermetis.ca"; "lindan@metisnation.org"; "Bob Goulais"; James Knott; Stacey Laughlin; Melissa Aldunate; "tedc@metisnation.org"; Leslie Muñoz
Subject:	Guelph Official Plan Review and Clair-Maltby Secondary Plan Follow-up
Date:	Tuesday, August 31, 2021 4:42:39 PM
Attachments:	Shaping Guelph + Official Plan Review project initiation Metis Nation of Ontario_FINAL.pdf 2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf CMSP Project Update Letter_Metis Consultation Unit - July 2021 Final.pdf

Good Afternoon,

This email is being sent as a follow up to our July correspondence to you regarding Guelph's Official Plan Review and Shaping Guelph – Growth Management Strategy (attached), and the Clair-Maltby Secondary Plan (attached). As part of the Official Plan Review/Shaping Guelph, we are working towards updates to our Official Plan to align with provincial legislation, policies and plans. Towards the end of September/early October, we would like to meet with you to continue discussions about this work and share ideas for updates to Guelph's Official Plan that considers input that you have already provided.

We would be pleased to meet with you to discuss the draft Clair-Maltby Secondary Plan at this meeting or a separate meeting as well.

We have set aside the following dates and times to meet with you:

- Wednesday, September 29 – 1-4pm
- Thursday, September 30 – 9-noon
- Tuesday, October 5 – 9-10:30am
- Thursday, October 7 – 9-noon and 6-9pm
- Wednesday, October 13 – 9-noon
- Thursday, October 14 – 6-9pm

To arrange a meeting for one of the above-mentioned times, please contact Bob Goulais at info@bobgoulais.com. If none of these dates/times work for you, please let Bob know and an alternative time will be arranged.

For more information about the Official Plan Review or the Clair-Maltby Secondary Plan please contact Stacey Laughlin at stacey.laughlin@guelph.ca.

For more information about Shaping Guelph – Growth Management Strategy please contact Melissa Aldunate at melissa.aldunate@guelph.ca.

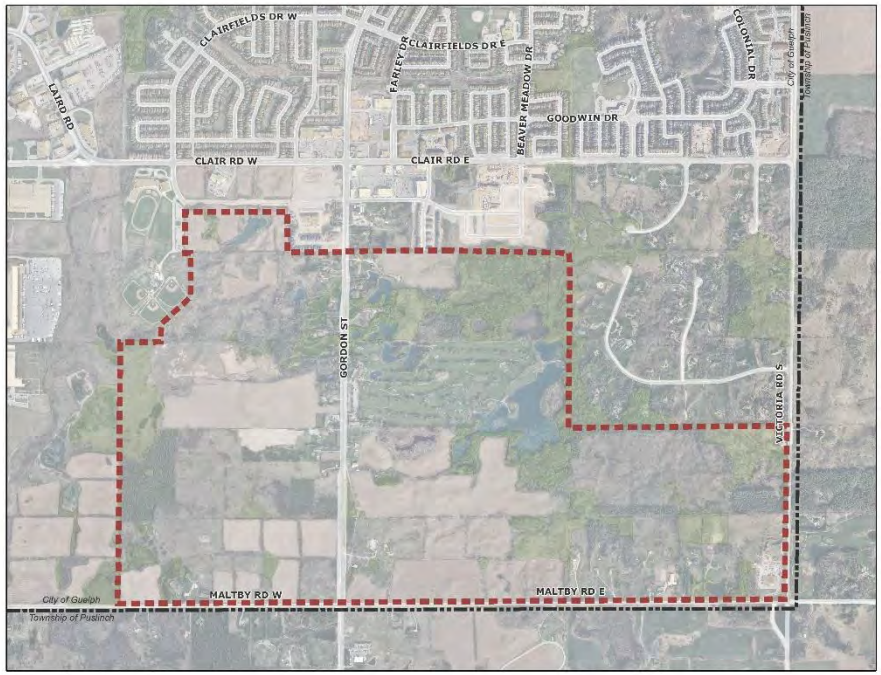
Natalie Goss, (she/her) MA, MCIP, RPP | Senior Policy Planner
Planning and Building Services | **Infrastructure, Development and Enterprise**
City of Guelph
519-822-1260 ext. 3548
natalie.goss@guelph.ca
guelph.ca
facebook.com/cityofguelph
@cityofguelph

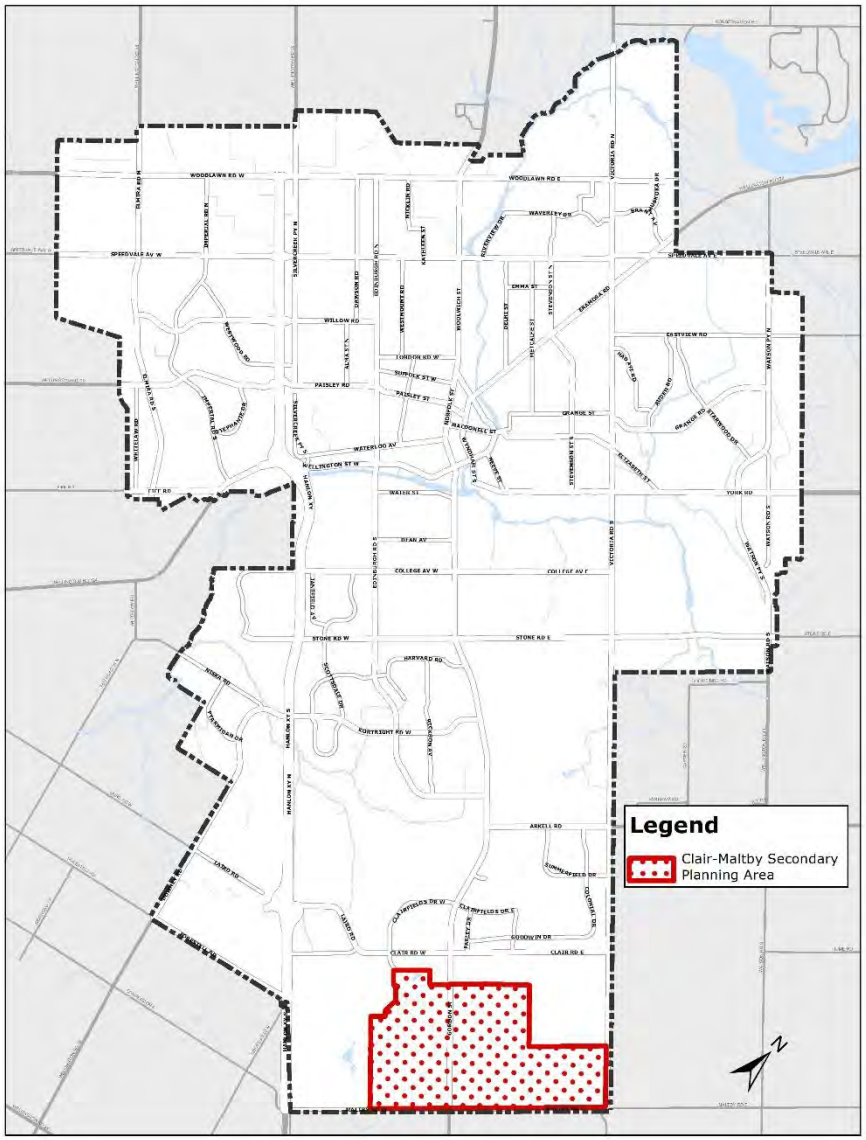
Clair-Maltby

Transform. Connect. Community.

November 10, 2021
Meeting with Grand River Metis and
the Region 9 Consultation Committee

Clair-Maltby Secondary Plan Area





Clair-Maltby Secondary Plan process

Phase 1 (April 2016 - July 2017)

- Background data collection
- Identify problem/opportunity statement
- Develop vision/principles

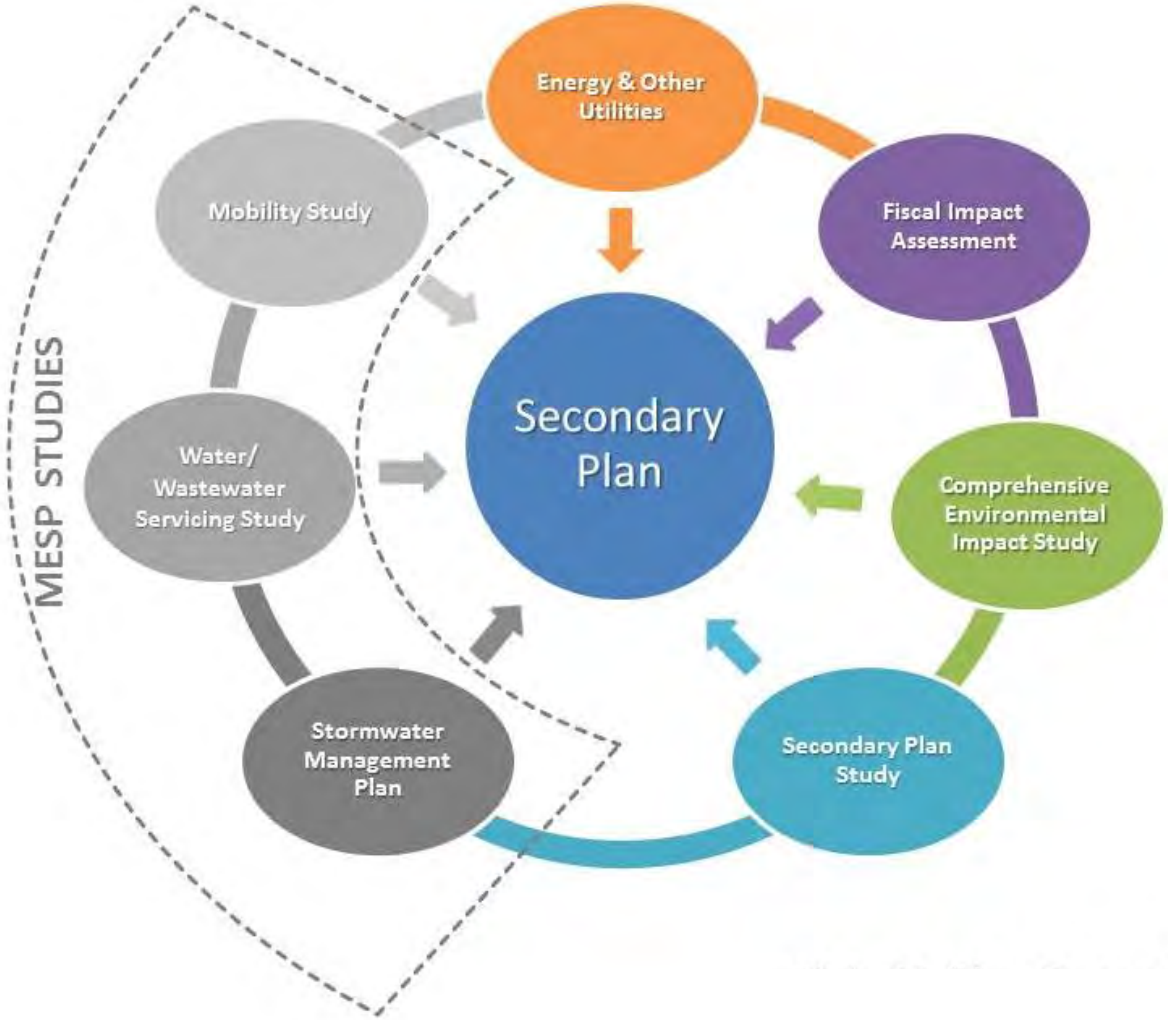
Phase 2 (July 2017 - June 2018)

- Develop Conceptual Community Structure
- Detailed studies
- Consideration of Community Structure Alternatives

Phase 3 (July 2018 - 2022)

- Preferred Alternative
- Open Space System Strategy
- Draft Master Environmental Servicing Plan and Secondary Plan
- Final Master Environmental Servicing Plan and Secondary Plan to Council

Clair-Maltby Secondary Plan Process Diagram



Clair-Maltby vision

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.

Guiding principles

Vibrant and Urban

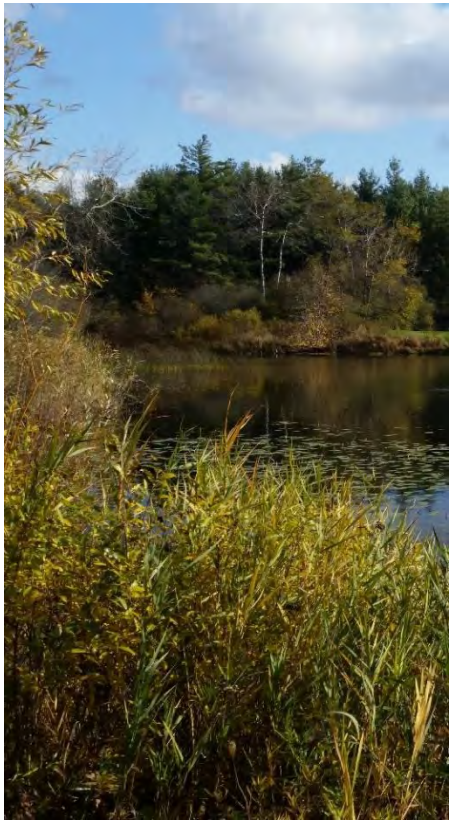
Green and Resilient

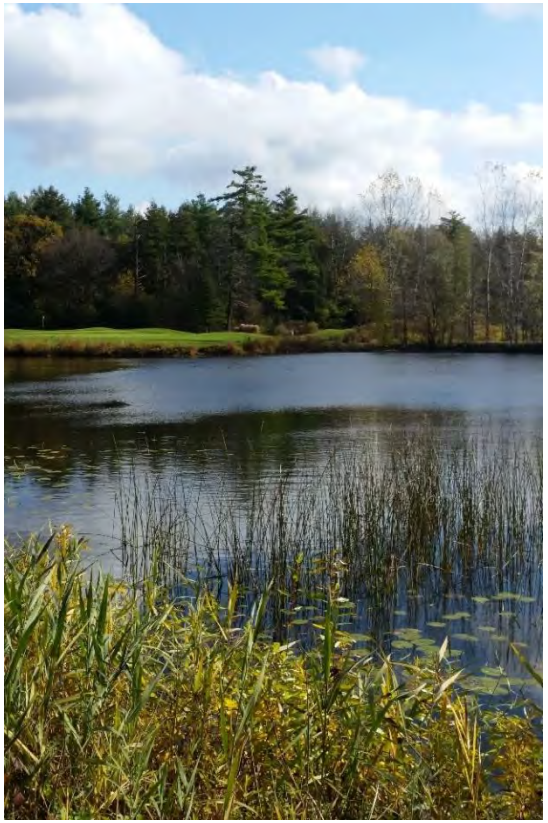
Healthy and Sustainable

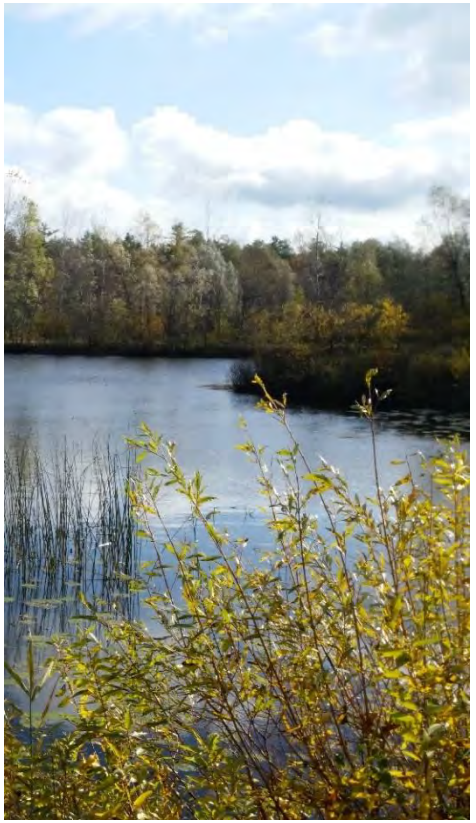
Interconnected and Interwoven

Balanced and Liveable

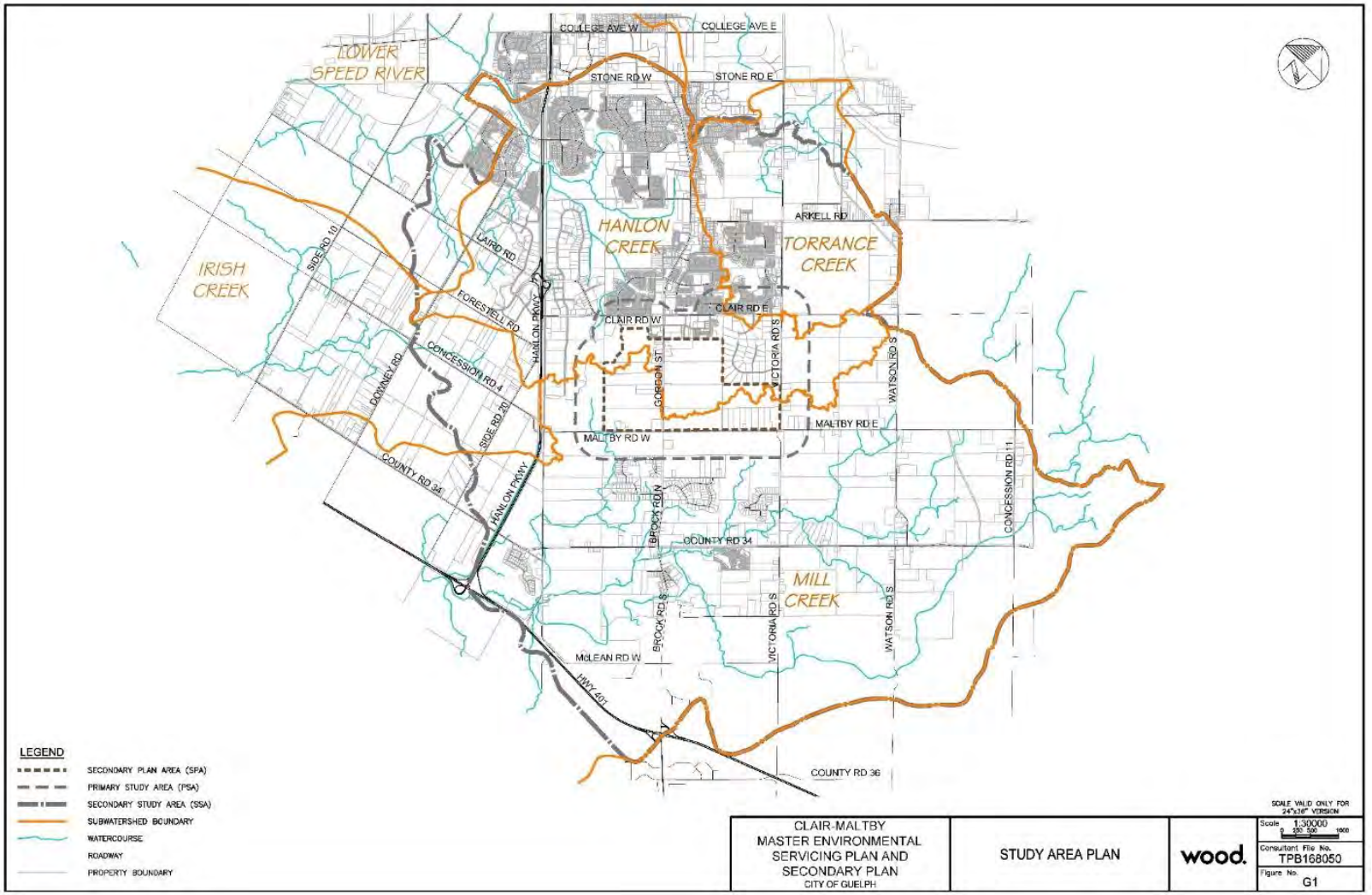
Comprehensive Environmental Impact Study



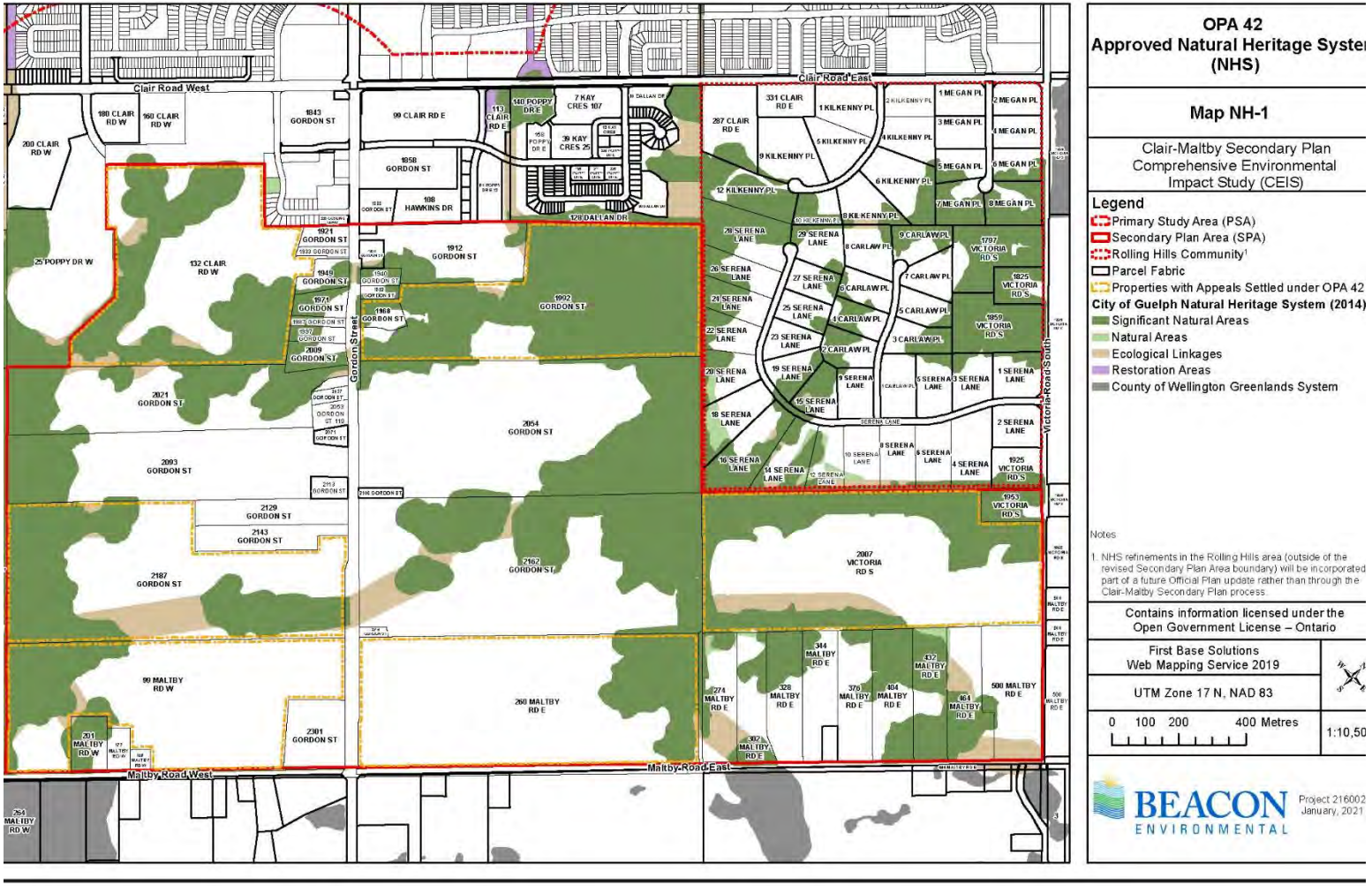




CEIS: Introduction and Overview



2014 Approved Natural Heritage System



What did we do?

Overview of Environmental Work

Phase 1 and 2 (April 2016 - October 2019)

- Verification / refinement / assessment of environmental features and functions
- Integrated assessment of the role of groundwater/surface water to support natural systems
- Constraints and opportunities identification
  - 4 years of surface and groundwater monitoring
  - 3 years of scoped ecological monitoring

Phase 3 (July 2018 - 2022)

- Assessment of impacts associated with different community structure options
- Establishment of integrated management strategies, including monitoring framework

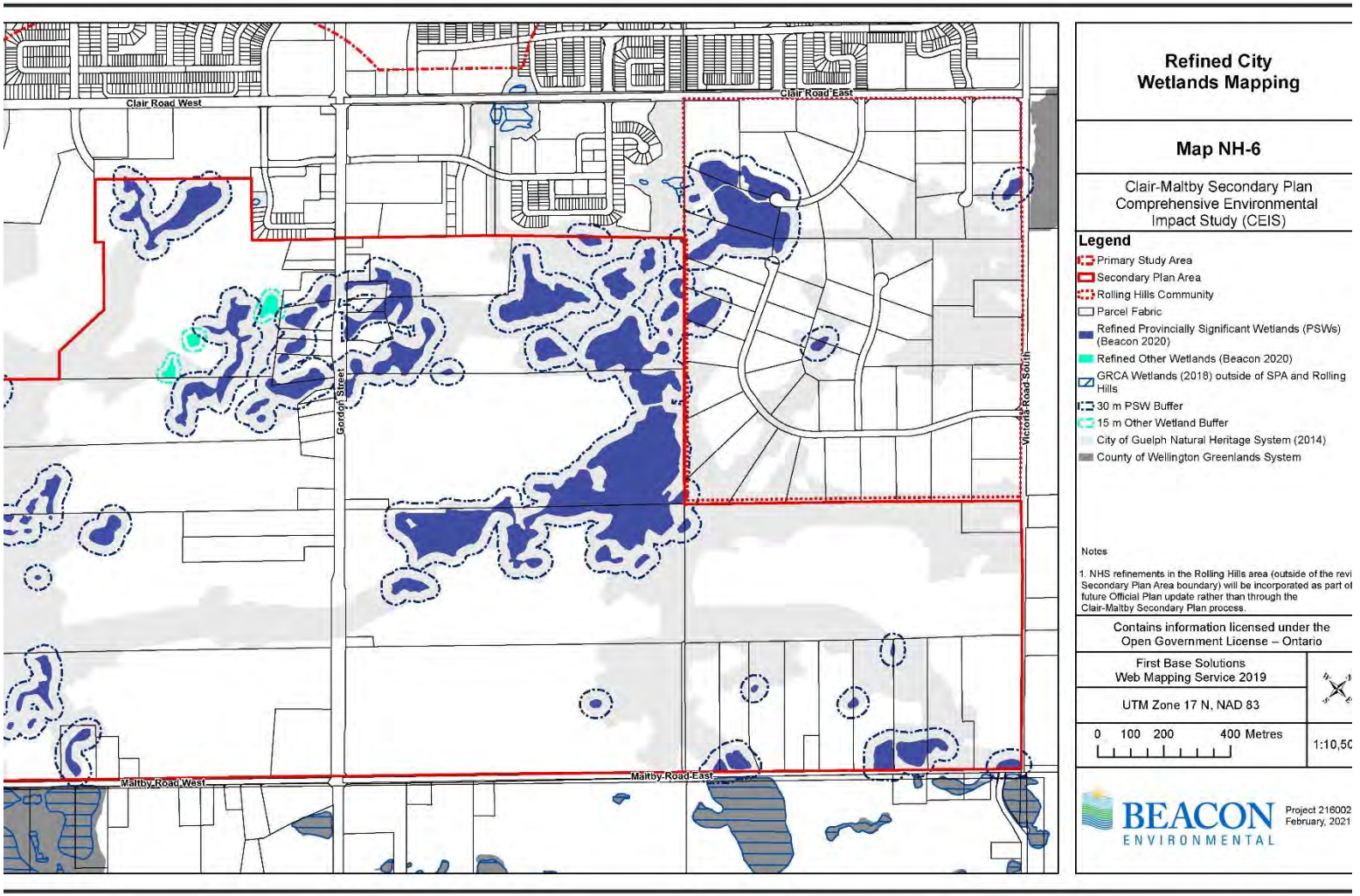
What did we look at?

Natural Heritage System Components

- Surface Water Features & Fish Habitat
- Significant Wetlands & Other Wetlands
- Significant Woodlands & Cultural Woodlands
- Significant Wildlife Habitat (SWH)
- Significant Landform
- Habitat for Provincially & Locally Significant Species
- Ecological Linkages

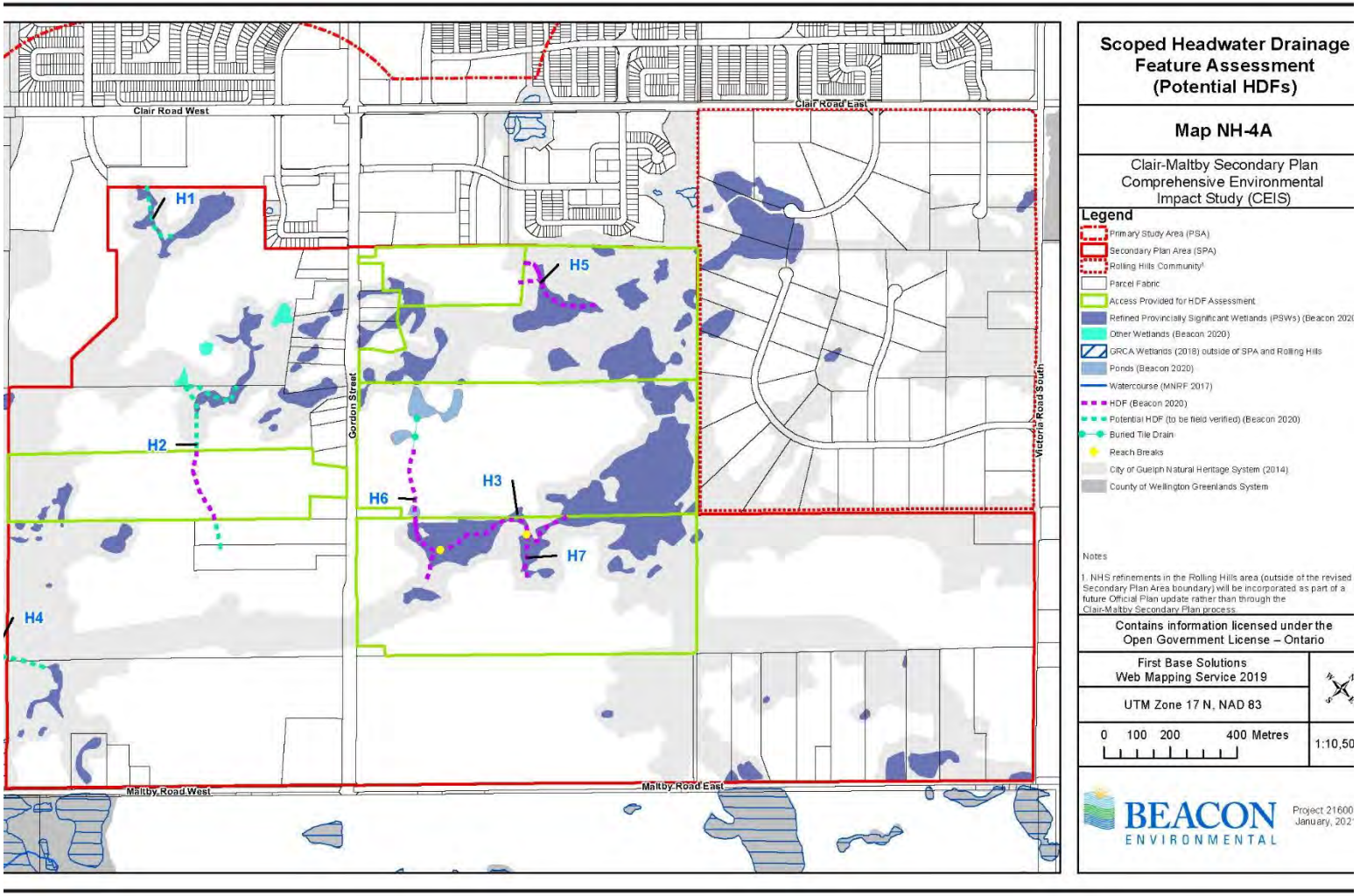
What did we find?

Significant and Other Wetlands



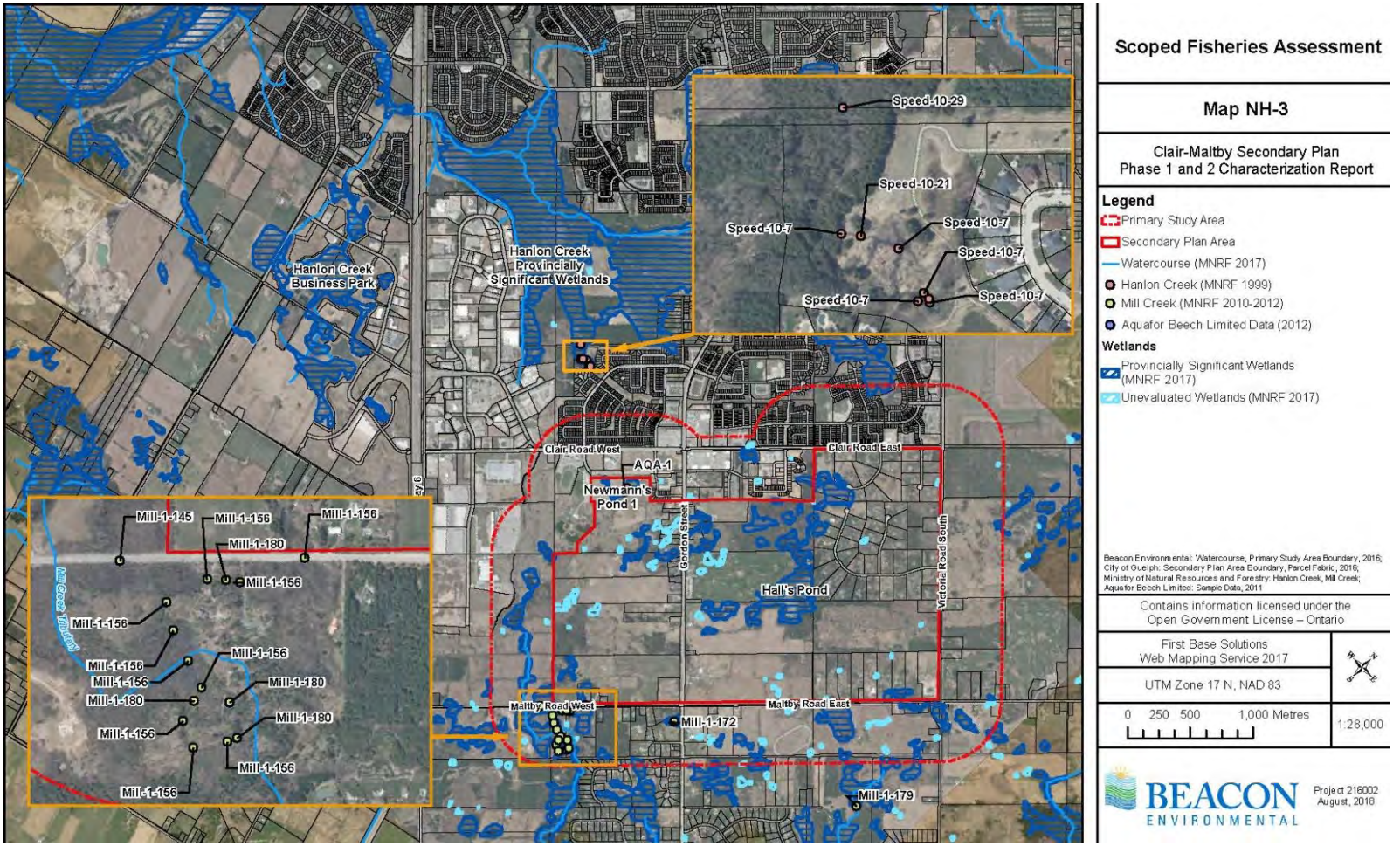
What did we find?

Headwater Drainage Features



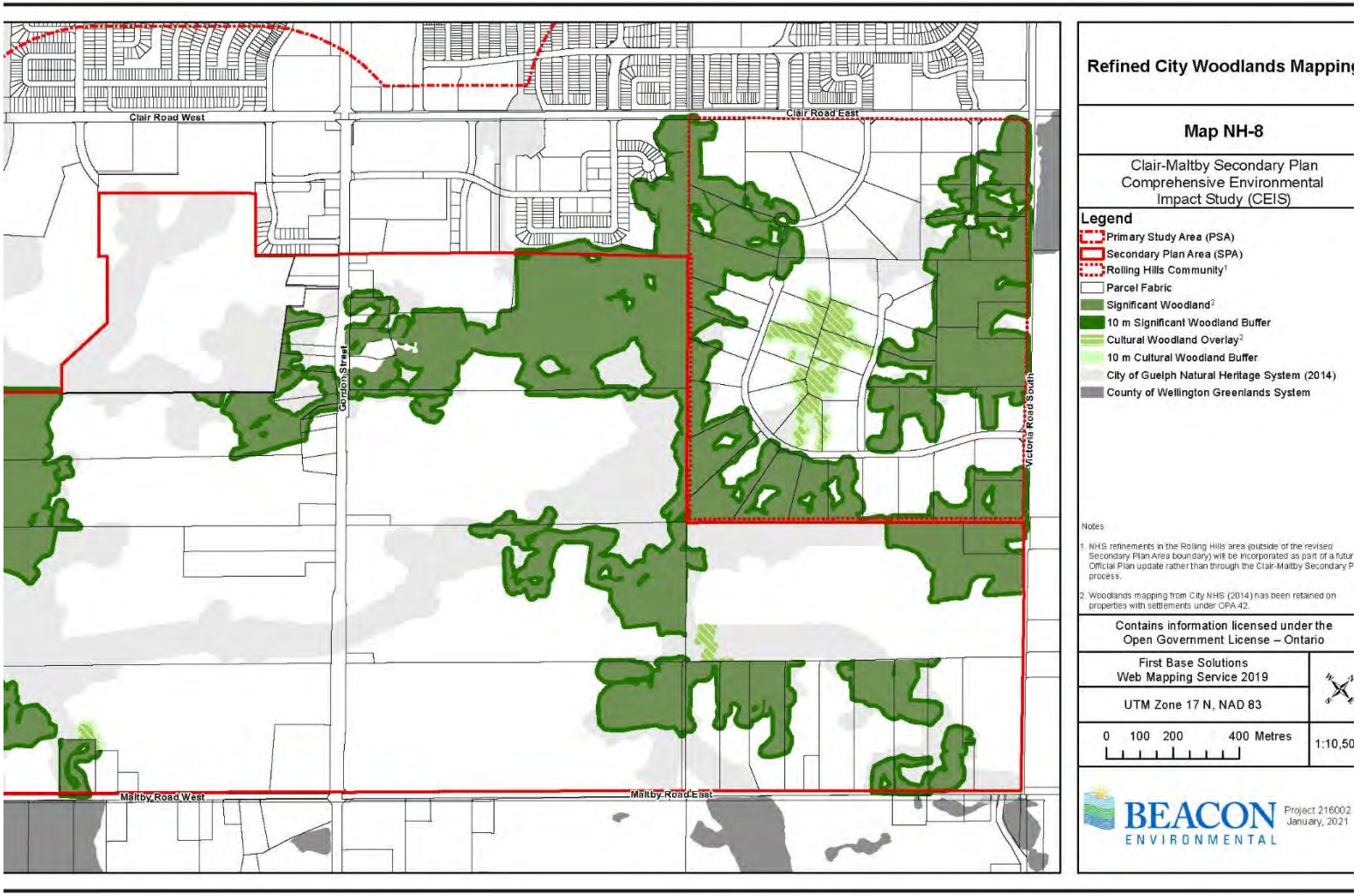
What did we find?

Fish Habitat



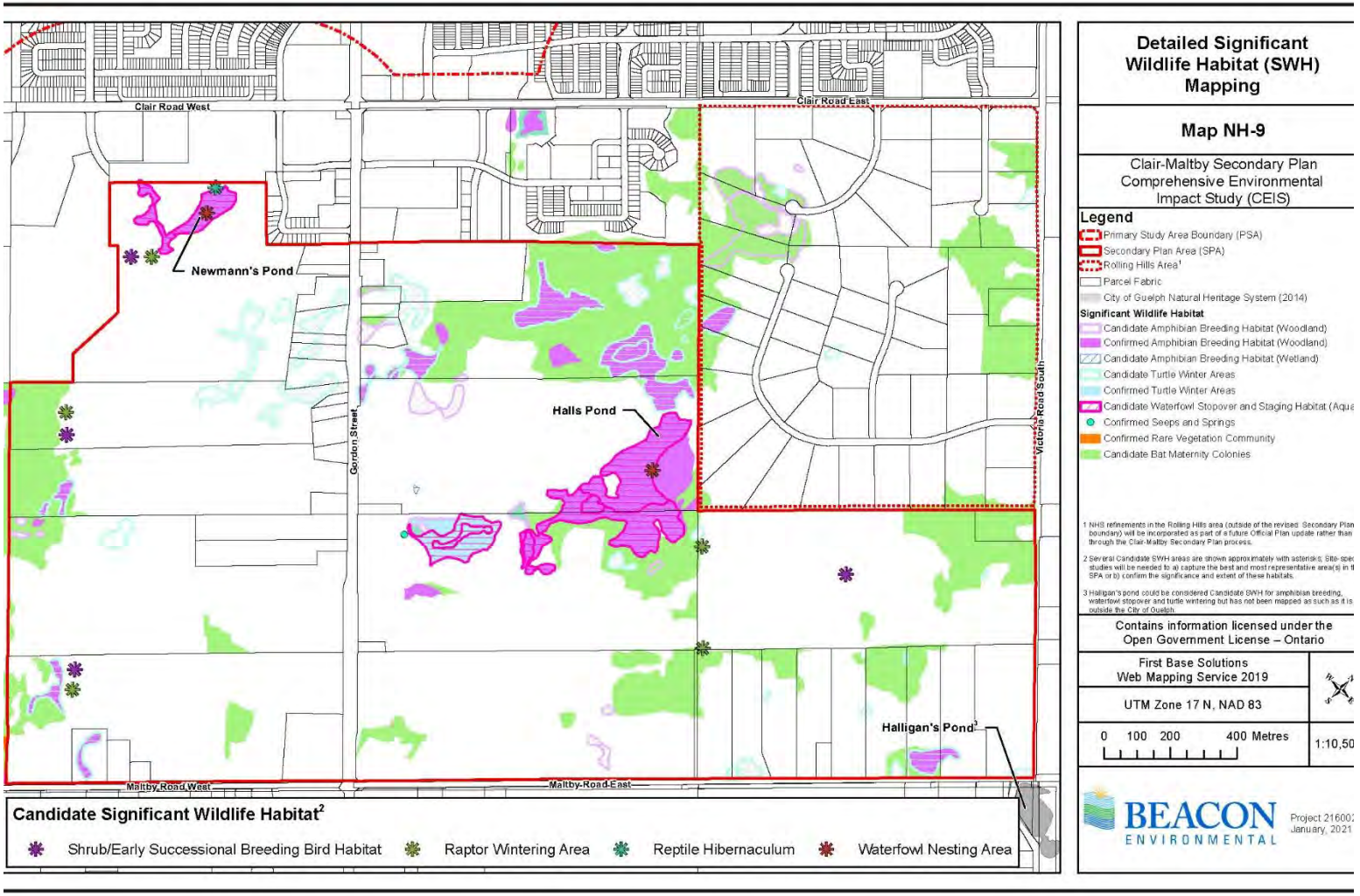
What did we find?

Significant and Cultural Woodlands



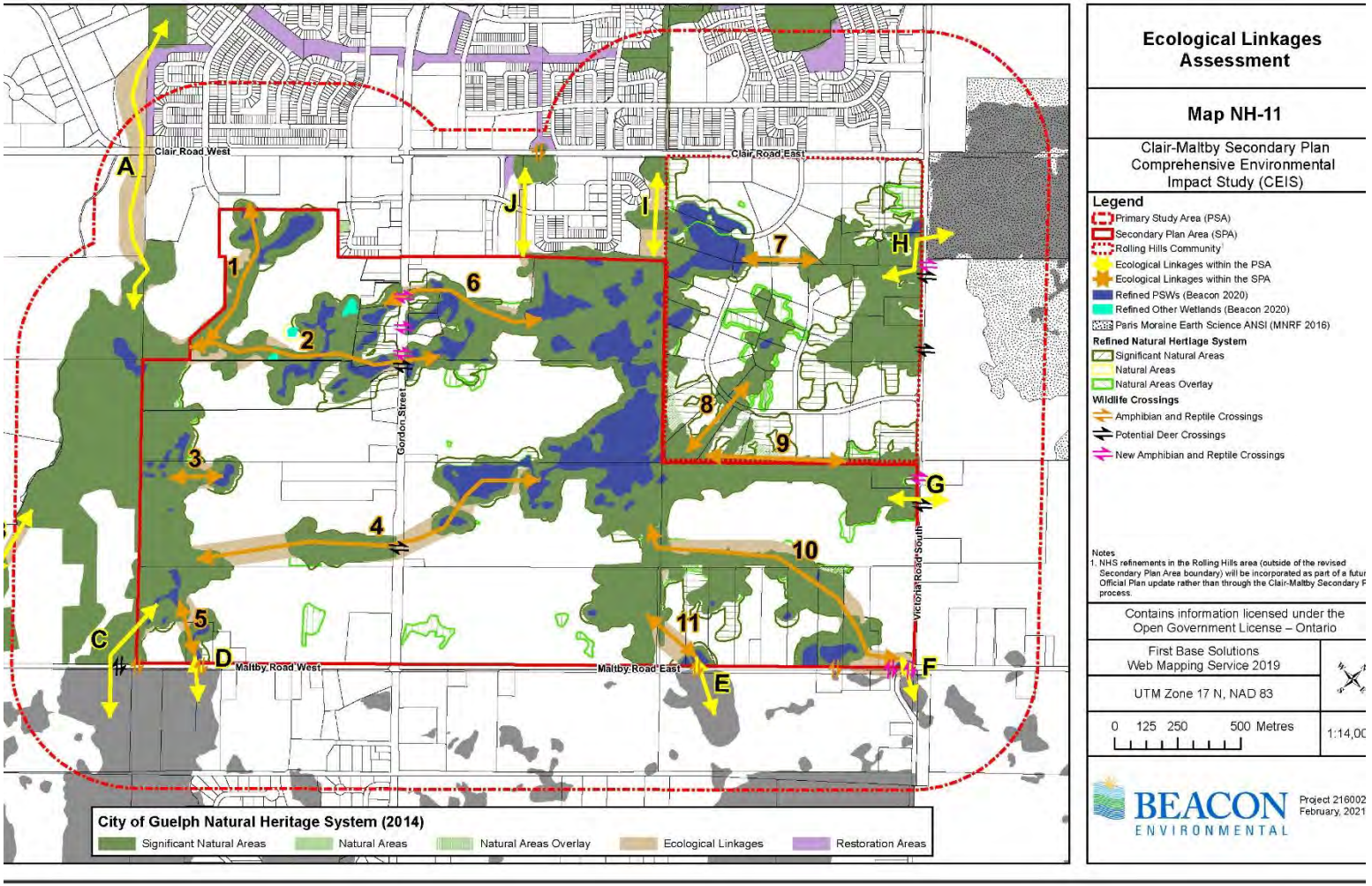
What did we find?

Significant Wildlife Habitat



What did we find?

Ecological Linkages



What did we find?

Natural Heritage

PLANTS: 467 species

- 1 Provincially Endangered (Butternut) and 20 locally significant species (i.e., in the County)

BIRDS: 112 species

- 6 Species at Risk and 46 locally significant and/or rare species

AMPHIBIANS: 10 species

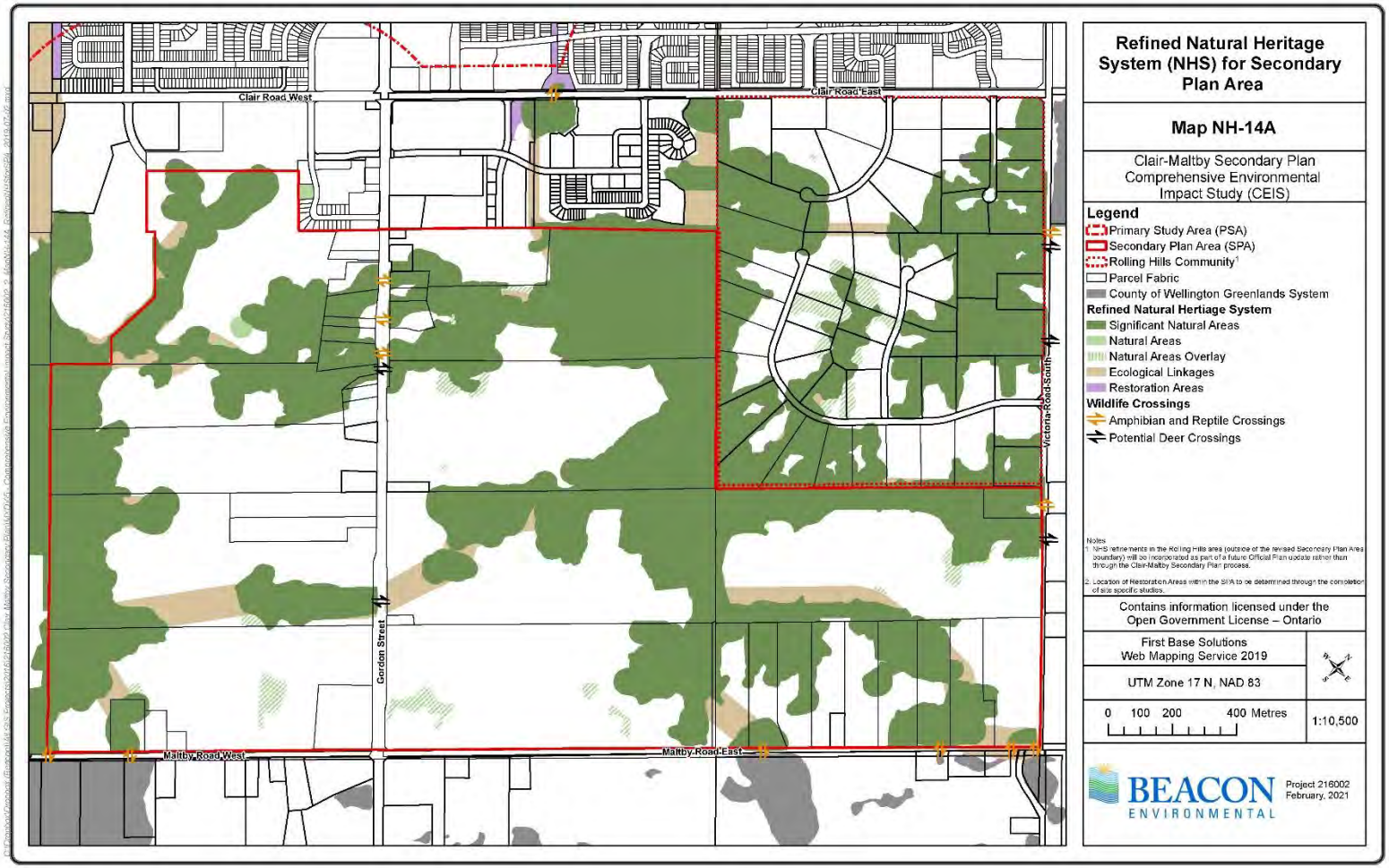
- 1 Federally Threatened frog, 2 locally significant frog and 1 locally significant salamander species

REPTILES: 7 species

- 3 locally significant turtle and 4 locally significant snake species

What did we find?

Refined Natural Heritage System



What did we recommend?

Avoiding and Minimizing Impacts

AS PART OF THE CLAIR-MALTBY PROCESS

- Mapping all known components of the NHS as exclusive land use designations, including applicable buffers
- Keeping arterial roads from crossing Significant Wetlands and Significant Woodlands and generally limiting road crossings of the NHS
- Building on the wildlife crossing infrastructure already incorporated by confirming existing and identifying new locations for wildlife crossing infrastructure (and / or other mitigative measures)
- The Moraine Ribbon - keeping major trails largely outside / on the periphery of the NHS
- Placement of storm water capture areas (SWCAs) / parks / schools adjacent to the NHS where possible to provide supplemental “buffering” of the NHS from more intensive land uses

What did we recommend?

Managing Unavoidable Impacts

Some key examples include…

GOOD PLANNING

- Protect features and functions as per approved Official Plan policies with supporting guidelines (e.g., with buffers, linkages)

ECOLOGICALLY SENSITIVE SITE DESIGN

- Significant Landform: Minimize grading in adjacent lands, restore disturbed topography, allow gradual transitions to developed lands where possible

LOCALLY APPROPRIATE WATER MANAGEMENT

- Implement distributed infiltration and stormwater management measures to maintain surface and groundwater inputs to wetlands

MAINTAINING & ENHANCING CONNECTIVITY

- Naturalizing linkages, installing amphibian and reptile tunnels under roads, bridge crossing over Gordon (for pedestrians and wildlife)

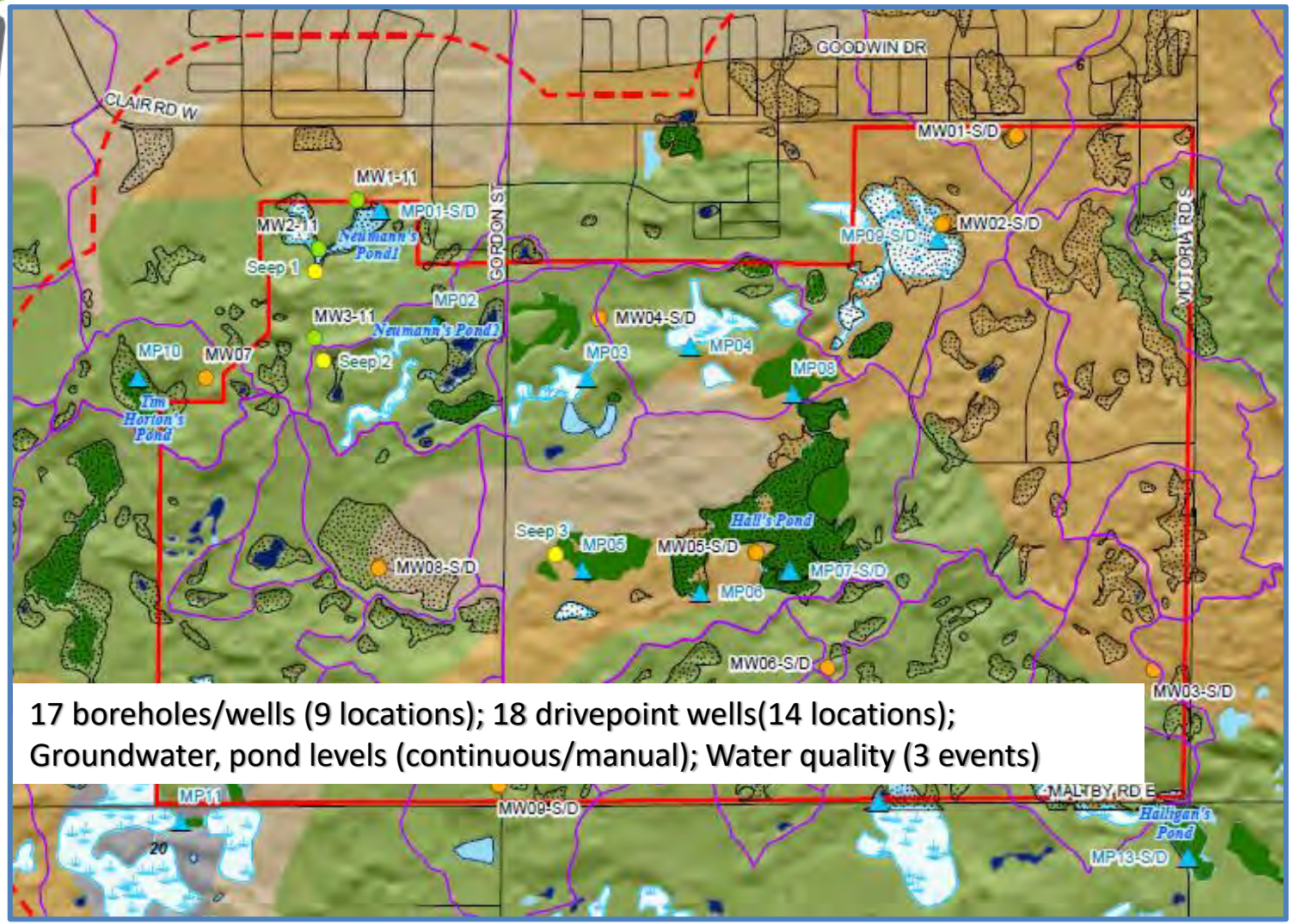
ONGOING MANAGEMENT & TARGETED MONITORING

- Fencing between public protected natural areas and other land uses
- Tracking changes in vegetation and tree cover, wildlife movement

Groundwater

Hydrogeologic Characterization

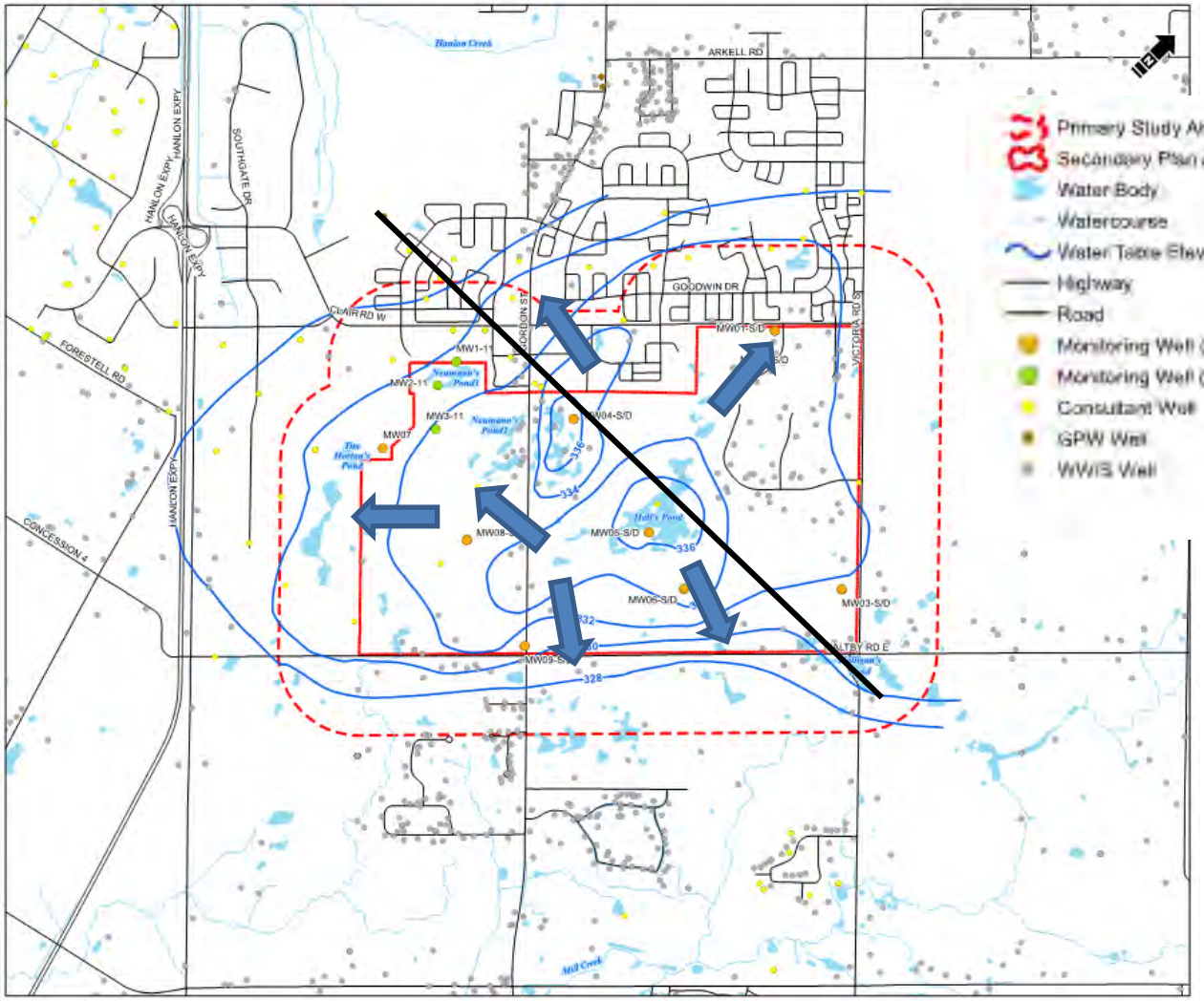
Groundwater and Pond Level Monitoring Locations



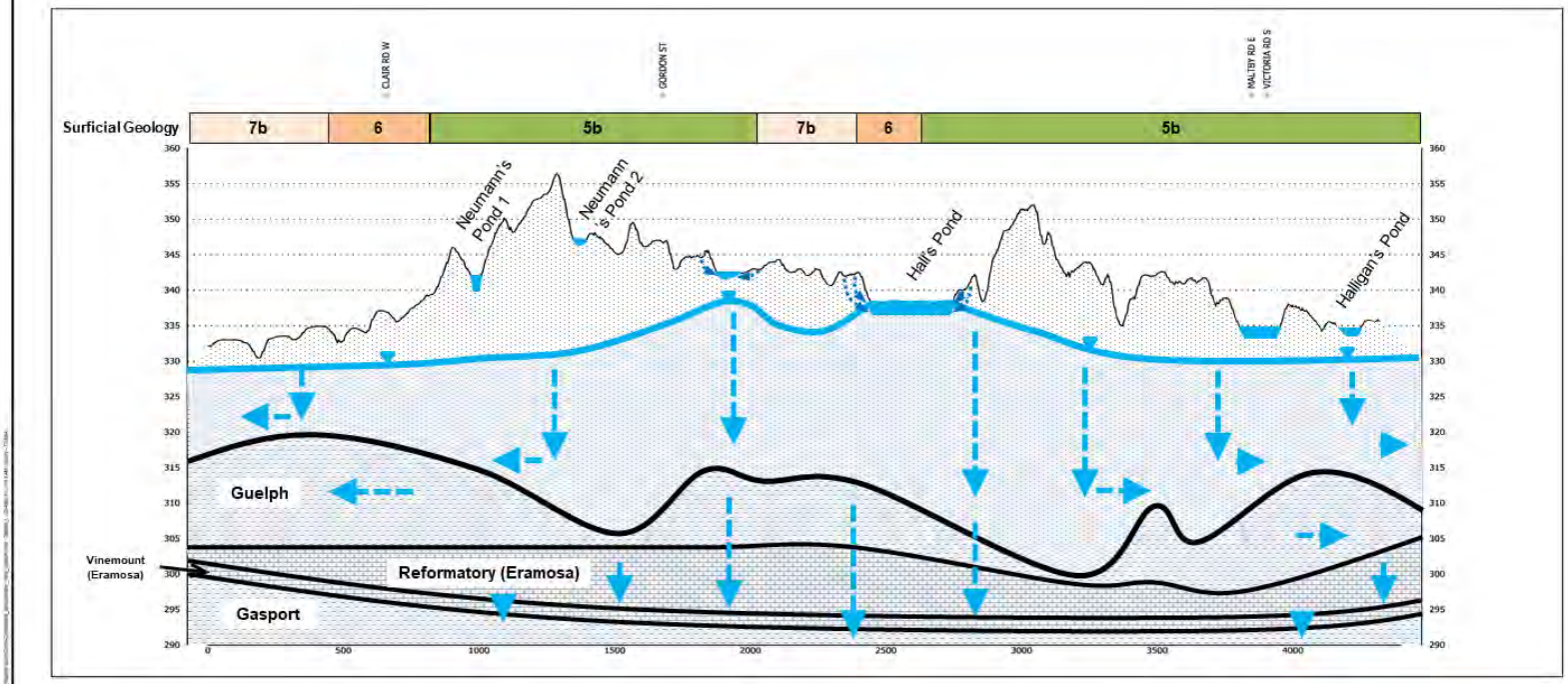
17 boreholes/wells (9 locations); 18 drivepoint wells(14 locations);
Groundwater, pond levels (continuous/manual); Water quality (3 events)

Hydrogeologic Characterization

Groundwater Flow and Function



Hydrogeologic Characterization
Groundwater Flow and Function



Overburden – Silt/Sand/Sand/Gravel Till (minor clay)
Bedrock – Aquifer unit
Bedrock - Aquitard unit
Saturated zone

5b: Stone-poor, sandy silt to silty sand till (Wentworth Till)
6: Ice-contact stratified sand and gravel deposits
7b: Glaciofluvial gravel deposits
Ponded areas

Approximate water table
Interpreted groundwater flow
Local groundwater flow (seasonal)
Approximate geological contact

Matrix Solutions Inc.

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Phase 1 Characterization Report

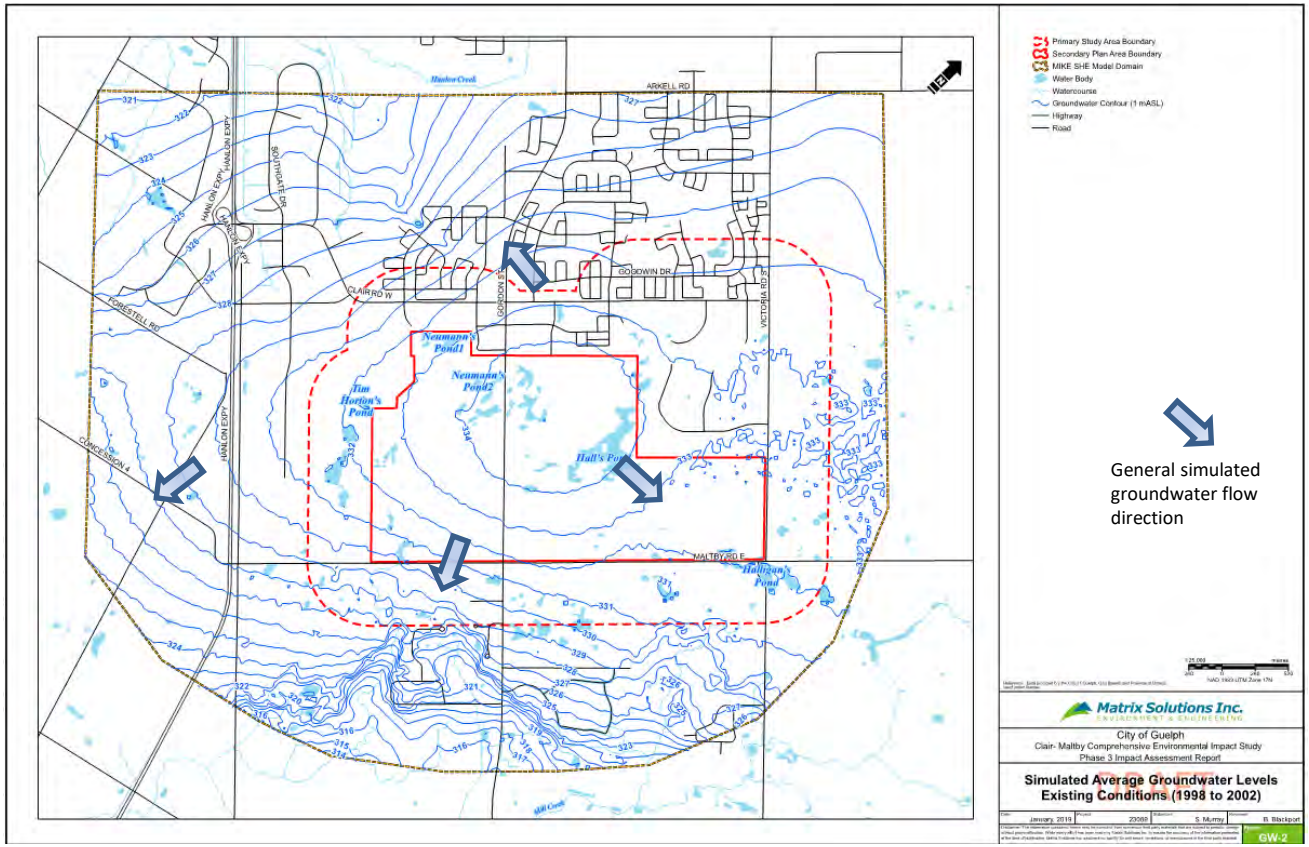
Conceptual Groundwater Flow System

Mar 2018 | 23089 | D. Marini | B. Blackport

GW-6

Integrated Surface Water – Groundwater Model

Groundwater Flow and Function



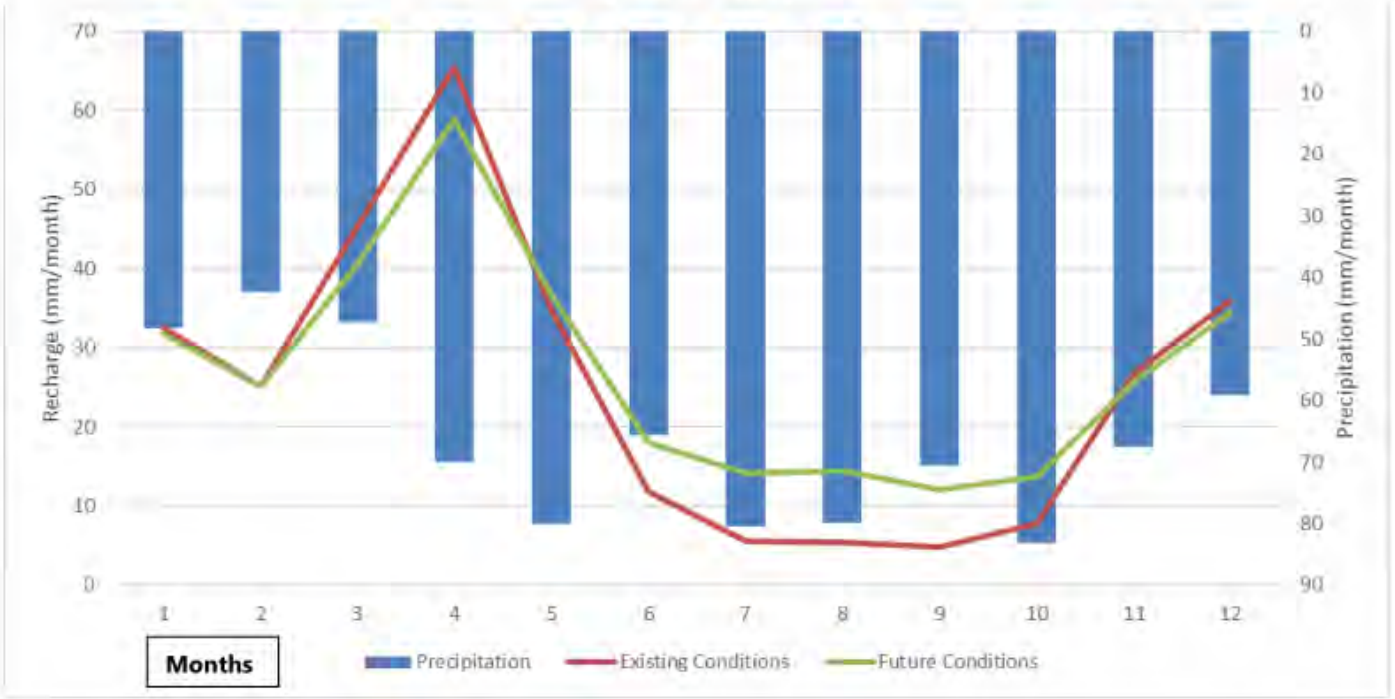
Hydrogeology Impact Assessment

- Integrated Surface Water-Groundwater Model used to simulate change in land use and represent proposed stormwater management
  - Low Impact Development BMPs (source infiltration)
  - Storm Water Capture Areas for large events
- Impacts assessed
  - Water budgets in the SPA, PSA and key NHS features in, and adjacent to the SPA
  - Groundwater flow directions and depth to water table
  - Recharge to the water table, shallow and deep bedrock aquifers
  - Groundwater discharge to streams and wetlands
  - Average annual ponded water elevation in wetlands

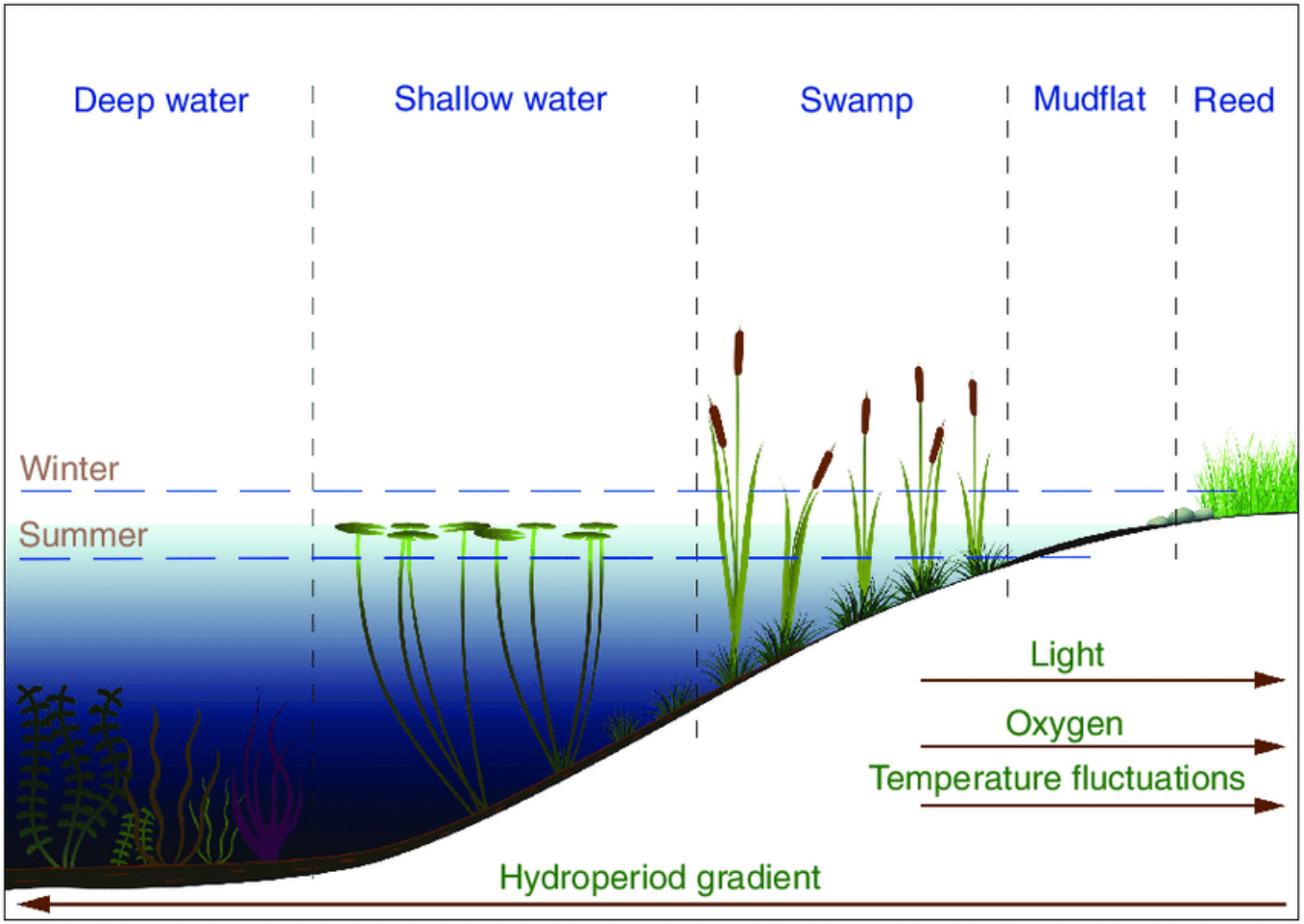
Impact Assessment Iterations 1 and 2

- Water budgets for SPA, PSA Halls, Neumann and Halligans Ponds maintained
- Groundwater flow and discharge locations maintained
- Recharge to water table and bedrock aquifers maintained

Figure 6.1. Mean Monthly Groundwater Recharge – Existing vs. Future Conditions (Updated PCS) (2003-2017)

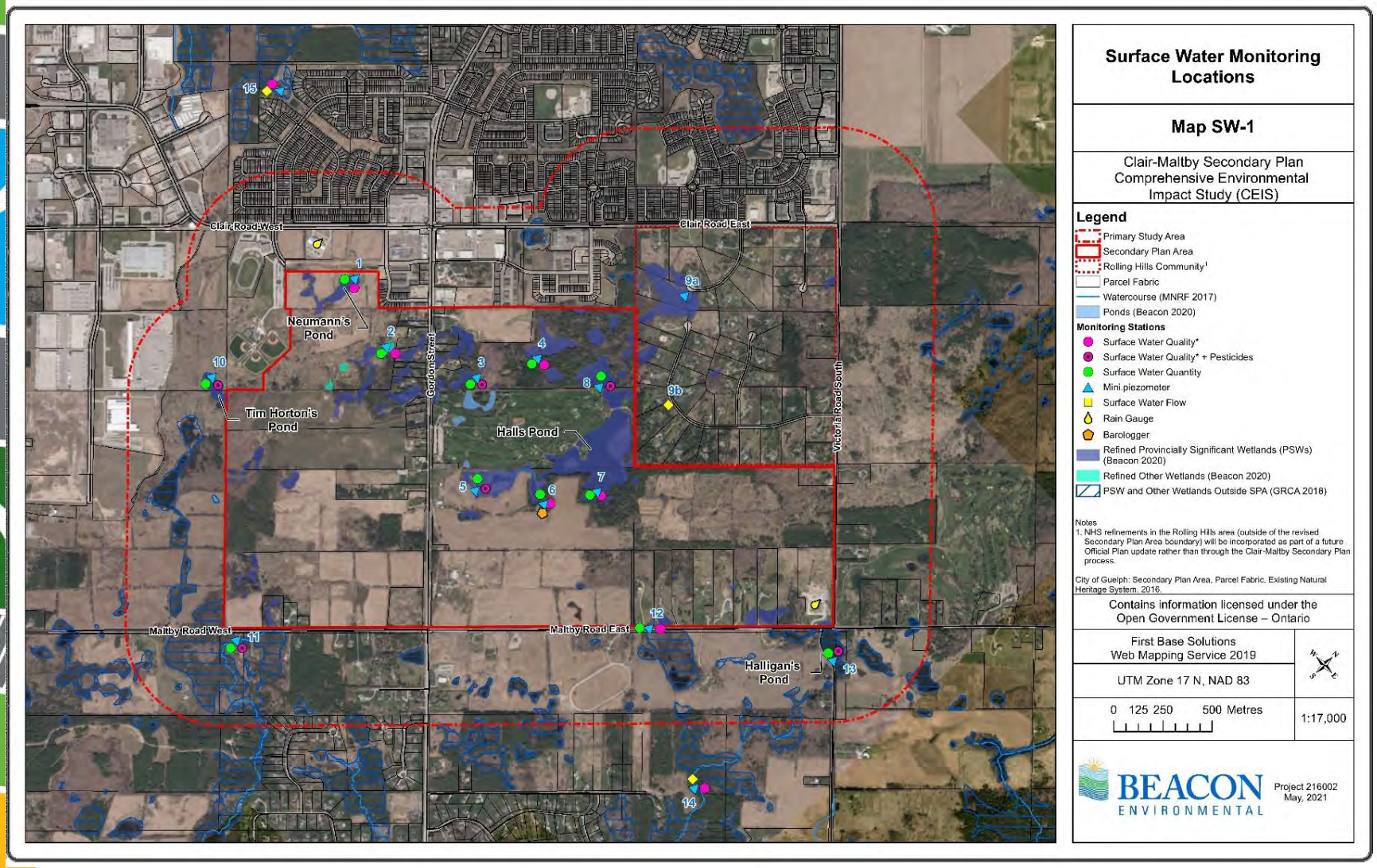


Impact Assessment Iteration 3

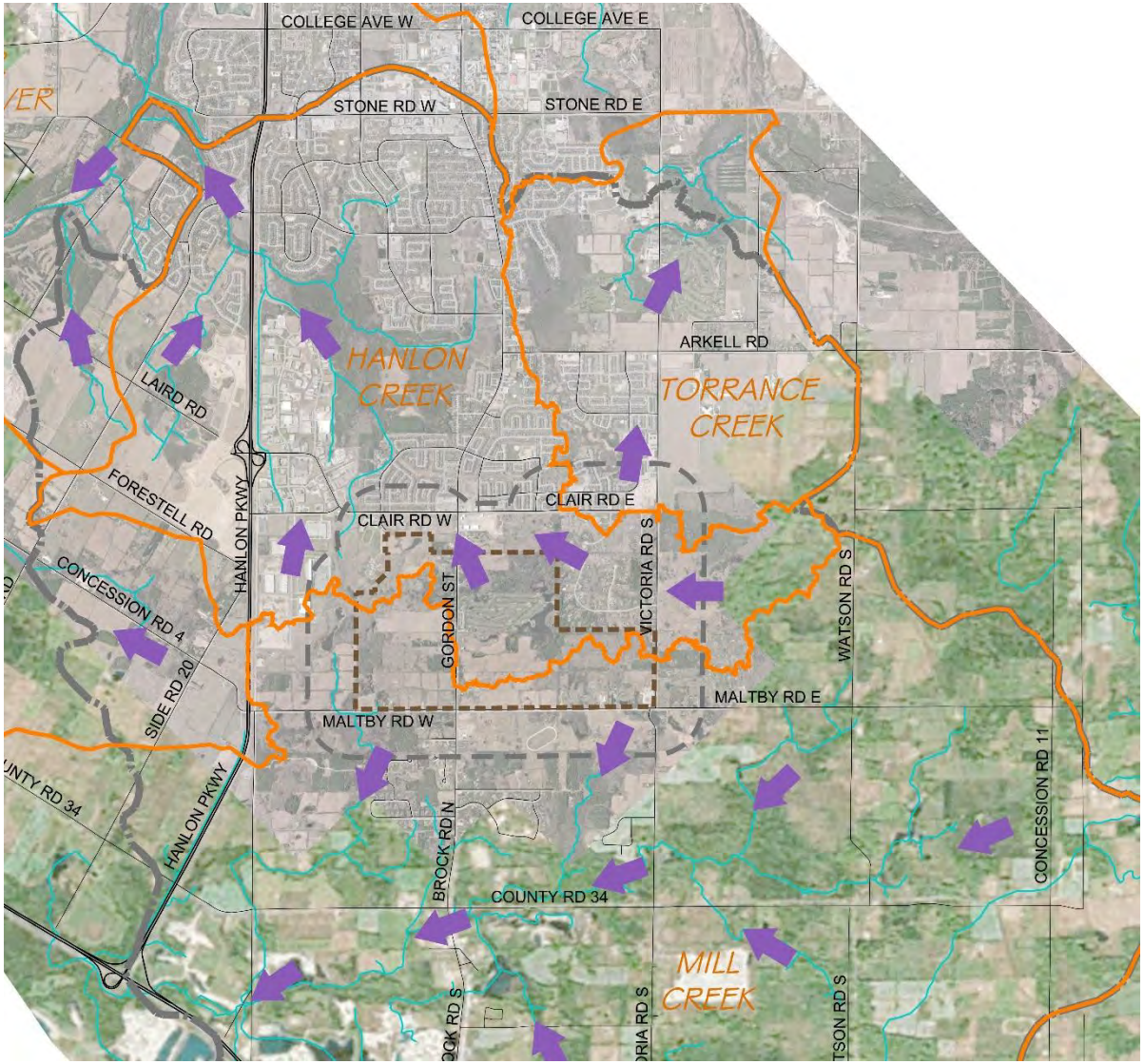


Surface Water

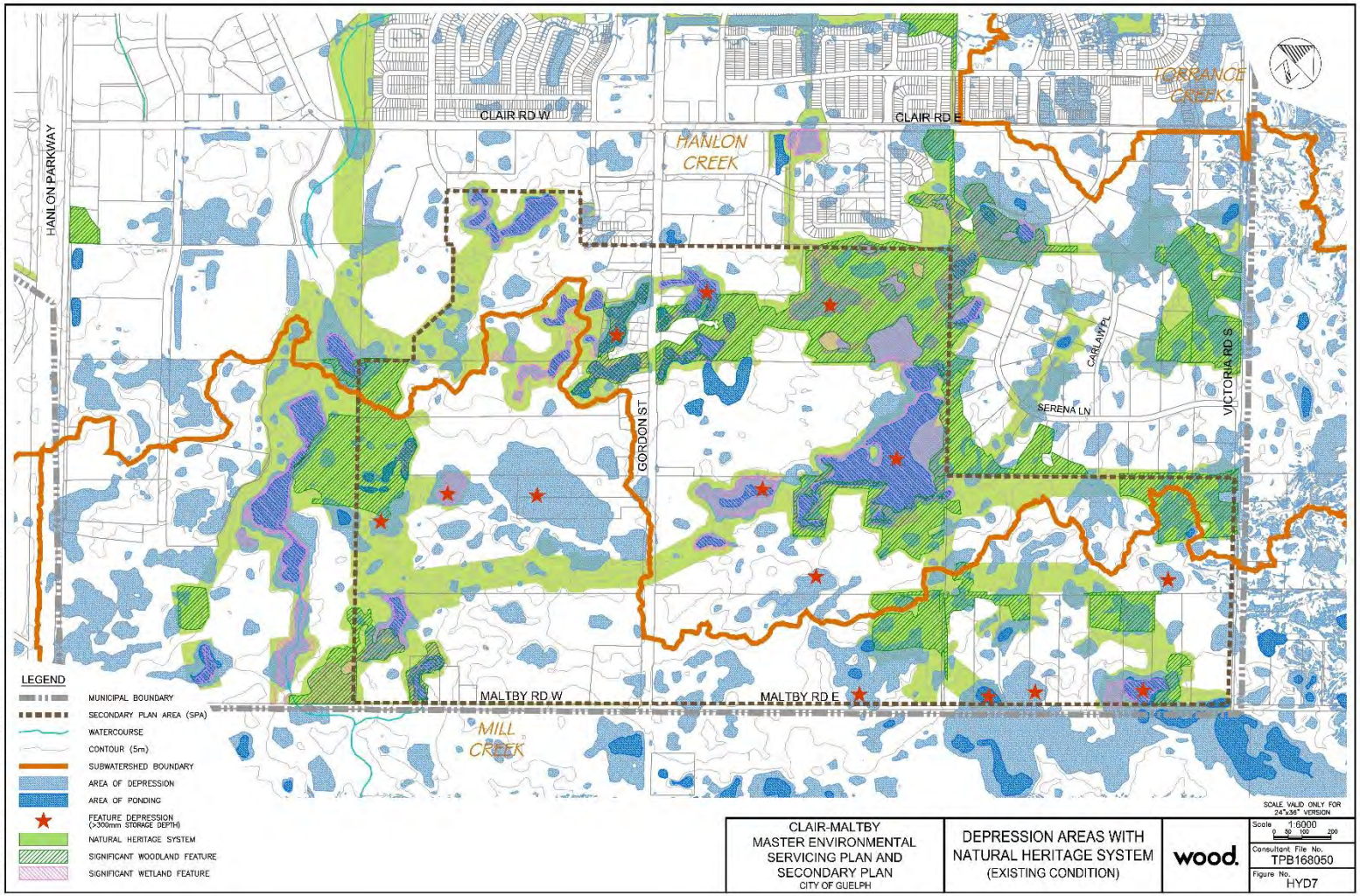
Surface Water



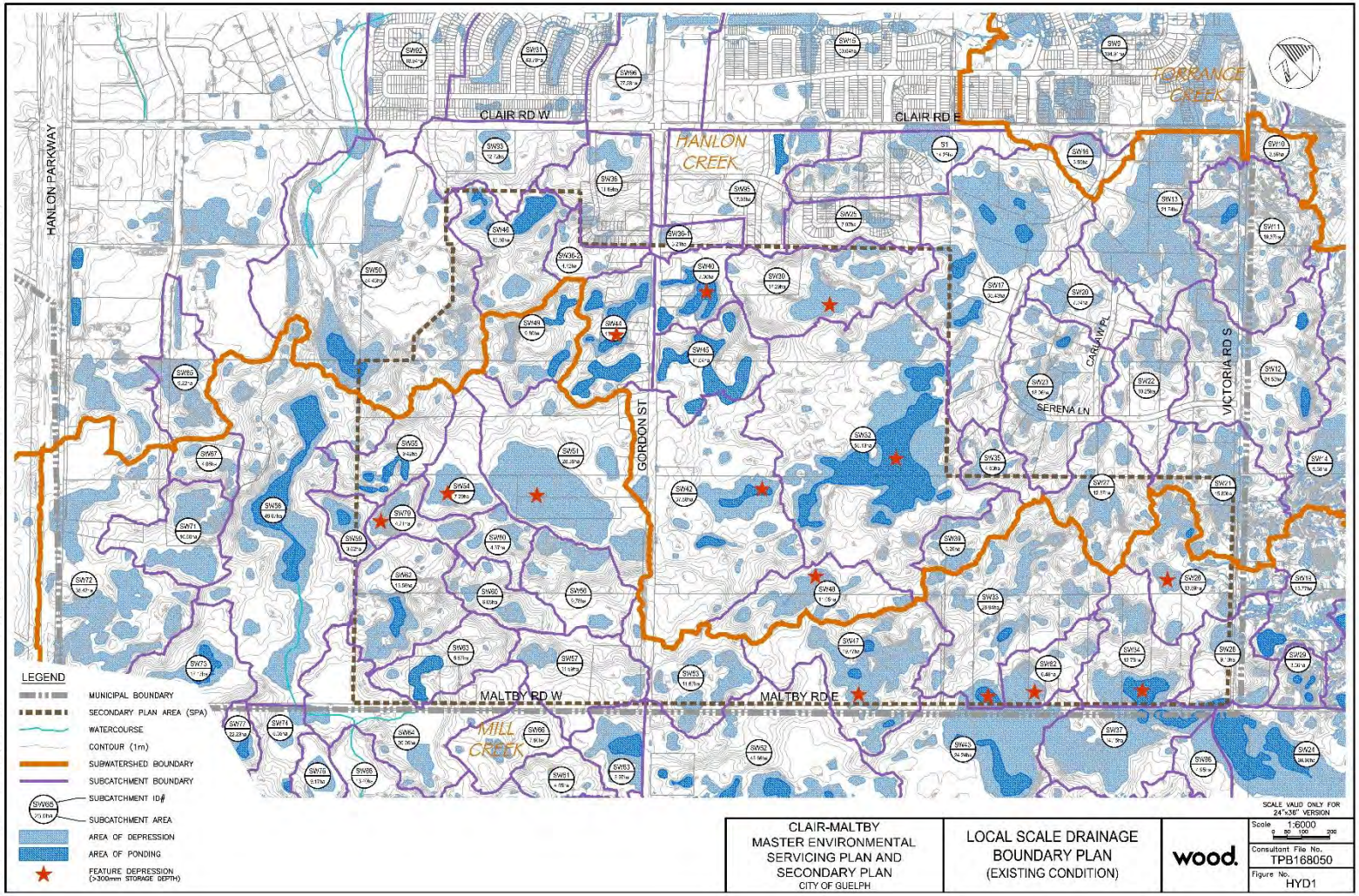
Surface Water



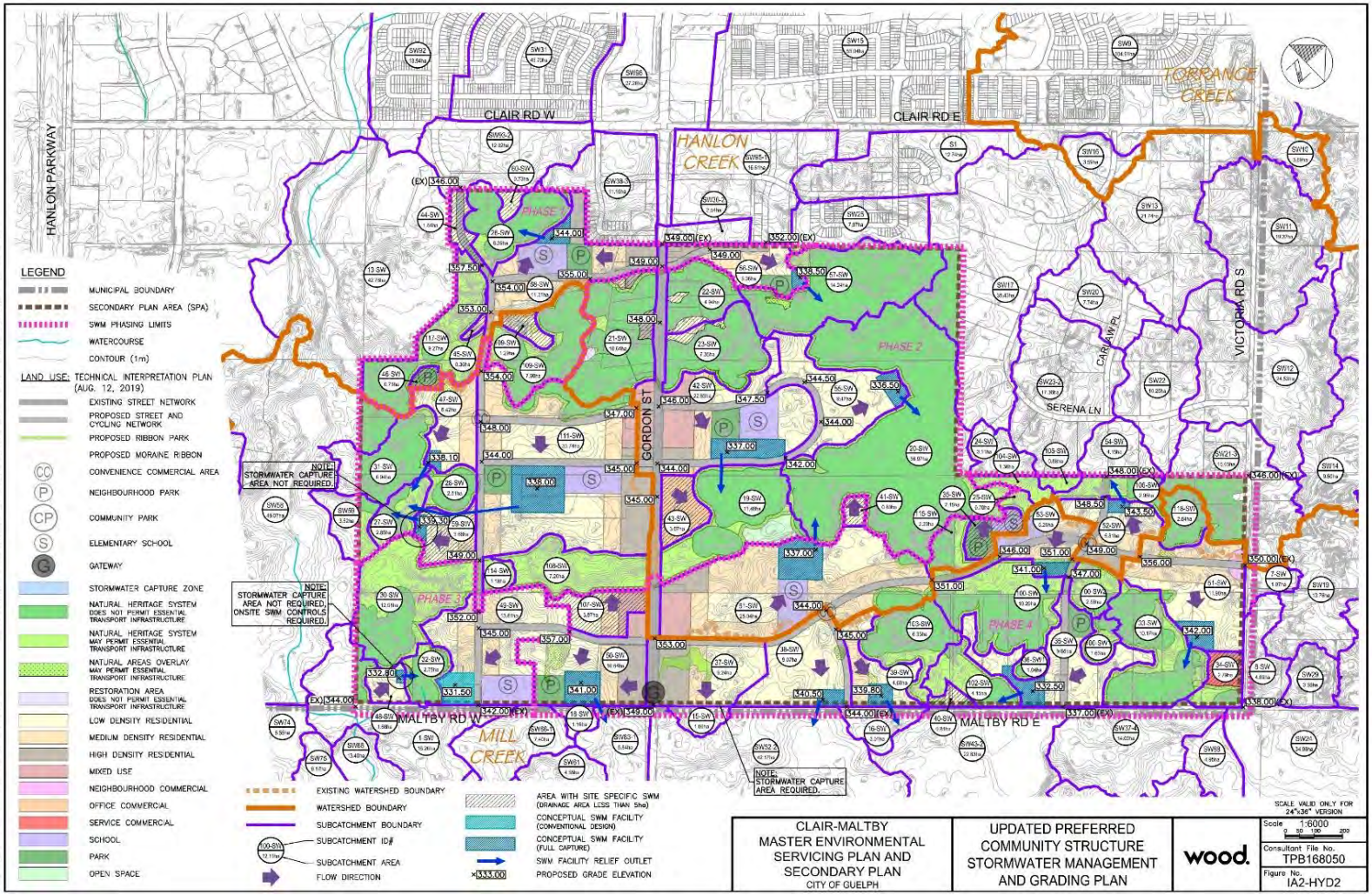
Surface Water



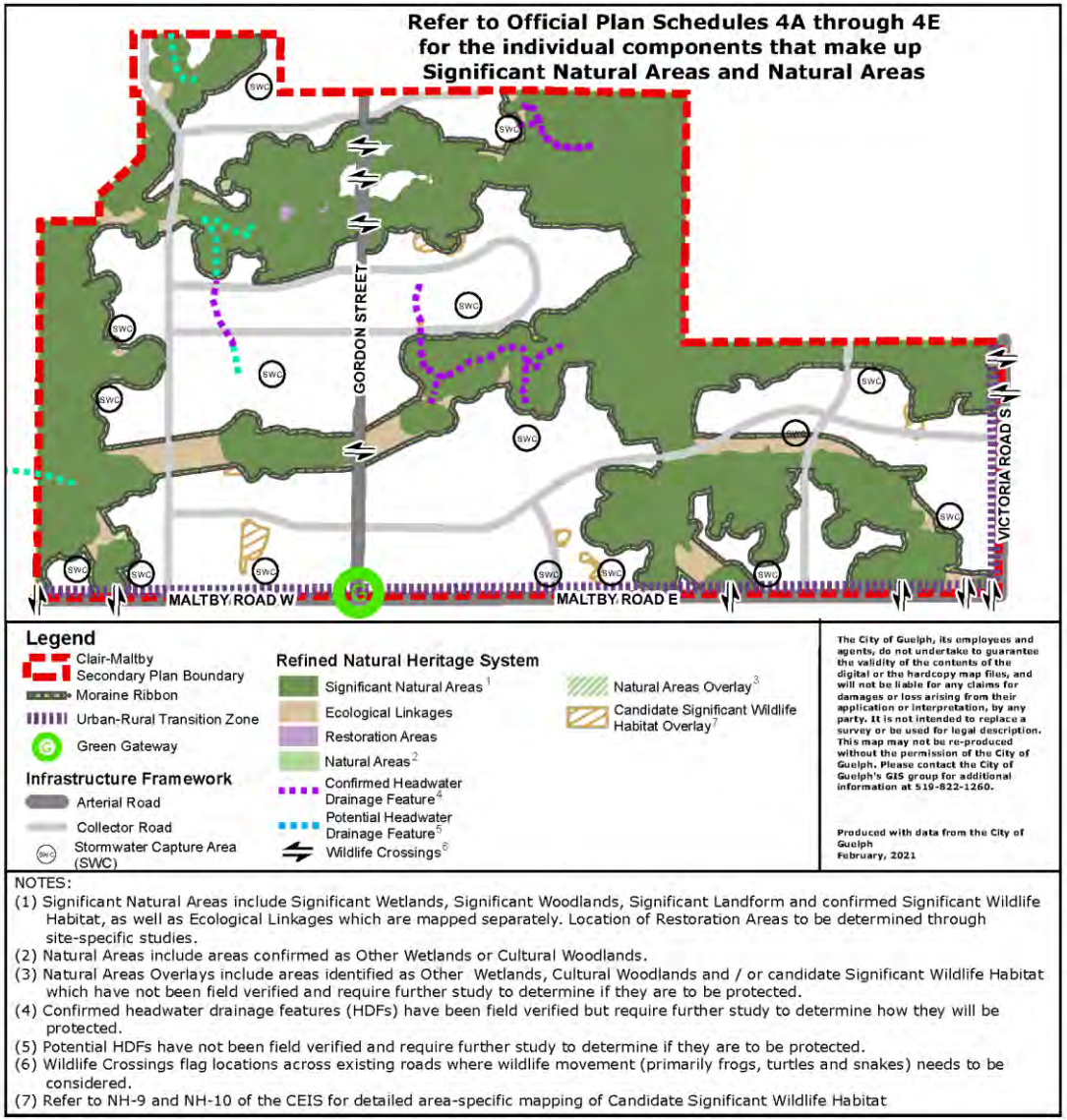
Existing Drainage Patterns



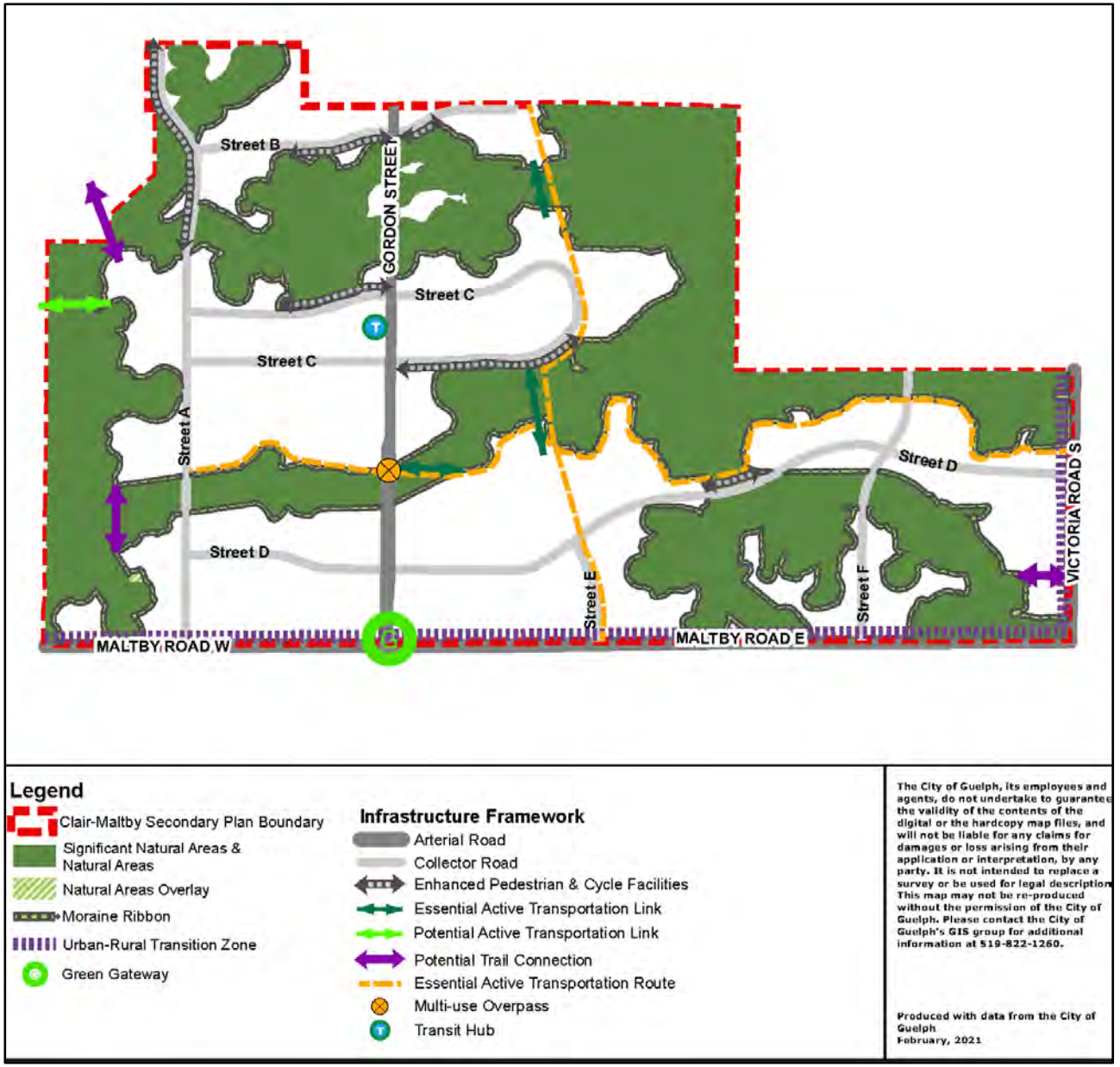
Stormwater Management Plan



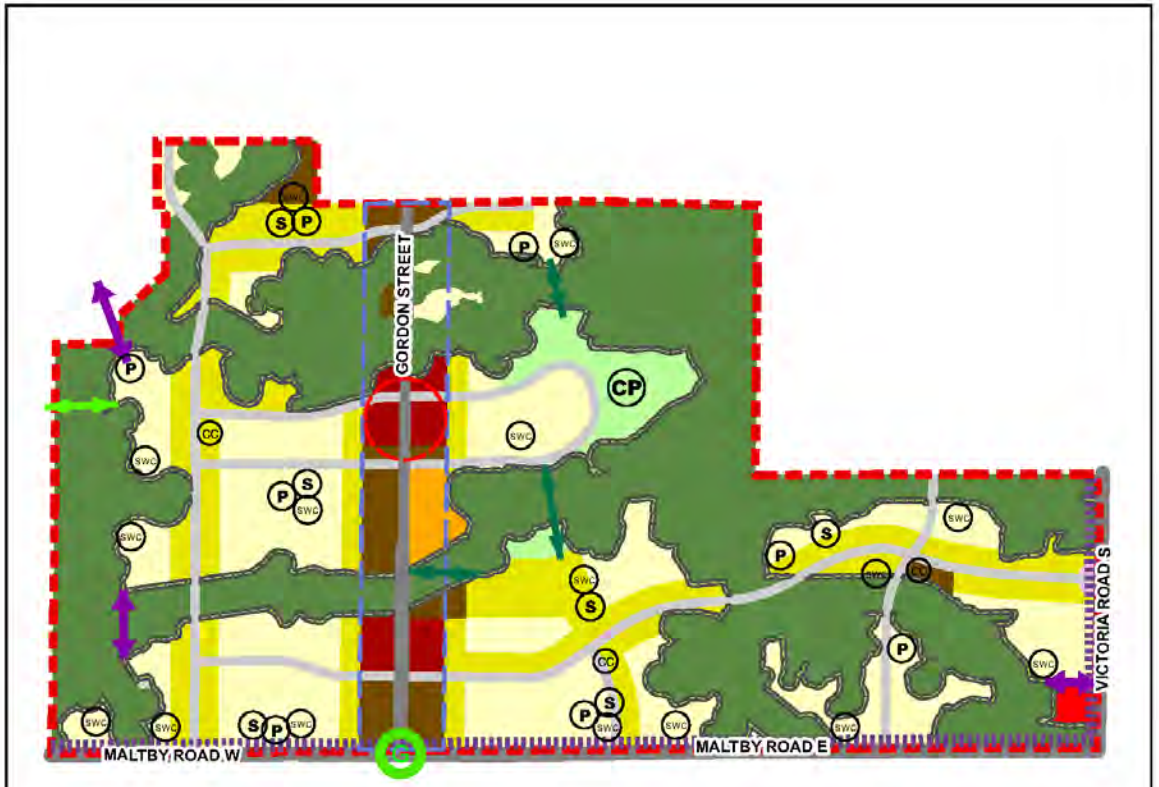
Natural Heritage System Schedule



Mobility Schedule



Land Use Schedule



Legend

Clair-Maltby Secondary Plan Boundary

Gordon Street Corridor

Land Use Designations

- Significant Natural Areas & Natural Areas
- Natural Areas Overlay
- Moraine Ribbon
- Open Space and Park
- Urban Village Core
- Urban-Rural Transition Zone
- Green Gateway
- Low Density Greenfield Residential
- Medium Density Residential
- Clair-Maltby High Density Residential
- Mixed-use
- Neighbourhood Commercial Centre
- Clair-Maltby Mixed Office/Commercial
- Service Commercial

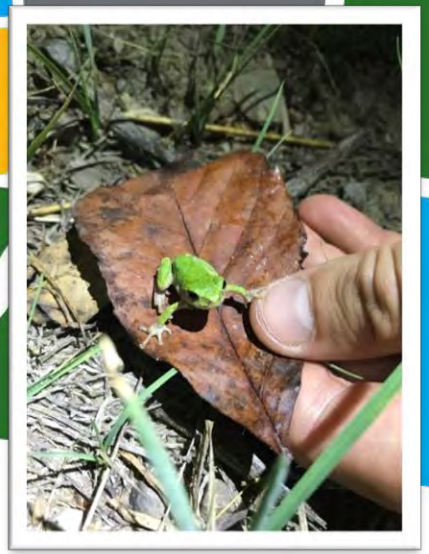
Infrastructure Framework

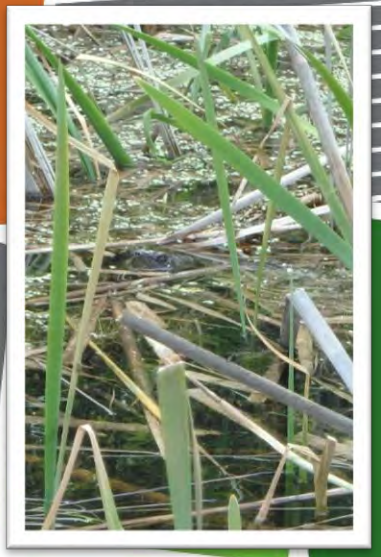
- Arterial Road
- Collector Road
- Community Park
- Neighbourhood Park
- Stormwater Capture Area (SWC)
- Potential Elementary School
- Convenience Commercial Area
- Essential Active Transportation Link
- Potential Active Transportation Link
- Potential Trail Connection

The City of Guelph, its employees and agents, do not undertake to guarantee the validity of the contents of the digital or the hardcopy map files, and will not be liable for any claims for damages or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or be used for legal description. This map may not be re-produced without the permission of the City of Guelph. Please contact the City of Guelph's GIS group for additional information at 519-822-1260.

Produced with data from the City of Guelph
February, 2021

NOTES:
Refer to Schedule E and NH-9 and NH-10 of the CEIS for area-specific mapping of Candidate Significant Wildlife Habitat.





Discussion:

What thoughts, comments, concerns or questions would you like to discuss regarding the draft Clair-Maltby Secondary Plan and supporting documents?

Written comments on the draft Secondary Plan by the end of November would be appreciated.

Guelph Growth Strategy
Métis Nation of Ontario (MNO) Region 9 Consultation Committee

November 10, 2021
Via Zoom Video Conference

Participants

- Jennifer Parkinson, President, Grand River Métis Council (GRMC)
- Justin Hunt, Consultation Advisor, MNO LRC
- Peter Rivers, Regional Councillor Region 9, Provisional Council MNO
- William Bressette, GRMC
- Derrick Pont, President, Niagara Region Métis Council
- Kathleen Anderson, Thames Bluewater Métis Council
- Cheryl Hooker, Women's Representative, Thames Bluewater Métis Council
- Madeline Gibson, Policy Planner, City of Guelph
- Melissa Aldunate, Manager Policy Planning, City of Guelph
- Stacey Laughlin, Senior Policy Planner, City of Guelph
- Leslie Munoz, Manager, Policy & Intergovernmental Relations, City of Guelph
- Leah Lefler, Environmental Planner, City of Guelph
- James Knott, Consultant, Lura Consulting
- Olivia Horzempa, Facilitator, on behalf of Nbisiing Consulting Inc.

Discussion Record

Olivia began the meeting inviting all on the call to introduce themselves, starting with the representatives from the city, followed by the participants from Region 9 of the Métis Nation of Ontario. Olivia then turned it over to Melissa and Stacey for the presentation.

Melissa provided an update of the Official Plan Review. They explained that the city has been working to draft the official plan policies, which will include the preferred growth scenario and management strategy that was discussed at the last meeting. The draft official plan is expected to be presented to City Council in January 2022. Following that, the OPR will be released to the public for further consultation, which is expected to take place in February and March. The draft will include policies related to the growth management strategy, water resources system, natural heritage systems as well as some updates focused on conforming to the provincial policy requirements. The updated official plan will be brought to Council for endorsement in July.

Following the OPR update, several **questions** were raised:

Derrick asked, in reference to Guelph maintaining its current City boundaries, if there are a lot of brown fields in Guelph? How much land within Guelph will they be looking to develop? Melissa explained that there would be more context provided during the Clair-Maltby Secondary Plan presentation, but that there are two remaining greenfield areas; the Guelph Innovation Secondary Plan and the Clair-Maltby Secondary Plan. Melissa elaborated that they do expect

the Growth Strategy to accommodate Guelph's projected population growth through 50% greenfield development and 50% intensification.

Jennifer asked if there is a map showing where the natural heritage systems (NHS) are that will be protected? Melissa replied that yes, the system is mapped and is also mapped by feature type, which can be provided to Region 9. Melissa also explained that the water resource system is not mapped, it is a policy-based approach that they are taking, and that those policies will be coming forward for consultation when the OPR draft is released.

Jennifer then asked some clarifying questions about the archeological management plan which GRMC had been previously engaged on. Jennifer asked if that management plan was specifically about historical building management or if it was also about archeological assessments of lands being developed. Melissa provided some distinction between built heritage conservation/management and archeological source management. She explained that there is a master plan that outlines where archeological studies should be required and where the city should be looking to require those through development.

Jennifer's final question at this time was regarding the greenfield development and if there have been any wetlands identified in these areas and if so, are there plans to preserve and protect them? Melissa replied that that will be covered later in the presentation on the Clair-Maltby Secondary Plan.

Kathleen asked, what informs the population growth targets? Is Guelph actively pursuing population growth? Or are these numbers reflective of what is simply anticipated? Melissa replied that Guelph's population growth target is provided by the Province through their *A Place to Grow Plan*, which the city is then required to reflect in their OPR. Kathleen asked further, is the province trying to be prepared for population influx? Or are they trying to attract more people to this area? Melissa replied that it is more so about preparedness and having infrastructure for increasing population densities. Kathleen asked if there is consultation at the provincial level about the implications of this anticipated growth, particularly regarding the impact on the land. Melissa responded that the province did consultation during their revision of the provincial growth plan and reflected on the need for municipalities to also consult and engage during their OPR processes.

Peter remarked that he is surprised Guelph still has land available for development and asked for confirmation on that point. Melissa replied yes and that the city's plan is showing that they do not need to expand their boundary until 2051.

Peter then asked how the city is coming up with their archaeological plan sites. Melissa offered to share the Archaeological Management Plan, which was completed in 2001, as it sets out the criteria for development applications for where studies would be required.

Derrick asked if any of the aquifers that are being considered for incorporation into the expansion of the Greenbelt are within the existing Guelph city limits? Melissa replied that this would likely also be covered in the Clair-Maltby presentation. Leslie added that the proposed Greenbelt expansion comes right up to the city boundaries but does not include the interior of

those boundaries. That said, there is a move to include urban river valleys within the expansion, which the province is currently considering for the Eramosa and Speed Rivers in Guelph.

Olivia turned it to Stacey and Leah for the **presentation** on the Clair-Maltby Secondary Plan. Participants were invited to ask questions throughout.

> Stacey began with an introduction and review of the Secondary Plan development, which began in 2015. The Clair-Maltby study area is 414 hectares, located in the southeast part of Guelph. The City of Guelph did conduct engagement during the first phase of the project to establish the Terms of Reference, values, and principles.
>
> Leah provided a detailed presentation focused on the natural heritage system and the comprehensive environmental impact study. The environmental impact study was used to inform the land uses of the secondary plan area and provided the technical basis for groundwater, surface water and natural heritage assessment.
>
> Leah presented several maps and layers were shown and explained including Surface Water Features & Fish Habitat, Significant Wetlands & Other Wetlands, Significant Woodlands & Cultural Woodlands, Significant Wildlife Habitat (SWH), Significant Landforms, Habitat for Provincially & Locally Significant Species and Ecological Linkages.
>
> Leah's presentation concluded with an overview of the Hydrogeology Impact Assessment, with an overview of the Integrated Surface Water-Groundwater Model which covers surface water, drainage, and stormwater management. Finally, Stacey went through the land use schedule which outlines how the lands will be used in the Clair-Maltby area.

Several **questions** emerged during the presentation:

Peter asked if Nestlé is accessing water within Guelph for their improper bottling operations? Leah explained that to their understanding, Nestlé's facilities are south of Guelph, with water coming from the Mill Creek watershed. Leslie added that to their knowledge, the water being bottled by Nestlé is connected to the same aquifer as that which supplies Guelph's drinking water, and the city does monitor for any adverse or unwanted impacts.

Peter inquired why Guelph remains focused on the low / medium density housing, given the difficulty to find suitable lands to build-upon. He reflected on feedback from farmers regarding the uptake of building on prime farmland and the loss of significant acreage. Stacy responded that their focus is to provide a mix of housing options. She also explained that in some areas, they had to change the land use designation from high density to low density to preserve previous cover for water drainage.

Jennifer asked about the policies regarding the replacement of topsoil on developed lands. Leah responded that Guelph has keyed into this issue because topsoil is needed to support healthy trees and they have had instances where trees have been unable to thrive due to a lack of soil.

Leah said that the Development Engineering Manual provides the standards and minimums for topsoil.

Derrick raised some concerns about the run-offs in low/medium-areas as potentially high in phosphates and where that water goes before impacting the Grand River and then eventually Lake Erie. Leah responded that before water infiltrates the ground, they want to be sure it is clean and won't be contaminating the ground. Part of the Storm Management System is managing pollutants and protecting water quality. As a result, enhanced treatment (the highest level) is prescribed in the MESP for Clair-Maltby. That said, there remains a complication with salt treatments, as salt is dissolvable. Guelph has policies and programs in place to educate the population about the impacts of salt on the land and water and the need to minimize salt use. Another participant asked about the salt-alternatives for ice management and whether Guelph had considered them as replacements? Leah explained that it certainly makes a difference in terms of impact on water quality, however it requires alterations to the ploughs, which is costly. This year Guelph will be running a pilot with several trucks to evaluate the efficacy of making a complete transition.

Cheryl asked about the extent and commitment Guelph has made to the monitoring of the environmental studies, specifically how often that monitoring is carried out. Leah replied that the monitoring occurs in a number of ways and can be dependent on several factors, one being the access private owners offer the city to monitor on their property. Leah elaborated that where there are existing monitoring wells, the city has taken over the long-term monitoring of them to ensure there is long-term data sets. Ecological monitoring continues through the development process, as there are typically a requirement for developers to monitor for 3-5 years. Leah also spoke about the initiative to start a city-wide environmental monitoring program, beginning in 2022.

William asked about the City's commitment to respond adequately and appropriately when an issue is revealed through the environmental monitoring. William reflected on the long history of issues arising and proponents taking decades to meaningfully address the underlying issue. Leah provided some context about the monitoring process and how a response management system could be triggered to indicate a developer needs to address the issue. Leah also spoke to how the Surface Water Ground Water Model will enable the city to get a handle on cumulative impact.

William then reflected on the use of salt, and how in his hometown they only use sand to allow the snow to compact. William inquired, why use salt at all? Leah said that to a large extent the city only ploughs and salts certain roads far less frequently than they used to. Leah also spoke to a pilot several years ago where the city exclusively used sand, however there was public backlash because they didn't like how it made their cars dirty.

After no further questions were raised, Olivia reminded participants that they were encouraged to also submit written feedback to Guelph by the end of the month. With that, the meeting concluded.

From:	Colleen Gammie
To:	president@grandrivermetis.ca
Cc:	Stacey Laughlin; Melissa Aldunate; Mary Angelo; Leslie Muñoz; Trevor Bomberry
Subject:	Clair-Maltby Secondary Plan - Project Update
Date:	Friday, May 27, 2022 4:50:00 PM
Attachments:	2022-05-27 - Project Update Notice of Passing and Study Completion_MNO.pdf Draft Notice of Completion for MESP.pdf 01-OPA-Notice of Adoption Clair-Maltby.pdf

---

Dear President Parkinson,

The City has recently presented the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council (May 16th, 2022). Attached please find a project update, the Notice of Passing, and the draft Notice of Completion for the portion of works undertaken as an Environmental Assessment.

Thank you for the time that your team has spent providing feedback throughout this process. We look forward to your continued involvement as we move forward with further study and design.

Please feel free to reach out with any questions.

Thank you,

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, **Engineering and Transportation Services**
City of Guelph
519-822-1260 extension 2282
Mobile 226-332-4693
colleen.gammie@guelph.ca

guelph.ca

Clair-Maltby
Transform. Connect. Community.

May 27, 2022

Sent via email to: president@grandrivermetis.ca

Jennifer Parkinson, President
Grand River Metis Council
65 Hanson Road
Kitchener, Ontario N2C 2H6

Dear President Parkinson,

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan – Notice of Passing and Study Completion

The City of Guelph has recently presented the final Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council on May 16th, 2022. The Notice of Passing is attached.

Approved recommendations included adopting the Clair-Maltby Secondary Plan into the City's Official Plan and filing the Notice of Study Completion with the Ministry of Environment, Conservation and Parks for the Master Plan Environmental Assessment. As a valued Partner, the City wanted to circulate the Notice of Study Completion to you and your team in advance of filing it with the Ministry. We also wanted to thank you for your involvement and feedback throughout this process.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Colleen Gammie

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, Engineering and Transportation Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2282**
E **colleen.gammie@guelph.ca**

Notice of the adoption of an amendment to the Official Plan by the Corporation of the City of Guelph

The Council of The Corporation of the City of Guelph passed Amendment No. 79 to the Official Plan for the Corporation of the City of Guelph, as By-law (2022)-20712, to implement the Clair-Maltby Secondary Plan on the 16th day of May, 2022, under section 17 and section 21 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

An explanation of the purpose and effect of the by-law as well as a key map of the lands are included. For more information regarding the purposed official plan amendment, contact Planning Services at 519-837-5616, or planning@guelph.ca.

The proposed Official Plan Amendment is exempt from approval by the Ministry of Municipal Affairs and the decision of Council of The Corporation of the City of Guelph is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only Individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. The Notice of Appeal must be filed with the City Clerk not later than **June 15th 2022, no later than 4:30 p.m.** The appeal must set out the reasons for the appeal and the specific part of the proposed official plan or plan amendment to which the appeal applies and be accompanied by the fee of **$1,100.00, paid by certified cheque or money order** payable to the Minister of Finance. The forms are available from ServiceGuelph, Guelph City Hall or on OLT's website, www.olt.gov.on.ca.

No person or public body will be added as a party to the hearing of the appeal of the decision unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

Any and all written submissions relating to this application that were made to City Council before its decision and any and all oral submissions related to this application that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by City Council as part of its deliberations and final decision on this matter.

DATED at the City of Guelph this 26th day of May, 2022

Stephen O'Brien
City Clerk
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1
clerks@guelph.ca
519-837-5603

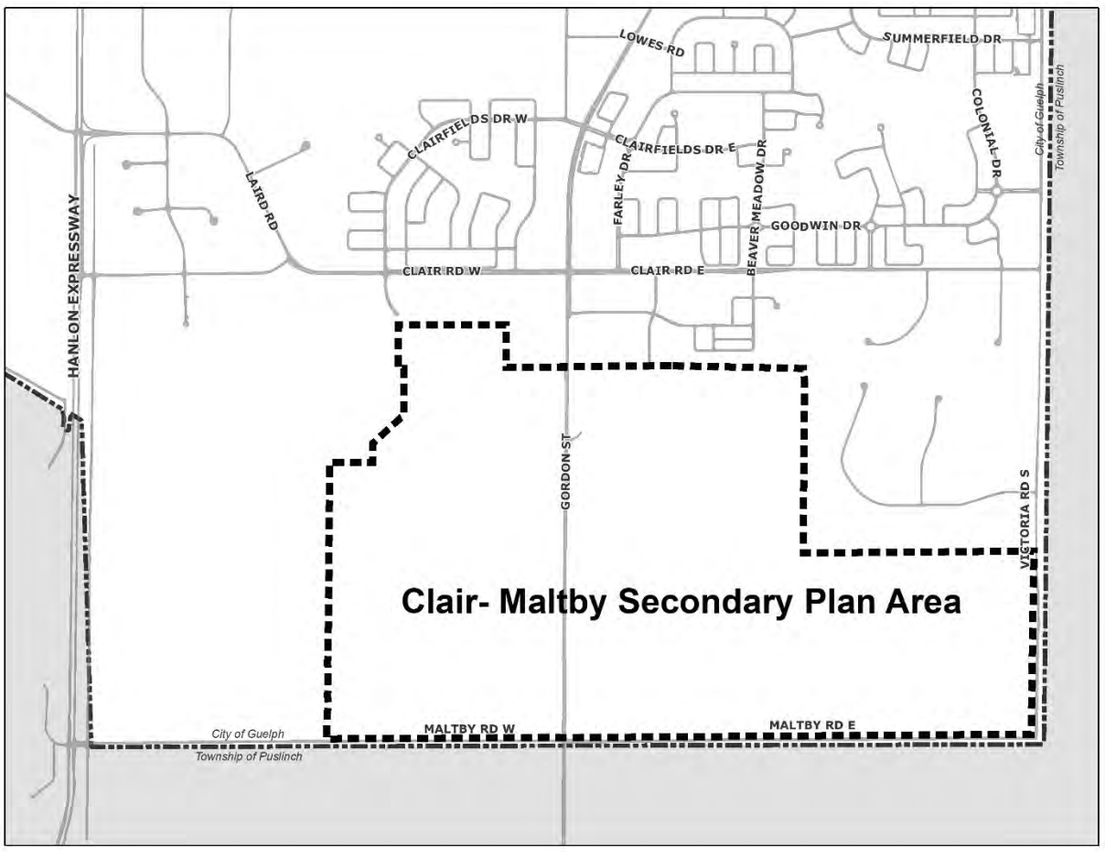
By-Law number (2022)-20712
Explanation of Purpose and Effect and Key Map

1. **By-Law Number (2022) – 20712 has the following purpose and effect:**

The purpose of By-law Number (2022)-20712 is to authorize an amendment to the Official Plan for the secondary plan area located in southeast Guelph and bounded by the future extension of Poppy Drive West to the north (just south of Clair Road), Victoria Road South to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park (east of Southgate Drive) to the west.

The purpose of the official plan amendment is to incorporate the Clair-Maltby Secondary Plan into the City's Official Plan by deleting the existing land use policies and designations that apply to the Clair-Maltby lands, amending schedules, and adding a new Section to the Official Plan that includes the new policies, schedules and corresponding definitions for the Clair-Maltby Secondary Plan. The official plan amendment is known as Official Plan Amendment 79 (OPA No. 79) – City-initiated Official Plan Amendment for the Clair-Maltby Secondary Plan.

2. Key Map showing the location of the lands to which By-law (2022)-20712 applies:



Clair-Maltby
Transform. Connect. Community.

June XX, 2022

Clair-Maltby Secondary Plan, Master Environmental Servicing Plan and Comprehensive Environmental Impact Study

Notice of Study Completion

The City of Guelph has prepared a Master Environmental Servicing Plan (MESP) for the Clair-Maltby Secondary Plan area following Phases 1 and 2 of the Municipal Class Environmental Assessment (Schedule B).

Based on the study findings and input from technical agencies, stakeholders, and the public, the recommended MESP is as shown below. The MESP identifies the recommended infrastructure to service the future growth in the Clair-Maltby Secondary Plan area, while minimizing environmental impacts. The recommended MESP incorporates the comments received from the public and agencies during the study.

Figure 1 – Clair-Maltby Secondary Plan Area (existing)

DRAFT

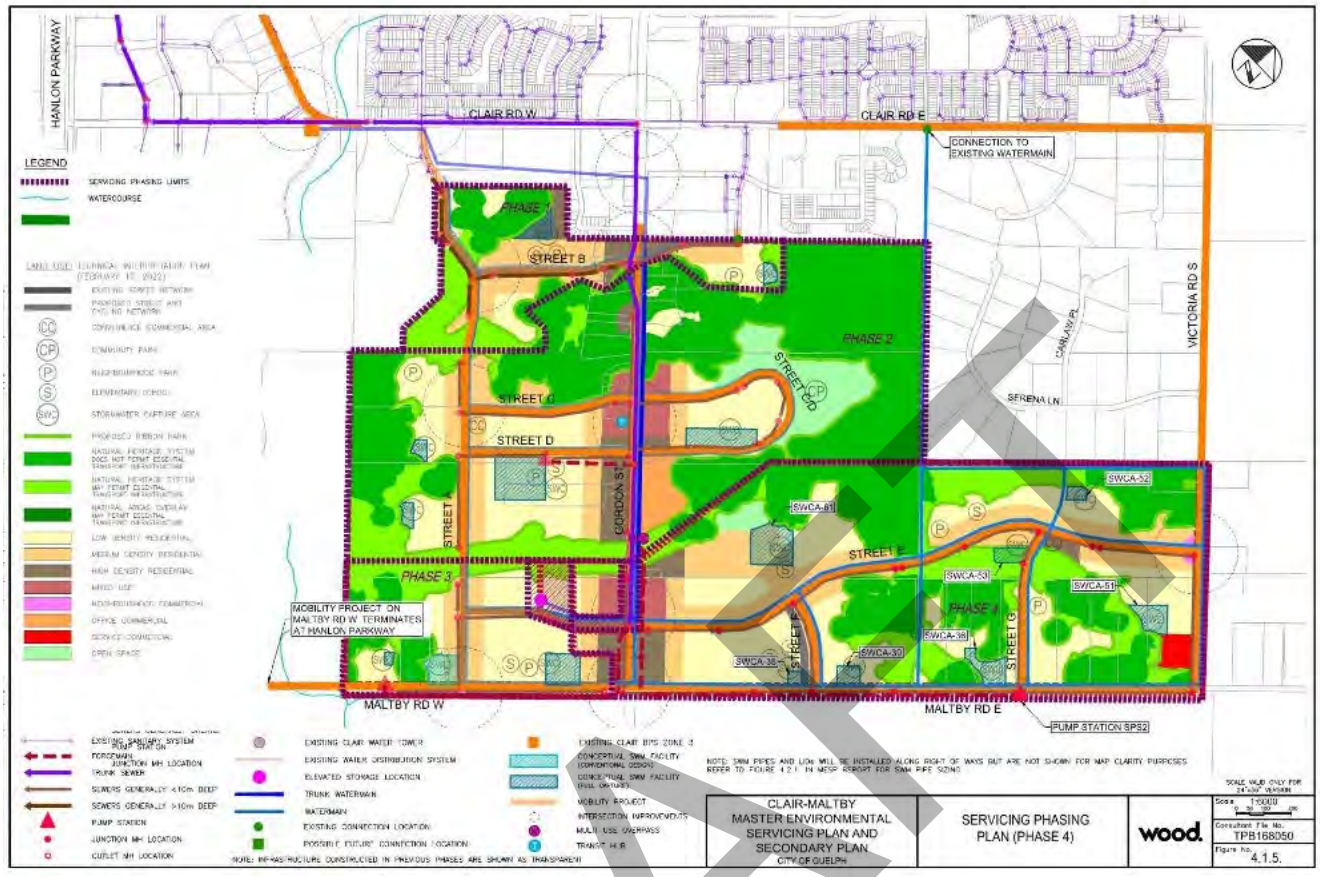


Figure 2 – Clair-Maltby Preferred Servicing for Water, Wastewater, Stormwater, Mobility

The main components are listed below. While the MESP addresses need and justification at a broad level, more detailed studies for some elements are required (i.e. Phases 3 and 4 of the EA process to complete Schedule C requirements).

Schedule B Projects

The following projects have completed Phases 1 and 2 of the planning process and are approved subject to screening.

Project	MCEA Category	Status
Water Tower and Transmission Watermain	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Local Watermains	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Pump Stations	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Forcemains and Gravity Sewers	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Stormwater System and Capture Areas	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation

DRAFT

New Collector Roads B, C, D, F, G	Municipal Road Projects	Proceed to Phase 5 - Implementation
Existing Road Improvements for Maltby Road and Victoria Road	Municipal Road Projects	Proceed to Phase 5 – Implementation

Schedule C Projects

The following projects have completed Phases 1 and 2 of the planning process through the MESP. Phases 3 and 4 of the Class EA process will be completed at a later date for each project.

Project	MCEA Category	Status
Gordon Street Road Widening	Municipal Road Projects	Proceed to Phase 3 and 4
Clair Road East Widening	Municipal Road Projects	Proceed to Phase 3 and 4
New Collector Roads A, E	Municipal Road Projects	Proceed to Phase 3 and 4

How to provide comments

The MESP and supporting documents (including the Comprehensive Environmental Impact Study – CEIS, and the Official Plan Amendment) are available for review at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/ or in person at the following locations:

City Hall
1 Carden Street
Guelph, ON N1H 3A1
Monday to Friday between 8:30 a.m. to 4:30 p.m.
Telephone 519-837-5604
engineering@guelph.ca

Interested persons may provide written comments to the project team e-mail by July, XX, 2022 (30 days after the date on this notice): Clair-maltby@guelph.ca. Additionally, the following project team members can be contacted:

Colleen Gammie, P. Eng
Infrastructure Planning Engineer
Engineering and Transportation Services
519-822-1260 extension 2282
colleen.gammie@guelph.ca

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual /comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty

DRAFT

rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. West, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the project team members by mail or by e-mail.

This Notice is issued on **June XX, 2022**.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

DRAFT

Indigenous Engagement Communications Log – Six Nations of the Grand River First Nation

Date	From	To	Medium (e.g. email, letter, call)	Communication Description	Action or Response (if required)
2017-04-06	Stacey Laughlin, Senior Policy Planner, City of Guelph	Lonny Bomberry, Director of Lands and Resources, Six Nations of the Grand River First Nation	Letter via e-mail	Notice of Study Commencement for the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan	
2018-10-26	Stacey Laughlin, Senior Policy Planner, City of Guelph	Lonny Bomberry, Director of Lands and Resources, Six Nations of the Grand River First Nation	Letter via e-mail	Project update at the end of Phase 2 – summarizing field work and the preliminary Comprehensive Environmental Impact Assessment and final Preferred Community Structure.	
2019-05-03	Stacey Laughlin, Senior Policy Planner, City of Guelph	Joanne Thomas, Six Nations of the Grand River First Nation	e-mail	Project update with links to background documents representing the initial water, wastewater, stormwater, and mobility servicing works.	
2021-07-08	Stacey Laughlin, Senior Policy Planner, City of Guelph	Lonny Bomberry, Director of Lands and Resources, Six Nations of the Grand River First Nation	Letter via e-mail	Project update notifying completion of the draft documents and commencement of final engagement phase, including links to the draft documents and requesting a meeting to collect feedback.	Schedule a meeting to collect feedback on the draft final documents.
2021-08-31	Natalie Goss, Senior Policy Planner, City of Guelph	Lonny Bomberry, Director of Lands and Resources, Six Nations of the Grand River First Nation	e-mail	Follow up on the previous documentation shared in July, and providing possible dates for a review meeting.	The meeting was scheduled for October.
2021-10-07	Meeting between City of Guelph and Six Nations of the Grand River First Nation		Meeting	The City and Six Nations of the Grand River First Nation met to discuss the draft final project documents. The City provided an overview followed by a question and answer period. Key topics included the Natural Heritage System, archaeological assessment, water features and groundwater, salt management, and environmental study. Specific items of interest included the Gordon Street Overpass/Underpass and the Community Park / Hall's Pond. The future studies required for individual development applications and permits associated with that process will also provide the City with additional opportunities to consult with Six Nations of the Grand River First Nation. Of particular interest was the Gordon Street Overpass, which will be studied in subsequent Environmental Assessments, involving consultation. The meeting was facilitated by Nbisiing Consulting.	Follow up meeting for the Official Plan Amendment Project (separate to this assignment). Engage Six Nations in the Gordon Street EA (where the multi-use connection will be studied). The City anticipates starting this work in 2023 and will continue engagement at that time. The City agreed to provide some further information in response to a handful of questions.
2021-10-08	Leah Lefler, Environmental Planner, City of Guelph	Bethany Kuntz-Wakefield, Manager of Wildlife Office, Six Nations of the Grand River First Nation	e-mail	In response to the next steps of the October 7th meeting, Leah provided the following information: The natural heritage system is made up of natural heritage features and areas and their buffers. The following features and areas are	

				included within the natural heritage system, and are protected from development and site alteration: **Significant Natural Areas include:** Significant Areas of Natural and Scientific Interest (ANSI) Significant Habitat for Provincially Endangered and Threatened Species Significant Wetlands Surface Water Features and Fish Habitat Significant Woodlands Significant Valleylands Significant Landform Significant Wildlife Habitat (including Ecological Linkages) Restoration Areas Minimum or established buffers (where applicable) **Natural Areas include:** Other Wetlands Cultural Woodlands Habitat of Significant Species Wildlife Crossing Locations Established buffers (where applicable). Natural heritage system policies are found in Section 4.1 of Guelph's Official Plan. The criteria are listed in Section 4.1 per Significant Natural Area and Natural Area Type. For Significant Wildlife Habitat, we refer to the Ministry of Natural Resources and Forestry Ecoregional Criteria Schedules for Ecoregion 6E.	
2022-05-02	Leah Lefler, Environmental Planner City of Guelph	Bethany Kuntz-Wakefield, Manager of Wildlife Office, Six Nations of the Grand River First Nation	e-mail	A response to the remaining outstanding questions raised in the October 8th meeting was provided (see attached e-mail for details).	
2022-05-27	Colleen Gammie, Infrastructure Planning Engineer City of Guelph	Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River First Nation	e-mail	A project update with the Notice of Passing and the draft Notice of Completion (sent in advance of filing the EA with the Ministry of Environment, Conservation, and Parks).	

Clair-Maltby
Transform. Connect. Community.

Lonny Bomberry
Director, Lands and Resources
Six Nations of the Grand River First Nation
1695 Cheifswood Road, P.O. Box 5000,
Ohsweken, ON. N0A 1M0

Notice of Study Commencement: Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

Dear Mr. Bomberry,

The City of Guelph is in the process of developing a Secondary Plan Study and Master Environmental Servicing Plan for a 520 hectare area in the southeast corner of Guelph, bounded by Clair Road to the north, Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west (Figure 1).

The **Clair-Maltby Secondary Plan Project** ("the Project") was initiated by Council approval on June 22, 2015 with the Terms of Reference approved by Council on December 14, 2015. The proposed study is in accordance with the City of Guelph's Official Plan Amendment 48, which identified it as a Secondary Planning Area. The Master Environmental Servicing Plan (MESP) and Community Plan process is being followed in order to develop the Secondary Plan. The MESP will proceed in accordance with the Master Plan requirements of the Municipal Engineers Association Class Environmental Assessment (EA) process (Section A.2.7 of the Class EA document).

The Project will help the City of Guelph plan the last greenfield area within the city. The Secondary Plan will establish an appropriate range and mix of land use designations to help achieve the City's vision to plan a complete and healthy community and support future urban growth, including determination of appropriate heights and densities of buildings, servicing and infrastructure, transportation, the preservation of environmental features, and the inclusion of open space and parks.

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

guelph.ca

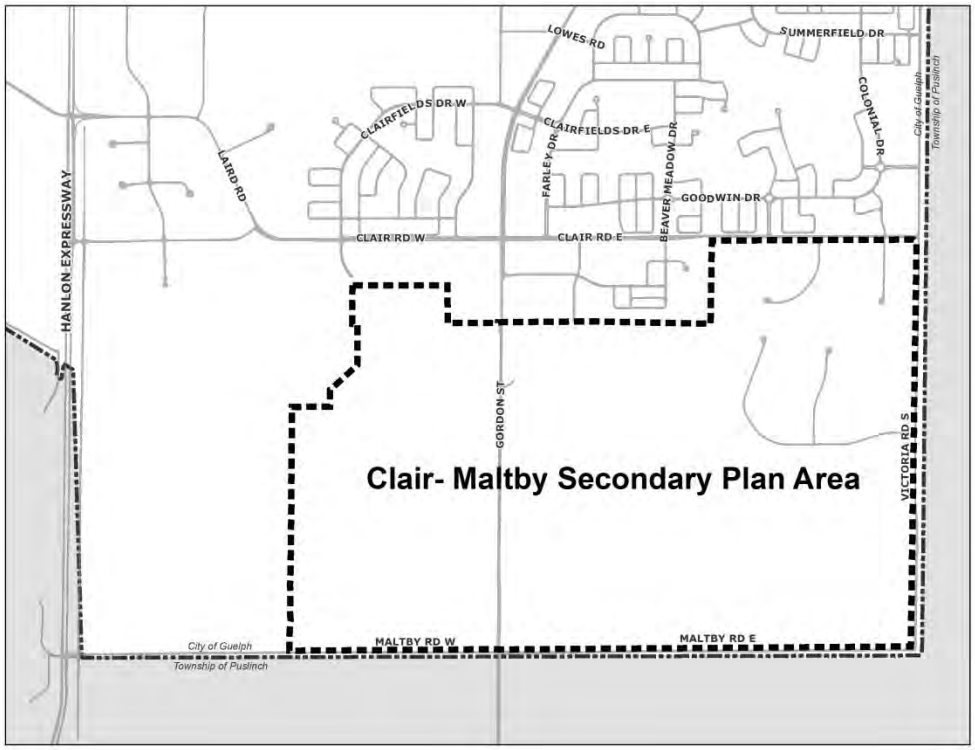


Figure 1: The Clair-Maltby Secondary Planning Study Area

The Project is following a three phase process, with an estimated timeline of approximately four years to complete (Figure 2). Phase 1 began in May, 2016 and included the collection of background data as well as the development of study work plans and the establishment of working groups. Phase 2 will begin in May 2017, and will include detailed technical studies, the development of community concept plans, community engagement and outreach, and the determination of preferred alternatives. Finally, Phase 3 will involve the preparation of the Master Environmental Servicing Plan (MESP) and Secondary Plan documents for Council approval.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the Project are fully engaged in the planning and development process. For this reason, the City is contacting you and representatives of other First Nations and Métis communities to advise you of the study process and invite your initial comments.

Your participation and input in the **Clair-Maltby Secondary Plan Project** process is welcomed and valued. Should you choose to participate or require additional information, please contact Stacey Laughlin at **stacey.laughlin@guelph.ca** or 519-822-1260 extension 2327.

All documents and updates related to the project can be found at **guelph.ca/clair-maltby**

Sincerely,

Stacey Laughlin, Senior Policy Planner
Policy Planning and Urban Design
Planning, Urban Design and Building Services
Location: City Hall, 1 Carden St., Guelph, ON

T **519-822-1260 x 2327**
E **stacey.laughlin@guelph.ca**

Copy to: Joanne Thomas, Consultation Supervisor, Six Nations Lands and Resources
Eric Beales, ASI

October 26, 2018

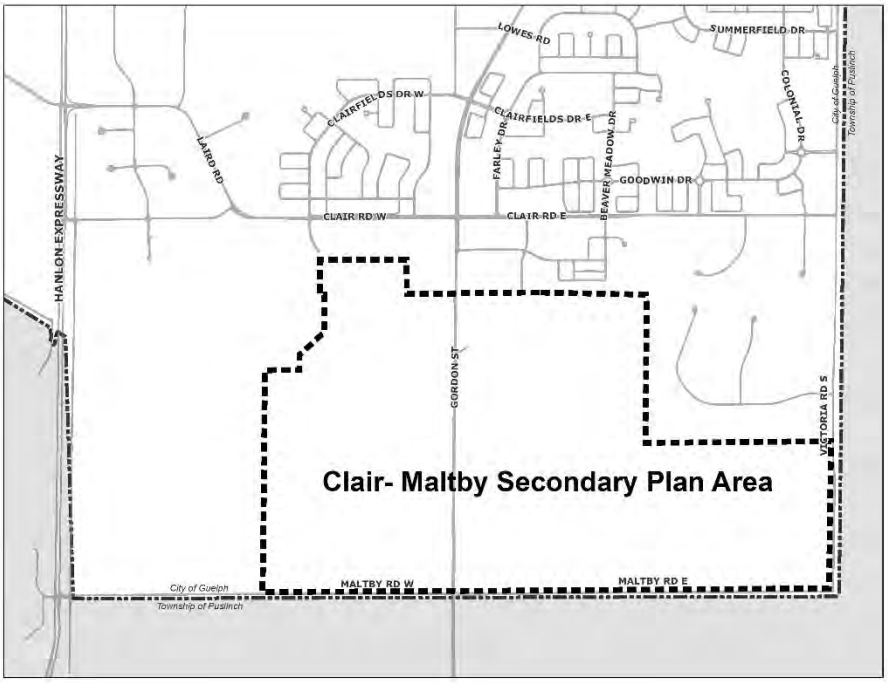
Lonny Bomberry
Director, Lands and Resources
Six Nations of the Grand River First Nation
1695 Chiefswood Road, P.O. Box 5000,
Ohsweken, ON. N0A 1M0

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan

Dear Mr. Bomberry,

The City of Guelph has recently completed Phase 2 of the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan and is entering into the final phase of the study process, scheduled to be completed by the last quarter of 2019. Phase 2 of the Clair-Maltby Secondary Plan (CMSP) project began in May 2017 and was generally complete in May 2018, with the Preferred Community Structure approved by Council on June 25, 2018. Through process efficiencies, the overall timeline for the project has been reduced from the originally projected 4 years to approximately 3 years. However, the reduced timeline does not reduce the scope of work that was intended to be completed. In particular, the Comprehensive Environmental Impact Study, including 3 years of ground water monitoring, has not been compromised.

The Clair-Maltby Secondary Plan (CMSP) is being undertaken to comprehensively plan the last unplanned greenfield area of the City, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing



related to water, wastewater, stormwater management and mobility for the secondary plan area.

The Phase 2 work was completed by June 2018 and involved the continuation of ongoing environmental monitoring and characterization – including ground and surface water modelling, the creation of the Conceptual Community Structure (CCS), the commencement of technical studies based on the CCS, and several public and stakeholder engagement sessions. Concluding Phase 2 was the development and Council endorsement of the Preferred Community Structure, as the basis for the next phase of detailed technical analysis, numerical modeling and the development of draft policies and MESP Alternatives as part of Phase 3.

The Preferred Community Structure (attached) provides a general layout of land use, connective elements, community facilities, general locations for potential stormwater management facilities, displays existing cultural heritage resources and wetland mapping (MNRF 2017). The recommended structure mapping displays the following:

- Residential Land Use, Density and Built Form;
- Proposed high density in the south east corner of study area;
- Cultural Heritage Landscape – The preferred structure proposes a 'Mixed Office/Commercial' land use for the portion of the Cultural Heritage Landscape that is along Gordon Street. The intent is that this land use designation would allow for the adaptive re-use of the existing buildings on the property.

The final Preferred Community Structure documents and Council reports, as well as all background and technical reports and public presentations can be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

Your input in the Clair-Maltby Secondary Plan Project process is welcomed and valued. Please feel free to contact me should you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2327**
E **stacey.laughlin@guelph.ca**

Copy to: Joanne Thomas, Consultation Supervisor, Six Nations Lands and Resources
Eric Beales, ASI

Clair-Maltby Secondary Plan - Process Outline

PROCESS OUTLINE

Phase 1
(12 Months)

- Background data collection
- Identify Problem/ *Opportunity Statement*
- Develop Principles/ Goals
- Commence Comprehensive EIS (Characterization & Monitoring)
- **Community Visioning Session**

Phase 2
(12 Months)

- Develop Conceptual Community Structure
- Detailed Studies
- Consideration of Community Structure Alternatives
- Community Visioning Exercise
- *Water/Wastewater Servicing Study*
- *Stormwater Management Plan*
- *Mobility Study*
- *Energy & Other Utilities*
- *Fiscal Impact Assessment*
- *Comprehensive EIS continues*
- **NCI Style Design Charrette** Multi-day design exercise to determine the **Preferred Community Structure & MESP Alternative.**

Phase 3
(12 Months)

- Preferred Alternative
- Draft MESP & Secondary Plan
- Final MESP & Secondary Plan to Council
- Finalize all Technical Studies
- Public Open House
- Statutory Public Meeting

MAJOR DELIVERABLE(S)	Technical Work Plan Notice of Study Commencement	Conceptual Community Structure Technical Studies Preferred Community Structure & MESP Alternative	Final MESP & Secondary Plan Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS	PIC #1, Community Visioning Session Principles/Goals to Council Establish Community Working Group & Technical Advisory Group	Community Visioning Exercise Conceptual Community Structure to Council PIC# 2 Design Charrette Preferred Community Structure & MESP Alternative to Council PIC #3	Public Open House Statutory Public Meeting Council Decision Meeting

Staff Report

To	**City Council**
Service Area	Infrastructure, Development and Enterprise Services
Date	Thursday, June 14, 2018
Subject	**Clair-Maltby Secondary Plan Phase Two Report and Recommended Preferred Community Structure**
Report Number	IDE-2018-77

Recommendation

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

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

Executive Summary

Purpose of Report

The purpose of this report is to provide Council with:

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

Key Findings

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

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

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

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

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

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

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

Financial Implications

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

Report

Purpose

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

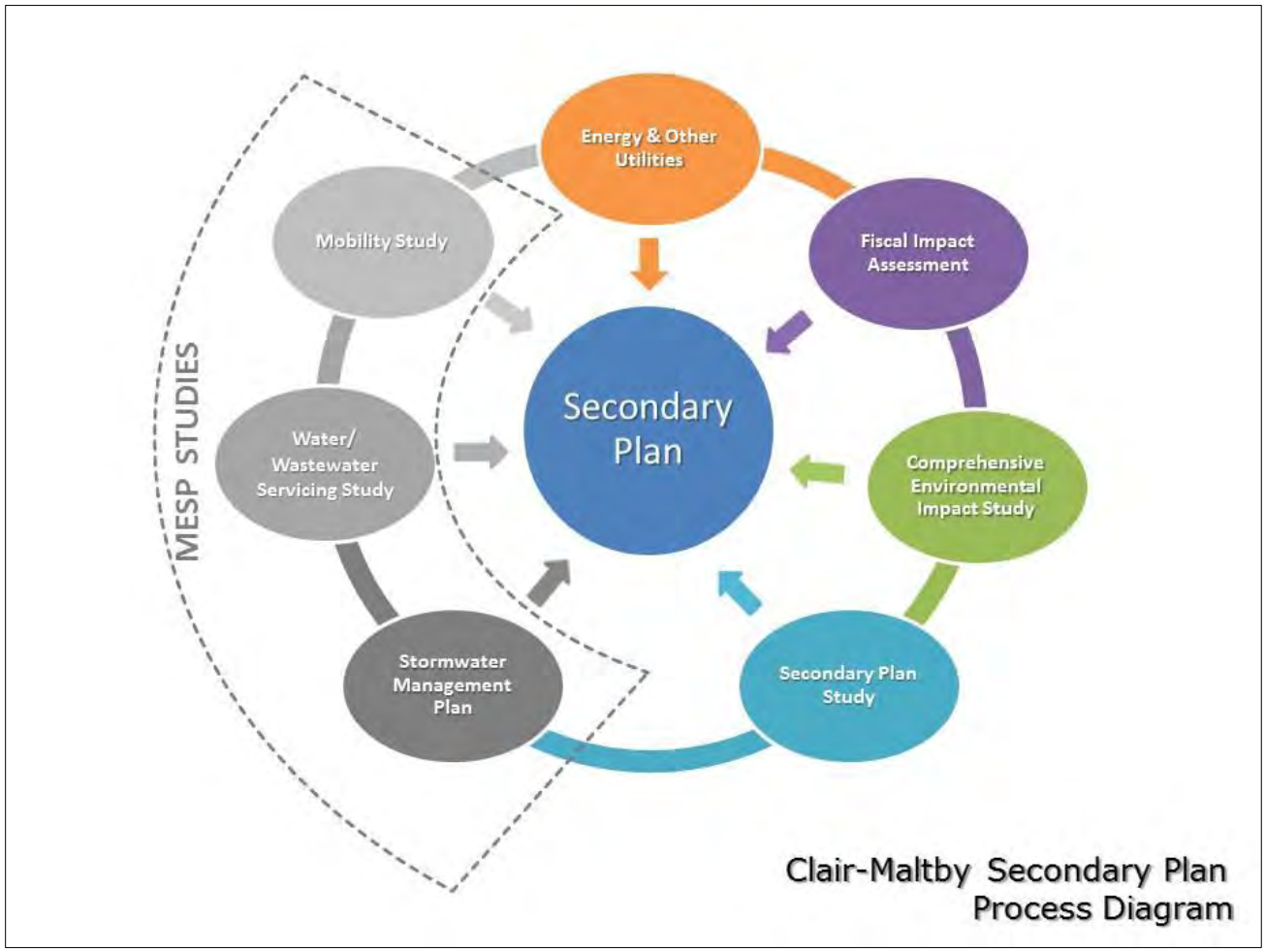
Background

The CMSP project includes several components or tasks:

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

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

Figure 1: Clair-Maltby Secondary Plan Process Diagram



Phase 1: April 2016 – April 2017

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

Major components of Phase 1 work included the following:

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

Phase 2: May 2017 – May 2018

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

Major components of the Phase 2 work included the following:

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

Ongoing Environmental Monitoring and Characterization

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

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

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

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

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

Stormwater Management, Water and Wastewater Servicing Technical Work

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

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

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

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

Evolution of the conceptual land uses

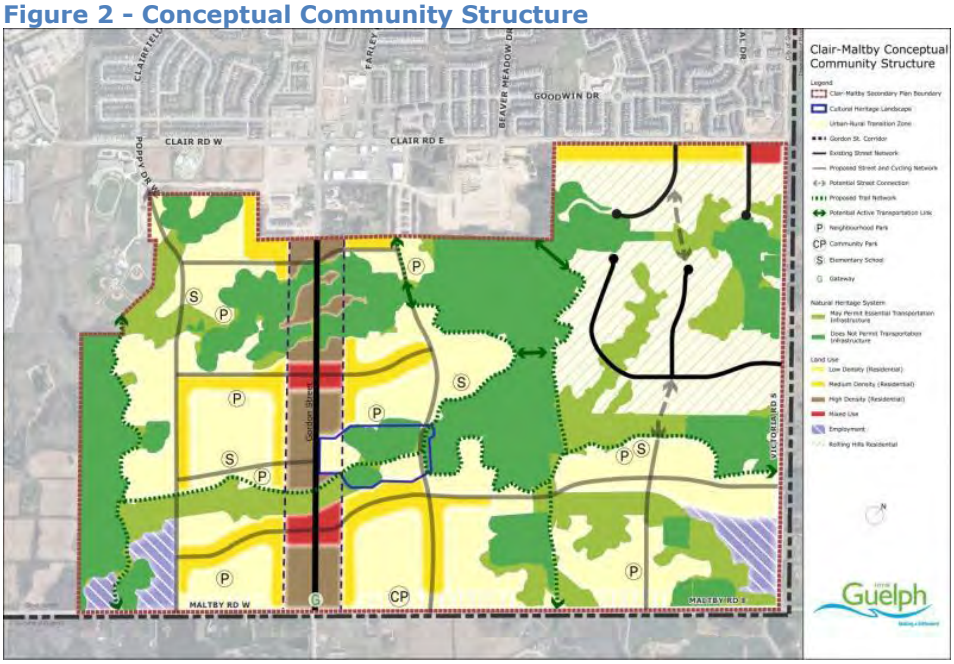
The conceptual land uses and proposed structure has evolved throughout Phase 2 of the project in response to community and technical input.

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

Conceptual Community Structure

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

Figure 2 - Conceptual Community Structure



Community Structure Alternatives

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

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

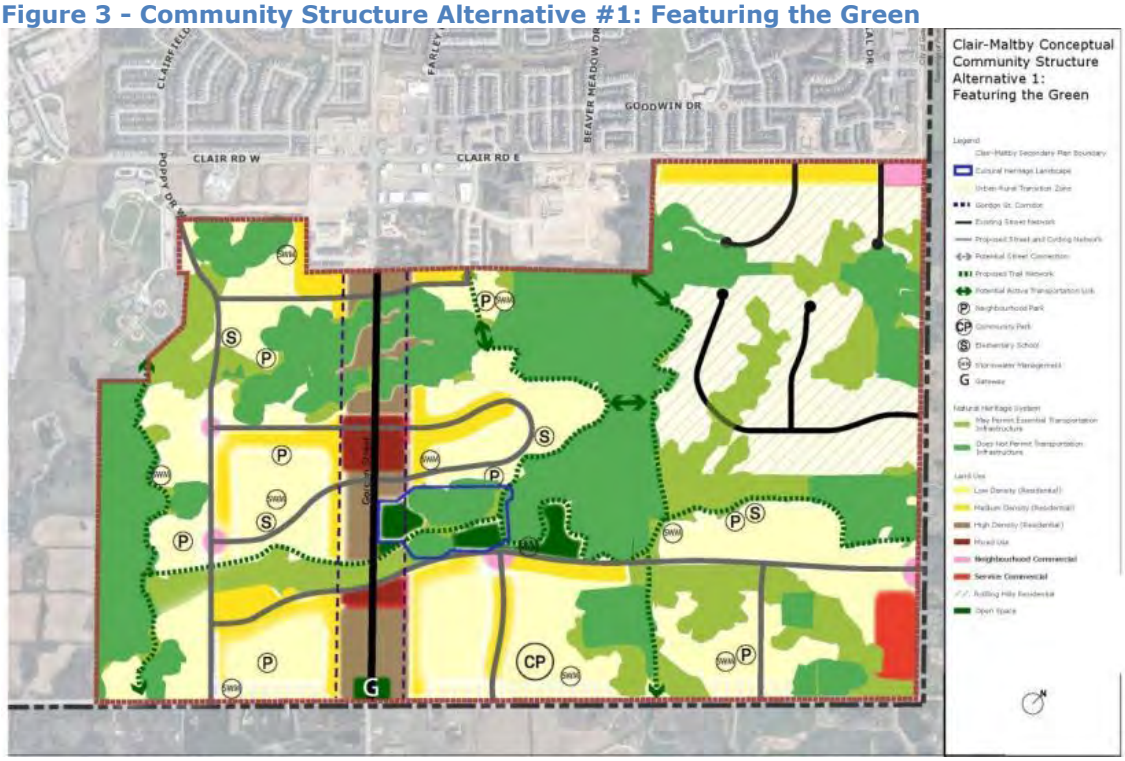


Figure 4 - Community Structure Alternative 2: Focus on Community and Services

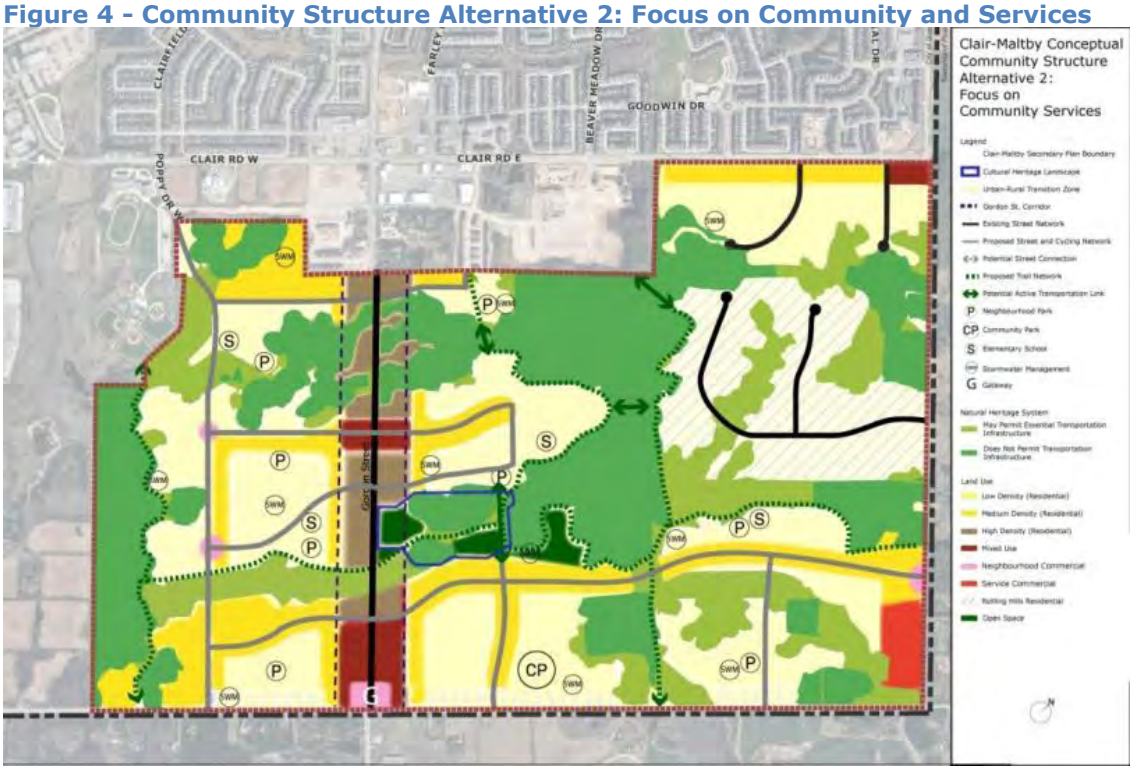
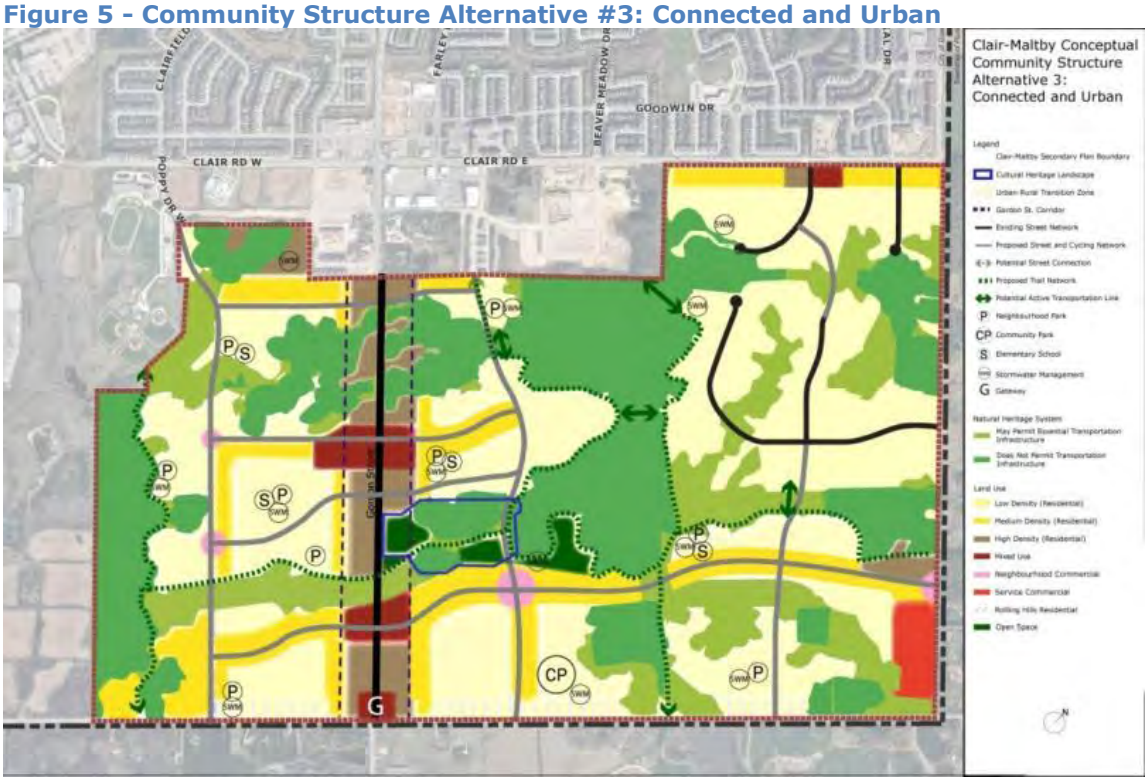


Figure 5 - Community Structure Alternative #3: Connected and Urban



Charrette Overview

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

The Charrette included the following events:

March 21, 2018: Council Workshop to allow council to participate in the charrette activities and evaluate the three Community Structure Alternatives.

April 3, 2018:
- tour of the secondary plan area for City Councillors, city staff and the consultant team
- three workshop sessions to evaluate the three Community Structure Alternatives (Technical Steering Committee and staff; TAG and CWG; and a public session). The evening public session was also Public Information Centre (PIC) #2 for the project.

April 4, 2018: Stakeholder meetings (8 different meetings with small groups and/or individuals); as well as development of the first draft version of the preliminary preferred community structure based on input received and technical and professional expertise.

April 5, 2018: A series of live design exercises in order to refine the draft version of the Preliminary Preferred Community Structure. The

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

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

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

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

Modifications to the Preliminary Preferred Community Structure

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

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

Description of the recommended Preferred Community Structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Next Steps

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

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

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

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

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

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

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

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

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

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

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

In addition, the Preferred Community Structure may be refined or modified based on additional public input as the detailed technical work is being undertaken and the draft policies are being developed.
Community engagement will continue throughout Phase 3 of the project.

Financial Implications

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

Consultations

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

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

Corporate Administrative Plan

Overarching Goals
Innovation
Financial Stability
Service Excellence

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

Attachments

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

Departmental Approval

Not applicable

Report Author

Stacey Laughlin, MCIP, RPP
Senior Policy Planner

Approved By
Melissa Aldundate, M. Pl, MCIP, RPP
Manager of Policy Planning
and Urban Design

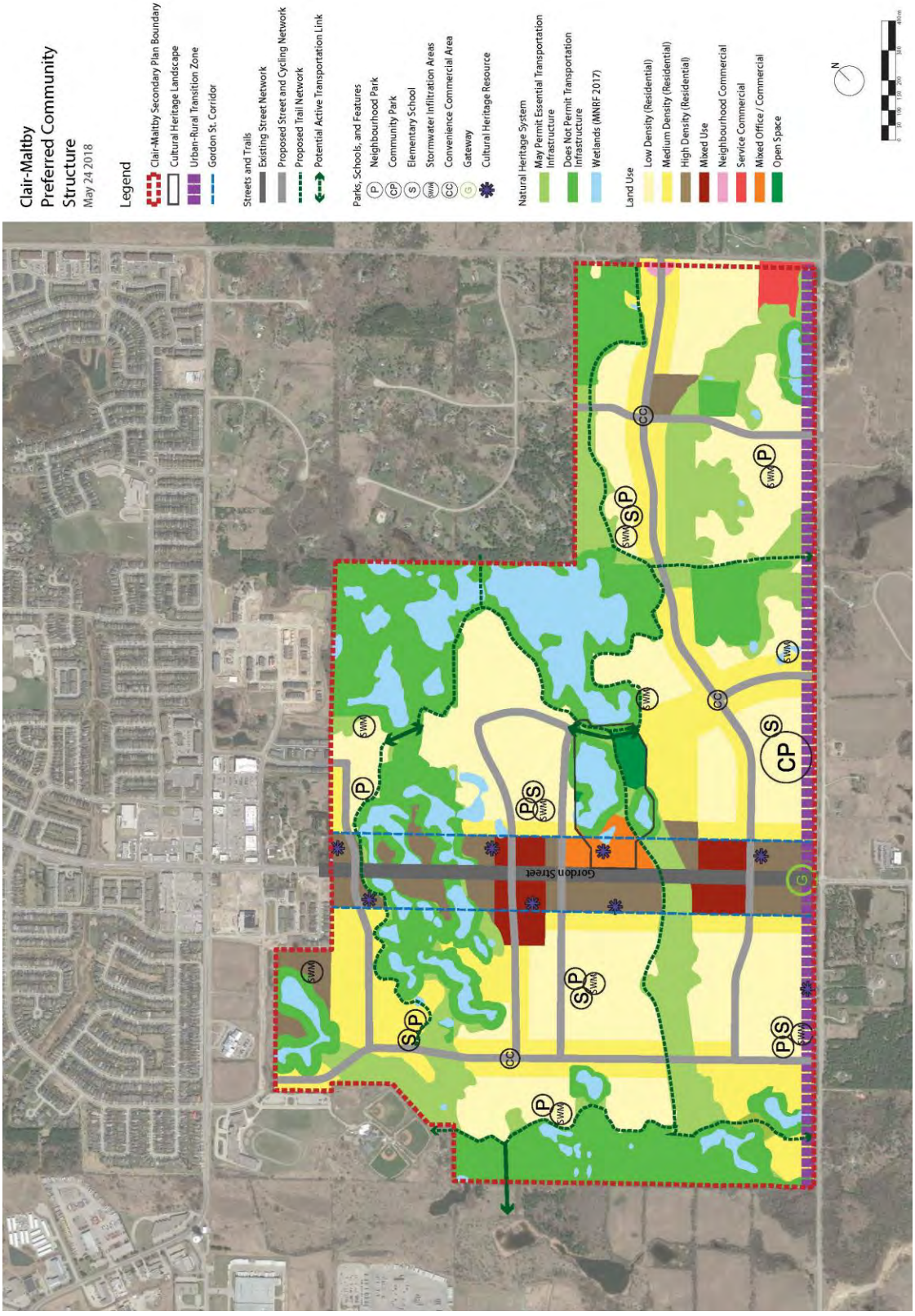
Approved By
Terry Gayman, P. Eng.
Manager of Infrastructure, Development
and Environmental Engineering

Approved By
Todd Salter, MCIP, RPP
General Manager
Planning, Urban Design and
Building Services
519-822-1260 ext. 2395
todd.salter@guelph.ca

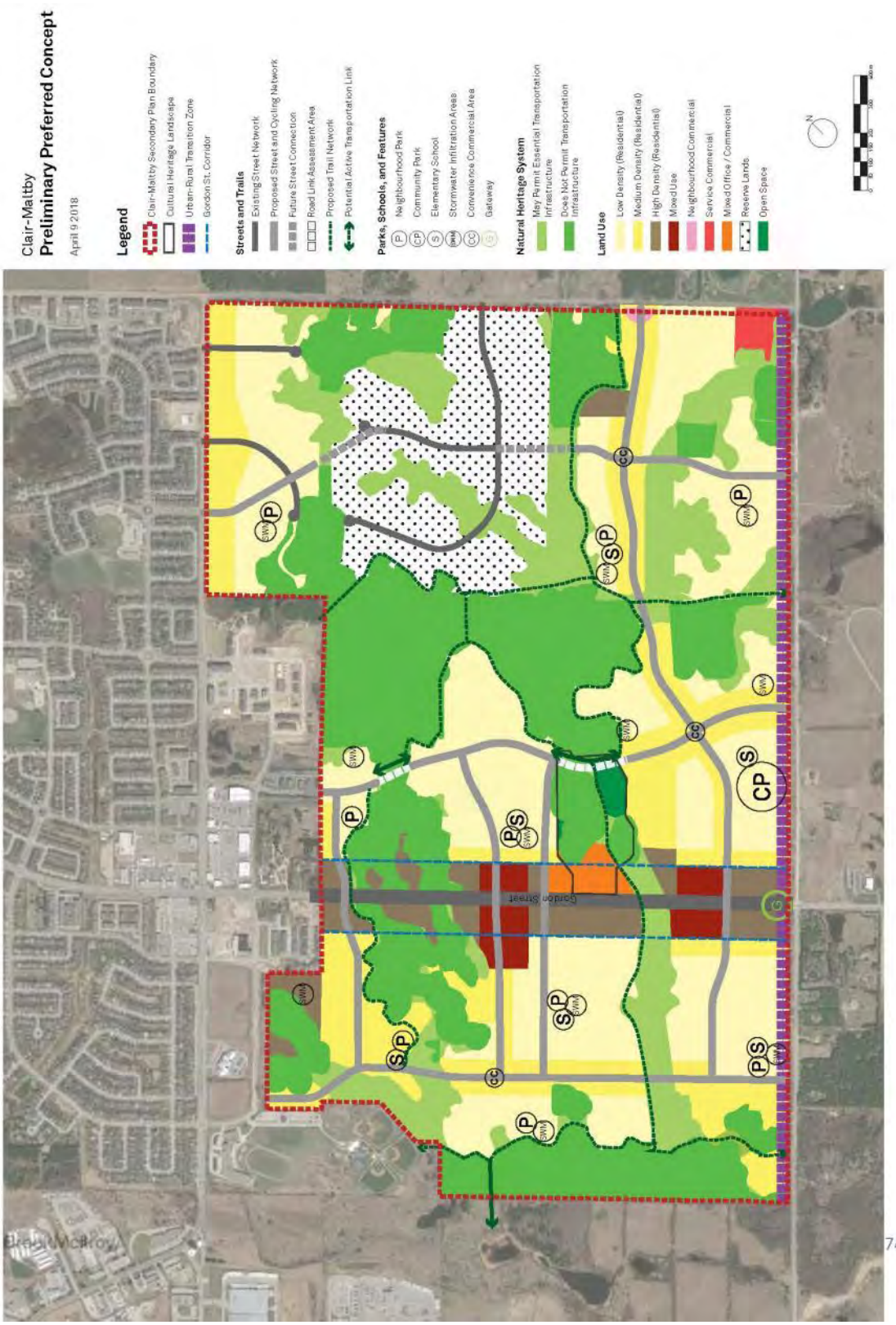
Approved By
Kealy Dedman, P.Eng.
General Manager/City Engineer
Engineering and Capital
Infrastructure Services
519-822-1260 ext. 2248
kealy.dedman@guelph.ca

Recommended By
Scott Stewart, C.E.T.
Deputy CAO
Infrastructure, Development and Enterprise
519-822-1260 ext. 3445
scott.stewart@guelph.ca

ATT-1 – Recommended Preferred Community Structure



ATT-2 – Preliminary Preferred Community Structure



ATT-3 – Key Area Drawings

Key Area 1 - Residential Area connecting to the Community Park

BrookMcIlroy/

70

ATT-3 – Key Area Drawings

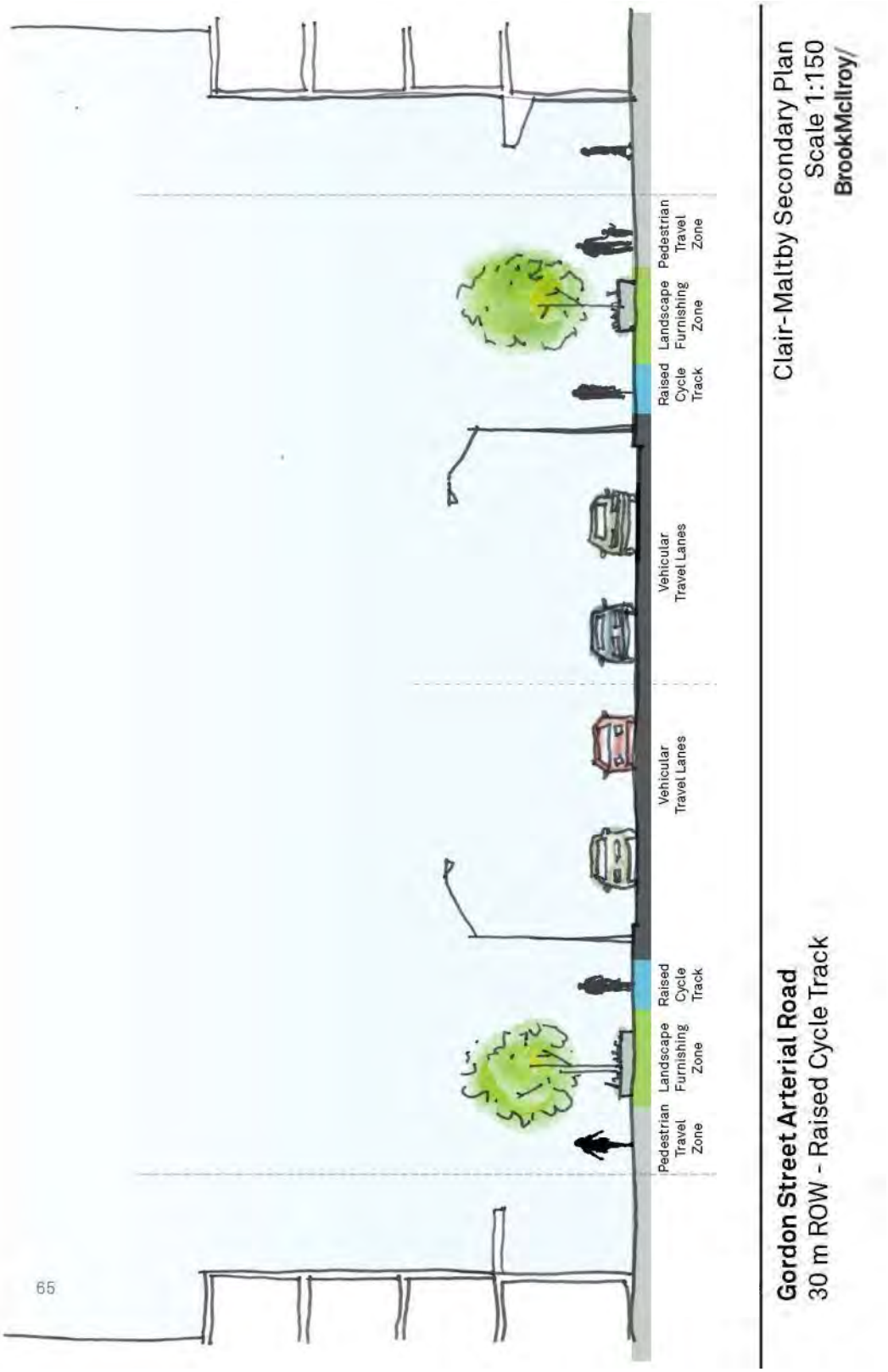
Key Area 2 - Gordon Street Mixed Use and Residential Area

e Report

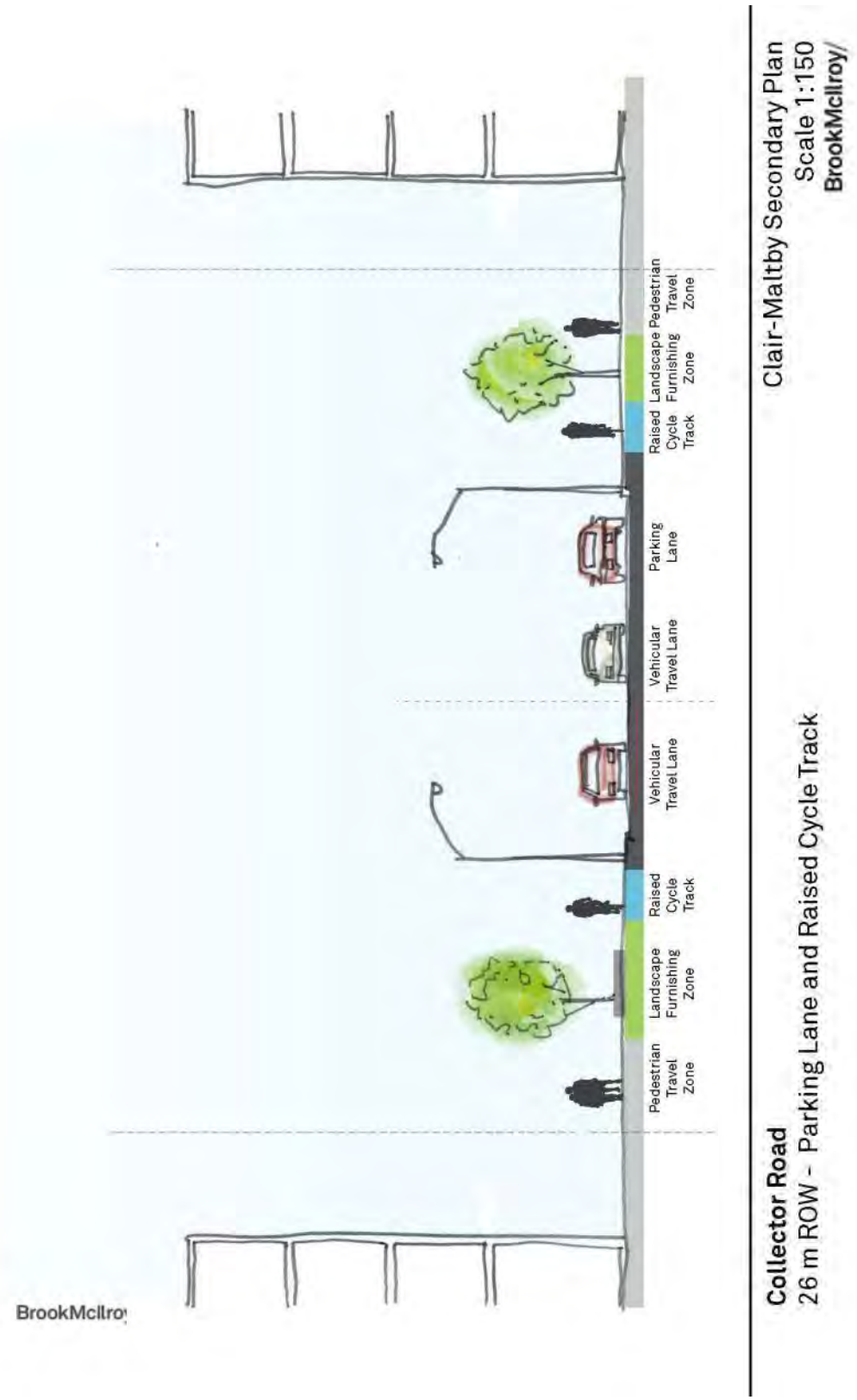
ATT-3 – Key Area Drawings

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

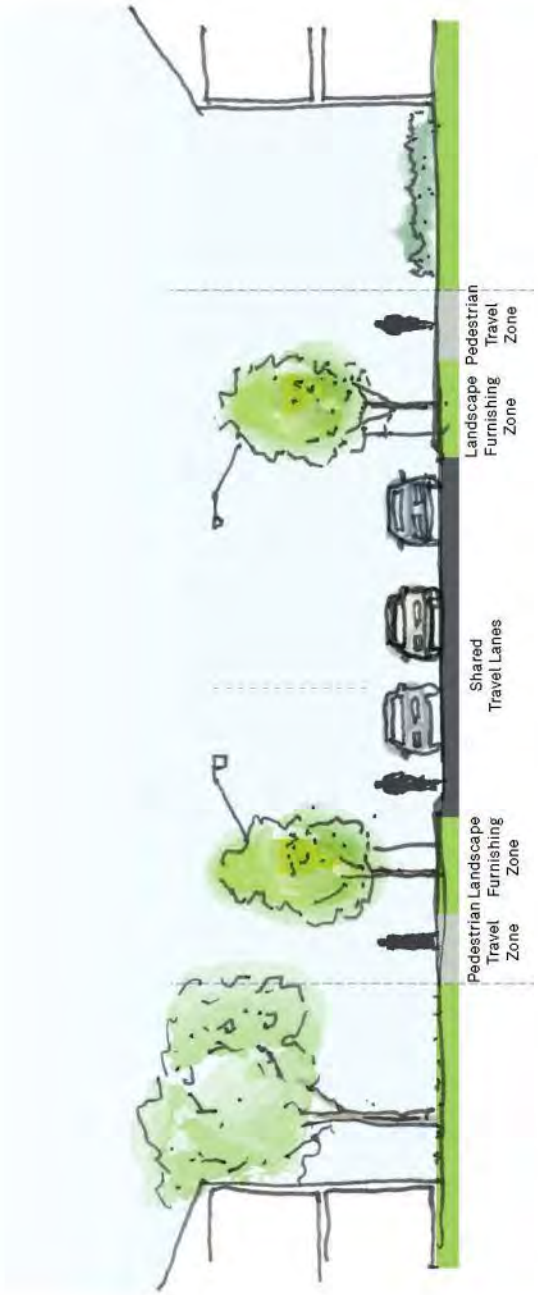
ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections



ATT-4 – Conceptual Street Sections

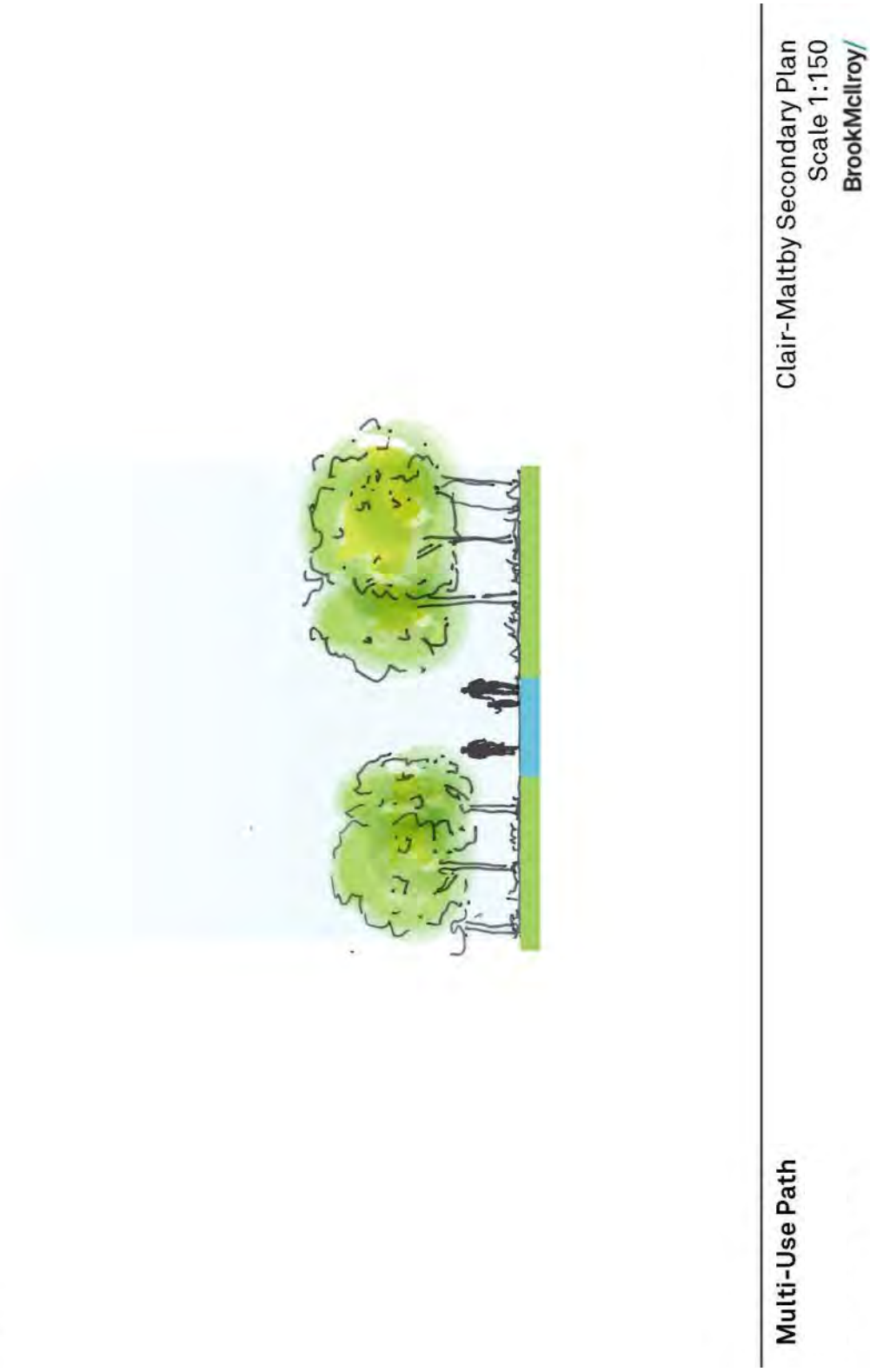


Clair-Maltby Secondary Plan
Scale 1:150
BrookMcIlroy/

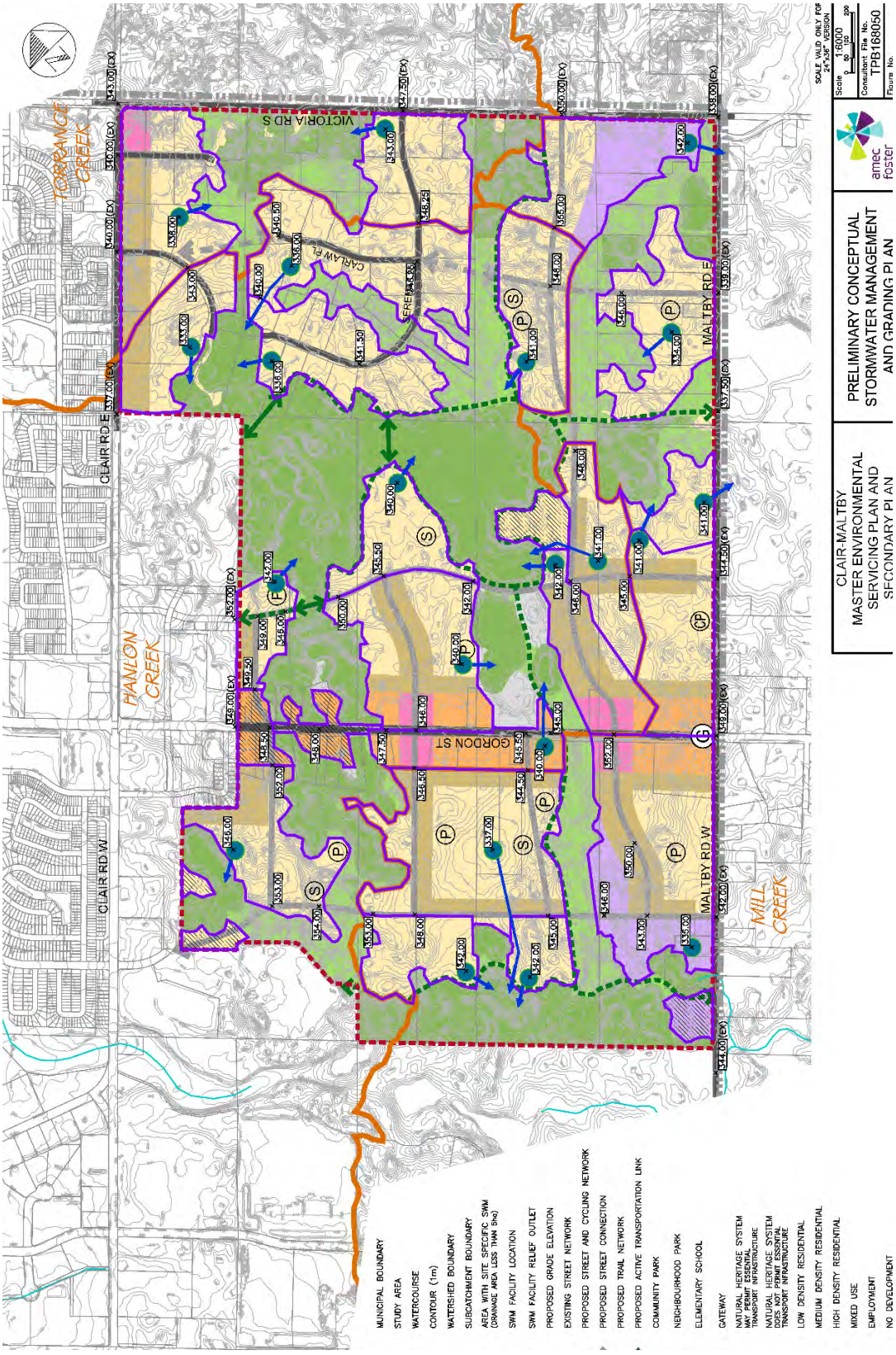
Local Road
18 m ROW - Shared Travel Lanes and On Street Parking

67

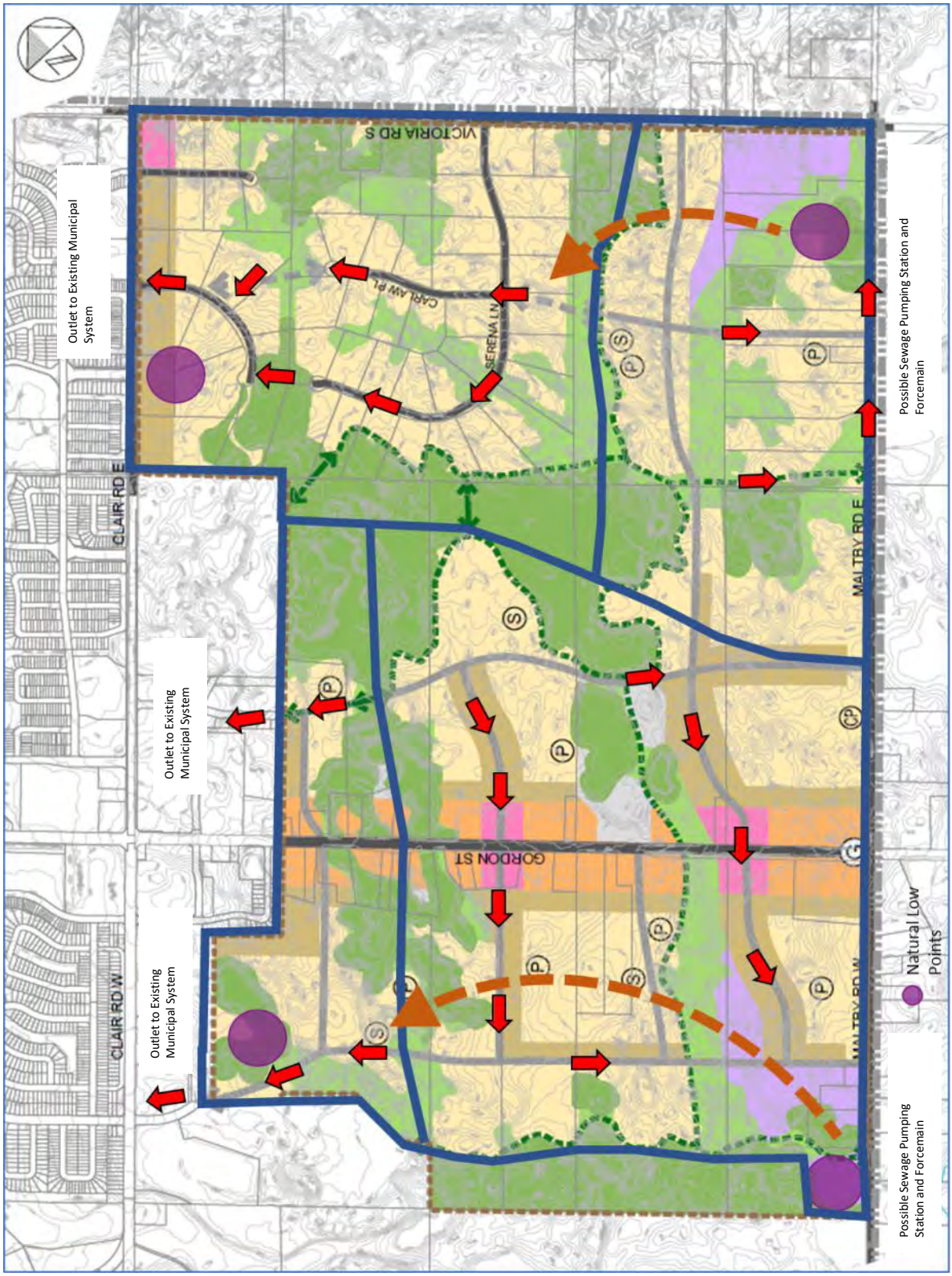
ATT-4 – Conceptual Trail Section



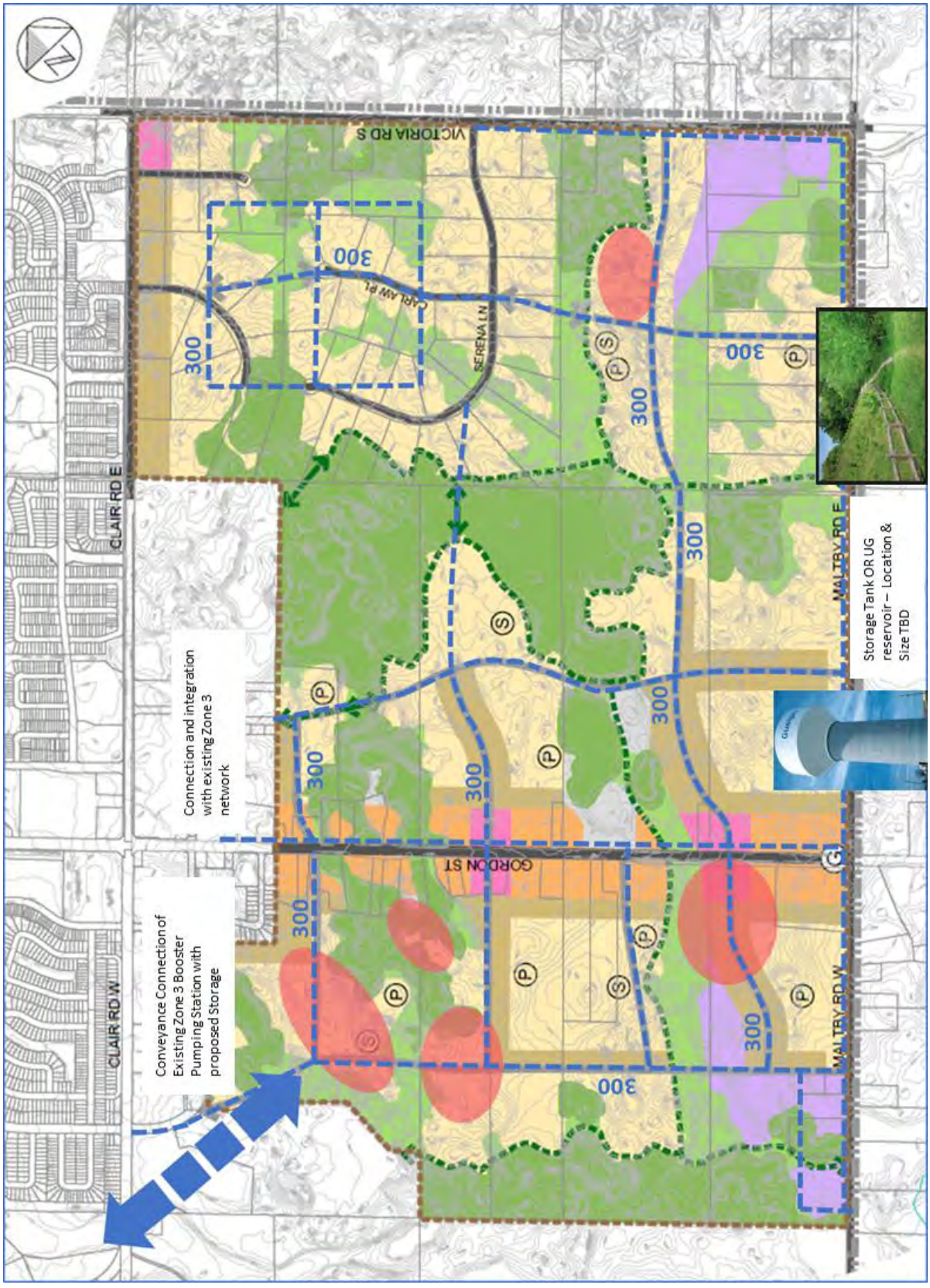
ATT-5 – Stormwater Management Preliminary Technical Assessment



ATT-6 – Wastewater Servicing Preliminary Technical Assessment



ATT-7 – Water Servicing Preliminary Technical Assessment



ATT-8 – Rolling Hills Residents Feedback Summary

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

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

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

	matches or is continuous with the rest of the street line.
Allowing for the redevelopment of Rolling Hills will be harmful to the environment: - As it is, Rolling Hills allows for the natural hydrogeological and wildlife movement functions to continue. To minimize indirect impacts to the natural heritage system caused by increased population density - Redeveloping a mature and longstanding community will destroy the water, forest and trees and harm the water recharge of the moraine, displace and/or kill wildlife. The loss of trees will be devastating.	The change should be transparent and swift so that landowners don't have to wait and can make plans.
Any change from Reserve Lands will result in a decrease of quality of life and the quiet family neighbourhood.	The surrounding area has dramatically changed over the years. The surrounding development has impacted enjoyment of properties and it is not the ideal estate area as intended. It is time for change and most of the lands within the City have been developed and redeveloped to recognize the full potential.
Chosen lifestyle of estate residential should be respected.	

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

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

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

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

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

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

Stacey Laughlin

From: Stacey Laughlin
Sent: May-03-19 3:43 PM
To: 'jthomas@sixnations.ca'
Cc: 'Eric Beales'
Subject: City of Guelph - Clair-Maltby Secondary Plan Update

Dear Ms. Thomas,

I thought I would take the opportunity to provide you a quick update on the Clair-Maltby Secondary Plan Study and Master Environmental Servicing Plan, located in the southeast corner of Guelph, bounded by Victoria Road to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park to the west. As stated in our last update to your office on October 26th 2018, the project is in its final phase of study with a projected completion date of the first quarter of 2020 for the Secondary Plan and Municipal Environmental Servicing Plan.

As part of the final phase of the study, several background documents have been produced which will inform the direction that the City will take for the last unplanned greenfield area of the City. The Secondary Plan will develop a land use plan for the study area which provides more detailed planning objectives and policies than those found in the overall Official Plan. The Master Environmental Servicing Plan (MESP) component of the study will determine appropriate municipal infrastructure and servicing related to water, wastewater, stormwater management and mobility for the secondary plan area. In particular, several documents have recently been added to project webpage:

May 13, 2019 City Council Report – Updated Preferred Community Structure

Comprehensive Environmental Impact Study Phase 3 Impact Assessment, Phase 3

Wastewater Servicing – WW-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Wastewater Servicing – WW-2 Alternative Servicing Strategies Development Report

Water Servicing – W-1 Existing Conditions Design Criteria & Level of Service Objectives Report

Water Servicing – W-2 Alternative Servicing Strategies Development Report

Clair-Maltby Secondary Plan – Transportation Master Plan Study

All other background and technical reports as well as public presentations can also be found at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/.

The City of Guelph values your community's input and would like to ensure that Indigenous communities that may have an interest in the project are engaged in the planning and development process. Please feel free to contact me if you require additional information or would like to discuss the project in greater detail.

Sincerely,

Stacey Laughlin, MCIP, RPP | Senior Policy Planner

Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

guelph.ca
facebook.com/cityofguelph
@cityofguelph

Stacey Laughlin

From: Stacey Laughlin
Sent: July-08-21 4:52 PM
To: 'lonnybomberry@sixnations.ca'
Cc: 'rvanstone@sixnations.ca'; Leslie Muñoz; Clair-Maltby
Subject: Guelph - Clair-Maltby Secondary Plan - Circulation of draft documents
Attachments: CMSP Project Update Letter_Six Nations - July 2021 Final.pdf; 2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf

Mr. Bomberry,

The City of Guelph has recently completed the draft Secondary Plan, Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS) for the Clair-Maltby Secondary Plan area. We are now entering into the final engagement phase of the study process, and would welcome the opportunity to engage with Six Nations of the Grand River (SNGR) First Nation on this draft prior to final decision-making by City of Guelph Council.

The attached circulation letter provides some additional information and context. As both the CEIS and the MESP documents are lengthy, we have prepared high-level summaries of the documents to assist with the review. Please find the summaries in the attached document.

Your input into the draft Secondary Plan, MESP, and CEIS is welcomed and valued. We would be pleased to schedule a meeting with SNGR at your earliest convince to discuss the draft documents. Should you have any questions or require any additional information, please do not hesitate to contact me.

Thanks,
Stacey

Stacey Laughlin, MCIP, RPP | Senior Policy Planner
Planning, Urban Design and Building Services | **Infrastructure, Development and Enterprise Services**
City of Guelph
519-822-1260 extension 2327
stacey.laughlin@guelph.ca

guelph.ca
facebook.com/cityofguelph
@cityofguelph

From:	Natalie Goss
To:	"lonnybomberry@sixnations.ca"
Cc:	"rvanstone@sixnations.ca"; Leslie Muñoz; "Bob Goulais"; James Knott; Stacey Laughlin; Melissa Aldunate
Subject:	Guelph Official Plan Review and Clair-Maltby Secondary Plan Follow-up
Date:	Tuesday, August 31, 2021 4:47:00 PM
Attachments:	Shaping Guelph + Official Plan Review project initiation letter Six Nations of the Grand River FINAL.pdf CMSP Project Update Letter Six Nations - July 2021 Final.pdf 2021-07-05 CMSP Secondary Plan, MESP and CEIS Summary Document.pdf

---

Lonny,

This email is being sent as a follow up to our July correspondence to you regarding Guelph's Official Plan Review and Shaping Guelph – Growth Management Strategy (attached), and the Clair-Maltby Secondary Plan (attached). As part of the Official Plan Review/Shaping Guelph, we are working towards updates to our Official Plan to align with provincial legislation, policies and plans. Towards the end of September/early October, we would like to meet with you to continue discussions about this work and share ideas for updates to Guelph's Official Plan that considers input that you have already provided.

We would be pleased to meet with you to discuss the draft Clair-Maltby Secondary Plan at this meeting or a separate meeting as well.

We have set aside the following dates and times to meet with you:

- Wednesday, September 29 – 1-4pm
- Thursday, September 30 – 9-noon
- Tuesday, October 5 – 9-10:30am
- Thursday, October 7 – 9-noon and 6-9pm
- Wednesday, October 13 – 9-noon
- Thursday, October 14 – 6-9pm

To arrange a meeting for one of the above-mentioned times, please contact Bob Goulais at info@bobgoulais.com. If none of these dates/times work for you, please let Bob know and an alternative time will be arranged.

For more information about the Official Plan Review or the Clair-Maltby Secondary Plan please contact Stacey Laughlin at stacey.laughlin@guelph.ca.

For more information about Shaping Guelph – Growth Management Strategy please contact Melissa Aldunate at melissa.aldunate@guelph.ca.

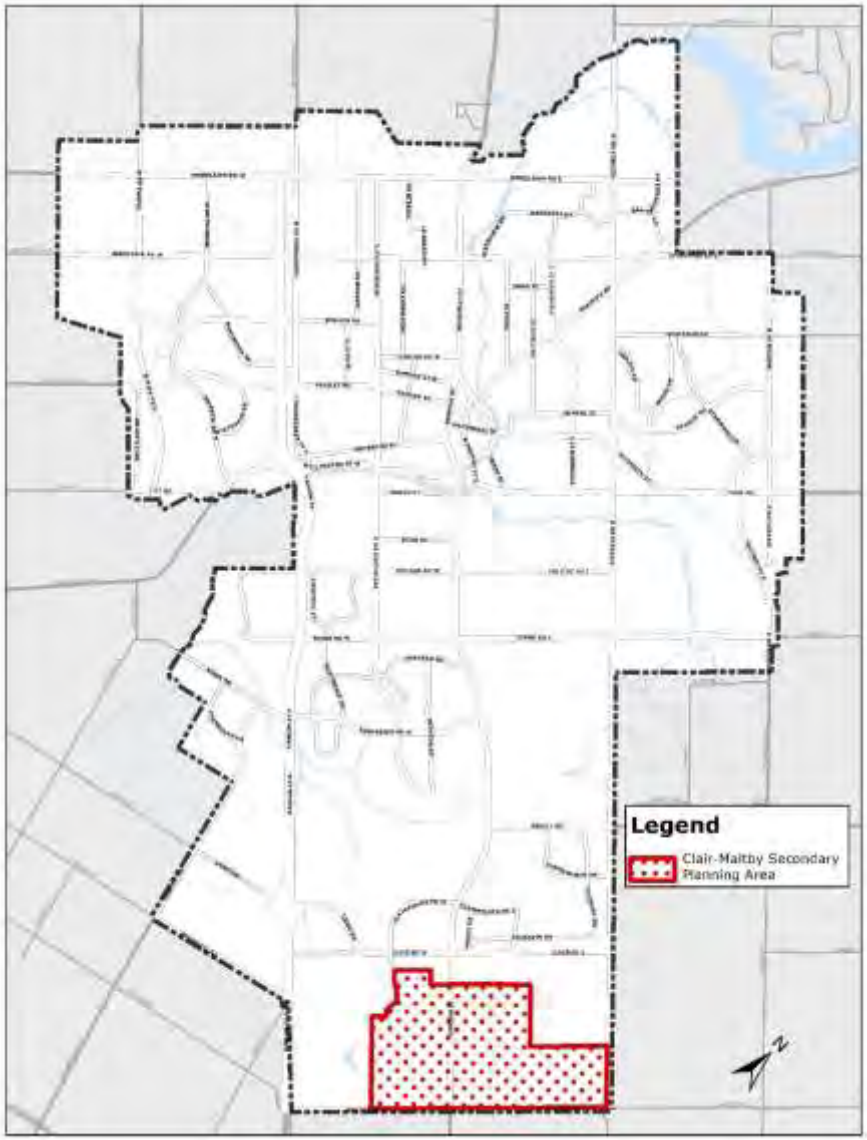
Natalie Goss, (she/her) MA, MCIP, RPP | Senior Policy Planner
Planning and Building Services | **Infrastructure, Development and Enterprise**
City of Guelph
519-822-1260 ext. 3548
natalie.goss@guelph.ca
guelph.ca
facebook.com/cityofguelph
@cityofguelph

Clair-Maltby

Transform. Connect. Community.

October 7, 2021
Meeting with Six Nations of the Grand River

Clair-Maltby Secondary Plan Area



Clair-Maltby Secondary Plan process

Phase 1 (April 2016 - July 2017)

- Background data collection
- Identify problem/opportunity statement
- Develop vision/principles

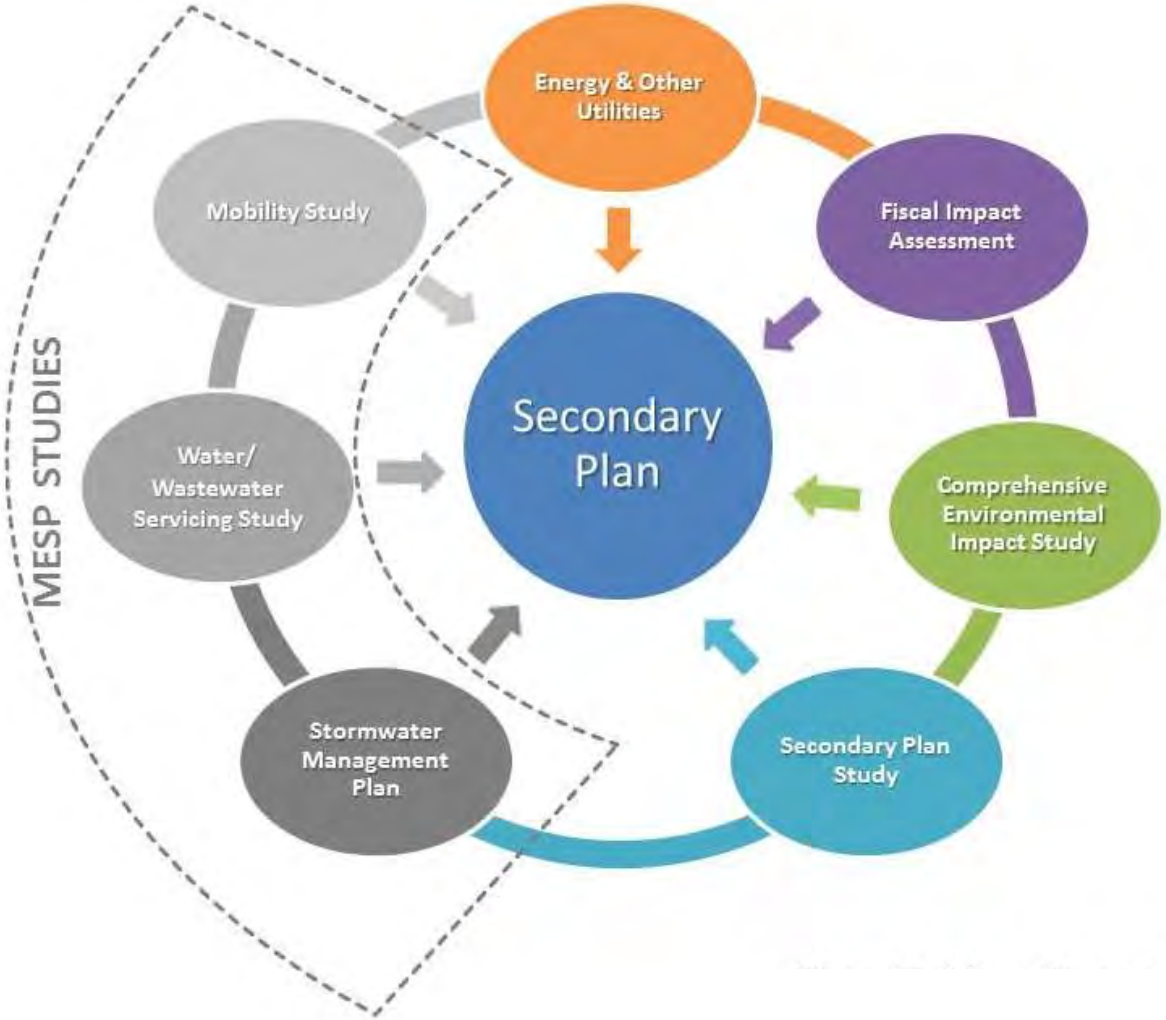
Phase 2 (July 2017 - June 2018)

- Develop Conceptual Community Structure
- Detailed studies
- Consideration of Community Structure Alternatives

Phase 3 (July 2018 - 2022)

- Preferred Alternative
- Open Space System Strategy
- Draft Master Environmental Servicing Plan and Secondary Plan
- Final Master Environmental Servicing Plan and Secondary Plan to Council

Clair-Maltby Secondary Plan Process Diagram



Clair-Maltby vision

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.

Guiding principles

Vibrant and Urban

Green and Resilient

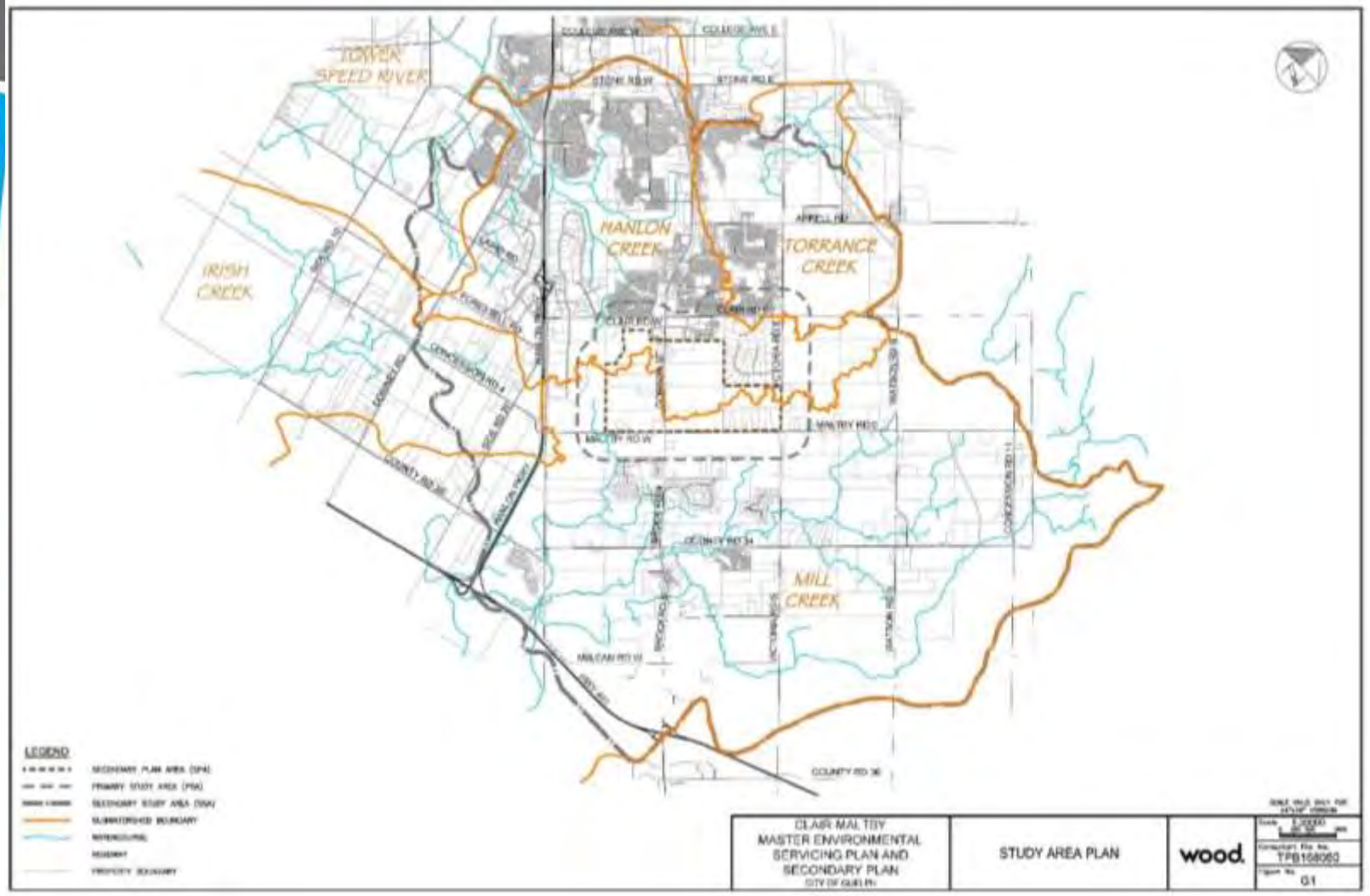
Healthy and Sustainable

Interconnected and Interwoven

Balanced and Liveable

Comprehensive Environmental Impact Study

CEIS: Introduction and Overview



2014 Approved Natural Heritage System

What did we do?

Overview of Environmental Work

Phase 1 and 2 (April 2016 - October 2019)

- Verification / refinement / assessment of environmental features and functions
- Integrated assessment of the role of groundwater/surface water to support natural systems
- Constraints and opportunities identification
  - 4 years of surface and groundwater monitoring
  - 3 years of scoped ecological monitoring

Phase 3 (July 2018 - 2022)

- Assessment of impacts associated with different community structure options
- Establishment of integrated management strategies, including monitoring framework

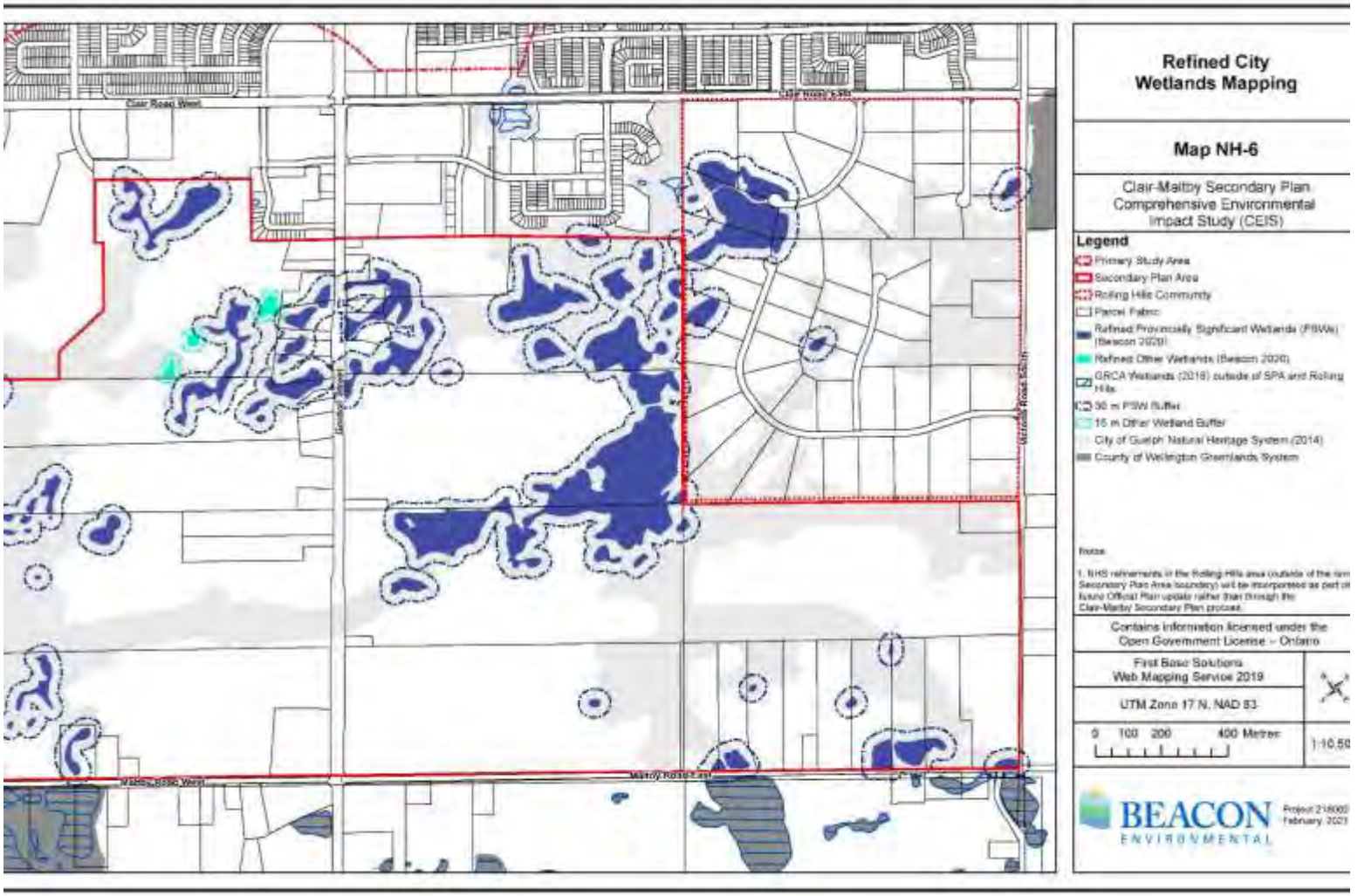
What did we look at?

Natural Heritage System Components

- Surface Water Features & Fish Habitat
- Significant Wetlands & Other Wetlands
- Significant Woodlands & Cultural Woodlands
- Significant Wildlife Habitat (SWH)
- Significant Landform
- Habitat for Provincially & Locally Significant Species
- Ecological Linkages

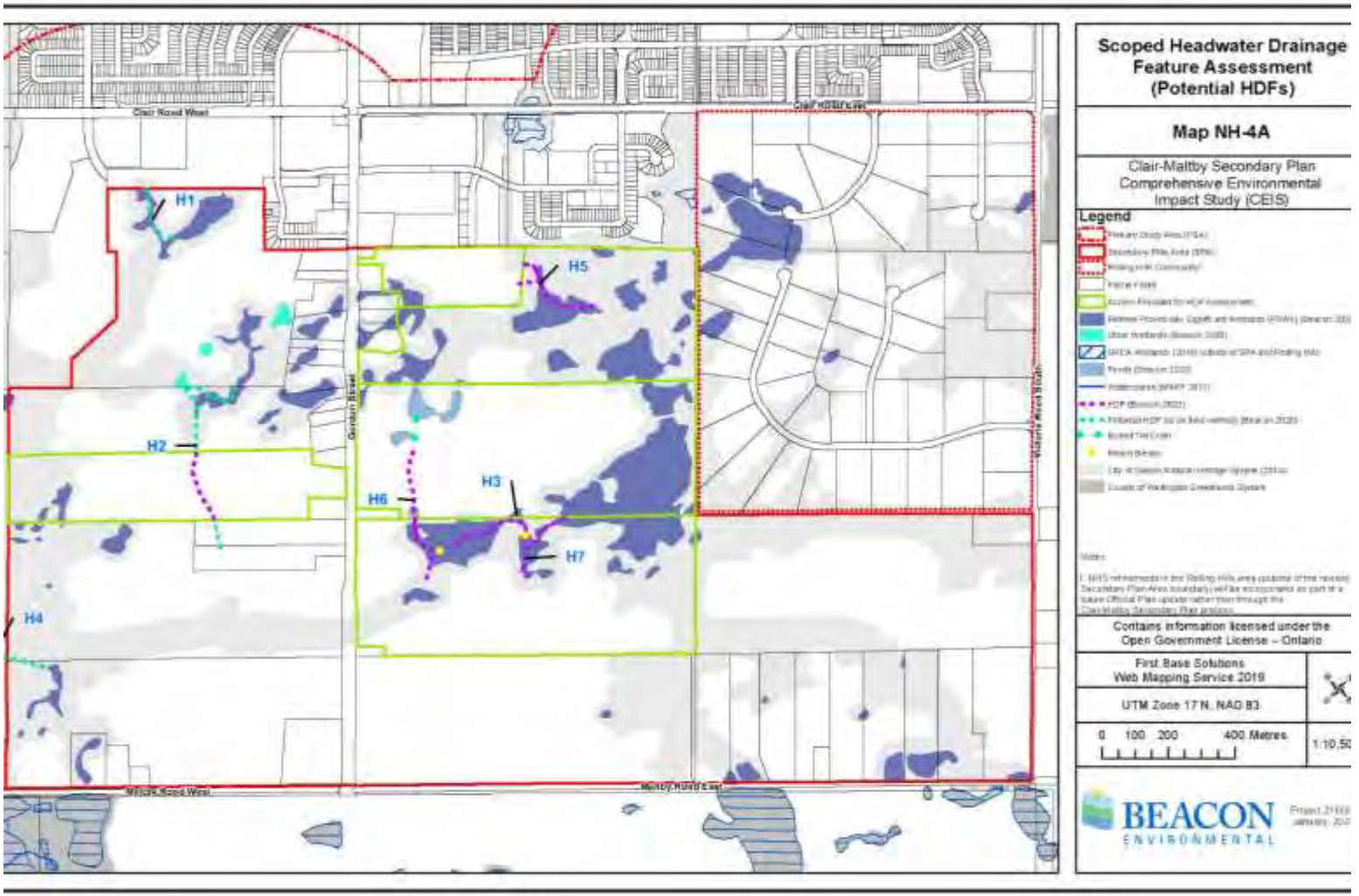
What did we find?

Significant and Other Wetlands



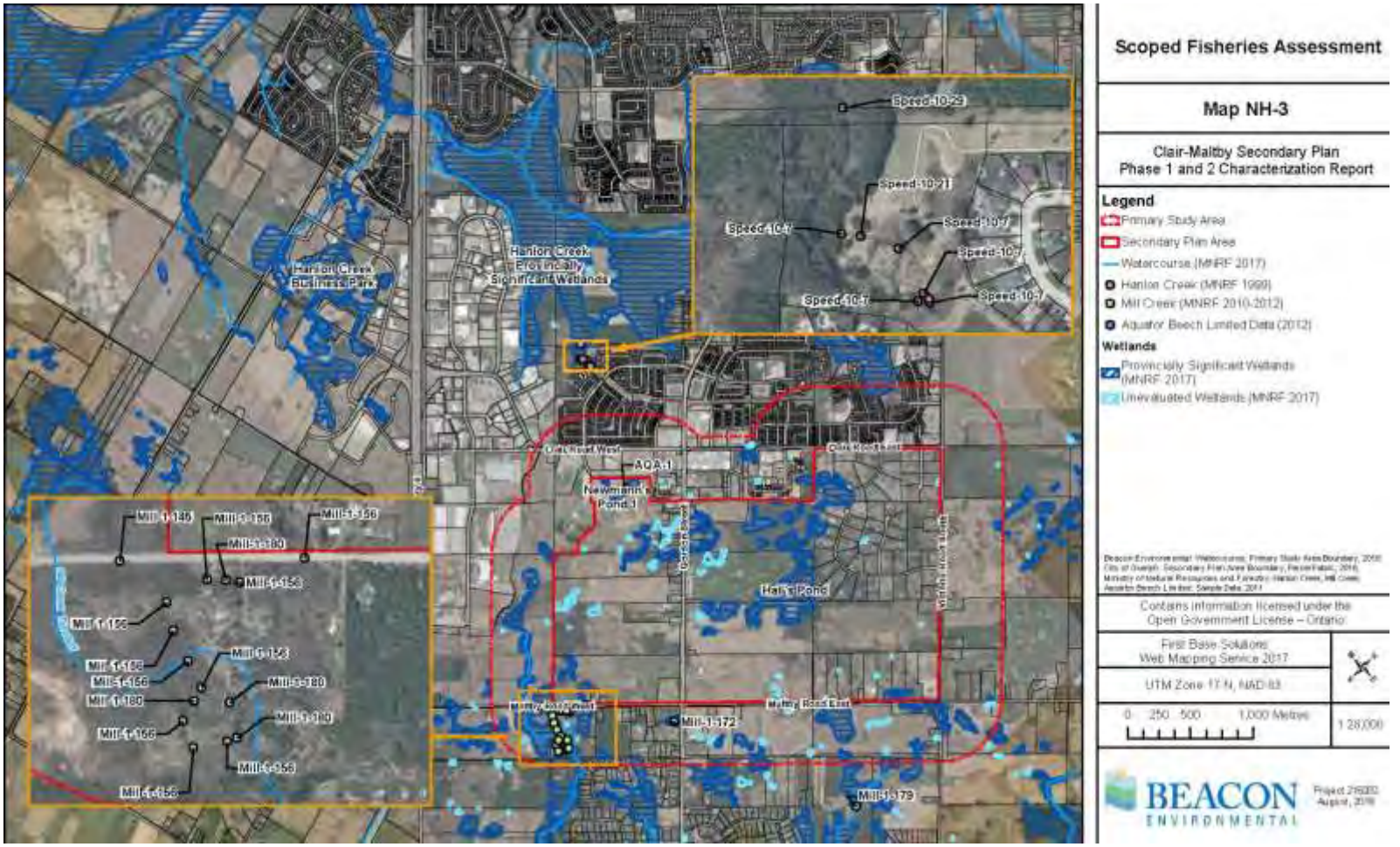
What did we find?

Headwater Drainage Features



What did we find?

Fish Habitat

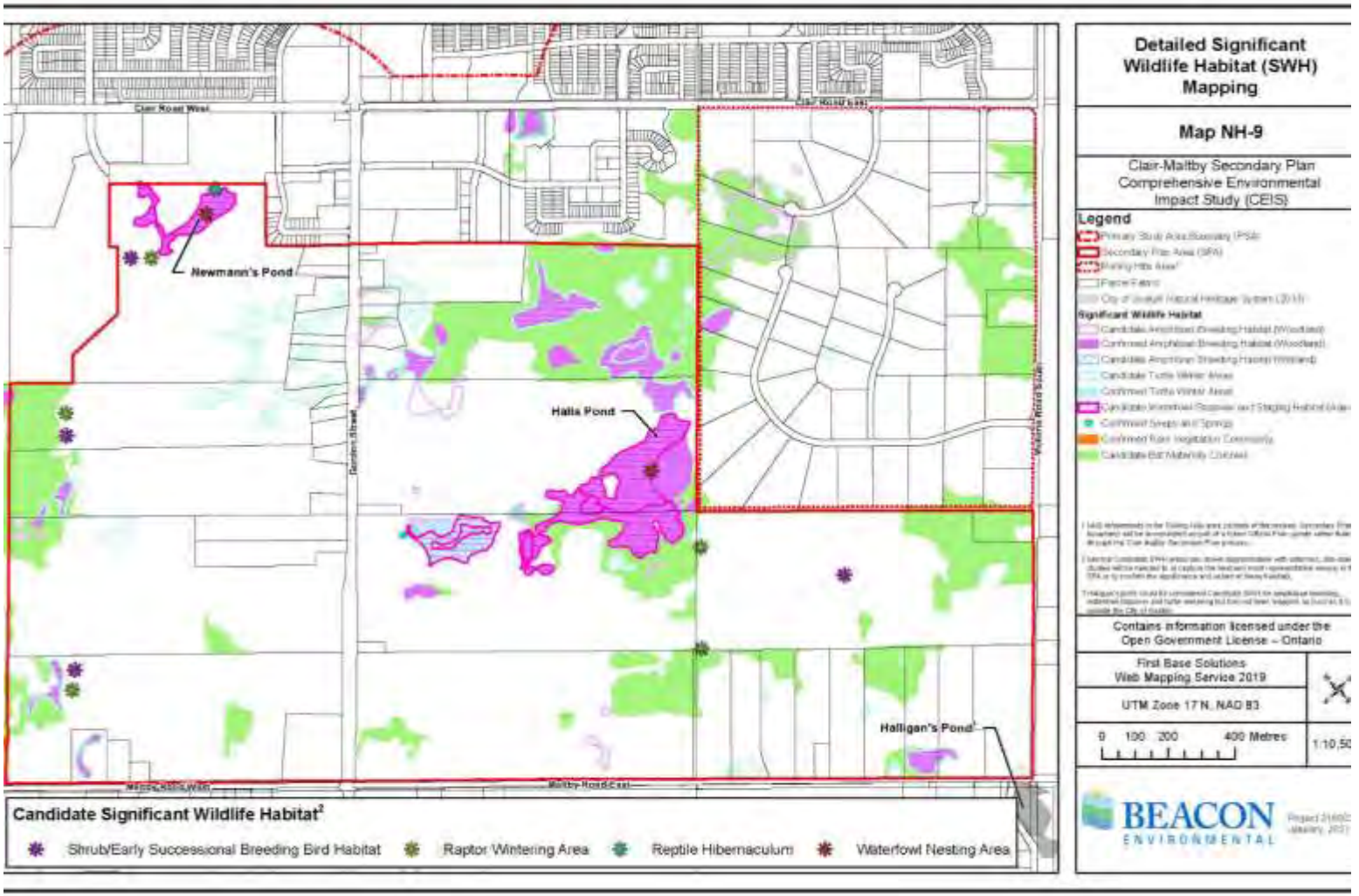


What did we find?

Significant and Cultural Woodlands

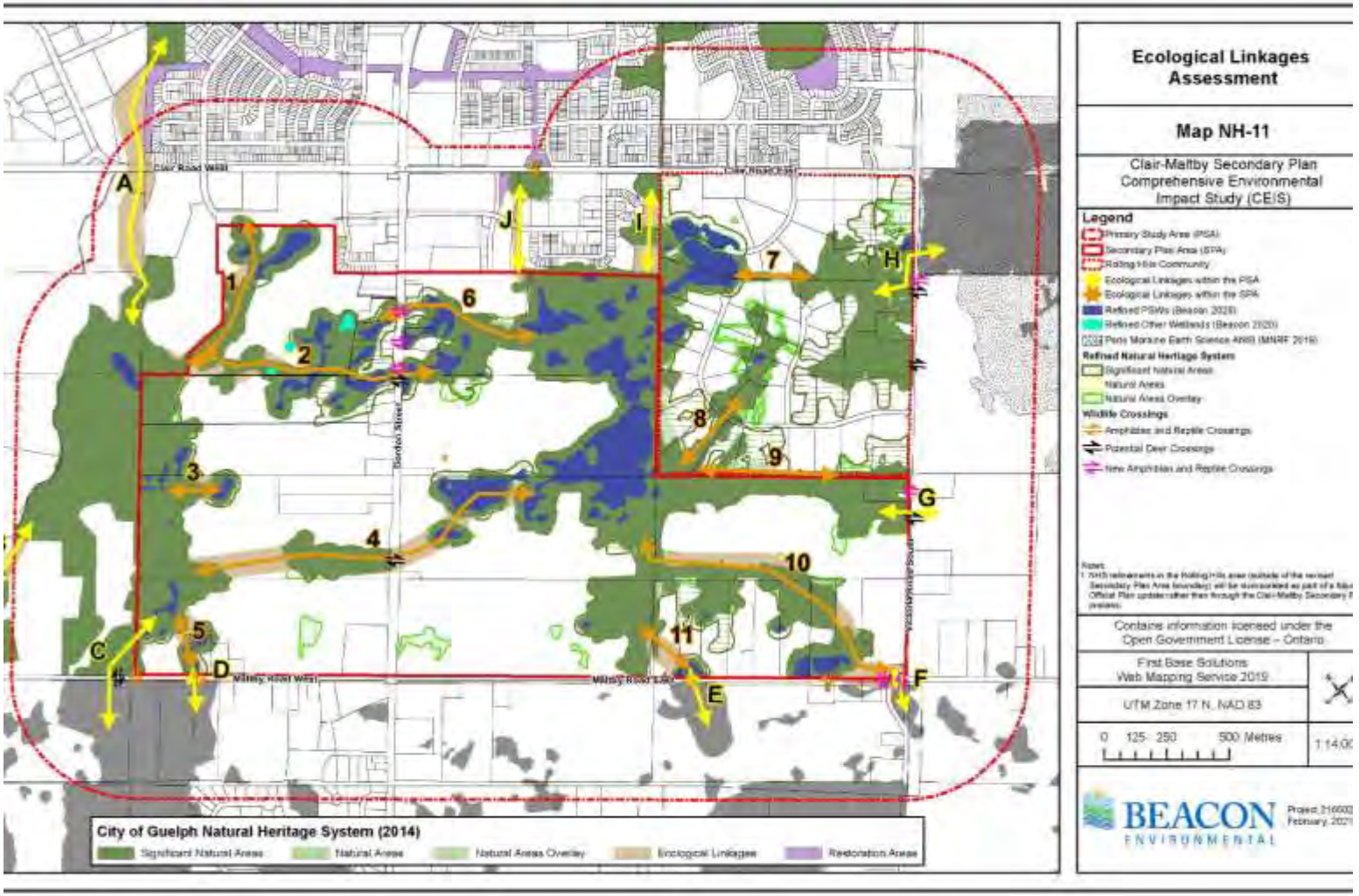
What did we find?

Significant Wildlife Habitat



What did we find?

Ecological Linkages



What did we find?

Natural Heritage

PLANTS: 467 species

- 1 Provincially Endangered (Butternut) and 20 locally significant species (i.e., in the County)

BIRDS: 112 species

- 6 Species at Risk and 46 locally significant and/or rare species

AMPHIBIANS: 10 species

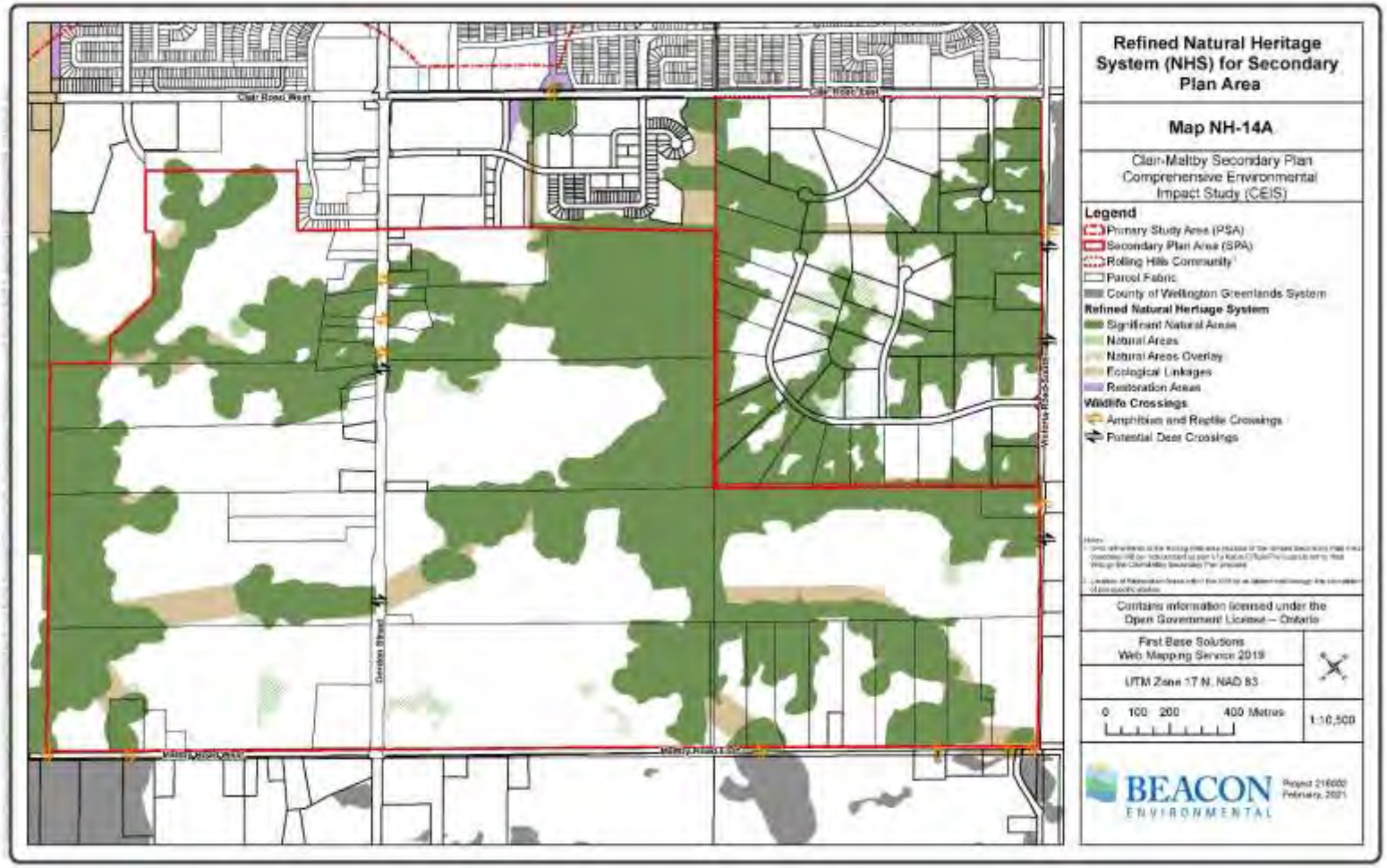
- 1 Federally Threatened frog, 2 locally significant frog and 1 locally significant salamander species

REPTILES: 7 species

- 3 locally significant turtle and 4 locally significant snake species

What did we find?

Refined Natural Heritage System



What did we recommend?

Avoiding and Minimizing Impacts

AS PART OF THE CLAIR-MALTBY PROCESS

- Mapping all known components of the NHS as exclusive land use designations, including applicable buffers
- Keeping arterial roads from crossing Significant Wetlands and Significant Woodlands and generally limiting road crossings of the NHS
- Building on the wildlife crossing infrastructure already incorporated by confirming existing and identifying new locations for wildlife crossing infrastructure (and / or other mitigative measures)
- The Moraine Ribbon - keeping major trails largely outside / on the periphery of the NHS
- Placement of storm water capture areas (SWCAs) / parks / schools adjacent to the NHS where possible to provide supplemental “buffering” of the NHS from more intensive land uses

What did we recommend?

Managing Unavoidable Impacts

Some key examples include…

GOOD PLANNING

- Protect features and functions as per approved Official Plan policies with supporting guidelines (e.g., with buffers, linkages)

ECOLOGICALLY SENSITIVE SITE DESIGN

- Significant Landform: Minimize grading in adjacent lands, restore disturbed topography, allow gradual transitions to developed lands where possible

LOCALLY APPROPRIATE WATER MANAGEMENT

- Implement distributed infiltration and stormwater management measures to maintain surface and groundwater inputs to wetlands

MAINTAINING & ENHANCING CONNECTIVITY

- Naturalizing linkages, installing amphibian and reptile tunnels under roads, bridge crossing over Gordon (for pedestrians and wildlife)

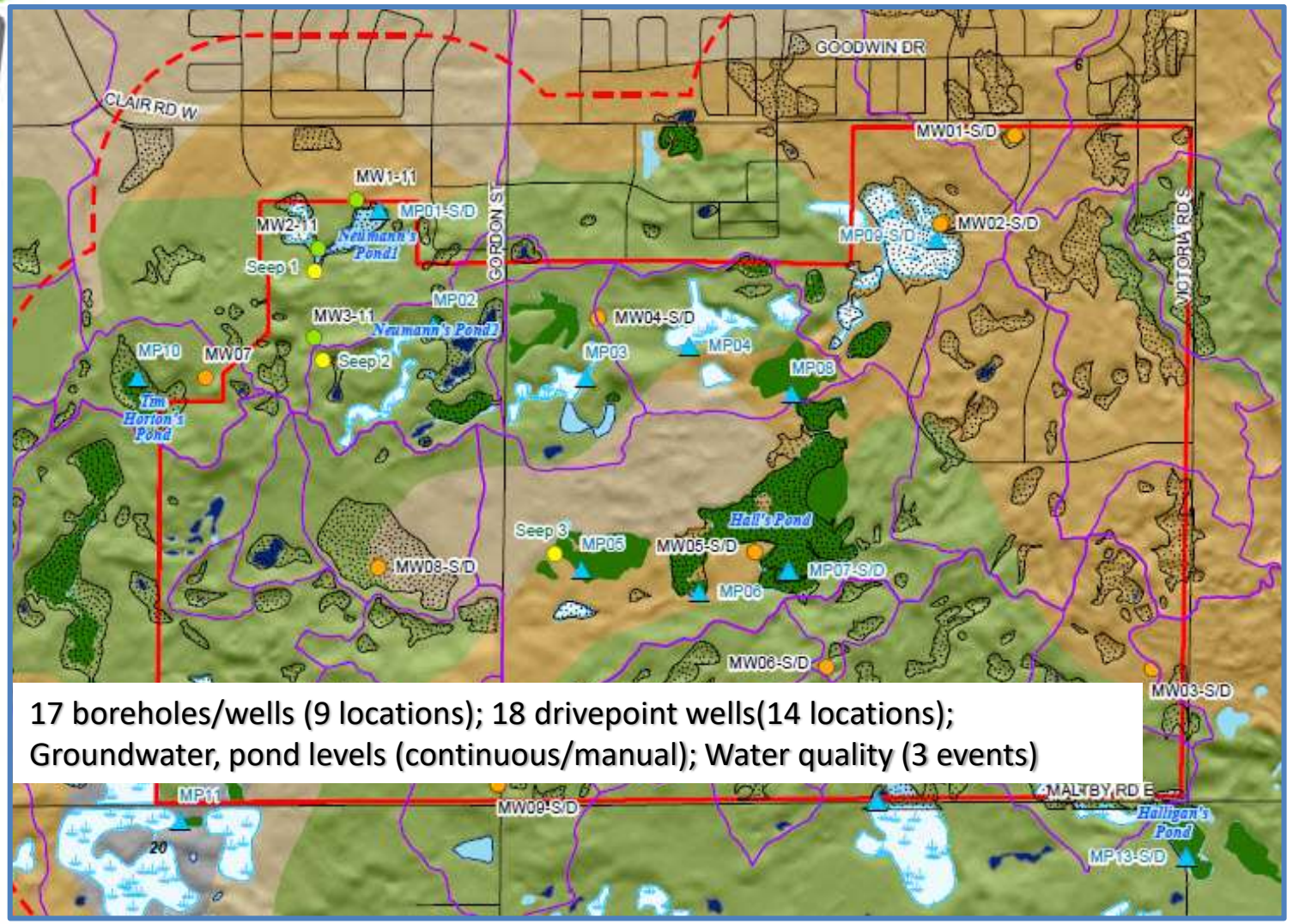
ONGOING MANAGEMENT & TARGETED MONITORING

- Fencing between public protected natural areas and other land uses
- Tracking changes in vegetation and tree cover, wildlife movement

Groundwater

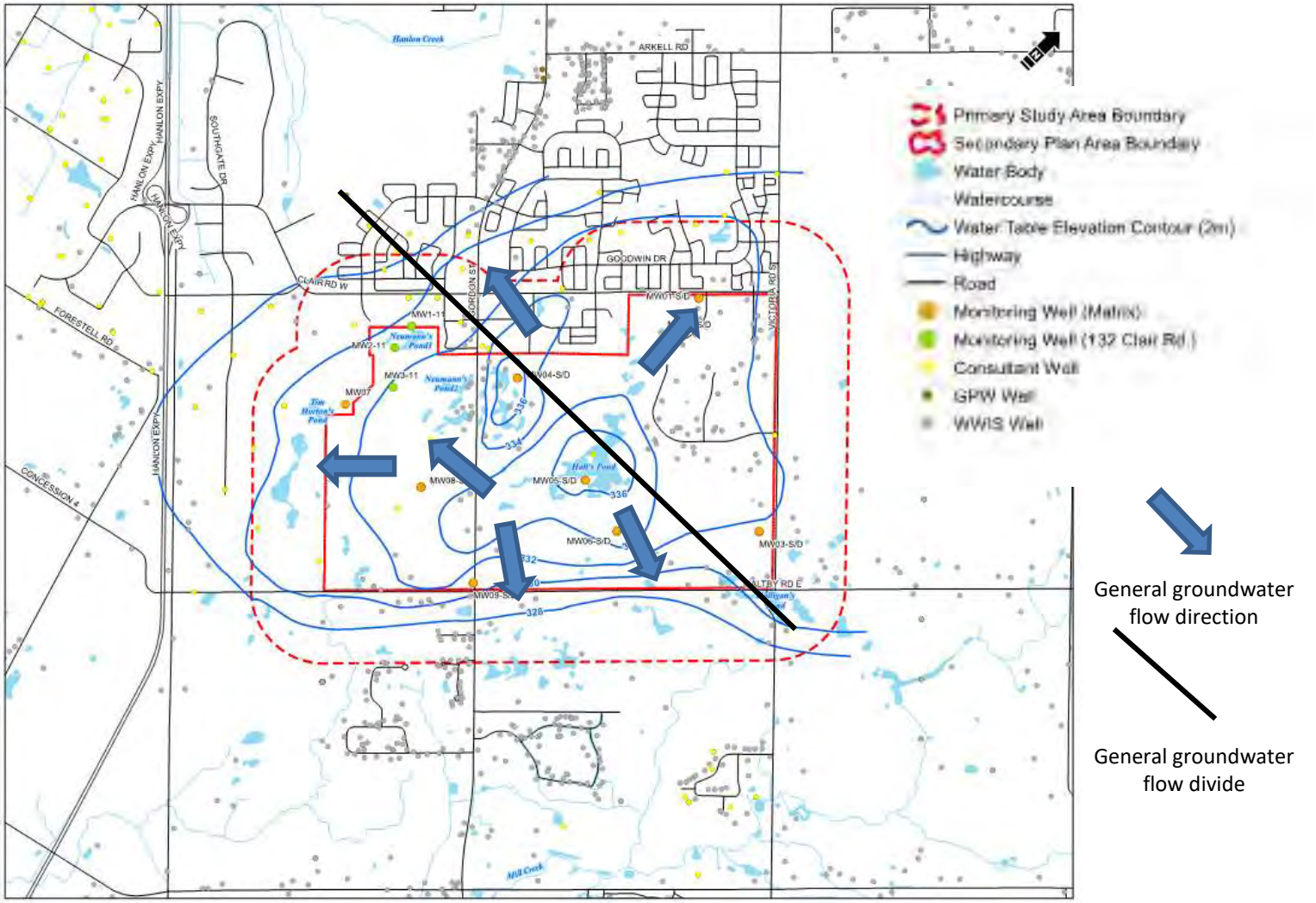
Hydrogeologic Characterization

Groundwater and Pond Level Monitoring Locations



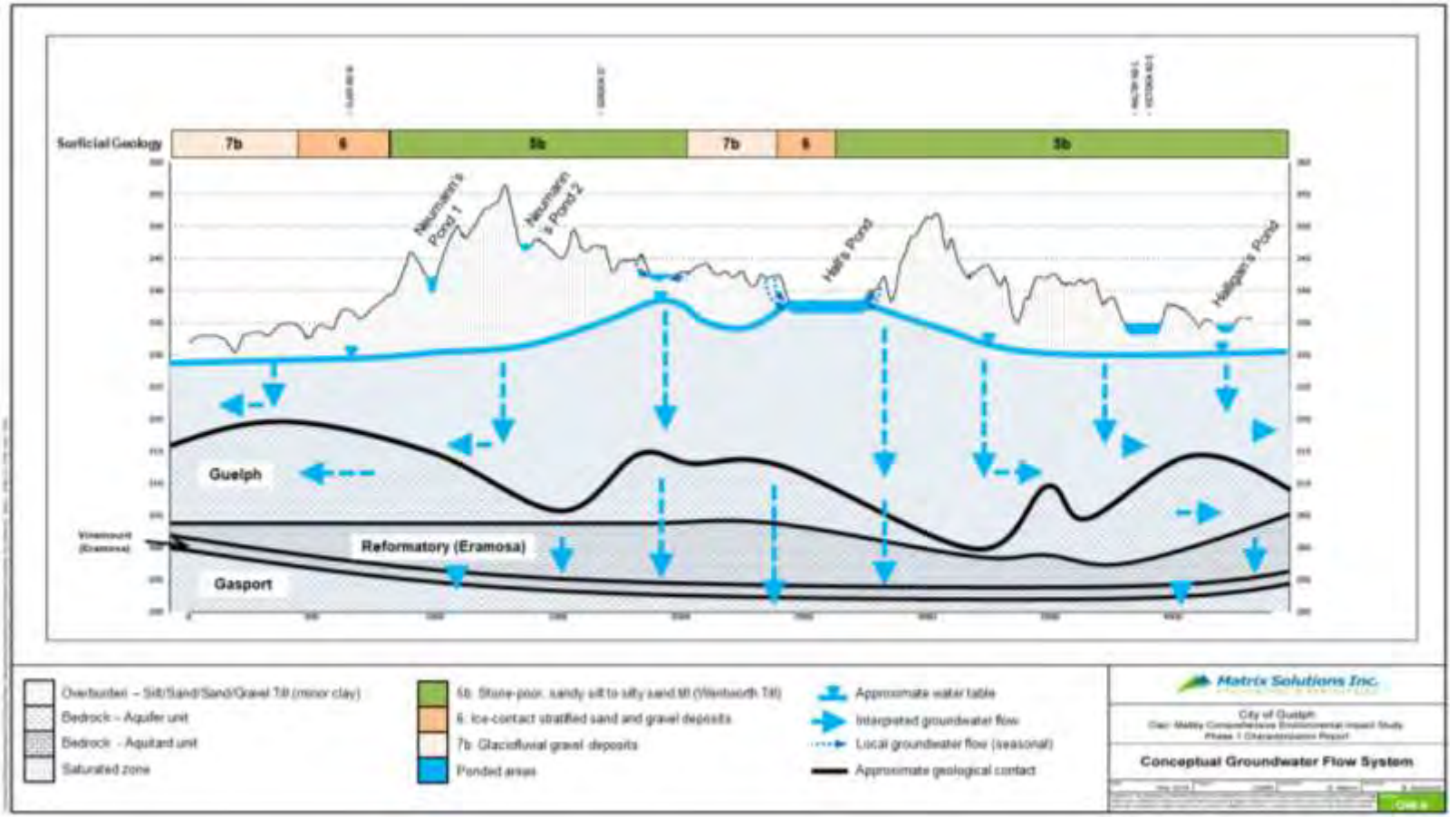
17 boreholes/wells (9 locations); 18 drivepoint wells(14 locations);
Groundwater, pond levels (continuous/manual); Water quality (3 events)

Hydrogeologic Characterization
Groundwater Flow and Function



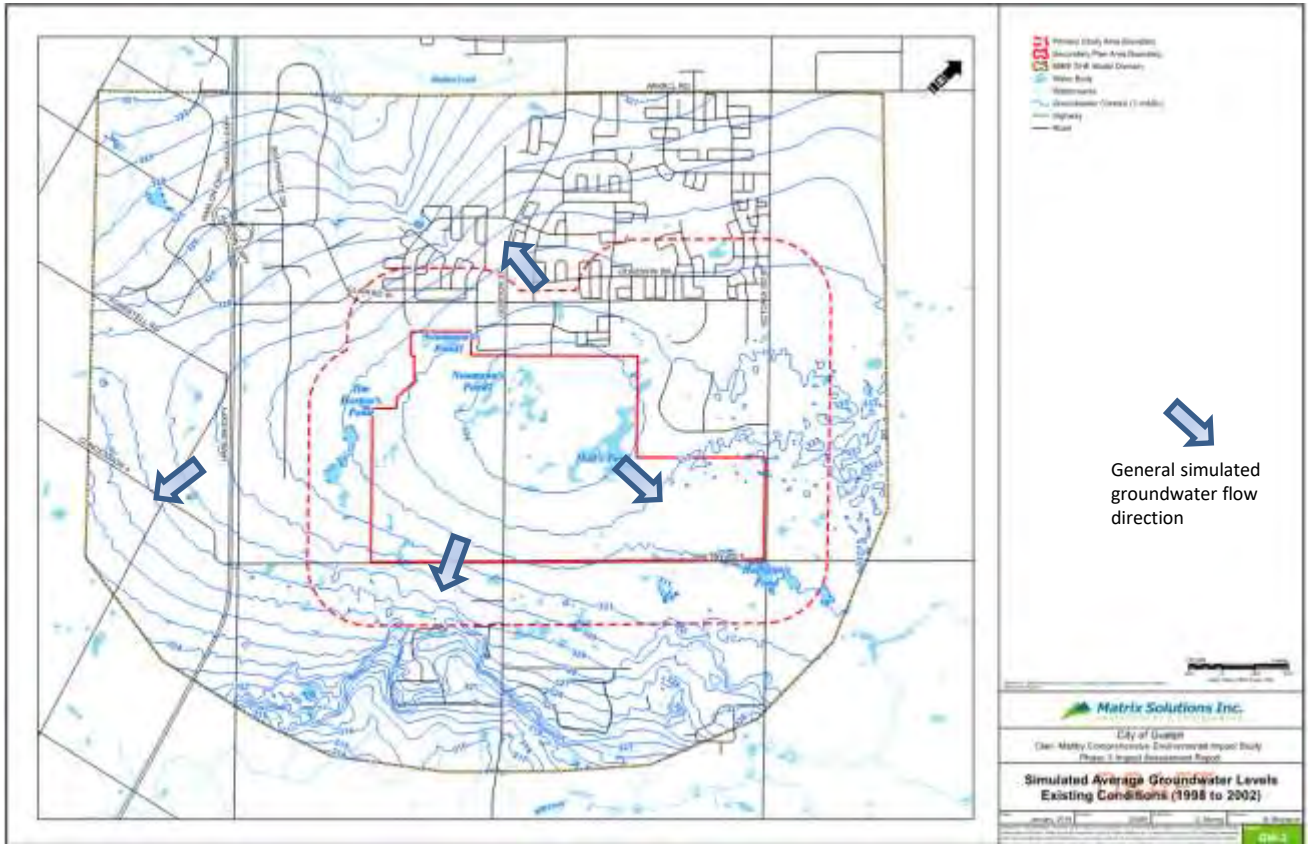
Hydrogeologic Characterization

Groundwater Flow and Function



Integrated Surface Water – Groundwater Model

Groundwater Flow and Function



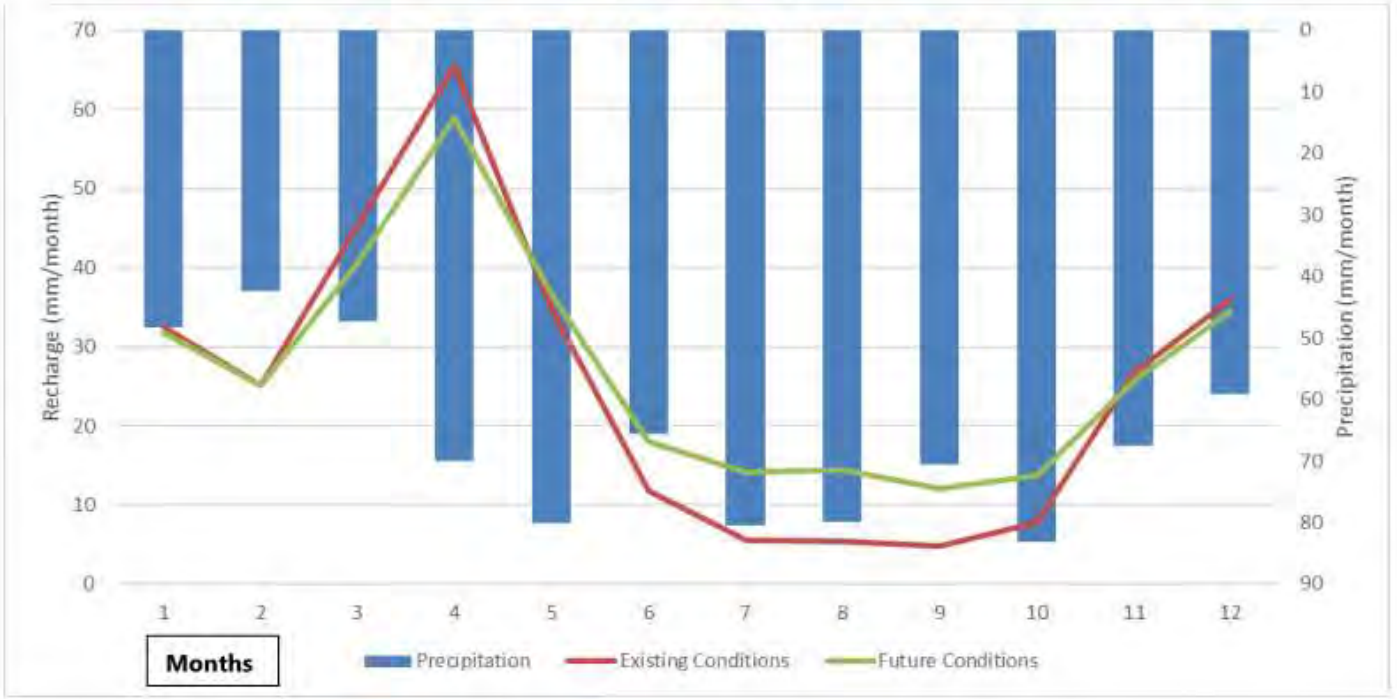
Hydrogeology Impact Assessment

- Integrated Surface Water-Groundwater Model used to simulate change in land use and represent proposed stormwater management
  - Low Impact Development BMPs (source infiltration)
  - Storm Water Capture Areas for large events
- Impacts assessed
  - Water budgets in the SPA, PSA and key NHS features in, and adjacent to the SPA
  - Groundwater flow directions and depth to water table
  - Recharge to the water table, shallow and deep bedrock aquifers
  - Groundwater discharge to streams and wetlands
  - Average annual ponded water elevation in wetlands

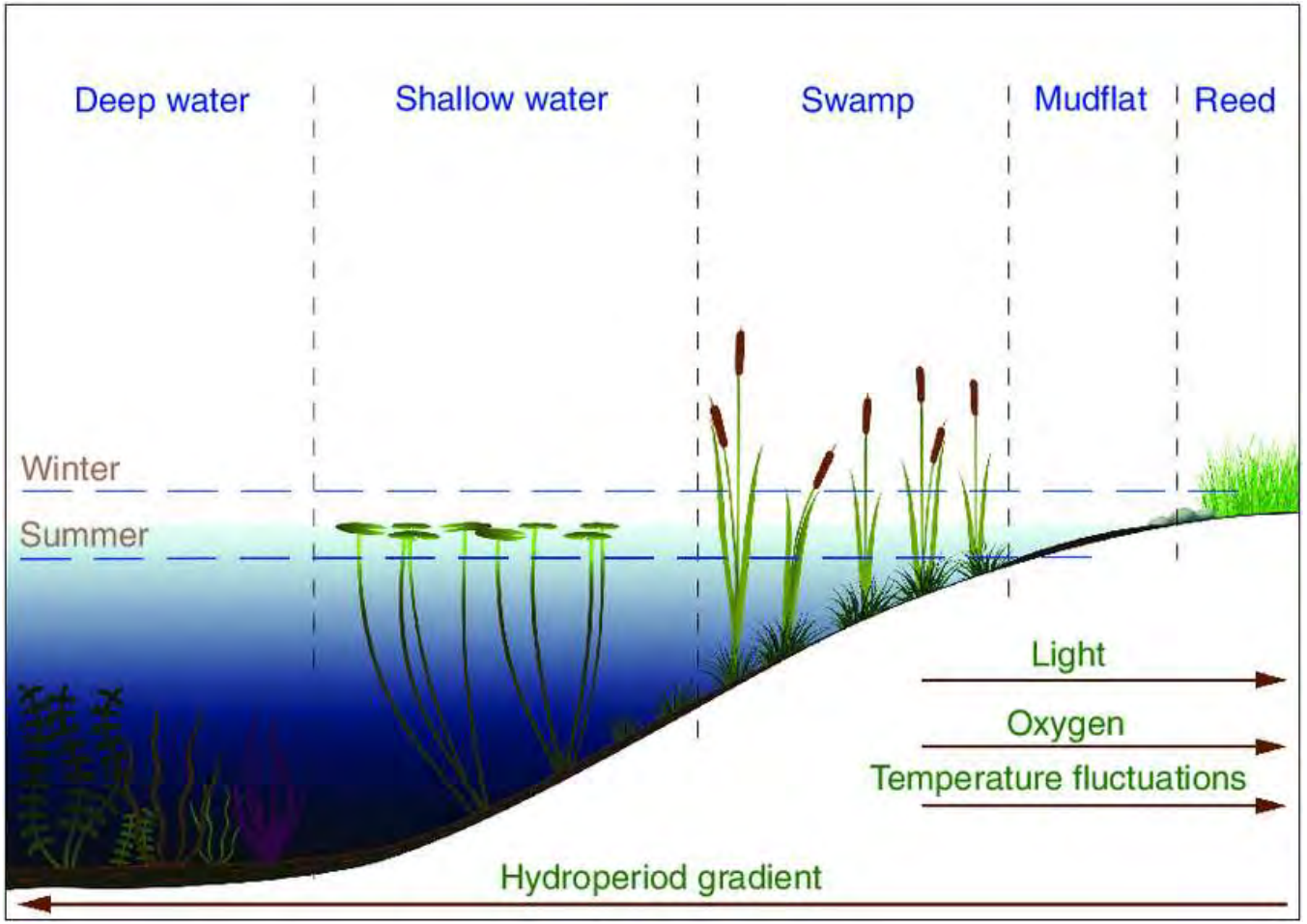
Impact Assessment Iterations 1 and 2

- Water budgets for SPA, PSA Halls, Neumann and Halligans Ponds maintained
- Groundwater flow and discharge locations maintained
- Recharge to water table and bedrock aquifers maintained

Figure 6.1. Mean Monthly Groundwater Recharge – Existing vs. Future Conditions (Updated PCS) (2003-2017)

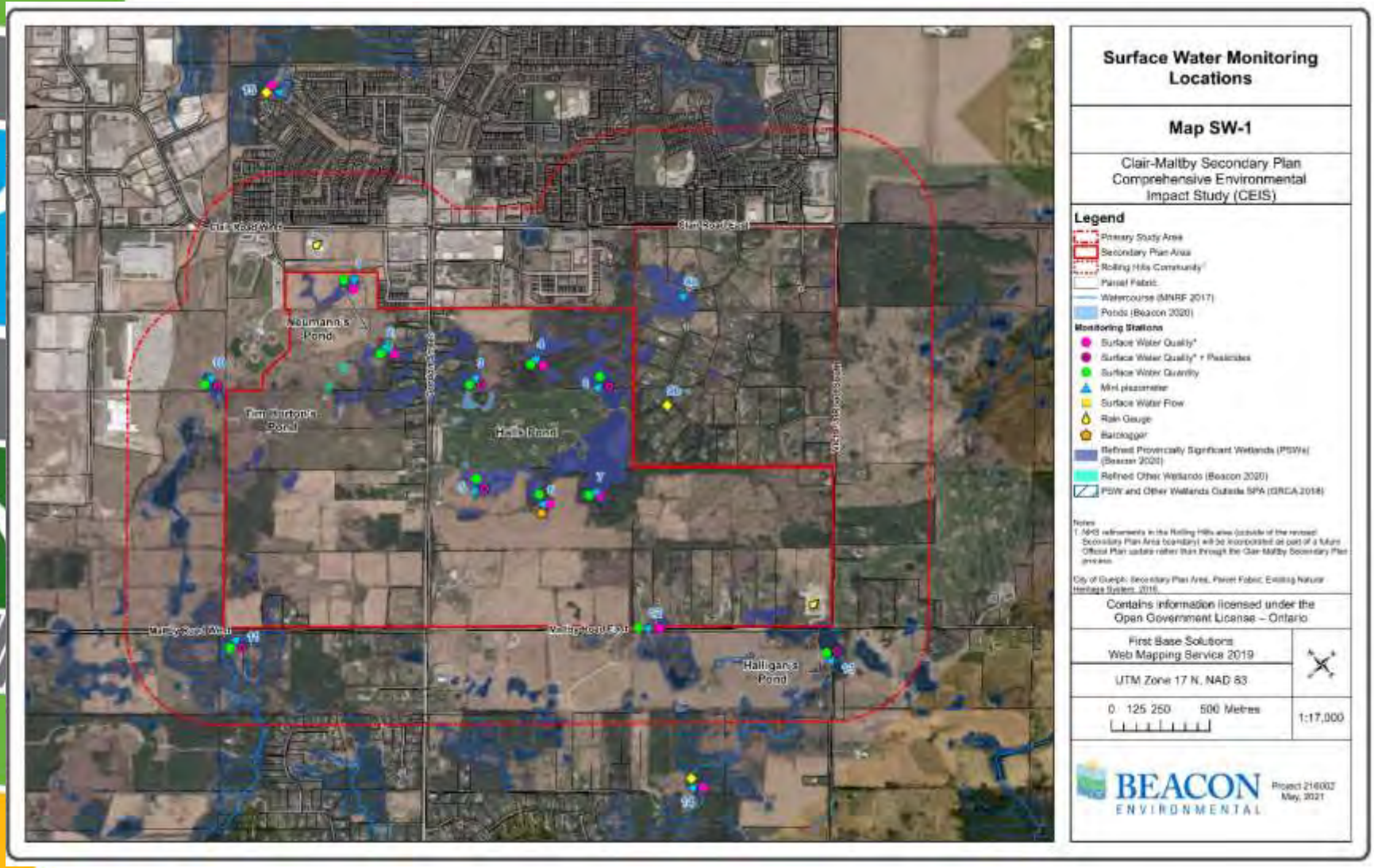


Impact Assessment Iteration 3

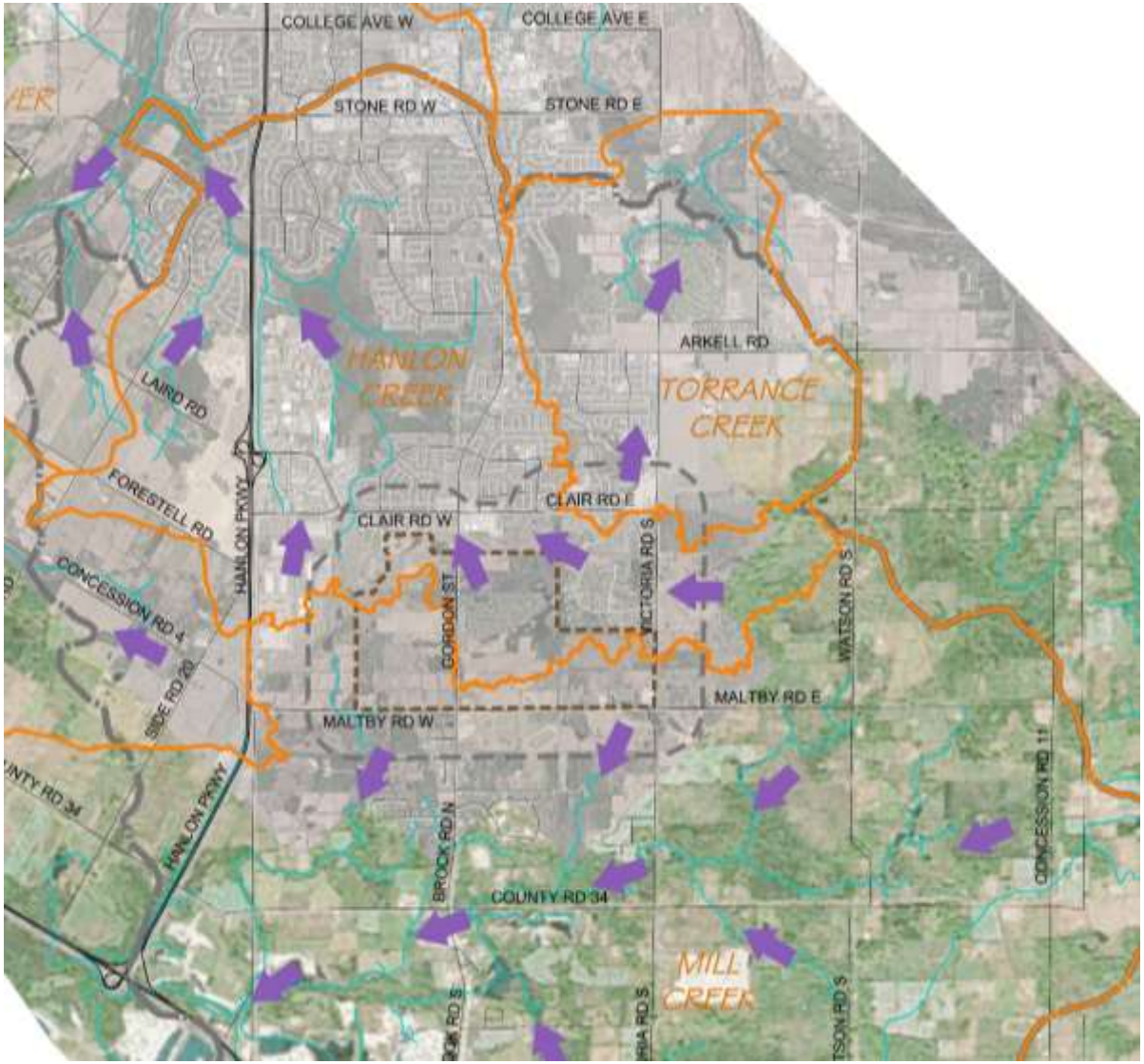


Surface Water

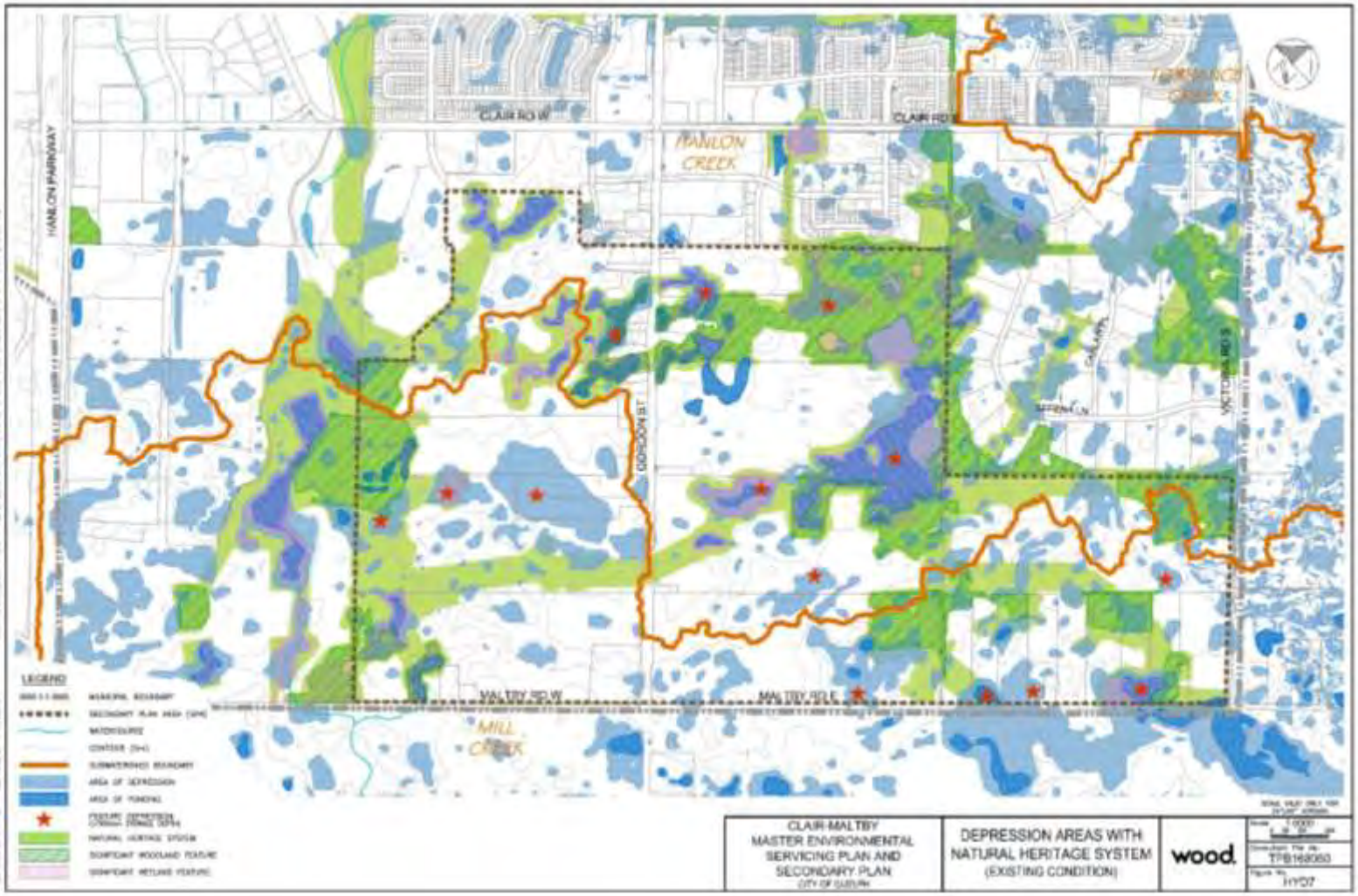
Surface Water



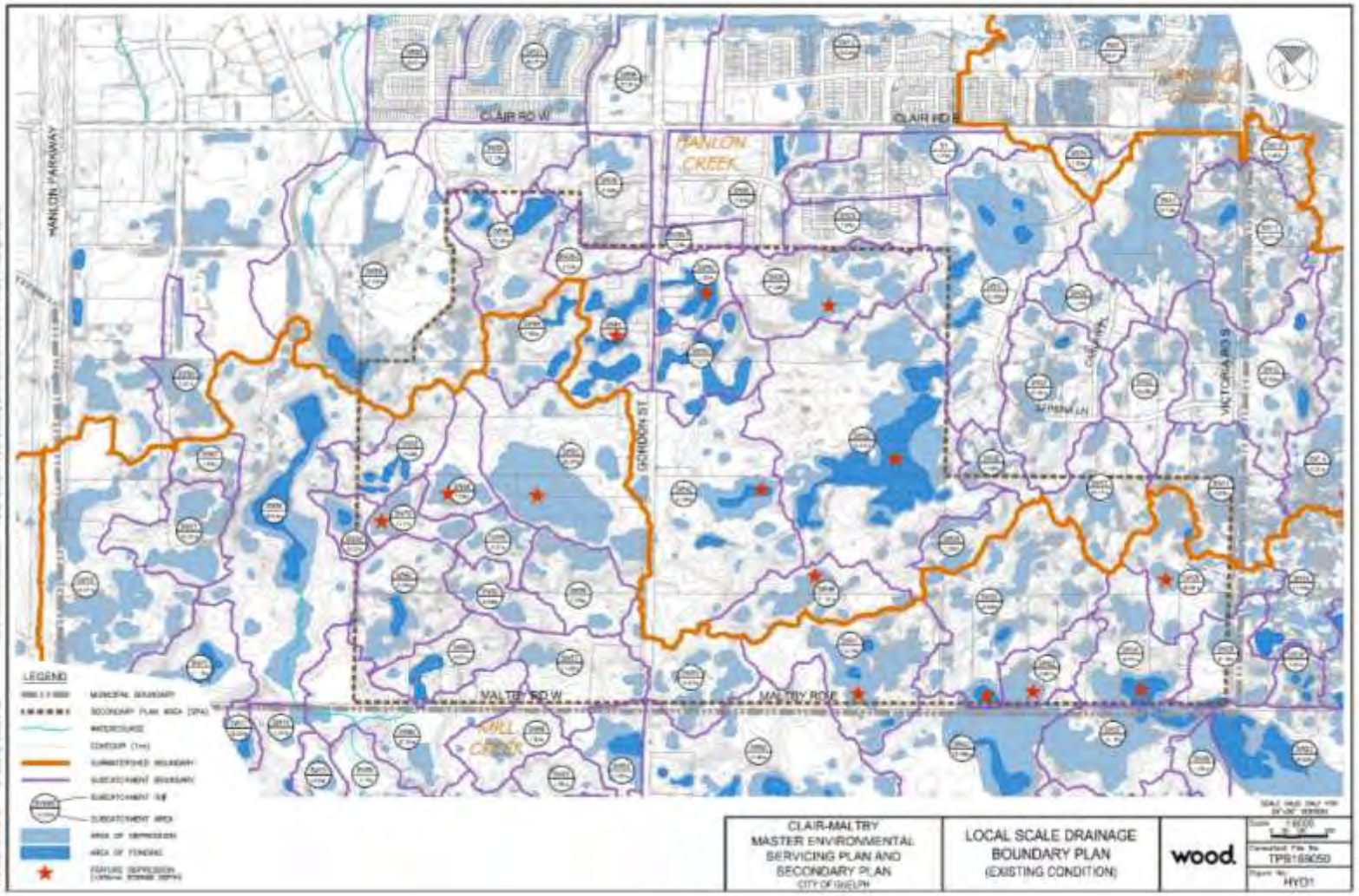
Surface Water



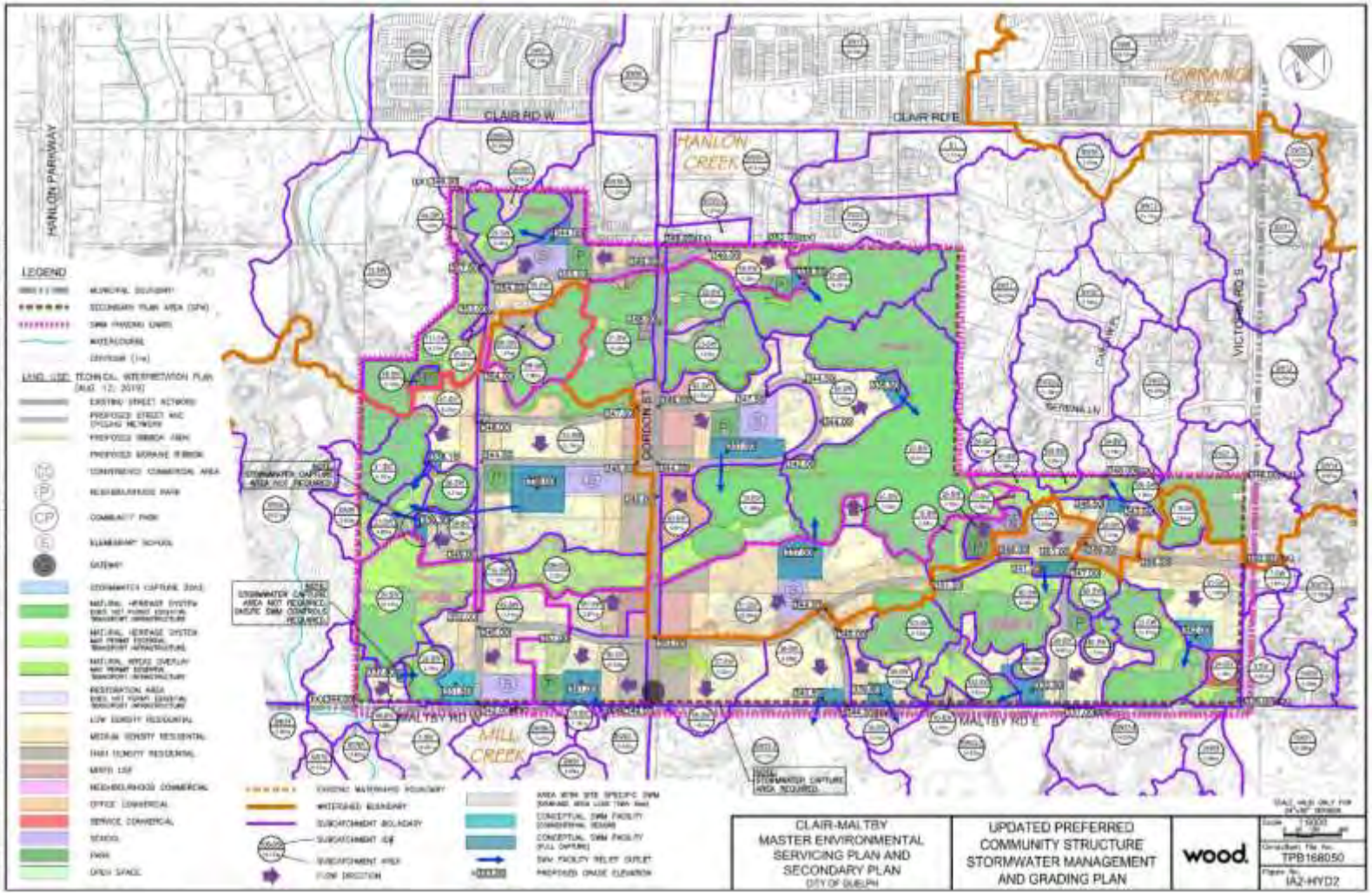
Surface Water



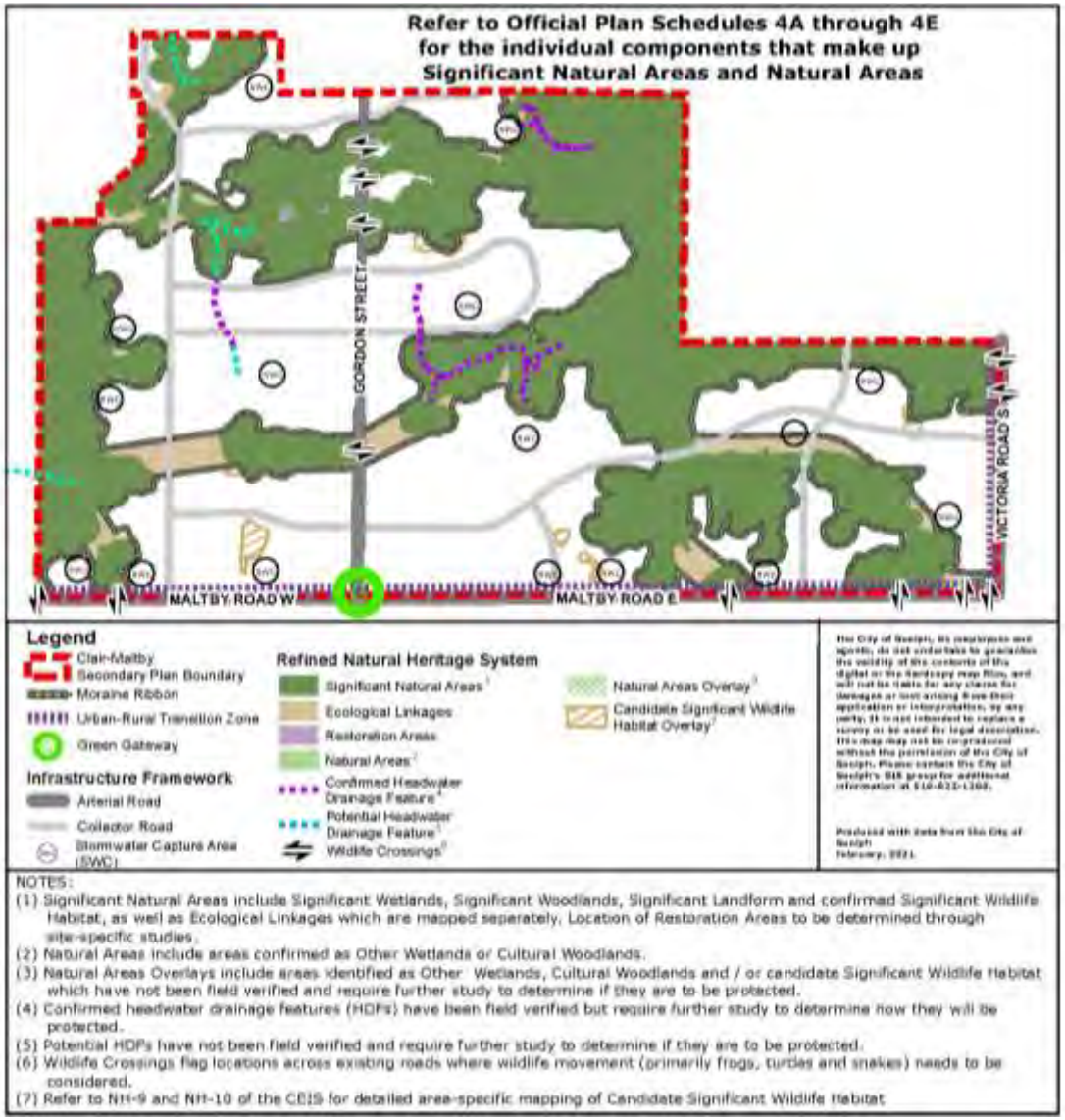
Existing Drainage Patterns



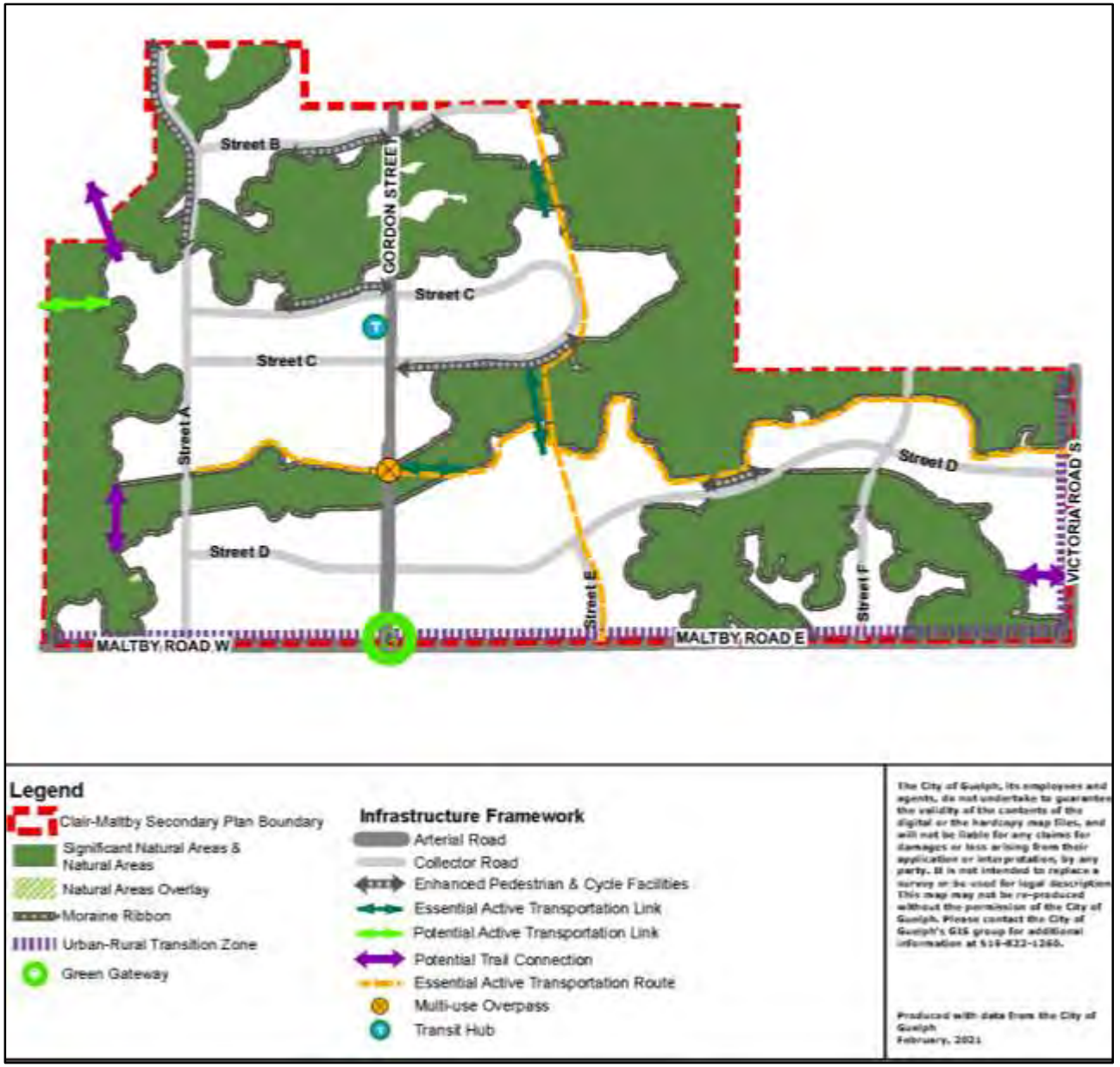
Stormwater Management Plan



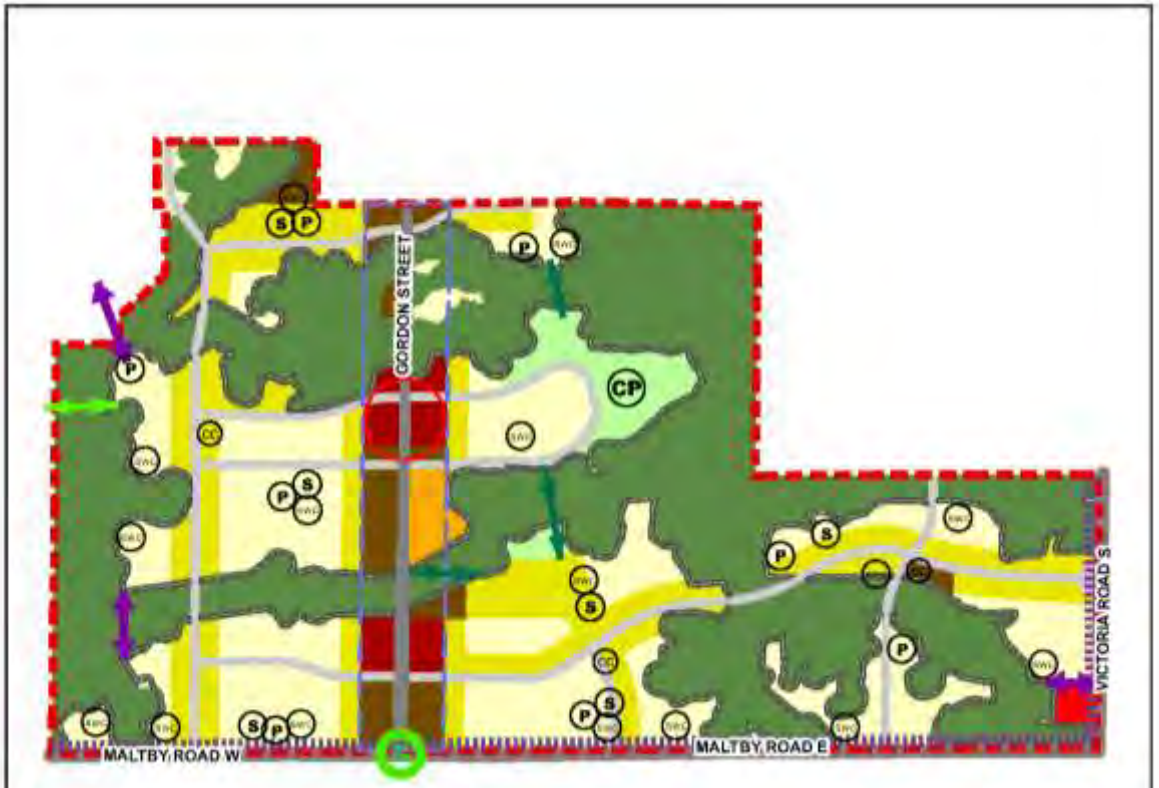
Natural Heritage System Schedule

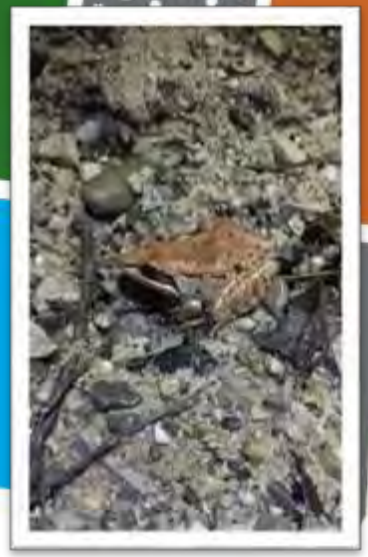


Mobility Schedule



Land Use Schedule





Discussion:

What thoughts, comments, concerns or questions would you like to discuss regarding the draft Clair-Maltby Secondary Plan and supporting documents?

Written comments on the draft Secondary Plan by the end of October would be appreciated.

City of Guelph Official Plan Review and Clair-Maltby Secondary Plan

Meeting with Six Nations of the Grand River

Thursday, October 7, 2021, 9:30 a.m.
Via Zoom Video Conference

Participants

- Lonny Bomberry, Director, Six Nations Lands and Resources.
- Robbin Van Stone, Consultation Supervisor, Six Nations Lands and Resources
- Tanya Hill Montour, Archaeology Supervisor, Six Nations Lands and Resources
- Phil Monture, Advisor, Six Nations Lands and Resources
- Bethany Kuntz-Wakefield, Manager, Wildlife Office, Six Nations Lands and Resources
- Lauren Jones, Wildlife and Stewardship Management Assistant, Six Nations Lands and Resources
- Peter Graham, Land Use Officer, Six Nations Lands and Resources
- Taylor Hill, Director Trainee, Six Nations Lands and Resources
- Bob Goulais, Facilitator, Nbisiing Consulting
- Melissa Aldunate, Manager, Policy Planning & Urban Design, City of Guelph
- Stacey Laughlin, Senior Policy Planner, City of Guelph
- Madeline Gibson, Policy Planner, City of Guelph
- Leah Lefler, Environmental Planner, City of Guelph
- Leslie Munoz, Manager, Policy and Intergovernmental Relations, City Of Guelph
- James Knott, Lura Consulting

Record of Discussion

Each of the meeting participants introduced themselves. Bob introduced the Six Nations team to Stacey Laughlin who is now leading some of the work previously done by Natalie Goss who has moved on. Bob explained that the purpose of the meeting was to provide an update on the Official Plan Review (OPR) and to present the Clair-Maltby Secondary Plan before it goes to Council. He further explained that the presentation and secondary plan materials were sent out to participants last week.

Bethany stated that their team has not had a lot of time to review the materials provided. Bob acknowledged this. Later in the meeting, the City of Guelph committed to extending the review time for Six Nations to the end of November. Bob urged participants to complete their review

as soon as they are able to. This will ensure their input is received before the Secondary Plan goes to Council for consideration.

Melissa provided a short update on the Official Plan Review and Guelph Growth Strategy. Since they last met with Six Nations, the City has been reviewing and incorporating input from the public and Indigenous communities. Also, the City has approved the annexation of the Dolime Quarry so they are considering the impacts of that on growth and population figures to 2051. The team is looking to take a report to Council in December that will outline a preferred growth management strategy.

Bob said that when the preferred growth scenario comes out the City of Guelph will communicate with Six Nations and offer an opportunity to meet likely in the new year. Melissa affirmed that a series of statutory meetings will be held in March and a meeting can be set up around that time. Bob committed to send the invitation to the statutory meetings to Robbin but clarified that these don't replace direct engagement and meetings with Six Nations.

Robbin asked if any consideration has been given to working with Indigenous communities to highlight Indigenous cultural heritage? She commented that the growth plan process is very settler-driven and does not adequately consider Indigenous cultural heritage.

Melissa responded staying the City is working through Indigenous heritage policy development and they will bring back a draft of those policies so that they can obtain input and feedback. She recognized that the planning process is a settler construct. These processes sometimes don’t reflect the City’s “Environment First” approach.

Leslie provided an overview of a new Intergovernmental Advisor position that was created by the City of Guelph. The focus of this position will be on Indigenous relations and they are hoping to have someone with lived experience to take on this role. The City will ensure this job posting is shared with Grand River Employment and Training and other First Nations job boards.

Stacey began a presentation of the Clair-Maltby Secondary Plan. The project began in 2015. Phase 1 consisted of background data collection including four years of ground and surface water monitoring. During this phase they developed the vision and principles for the Secondary Plan. In phase 2, the consultant team brought forward preferred community structure for the area. Phase 3 involved testing of the preferred community structure, developing an Open Space System strategy for parks and open, green spaces. The draft Secondary Plan is now out for public review and comment. The vision for Clair-Maltby area is to create a vibrant, urban village that is integrated with the rest of the City while protecting the natural heritage system.

In the presentation, Leah outlined the environmental work that was undertaken to inform the draft Secondary Plan. A number of environmental studies were conducted over the course of four years beginning in 2016. Leah spoke to the analysis of groundwater surface water and the natural heritage system, ecological linkages and wildlife corridors.

Bethany asked whether there were existing residential dwellings in the study area. Leah shared a map layer that showed some residential development parcels referred to as “estate residential development”. There are also existing residences along the south part of the study area. These are mainly farms along Maltby Road.

Bethany followed up by asking why natural heritage areas bisect these development parcels. Leah stated there are mechanisms to protect the natural heritage system including Official Plan land use designations and the zoning bylaw. These mechanisms and policies are part of the considerations in this planning process.

Bob asked if Six Nations was included in the archaeological assessment of the study area. Stacey affirmed that the assessment was shared with Six Nations during that process.

Phil asked if the pond referred to in the presentation was supported by ground water. Leah stated that it is a unique feature that is fed by groundwater and at times, it is perched above the ground water table.

Leah explained that the studies included surface water features, fish habitat, significant wetlands, significant woodlands and cultural woodlands, significant wildlife habitat and significant landforms. The scope of these studies included the Clair-Maltby study area, including part of the Paris Galt Moraine.

Bethany asked about the significance criteria used for the study. Leah indicated that there were a number of criteria including size, biological or ecological characteristics. She committed to sharing a synopsis of this criteria directly with Bethany. Bethany shared her email in the chat.

Bob asked about an amphibian breeding area within the estate residential lots. Leah explained that when/if an application came forward for developing that parcel, it would need to take into account the significance criteria and policies.

Phil asked about how the City is going to protect the bat population. Leah said this would be part of site-specific field studies. Land-owners/developers would be required to put in acoustic monitors. Depending on the species, they have criteria to protect bat maternity roosts, for example. These areas would be set aside and protected as part of the natural heritage system.

Bethany asked how much control does the City actually have over what happens on these residential lands? Leah gave an example that the City has a tree protection bylaw and trees in the study area cannot be cut down without a permit. Staff will review applications against other policies under the Official Plan. This includes policies that protect wetlands. For example: if a development application comes in within 120 meters of the edge of a wetland, then an ecological or environmental impact study is required.

Peter asked if the City is moving forward with a multi-use overpass for Gordon Street and are there additional overpasses or culverts they are considering for the site? Leah shared that the

Gordon Street area is an area of wildlife mortality concern and an overpass fits into the natural topography there. The City recognizes that roads present a huge barrier to wildlife movement and wildlife mortality. The plan speaks to a number of areas that will facilitate movement of wildlife. These are illustrated in the study area map as black and pink arrows moving across roadways.

Taylor asked if the secondary plan policies are going to be certified bird-friendly, or just "bird-friendly". Leah answered that the City is releasing their bird-friendly design guidelines. This includes requiring that glass surfaces within 120 metres of a natural heritage system must to be treated with bird friendly visual markers. It is not part of any certification program but it is expected to be complied with for any applications in the Clair-Maltby area.

Bethany asked, for the proposed George Street overpass or other potential overpasses, can Six Nations be consulted on that design? Leah answered absolutely, yes.

Peter sought to affirm whether schools and playing fields, etc. will NOT be located in identified natural heritage features like the moraine ribbon? Leah stated that the moraine ribbon will be an additional area of recreation running throughout the study area. It may include recreational trails. Melissa affirmed that schools or other facilities would not be located in the moraine ribbon. However, there is wording that if a site-specific environmental impact study shows no negative impact, that is something that the City would consider.

Bethany had a number of questions for further follow-up.

- While the plan will facilitate wildlife movement within the natural heritage system, does the plan consider restricting movement (i.e. snakes moving across the road)?

- Why isn't all glass being treated with bird-friendly requirements?

- Are there other standards being considered including being a LEED-certified neighbourhood?

- Could the City consider enhancing criteria including requiring developers to submit Triple Bottom Line proposals?

Leah shared the overview of the study area that included areas of ecological and biological significance, including provincially significant wetlands that include a minimum 30 meter buffer. The presentation included a detailed overview of the hydrology in the study area.

Phil asked about stormwater plans and its impact on the integrity of the groundwater?

Leah said that, instead of stormwater ponds, the plan refers to stormwater capture areas that uses existing natural depressions to manage stormwater. These will be dry most of the time, however, will capture stormwater during storm events. She showed illustrations of the catchment areas and the stormwater management plan. Catchment areas that may have

contaminants (i.e. oils) will be required to be treated. The City is looking to minimize and reduce the use of salt in this area to the greatest extent possible.

Taylor asked if the City is considering alternatives to salt, and if there is going to be winter maintenance on the recreation trails?

Leah said the City has examined the use of beet juice or a brine solution. They are also using technology to optimize the use of salt, and educating the public about the use of salt. Some trails, including those that are part of the City's signature trails system, will be maintained in the winter.

Taylor commented that beet juice may be corrosive, and it may attract wildlife to the roadways.

Peter offered an observation that the draft Secondary Plan speaks to ecological restoration. Yet, by 2051, this small area may see up to 16,300 people living there and may include up to 1,250 jobs. How is that possible that the ecosystem can be a much better place than today while adding all that infrastructure?

Stacey reiterated the City's commitment to an Environment First approach and that 46% of the study area will remain protected as part of the natural heritage system under the Secondary Plan. Although, she said it will be a challenge when introducing urban uses to this area. There have been calls for further refinement and additional work to further identify areas for wildlife habitat.

Peter said it is fundamentally misleading to speak to restoring the ecology when such growth is anticipated.

Peter also asked about the proposal to develop a large park in the Halls Pond area and that city staff originally had concerns about this. Peter has concerns about the proposal's proximity to the pond and the public access to it.

Stacey spoke about the development of the Open Space System contemplated under the plan. This includes consideration for a new, 10 acre park. Three potential areas were identified through community input. City staff recommended the option in the south end of Halls Pond. However, Council provided direction that they wanted the north option. Staff were originally concerned about the public access to that park with all traffic going to and from Gordon Street. The staff concern was about park access and road capacity.

Taylor asked if there were any considerations to include Indigenous presence, design and art in this park?

Melissa said that have received that feedback. However, the Secondary Plan does not go into these details. She said that this is something the City is willing to consider and should be considering.

Bethany asked, when you're talking about transit does this mean buses or other transit? Stacey replied that, right now, it would really only refer to buses. The City hasn't really explored subways or light rail transit.

Phil stated that he appreciates the environmental enhancements, such as wildlife corridors included in the plan. He reminded the City that we need to be considerate of the pressures caused by human activity. That will be a challenge and it is important to keep environmental principles in mind.

Taylor asked, if she understood correctly, that there will be no driveways and residents will have to rely on street parking. This may cause concerns for safety and the ability to clear roads in winter. This may also create accessibility concerns for those who are pregnant or live with a disability.

The City clarified that their objective was to create a pedestrian-oriented main street area in the urban village core. There will still be parking but it may be in a structure or building in the area, or include parking behind residences and buildings. As this area is considered the core urban village, they are looking at ways to facilitate street parking for people visiting the businesses rather than parking for residents.

Leslie shared that the City is applying for funding under the federal Disaster Mitigation Adaptation Fund. Three projects are moving forward and these will be shared with Six Nations. They also shared that the City is working towards an agreement to have monitors present for some projects. They are looking forward to getting something signed to have a Six Nations presence at the Baker Street project. Internal conversations are still underway.

NEXT STEPS

1. Robbin is going to share the contact information for Grand River Employment and Training. Leslie will send the job description to them.

2. A follow up meeting to discuss the preferred growth scenario will be arranged around March 2022.

3. Leah will follow-up directly with Bethany on the natural heritage system significance criteria being used.

4. The City will follow-up to engage Six Nations on the design of the proposed wildlife overpass at Gordon Street.

5. The City will follow-up on Bethany's questions regarding enhanced policy and requirements for wildlife protection in general (i.e. restricting movement of snakes on the road, bird-friendly glass, etc.)

6. The City is seeking a review and written comments on the draft Clair-Maltby Secondary Plan by November 30, 2021 or sooner, if possible. These can be forwarded to Stacey Laughlin Stacey.Laughlin@guelph.ca.

Robbin shared that she appreciates that the City of Guelph is consulting with Six Nations, listening to their feedback and are being as environmentally-friendly as they can possibly be.

From: Leah Lefler <Leah.Lefler@guelph.ca>
Sent: Friday, October 8, 2021 4:25 PM
To: 'wildlife@sixnations.ca' <wildlife@sixnations.ca>
Cc: Stacey Laughlin <Stacey.Laughlin@guelph.ca>
Subject: Clair-Maltby follow-up

Hi Bethany,

It was nice to meet you yesterday. I am writing to follow up with you about the criteria we have established in Guelph's Official Plan for protecting lands within the natural heritage system.

The natural heritage system is made up of natural heritage features and areas and their buffers. The following features and areas are included within the natural heritage system, and are protected from development and site alteration:

Significant Natural Areas include:
Significant Areas of Natural and Scientific Interest (ANSI)
Significant Habitat for Provincially Endangered and Threatened Species
Significant Wetlands
Surface Water Features and Fish Habitat
Significant Woodlands
Significant Valleylands
Significant Landform
Significant Wildlife Habitat (including Ecological Linkages)
Restoration Areas
Minimum or established buffers (where applicable)

Natural Areas include:
Other Wetlands
Cultural Woodlands
Habitat of Significant Species
Wildlife Crossing Locations
Established buffers (where applicable).

Natural heritage system policies are found in Section 4.1 of Guelph's Official Plan.

The criteria are listed in Section 4.1 per Significant Natural Area and Natural Area Type.

For Significant Wildlife Habitat, we refer to the Ministry of Natural Resources and Forestry

Ecoregional Criteria Schedules for Ecoregion 6E.

After you've had a chance to look through the material I've provided and summarized, please let me know if you have any questions or would like to have any follow conversations.

All the best and enjoy the long weekend.

Regards,
Leah

Leah Lefler, Environmental Planner
Infrastructure, Development and Enterprise, **Planning and Building Services**
City of Guelph
519-822-1260 extension 2362
leah.lefler@guelph.ca

guelph.ca
Facebook.com/cityofguelph
@cityofguelph

From:	Leah Lefler
To:	"wildlife@sixnations.ca"
Cc:	Stacey Laughlin; Colleen Gammie
Subject:	RE: Clair-Maltby follow-up
Date:	Monday, May 2, 2022 3:52:18 PM

Dear Bethany,

I am following up with you to provide responses to some follow-up questions you had after we met about the Clair-Maltby Secondary Plan in Guelph. The follow-up questions are summarized below with our response provided to each one.

Question: While the plan will facilitate wildlife movement within the natural heritage system, does the plan consider restricting movement (i.e. snakes moving across the road)?

Answer: Guelph's Official Plan includes Wildlife Crossing Locations as a component of the Natural Heritage System. Through the Clair-Maltby Secondary Plan, additional wildlife crossing locations were identified. Wildlife Crossing Locations are key areas to implement wildlife tunnels and funnel fencing to allow for animal movement and maintain habitat connectivity while also preventing wildlife mortality. The City has been working to install wildlife tunnels throughout the City as road reconstruction projects are implemented. For example, three wildlife tunnels and funnel fencing have been installed at Eastview Road, and an additional three wildlife tunnels and funnel fencing have been installed at Niska Road. Per Official Plan and Secondary Plan policy, this type of wildlife tunnel and funnel fencing will be required as roads are reconstructed and new roads are built in support of new development in Clair-Maltby.

Question: Why isn't all glass being treated with bird-friendly requirements?

Answer: A policy has been included in the Clair-Maltby Secondary Plan that requires the design of sites and buildings to be bird-friendly with design elements and treatments that minimize bird strikes in accordance with the City's Bird-friendly Design Guidelines. Bird-friendly glass will continue to be promoted throughout the city for all developments and construction projects by City staff.

Question: Are there other standards being considered including being a LEED-certified neighbourhood?

Answer: Yes. One of the objectives of the Clair-Maltby Secondary Plan is to 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. Development in Clair-Maltby will be in accordance with the City's Community Energy Initiative. Further, City facilities and infrastructure in Clair-Maltby will be planned to achieve 100% of their energy supplied by renewable energy sources by 2050. Developers and builders will be encouraged to determine and label building performance standards; and exceed the minimum energy and emissions requirements of the Ontario Building Code.

Question: Could the City consider enhancing criteria including requiring developers to submit Triple Bottom Line proposals?

Answer: The City's Natural Heritage Action Plan includes an action to prepare green development standards to assist in evaluating the environmental sustainability of development proposals and capital projects through the application of sustainability metrics. The approximate commencement date for this project is 2025. It is anticipated that this project will be completed and available for implementation in Clair-Maltby. Further, Guelph's

Official Plan and the Clair-Maltby Secondary Plan include policies that encourage developers to design and implement developments that are consistent with environmental sustainability.

If you have any further questions or would like additional clarification, please do not hesitate to reach out.

Warm regards,
Leah

Leah Lefler, Environmental Planner
Infrastructure, Development and Enterprise, **Planning and Building Services**
City of Guelph
519-822-1260 extension 2362
leah.lefler@guelph.ca

From: Leah Lefler
Sent: Friday, October 8, 2021 4:25 PM
To: 'wildlife@sixnations.ca' <wildlife@sixnations.ca>
Cc: Stacey Laughlin <stacey.laughlin@guelph.ca>
Subject: Clair-Maltby follow-up

Hi Bethany,

It was nice to meet you yesterday. I am writing to follow up with you about the criteria we have established in Guelph's Official Plan for protecting lands within the natural heritage system.

The natural heritage system is made up of natural heritage features and areas and their buffers. The following features and areas are included within the natural heritage system, and are protected from development and site alteration:

Significant Natural Areas include:
Significant Areas of Natural and Scientific Interest (ANSI)
Significant Habitat for Provincially Endangered and Threatened Species
Significant Wetlands
Surface Water Features and Fish Habitat
Significant Woodlands
Significant Valleylands
Significant Landform
Significant Wildlife Habitat (including Ecological Linkages)
Restoration Areas
Minimum or established buffers (where applicable)

Natural Areas include:
Other Wetlands
Cultural Woodlands
Habitat of Significant Species
Wildlife Crossing Locations
Established buffers (where applicable).

Natural heritage system policies are found in Section 4.1 of Guelph's Official Plan.

The criteria are listed in Section 4.1 per Significant Natural Area and Natural Area Type.

For Significant Wildlife Habitat, we refer to the Ministry of Natural Resources and Forestry Ecoregional Criteria Schedules for Ecoregion 6E.

After you've had a chance to look through the material I've provided and summarized, please let me know if you have any questions or would like to have any follow conversations.

All the best and enjoy the long weekend.

Regards,
Leah

Leah Lefler, Environmental Planner
Infrastructure, Development and Enterprise, **Planning and Building Services**
City of Guelph
519-822-1260 extension 2362
leah.lefler@guelph.ca

guelph.ca
Facebook.com/cityofguelph
@cityofguelph

From:	Colleen Gammie
To:	rvanstone@sixnations.ca
Cc:	Stacey Laughlin; Melissa Aldunate; Mary Angelo; Leslie Muñoz; Trevor Bomberry
Subject:	Clair-Maltby Secondary Plan - Project Update
Date:	Friday, May 27, 2022 4:48:00 PM
Attachments:	2022-05-27 - Project Update Notice of Passing and Study Completion_SN.pdf Draft Notice of Completion for MESP.pdf 01-OPA-Notice of Adoption Clair-Maltby.pdf

---

Dear Ms. Vanstone,

The City has recently presented the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council (May 16th, 2022). Attached please find a project update, the Notice of Passing, and the draft Notice of Completion for the portion of works undertaken as an Environmental Assessment.

Thank you for the time that your team has spent providing feedback throughout this process. We look forward to your continued involvement as we move forward with further study and design.

Please feel free to reach out with any questions.

Thank you,

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, **Engineering and Transportation Services**
City of Guelph
519-822-1260 extension 2282
Mobile 226-332-4693
colleen.gammie@guelph.ca

guelph.ca

Clair-Maltby
Transform. Connect. Community.

May 27, 2022

Sent via email to: rvanstone@sixnations.ca

Robbin Vanstone
Consultation Supervisor
Land and Resources Office
Six Nations of the Grand River Elected Council
2498 Chiefswood Road,
Ohsweken, ON N0A 1M0

Dear Ms. Vanstone,

Project Update:
Clair-Maltby Secondary Plan and Master Environmental Servicing Plan – Notice of Passing and Study Completion

The City of Guelph has recently presented the final Clair-Maltby Secondary Plan and Master Environmental Servicing Plan to Council on May 16th, 2022. The Notice of Passing is attached.

Approved recommendations included adopting the Clair-Maltby Secondary Plan into the City's Official Plan and filing the Notice of Study Completion with the Ministry of Environment, Conservation and Parks for the Master Plan Environmental Assessment. As a valued Partner, the City wanted to circulate the Notice of Study Completion to you and your team in advance of filing it with the Ministry. We also wanted to thank you for your involvement and feedback throughout this process.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Colleen Gammie

Colleen Gammie, P. Eng, PMP (she/her), Infrastructure Planning Engineer
Design and Construction, Engineering and Transportation Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2282**
E **colleen.gammie@guelph.ca**

Notice of the adoption of an amendment to the Official Plan by the Corporation of the City of Guelph

The Council of The Corporation of the City of Guelph passed Amendment No. 79 to the Official Plan for the Corporation of the City of Guelph, as By-law (2022)-20712, to implement the Clair-Maltby Secondary Plan on the 16th day of May, 2022, under section 17 and section 21 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

An explanation of the purpose and effect of the by-law as well as a key map of the lands are included. For more information regarding the purposed official plan amendment, contact Planning Services at 519-837-5616, or planning@guelph.ca.

The proposed Official Plan Amendment is exempt from approval by the Ministry of Municipal Affairs and the decision of Council of The Corporation of the City of Guelph is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only Individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal (OLT). A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf. The Notice of Appeal must be filed with the City Clerk not later than **June 15th 2022, no later than 4:30 p.m.** The appeal must set out the reasons for the appeal and the specific part of the proposed official plan or plan amendment to which the appeal applies and be accompanied by the fee of **$1,100.00, paid by certified cheque or money order** payable to the Minister of Finance. The forms are available from ServiceGuelph, Guelph City Hall or on OLT's website, www.olt.gov.on.ca.

No person or public body will be added as a party to the hearing of the appeal of the decision unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the OLT, there are reasonable grounds to add the person or public body as a party.

Any and all written submissions relating to this application that were made to City Council before its decision and any and all oral submissions related to this application that were made at a public meeting, held under the *Planning Act*, have been, on balance, taken into consideration by City Council as part of its deliberations and final decision on this matter.

DATED at the City of Guelph this 26th day of May, 2022

Stephen O'Brien
City Clerk
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1
clerks@guelph.ca
519-837-5603

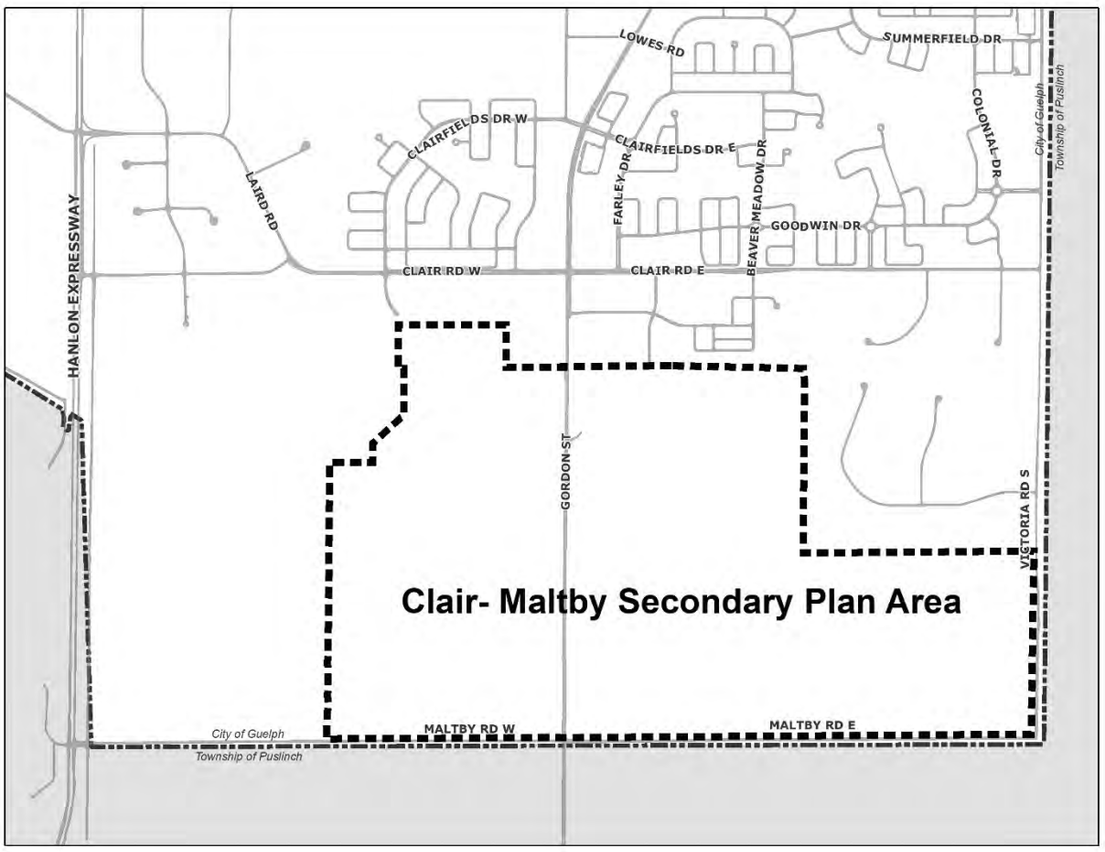
By-Law number (2022)-20712
Explanation of Purpose and Effect and Key Map

1. **By-Law Number (2022) – 20712 has the following purpose and effect:**

The purpose of By-law Number (2022)-20712 is to authorize an amendment to the Official Plan for the secondary plan area located in southeast Guelph and bounded by the future extension of Poppy Drive West to the north (just south of Clair Road), Victoria Road South to the east, Maltby Road to the south and the eastern limits of the Southgate Business Park (east of Southgate Drive) to the west.

The purpose of the official plan amendment is to incorporate the Clair-Maltby Secondary Plan into the City's Official Plan by deleting the existing land use policies and designations that apply to the Clair-Maltby lands, amending schedules, and adding a new Section to the Official Plan that includes the new policies, schedules and corresponding definitions for the Clair-Maltby Secondary Plan. The official plan amendment is known as Official Plan Amendment 79 (OPA No. 79) – City-initiated Official Plan Amendment for the Clair-Maltby Secondary Plan.

2. Key Map showing the location of the lands to which By-law (2022)-20712 applies:



Clair-Maltby
Transform. Connect. Community.

June XX, 2022

Clair-Maltby Secondary Plan, Master Environmental Servicing Plan and Comprehensive Environmental Impact Study

Notice of Study Completion

The City of Guelph has prepared a Master Environmental Servicing Plan (MESP) for the Clair-Maltby Secondary Plan area following Phases 1 and 2 of the Municipal Class Environmental Assessment (Schedule B).

Based on the study findings and input from technical agencies, stakeholders, and the public, the recommended MESP is as shown below. The MESP identifies the recommended infrastructure to service the future growth in the Clair-Maltby Secondary Plan area, while minimizing environmental impacts. The recommended MESP incorporates the comments received from the public and agencies during the study.

Figure 1 – Clair-Maltby Secondary Plan Area (existing)

DRAFT

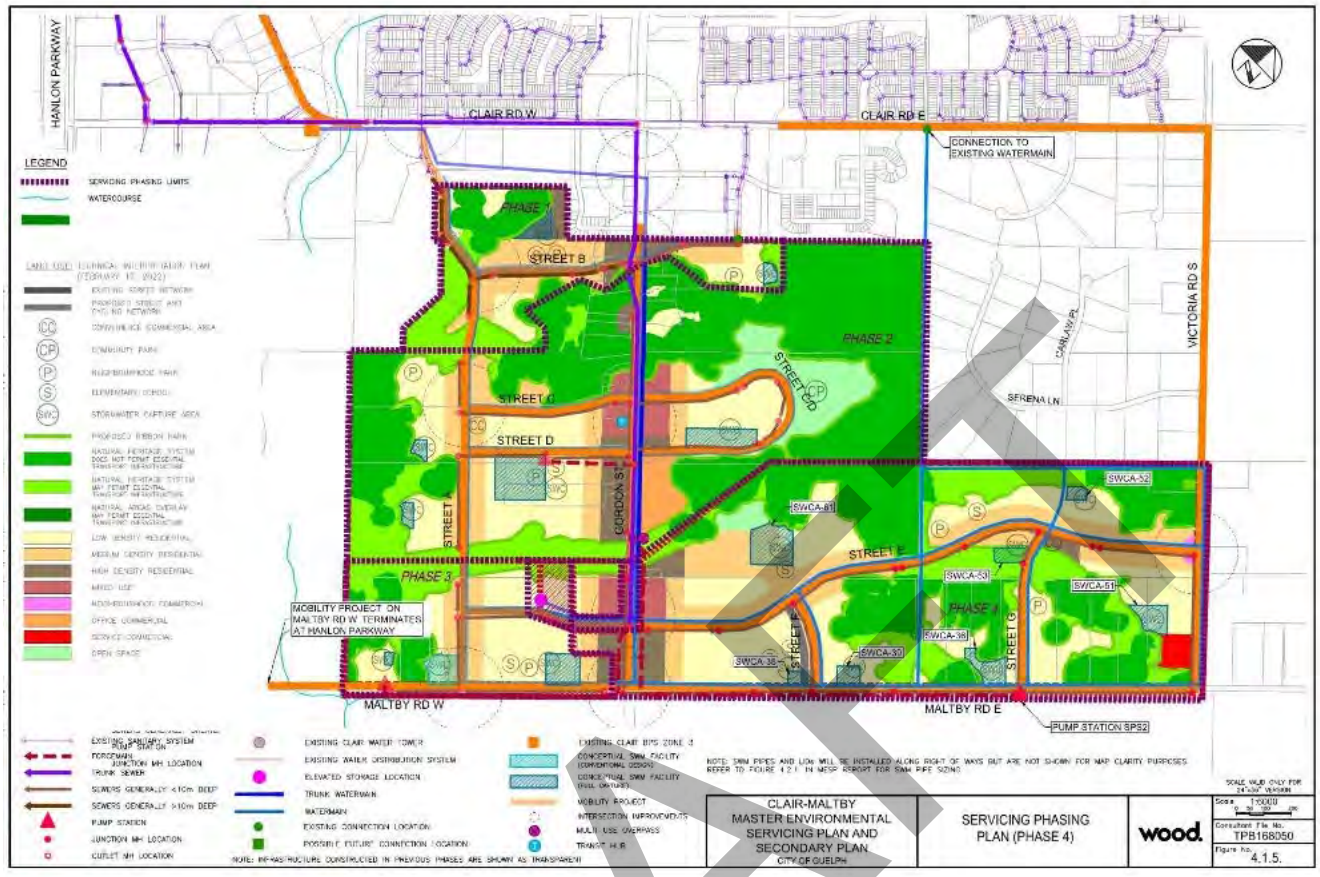


Figure 2 – Clair-Maltby Preferred Servicing for Water, Wastewater, Stormwater, Mobility

The main components are listed below. While the MESP addresses need and justification at a broad level, more detailed studies for some elements are required (i.e. Phases 3 and 4 of the EA process to complete Schedule C requirements).

Schedule B Projects

The following projects have completed Phases 1 and 2 of the planning process and are approved subject to screening.

Project	MCEA Category	Status
Water Tower and Transmission Watermain	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Local Watermains	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Pump Stations	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Sanitary Forcemains and Gravity Sewers	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation
Stormwater System and Capture Areas	Municipal Water and Wastewater Projects	Proceed to Phase 5 - Implementation

DRAFT

New Collector Roads B, C, D, F, G	Municipal Road Projects	Proceed to Phase 5 - Implementation
Existing Road Improvements for Maltby Road and Victoria Road	Municipal Road Projects	Proceed to Phase 5 – Implementation

Schedule C Projects

The following projects have completed Phases 1 and 2 of the planning process through the MESP. Phases 3 and 4 of the Class EA process will be completed at a later date for each project.

Project	MCEA Category	Status
Gordon Street Road Widening	Municipal Road Projects	Proceed to Phase 3 and 4
Clair Road East Widening	Municipal Road Projects	Proceed to Phase 3 and 4
New Collector Roads A, E	Municipal Road Projects	Proceed to Phase 3 and 4

How to provide comments

The MESP and supporting documents (including the Comprehensive Environmental Impact Study – CEIS, and the Official Plan Amendment) are available for review at https://guelph.ca/plans-and-strategies/clair-maltby-secondary-plan/cm-documents/ or in person at the following locations:

City Hall
1 Carden Street
Guelph, ON N1H 3A1
Monday to Friday between 8:30 a.m. to 4:30 p.m.
Telephone 519-837-5604
engineering@guelph.ca

Interested persons may provide written comments to the project team e-mail by July, XX, 2022 (30 days after the date on this notice): Clair-maltby@guelph.ca. Additionally, the following project team members can be contacted:

Colleen Gammie, P. Eng
Infrastructure Planning Engineer
Engineering and Transportation Services
519-822-1260 extension 2282
colleen.gammie@guelph.ca

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual /comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty

DRAFT

rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. West, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the project team members by mail or by e-mail.

This Notice is issued on **June XX, 2022**.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

DRAFT

Appendix E.3

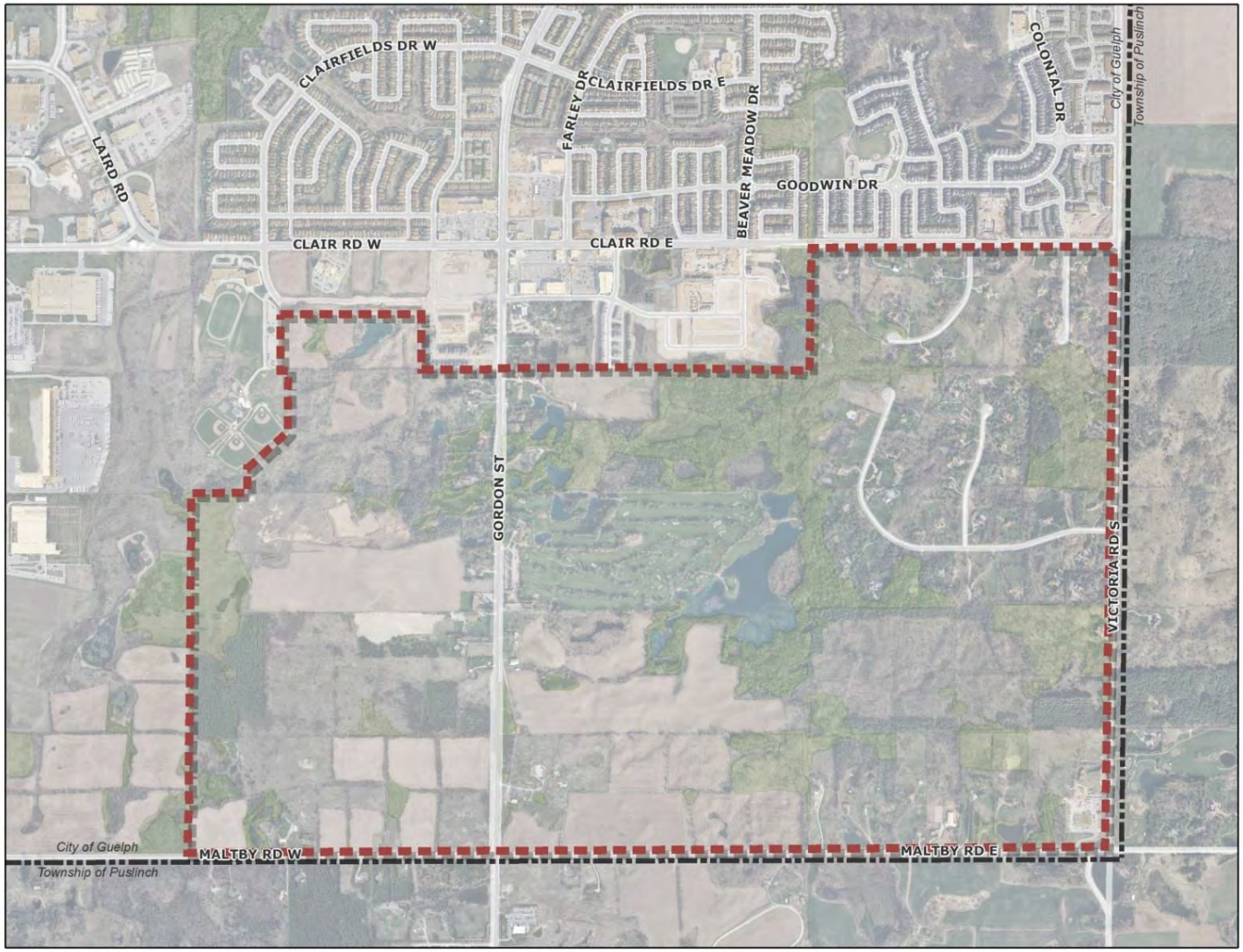
Municipal Consultation

Clair-Maltby

Transform. Connect. Community.

CITY OF Guelph
Making a Difference

Study Area

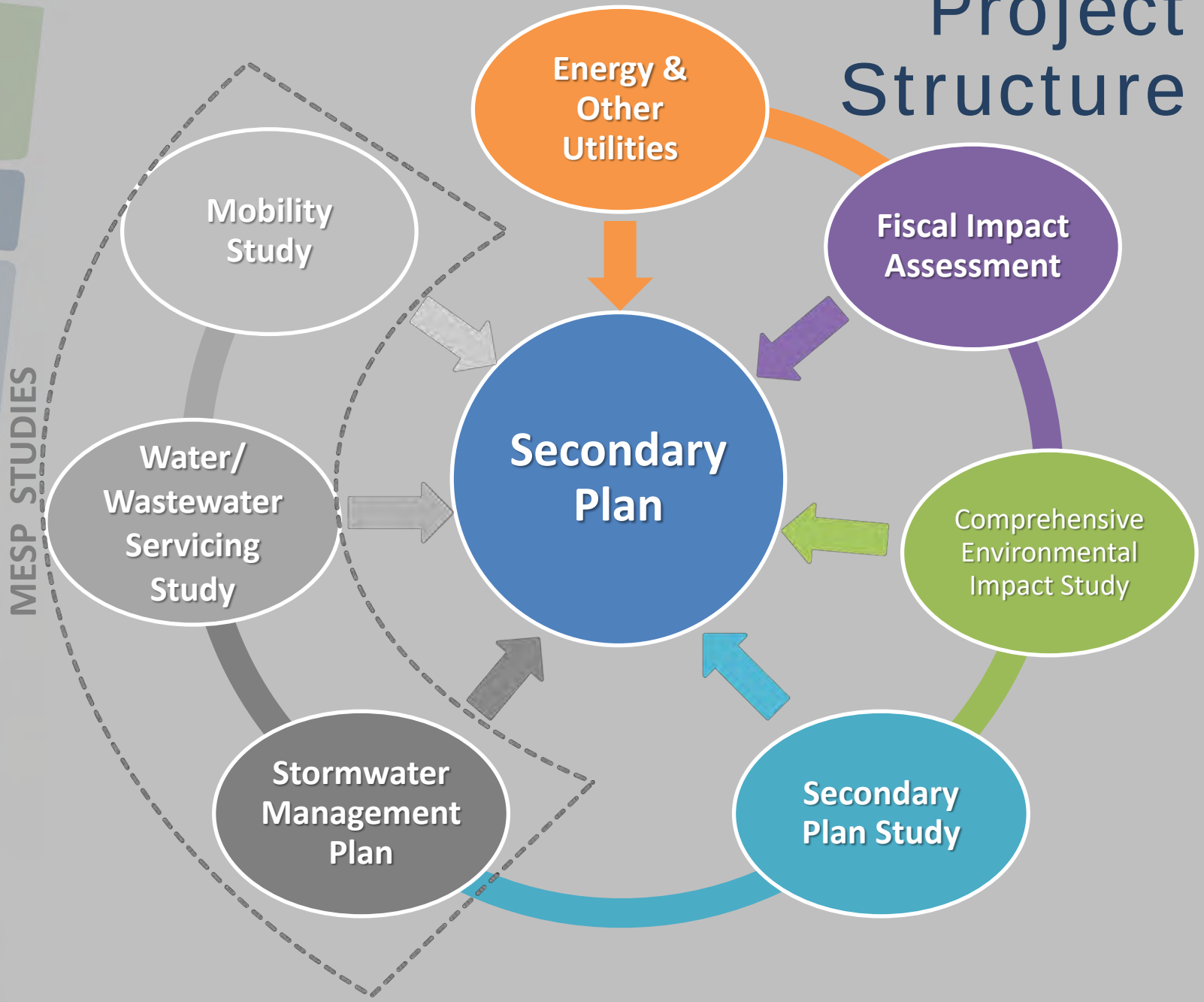

CLAIRFIELDS DR W
CLAIRFIELDS DR E
FARLEY DR
BEAVER MEADOW DR
COLONIAL DR
City of Guelph
Township of Puslinch
LAIRD RD
GOODWIN DR
CLAIR RD W
CLAIR RD E
GORDON ST
VICTORIA RD S
City of Guelph
Township of Puslinch
MALTBY RD W
MALTBY RD E

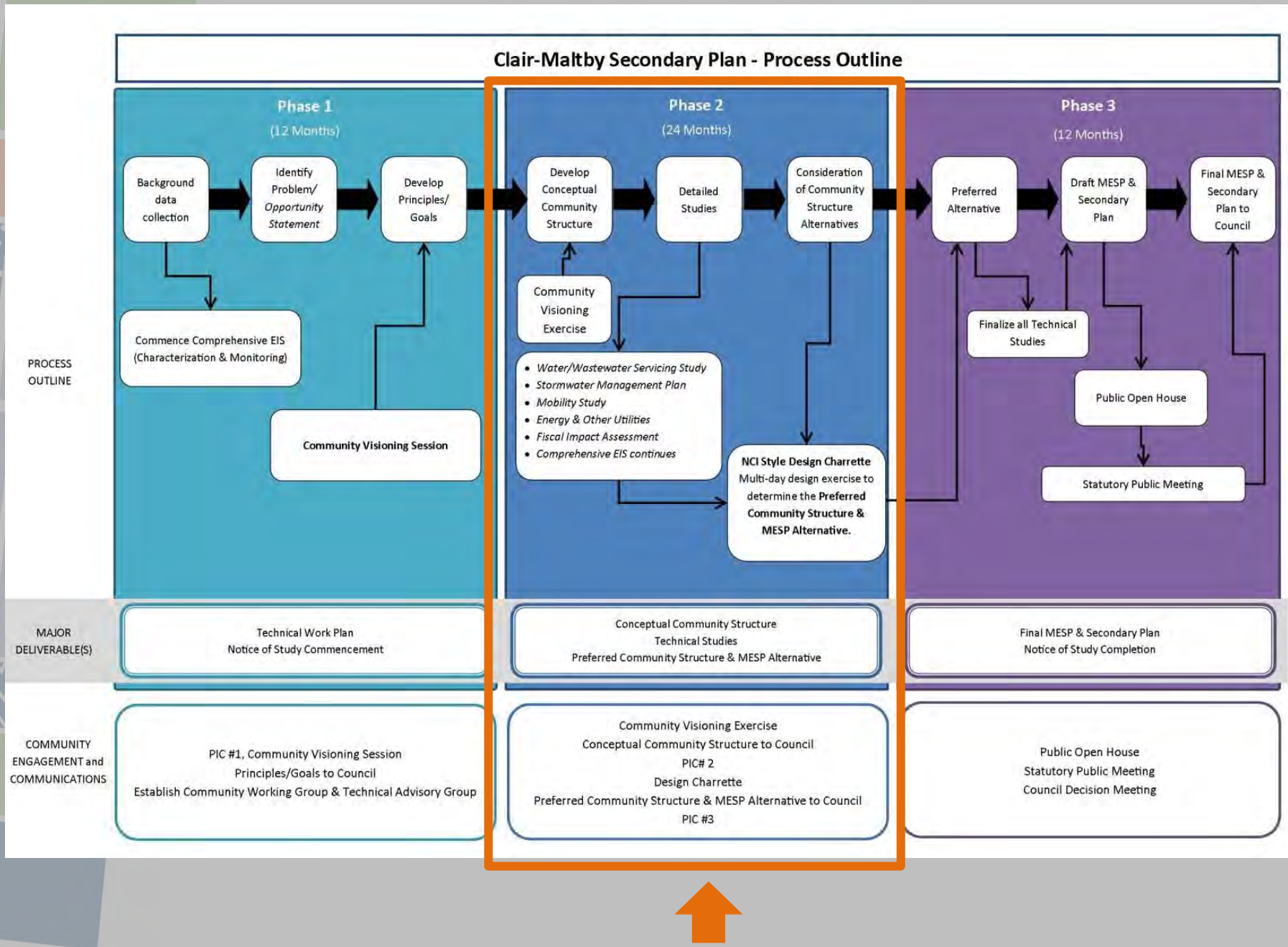
Background

- The Clair-Maltby Secondary Plan (CMSP) and Master Environmental Servicing Plan (MESP) process provides an integrated approach to advance the development of the CMSP Area

- The approach integrates land use, environment, transportation and servicing studies/plans to guide the Secondary Plan

Project Structure




Clair-Maltby Secondary Plan - Process Outline
Phase 1
(12 Months)
Phase 2
(24 Months)
Phase 3
(12 Months)
PROCESS OUTLINE
Background data collection
Identify Problem/ Opportunity Statement
Develop Principles/ Goals
Commence Comprehensive EIS (Characterization & Monitoring)
Community Visioning Session
Develop Conceptual Community Structure
Detailed Studies
Consideration of Community Structure Alternatives
Community Visioning Exercise
Water/Wastewater Servicing Study
Stormwater Management Plan
Mobility Study
Energy & Other Utilities
Fiscal Impact Assessment
Comprehensive EIS continues
NCI Style Design Charrette
Multi-day design exercise to determine the Preferred Community Structure & MESP Alternative.
Preferred Alternative
Draft MESP & Secondary Plan
Final MESP & Secondary Plan to Council
Finalize all Technical Studies
Public Open House
Statutory Public Meeting
MAJOR DELIVERABLE(S)
Technical Work Plan
Notice of Study Commencement
Conceptual Community Structure
Technical Studies
Preferred Community Structure & MESP Alternative
Final MESP & Secondary Plan
Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS
PIC #1, Community Visioning Session
Principles/Goals to Council
Establish Community Working Group & Technical Advisory Group
Community Visioning Exercise
Conceptual Community Structure to Council
PIC# 2
Design Charrette
Preferred Community Structure & MESP Alternative to Council
PIC #3
Public Open House
Statutory Public Meeting
Council Decision Meeting

Phase 1 – Work

- Environmental monitoring & characterization
- Background reports & technical work plans
- Project specific graphics
- Problem/Opportunity statement
- Vision and guiding principles

Clair-Maltby

Transform. Connect. Community.

Phase 1
Community Consultation

- Property Owner Meeting
- TAG
- CWG
- Notice of Study Commencement
- PIC #1 & Community Visioning Workshop

Background Reports

- Preliminary Background Report
- Cultural Heritage Resource Assessment
- Archaeological Assessment
- Demographics and Economic Trends
- Community Visioning Workshop Summary

guelph.ca/clair-maltby

Technical Work Plans

CEIS Technical Work Plan

CEIS Year 1 Monitoring Report

Water/ Wastewater Work Plan

Stormwater Management Work Plan

Mobility Work Plan

Energy & other utilities work plan

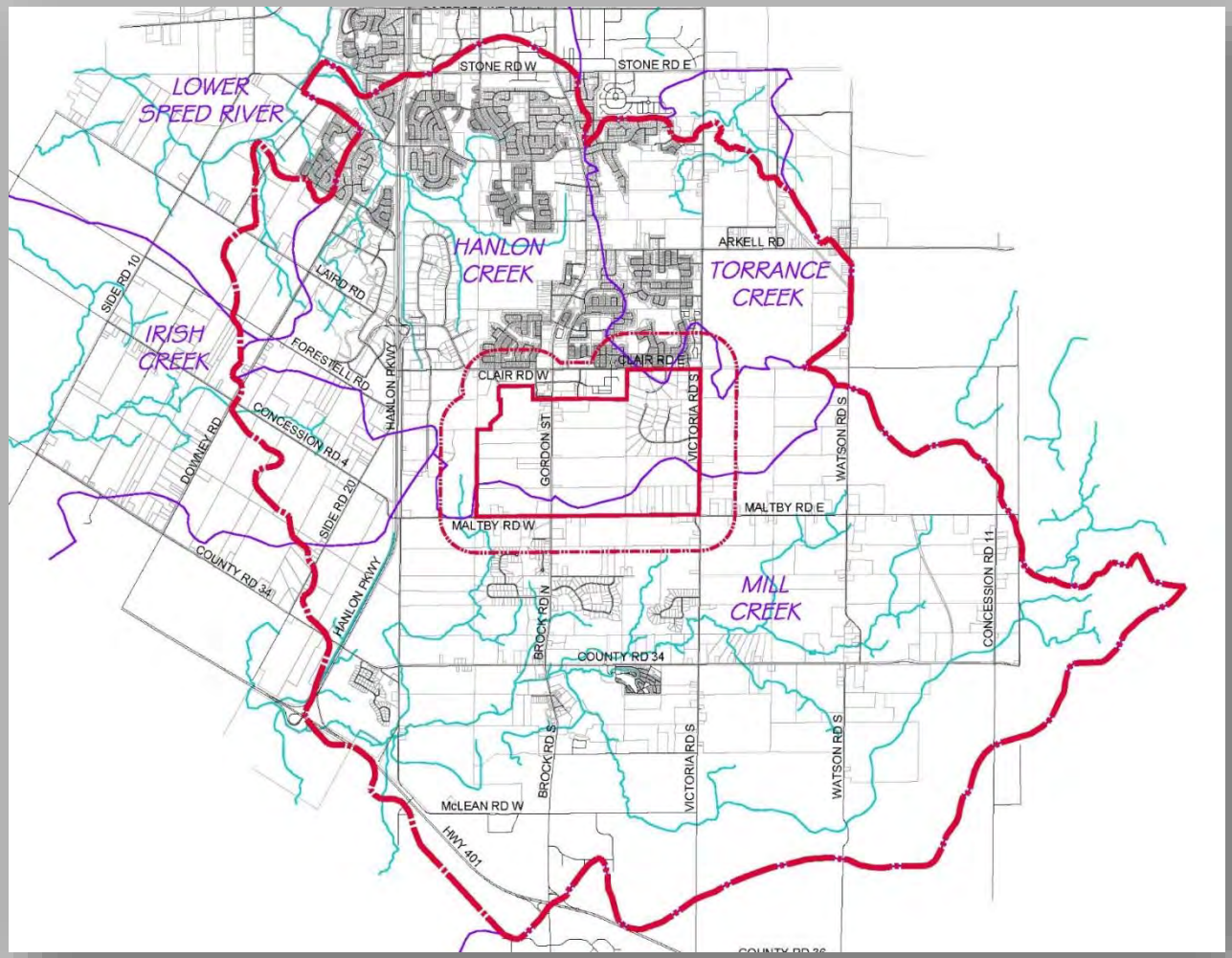
guelph.ca/clair-maltby

CEIS Study Areas

Secondary Plan Area (SPA)

Primary Study Area (PSA)

Secondary Study Area (SSA)



Purpose of Comprehensive Environmental Impact Study (CEIS)

- Technical basis for informing:
  - Servicing and transportation, including trails;
  - Conceptual Community Structure Options; and,
  - Preferred Community Structure Alternative.

- Relates to
  - Surface water (Hydrology/Hydraulics);
  - Groundwater (Hydrogeology);
  - Landform (Geology); and,
  - Natural Heritage (Terrestrial/Aquatic).

Vision

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

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

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

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

Guiding Principles

- Vibrant and Urban
- Green and Resilient
- Healthy and Sustainable
- Interconnected and Interwoven
- Balanced and Liveable

Next Steps & Anticipated Timing

Phase 2: May 2017 – April/May 2018

Sept. 2017	Visioning Exercise – Conceptual Community Structure
Q4 2017	Conceptual Community Structure to Council for endorsement
Q1 2018	Design Charrette to determine the Preferred Community Structure Alternative
Q2 2018	Preferred Community Structure Alternative to Council for endorsement

Phase 3: May/June 2018 – April 2019

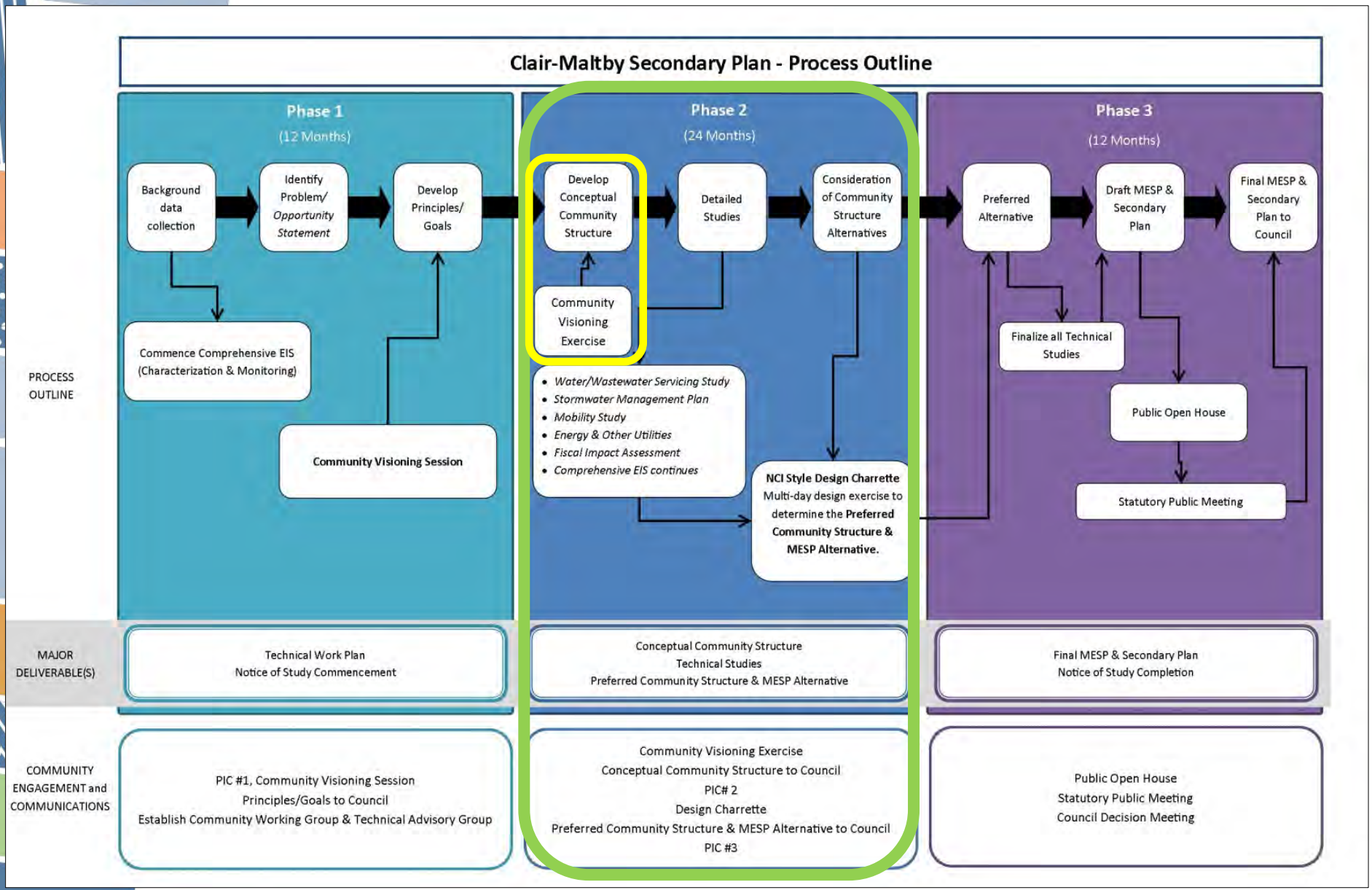
Clair-Maltby

Transform. Connect. Community.

Conceptual Community Structure

Township of Puslinch Council Meeting
February 7, 2018

CITY OF Guelph
Making a Difference


Clair-Maltby Secondary Plan - Process Outline
Phase 1
(12 Months)
Phase 2
(24 Months)
Phase 3
(12 Months)
PROCESS OUTLINE
Background data collection
Identify Problem/ Opportunity Statement
Develop Principles/ Goals
Commence Comprehensive EIS (Characterization & Monitoring)
Community Visioning Session
Develop Conceptual Community Structure
Community Visioning Exercise
Detailed Studies
Consideration of Community Structure Alternatives
Water/Wastewater Servicing Study
Stormwater Management Plan
Mobility Study
Energy & Other Utilities
Fiscal Impact Assessment
Comprehensive EIS continues
NCI Style Design Charrette
Multi-day design exercise to determine the Preferred Community Structure & MESP Alternative.
Preferred Alternative
Finalize all Technical Studies
Draft MESP & Secondary Plan
Public Open House
Statutory Public Meeting
Final MESP & Secondary Plan to Council
MAJOR DELIVERABLE(S)
Technical Work Plan
Notice of Study Commencement
Conceptual Community Structure
Technical Studies
Preferred Community Structure & MESP Alternative
Final MESP & Secondary Plan
Notice of Study Completion
COMMUNITY ENGAGEMENT and COMMUNICATIONS
PIC #1, Community Visioning Session
Principles/Goals to Council
Establish Community Working Group & Technical Advisory Group
Community Visioning Exercise
Conceptual Community Structure to Council
PIC# 2
Design Charrette
Preferred Community Structure & MESP Alternative to Council
PIC #3
Public Open House
Statutory Public Meeting
Council Decision Meeting

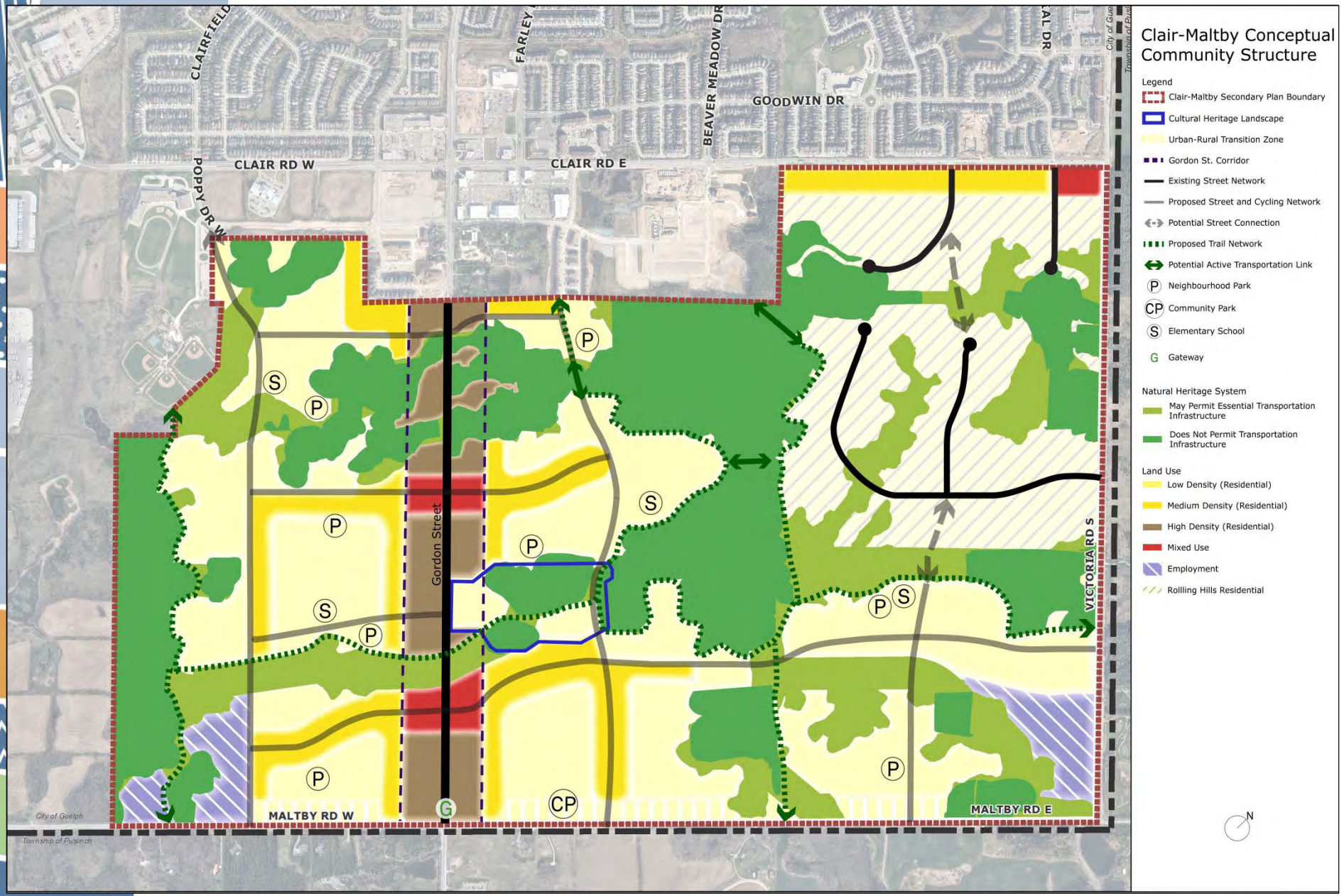
Visioning Workshops

The recommended Conceptual Community Structure was developed based on community input and technical input gathered through three workshops:

- September 12, 2017
  - Technical Steering Committee
  - TAG/CWG
- September 26, 2017
  - Public

Visioning Workshops

- Group based, hands-on community planning and mapping exercise considering:
  - Natural Heritage System and Cultural Heritage Resources
  - Major Roads
  - Neighbourhoods
  - School and Park locations
  - Trails
  - Land Use and Housing Types



Recommended Conceptual Community Structure

Vision & Guiding Principles

The recommended Conceptual Community Structure respects the approved vision & guiding principles:

- balances protection of the Natural Heritage System and the Paris Moraine with future development of this area;
- proposes a multi-modal mobility network, including major roads, bicycle infrastructure and trails to provide strong connectivity throughout the Clair-Maltby area and to the rest of the City;
- is primarily residential in character, with the ability to accommodate a full range and mix of housing types, as well as a mix of uses at key locations;
- plans for a system of parks, open spaces and trails to provide both active and passive recreation opportunities

Next Steps

Q1 2018	Technical Studies, development of Community Structure Alternatives
February 2018	CWG/TAG meeting
March 14, 2018	Joint EAC/RSAC meeting
March 21, 2018	Guelph Council Workshop
April 3-6 & 9, 2018	Design Charrette
June 5, 2018	Preferred Community Structure to COW
June 25, 2018	Preferred Community Structure to Guelph Council
Q3 2018 – Q2 2019	Phase 3 of the project

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
T: (519) 763 – 1226
F: (519) 763 – 5846
www.puslinch.ca

November 14, 2018

City of Guelph
1 Carden Street
Guelph, Ontario Canada
N1H 3A1

SENT VIA E-MAIL: Stacey.Laughlin@guelph.ca

RE: Clair-Maltby Secondary Plan Review

Please be advised that Township of Puslinch Council, at its meeting held on November 7, 2018, considered the aforementioned topic and subsequent to discussion, the following was resolved:

That Council endorses the Hydrology and Hydrogeology report from Harden Environmental with respect to the Clair-Maltby-Secondary-Plan;

And that the report by Harden Environmental be forwarded to the City of Guelph as a request for responses to the issues outlined in the report, including the quantification of various elements.

On behalf of the Mayor and Members of Council, please accept this letter for your consideration and response.

Yours very truly,
Karen Landry
Clerk/CAO

CC:

1. Sarah Wilhelm, Manager of Development Planning, County of Wellington, sarahw@wellington.ca

Harden Environmental Services Ltd.
4622 Nassagaweya-Puslinch Townline
Moffat, Ontario, L0P 1J0
Phone: (519) 826-0099 Fax: (519) 826-9099

Groundwater Studies

Geochemistry

Phase I / II

Regional Flow Studies

Contaminant Investigations

OMB Hearings

Water Quality Sampling

Monitoring

Groundwater Protection Studies

Groundwater Modelling

Groundwater Mapping

Permits to Take Water

Environmental Compliance Approvals

Our File: 1829

October 25, 2018

Township of Puslinch
7404 Wellington Road 34
Guelph, ON, N1H 6H9

Attention: Karen Landry
CAO

Dear Mrs. Landry;

Re: Clair-Maltby-Secondary-Plan Review
Hydrology and Hydrogeology

1.0 Background

As requested we have reviewed documents pertaining to the Clair-Maltby-Secondary-Plan on behalf of the Township of Puslinch. The City of Guelph has prepared a Comprehensive Environmental Impact Study (CEIS) following two years of monitoring and investigation in this study area adjacent to the Township of Puslinch. Maltby Road and Victoria Road are common boundaries to the study area and the Puslinch Township. The study area extends west of Gordon Street to approximately half way to the Hanlon Expressway.

The study area is on the Paris Moraine and includes headwater areas of Mill Creek. The study area is a significant groundwater recharge area that contributes water to local aquifers.

The Comprehensive Environmental Impact Study is very thorough and clearly identifies the hydrological challenges that are associated with developing this portion of the Paris Moraine. The main challenge identified relates to the increase in hard surfaces that causes precipitation to runoff and accumulate rather than evapotranspirate.

Although recognized in the reports, the importance of the study area to groundwater resources in the Township of Puslinch cannot be understated. Water originating as rain and snowmelt seeps into the ground in the study area and flows through the soil and rock towards Mill Creek. Some of this water supports the cold-water fishery of Mill Creek. Many residents including those in the developments of Audrey Meadows, Fox Run and Bridle Path tap into this

groundwater flow for their well water supply. Several wells in the vicinity of the study area, including some along Maltby Road, use the relatively shallow overburden aquifer as their supply source. Other wells are deeper and penetrate the Guelph and Gasport bedrock aquifers. In some cases, these bedrock wells create a connection between the deep Gasport Aquifer, the unconfined Guelph aquifer and potentially the overburden aquifer.

For these reasons, the quality of groundwater generated in the study area is of great interest to residents of Puslinch. Water quantity is also a concern as there are limited options to dispose of excess storm water generated by impervious surfaces. These issues are discussed below.

2.0 Water Quantity Issues

The development of the subject lands will generate excess water by reducing the areal extent of natural/agricultural vegetation. Water that formerly returned to the atmosphere via evapotranspiration, will now runoff hard surfaces and be collected in engineered storm water management facilities. In other landform areas this excess water is "treated" in stormwater ponds and allowed to overflow to a water course and ultimately flow into a large water body or stream. In the unique landform of the Paris Moraine upon which the subject lands lie, there are no water courses. A visual inspection along Maltby Road and a review of topographic maps and aerial imagery confirms that a) there are no culverts beneath Maltby Road between Gordon Street and Victoria Park Road except for a small 8-12" culvert at the intersection of Maltby and Victoria Road South and b) even if there was southward surface water flow beneath/across Maltby Road, there are no overland drainage pathways to tributaries of Mill Creek. The landscape is pockmarked with many individual depressions that capture water rather than convey water to locations downslope.

There are culverts crossing beneath Maltby Road west of Gordon Street (the first being at the western edge of the study area). These include amphibian friendly crossings associated with water courses leading to Mill Creek and Provincially Significant Wetlands.

The absence of potential overland outflow from the study area was noted in the Comprehensive Environmental Impact Study where it is stated that between 93% and 97% of all precipitation in the study area either infiltrates or evaporates. The CEIS states the following;

Primary environmental elements stemming from the discipline-specific characterization work described in the previous report sections include:

- *Wetland/Woodlot Features*
- *Significant Landform Features (Depressional Features)*
- *Recharge and Discharge Areas*

Absent from the foregoing list are watercourses which typically provide conveyance of drainage, provide riparian corridors and connect wetland and woodlot features. As the Clair-Maltby SPA does not include typical open watercourse systems, the CEIS Team has included significant landform features (depressional features), as the key environmental

element that is integrated to the hydrologic cycle (topographic feature). It does however, include some ponds and/or wetlands that support fish, as well as a few small drainage features that provided intermittent surface flows between wetlands (see Section 4.5.5).

In their acknowledgement of the absence of watercourses, the CEIS says the following in regard to developing storm water management systems;

Most often logical development sequencing moves from the outlet to upstream areas. Due to the complex topography and hydrology and hydrogeology associated with this area, this may or may not be feasible, hence there needs to be some consideration for the implications of interim downstream impacts and short-term improvements which can ultimately be staged as part of a comprehensive Implementation Plan.

Puslinch Township is downstream of approximately 40% of the study area and receives between 30 and 50% of the groundwater generated in the study area. It is very much in the interest of the Township of Puslinch to understand the nature of the 'interim downstream impacts.'

With respect to the potential release of storm water to water courses south of Maltby Road, these opportunities are limited and should be reviewed carefully by the Township of Puslinch to ensure that a) private lands are not affected b) the water discharged to Mill Creek and its headwater areas can be accommodated without risk of flooding or creating significant changes to hydroperiods of associated wetlands and c) that the water is of good quality.

It is likely that the infiltration of water in retained natural environment corridors and in engineered facilities will ensure that the quantity of groundwater will not be diminished by the development.

3.0 Water Quality

A concern regarding the quality of excess water from developed land is road salt. Salt dissolves in the rain and snowmelt and infiltrates the ground. Chloride released by dissolved salt is not absorbed in the soil environment and is carried by percolating water to the groundwater system. Municipalities such as the Regional Municipality of Waterloo and the City of Guelph monitor their groundwater systems for chloride and have active programs to limit the impact of road salting. Other common contaminants include nutrients from fertilizers and oil and grease from road runoff. Municipal sewers are known to leak and this could introduce sewage derived contaminants into the groundwater system.

Presently, there are farms, estate type residential areas, small businesses and a golf course in the study area. The groundwater sampled from dedicated monitoring wells in the study area is found to be of high quality. The only notable chemical impacts are that of elevated nitrate (from fertilizers) found at one location near the intersection of Gordon Street and Maltby Road and elevated chloride in one well located 400 m west of Gordon Road in a farm field behind the Harmony House Retirement Facility. In both cases, the concentration of the contaminants is below Ontario Drinking Water Quality Standards.

The CEIS recognizes the challenge associated with developing this area and makes several recommendations for water quality treatment prior to infiltrating or discharging water to a depression. Nonetheless, it is our opinion that groundwater quality will deteriorate as a result of developing the Clair-Maltby Area. Road salting alone will introduce many tonnes of salt on the roadways and parking areas. Other contaminants such as nutrients or organic contaminants are unlikely to have a significant impact unless introduced as a spill or long-term leak from large storage facilities. The quantity and potential impact of sewage derived contamination is unknown. The CEIS makes the following statement in regards to monitoring for water quality.

vii. Monitoring Plan

As noted earlier under the CEIS, a fully integrated monitoring strategy will have been developed as part of that task. It is anticipated that this will be documented under this study subtask and put into the context of the overall Stormwater Management Plan, which will focus on a system-wide landscape-based monitoring program. As part of the recommended monitoring plan, the receiving groundwater and surface water systems would need to be monitored for quantity and quality impacts.

A monitoring plan is only effective if substantive mitigation measures can be made post-development. As part of the Monitoring Plan, it is necessary to develop mitigative measures should water quality issues arise.

4.0 County of Wellington Galt and Paris Moraine Policy

The County of Wellington has adopted a Moraine Policy that recognizes the importance of the Paris Moraine in generating and storing clean groundwater. The policy is as follows;

Policy 4.9.7 Paris and Galt Moraine Policy Areas.

The Paris and Galt Moraines are unique landforms. With their combination of soil types, numerous land surface depressions, and higher elevations relative to surrounding lands, they function as a support for hydrologic processes and features that influence groundwater and surface water resources at regional and local scales. These processes and features include:

- *groundwater recharge;*
- *groundwater storage;*
- *surface water detention;*
- *groundwater potential;*
- *baseflow to streams;*
- *springs; and*
- *watershed divides for groundwater and surface water*

On the moraines, and in catchment areas influenced by the moraines, there are cold-water fisheries, wetlands, private wells, farms, industrial and commercial businesses, mineral aggregate operations, and municipal water supplies that rely, either directly or indirectly, on these moraine processes and features.

4.9.7.1 Objectives

The Paris and Galt Moraine policies are intended to:

- *protect moraine processes and features in order to maintain and where possible restore and enhance groundwater and surface water resources; and*
- *promote stewardship activities on the moraines that maintain, restore or enhance groundwater and surface water resources.*

4.9.7.2 Policy Direction

On lands in the Paris and Galt Moraines Policy Area on Schedule 'B' that lie outside of Wellhead Protection Areas, the following shall apply:

a) Large scale development proposals including intensive recreation, mineral aggregate operations, new rural employment area designations, and urban boundary expansions will be required to demonstrate that ground and surface water functions will be maintained, and where possible, restored and enhanced;

b) Small scale developments that do not rely on significant site alterations will not normally be required to demonstrate protection of the moraines. Where planning approvals for small scale developments are needed, best practices for alteration will be required to reduce or eliminate cut and fill activities that would fill in land surface depressions.

c) Agriculture is a major activity on the moraines and is an accepted and supported use of land. The County will encourage best practices for agriculture by developing and supporting stewardship programs.

5.0 Technical Comments

We have the following comments on the technical reports provided and request a response from the study team.

Information Session Power Point Presentation

1) On Page 46 of the Information Session material provided, there is a diagram of overland flow directions. An arrow located near the intersection of Maltby Road and Victoria Road suggests that there is southerly overland flow potential. Topography confirms that there is a closed basin at this location and no overland flow occurs to the south. It should be confirmed that discharge of storm water in this area is not being considered.

2) Figure HYD-5 appears to suggest that there are five overland flow routes across Maltby Road east of Gordon Street. In our twenty years of living and working nearby we have

never observed flooding of the road and to our knowledge there are no culverts at the locations shown in light blue. The identification and purpose of these overland routes should be explained.

3) MESP Overview: Stormwater Management Plan: There are two proposed relief outlets that result in storm water crossing beneath Maltby Road. There are no continuous overland connections to tributaries of Mill Creek at either location, therefore the destination of water discharged via the relief outlets are individual private ponds. The potential impact to these ponds has not been considered in the reports.

4) MESP Overview: Stormwater Management Plan: Many relief outlets are shown to discharge water to the retained natural heritage system. There is an amalgamation of many subcatchments within the retained natural heritage system. It should be confirmed that existing depressions in the retained natural heritage system will not be altered and the intention is to infiltrate released water in the on-site natural heritage system and not be conveyed out of the study area.

Appendix B: Technical Model Report

5) Table B9 in Appendix B has model results showing 108 mm of overland flow from the study area. This does not jive with observations of up to 97% on-site evaporation or infiltration of water. How are these integrated model results explained?

6) In each case shown on Figures B6 to B14 the magnitude of predicted seasonal water level rise is significantly less than observed. Typical observed seasonal groundwater level increase is 2 metres compared with 1 metre of simulated groundwater level increase. This suggests that simulated infiltration is less than actual or simulated hydraulic conductivity is greater than actual. How is this difference justified?

7) It is not clear how the closed depressions were incorporated into the integrated model. The approach in the GRCA 2009 Water Balance Report (AquaResources,2009) was as follows;

4.4.5 Disconnected Drainage

Disconnected drainage patterns result from the hummocky topography associated with various moraine features in the Watershed. Disconnected drainage affects the hydrology by trapping runoff that would drain to the stream network in large depressions, allowing it to infiltrate over an extended period of time. Having no local drainage, this water can only infiltrate into the ground or evaporate. Even in areas with tighter soils, clays or silts, the landscape's ability to trap and retain runoff will increase the amount of water available for infiltration.

Disconnected drainage processes are replicated in the GAWSER continuous streamflow-generation model by overlying the hummocky topography dataset delineated on the Ministry of Northern Development and Mines (MNDM) quaternary mapping (Figure 13) with the GAWSER continuous streamflow-generation model subcatchments, and

representation of a synthetic recharge pond at the subcatchment outlet. The portion of the runoff hydrograph that is generated from hummocky lands within the particular subcatchment is routed to the recharge pond and infiltrated, resulting in an increase in total subcatchment recharge volume, and a corresponding decrease in runoff volume.
As the GAWSER continuous streamflow-generation model does not directly account for disconnected drainage within an HRU, post-processing of GAWSER output was required to adjust the predicted average annual recharge and runoff rates within HRUs that are contained within the delineated hummocky topography areas. These calculations were performed by determining the total average annual recharge rates predicted by the 'recharge' ponds, and distributing this recharge amongst the HRUs situated in hummocky areas. Runoff rates for these HRUs were reduced accordingly.

It is important to correctly simulate the natural capture of water in the numerous closed basins, in order to compare the existing condition to that of the future condition where presumably some closed basins will be removed or amalgamated. The description of the hydrologic model suggests that it treats closed basin depressions differently than the integrated surface water/groundwater model. Table 4.3.1.2 of the CEIS Phase 1 and Phase 2 Report shows that the hydrologic model calculates minimal outflow, if any, from the closed basins. The observation stated after Table 4.3.1.2 is "*Based on the Clair-Maltby existing drainage system, the proposed drainage system for the future land use condition would have little annual outflow, based on most of the annual precipitation being infiltrated and evaporated."* It is expected that the integrated model would have similar results. How is the overland flow calculated in the integrated surface water/groundwater model justified when observations indicate minimal overland flow and the hydrologic model results indicate minimal overland flow.

8) In regard to the water balance for Halligan's Pond, the model report states the following *"Analysis of overland flow from the pond indicates these losses are to the adjacent pond just south east of Halligan's Pond and occur intermittently during high water level periods after large precipitation events."* It must be recognized that the adjacent small pond does not have an overland outlet, therefore, any outflow from Halligan's Pond will raise water levels in the adjacent pond.

9) Table B18 summarizes the water balance for the Mill Creek subwatershed as having an overland outflow of 188 mm/year. This value does not correspond with observations of limited overland outflow and 97% infiltration or evaporation from the study area. Does this outflow include groundwater discharge to ponds in closed drainage basins? If so, this overland flow should be recognized as an increase in storage.

10) Figure B4 of the Technical Modelling Report suggests reference evapotranspiration rates in excess of 800 mm/year. Can this be explained considering this is greater than precipitation in some years?

CEIS Phase 1 and Phase 2 Characterization Report

11) Can it be confirmed that the flow at Station 15 in the Mill Creek subwatershed shown on Table 4.3.6 is derived from groundwater discharge, not overland flow?

6.0 Summary

We have the following recommendations to the Township of Puslinch;

a) Request that the City of Guelph recognize the importance of Paris Moraine in the study area to drinking water quality and quantity in the Township of Puslinch,

b) Request that the City of Guelph recognize that conveyance of storm water southward beneath Maltby Road should only be considered in areas where existing infrastructure exists and even then, not to the detriment of the Provincially Significant Wetlands or Mill Creek.

c) Request that the City of Guelph recognize the Moraine Policy of the Wellington County Official Plan and develop the lands accordingly.

d) Request that if the subject lands are developed, substantive mitigation measures will be available if the monitoring identifies significant water quality issues in either groundwater or surface water.

e) Request that the study team respond to our technical comments herein.

We have attached the conceptual stormwater management plan to show the extent of the study area and to also provide a preliminary concept of the development plan.

Please do not hesitate to contact us at sdenhoed@hardnev.com or (519) 826 0099 if you have any questions.

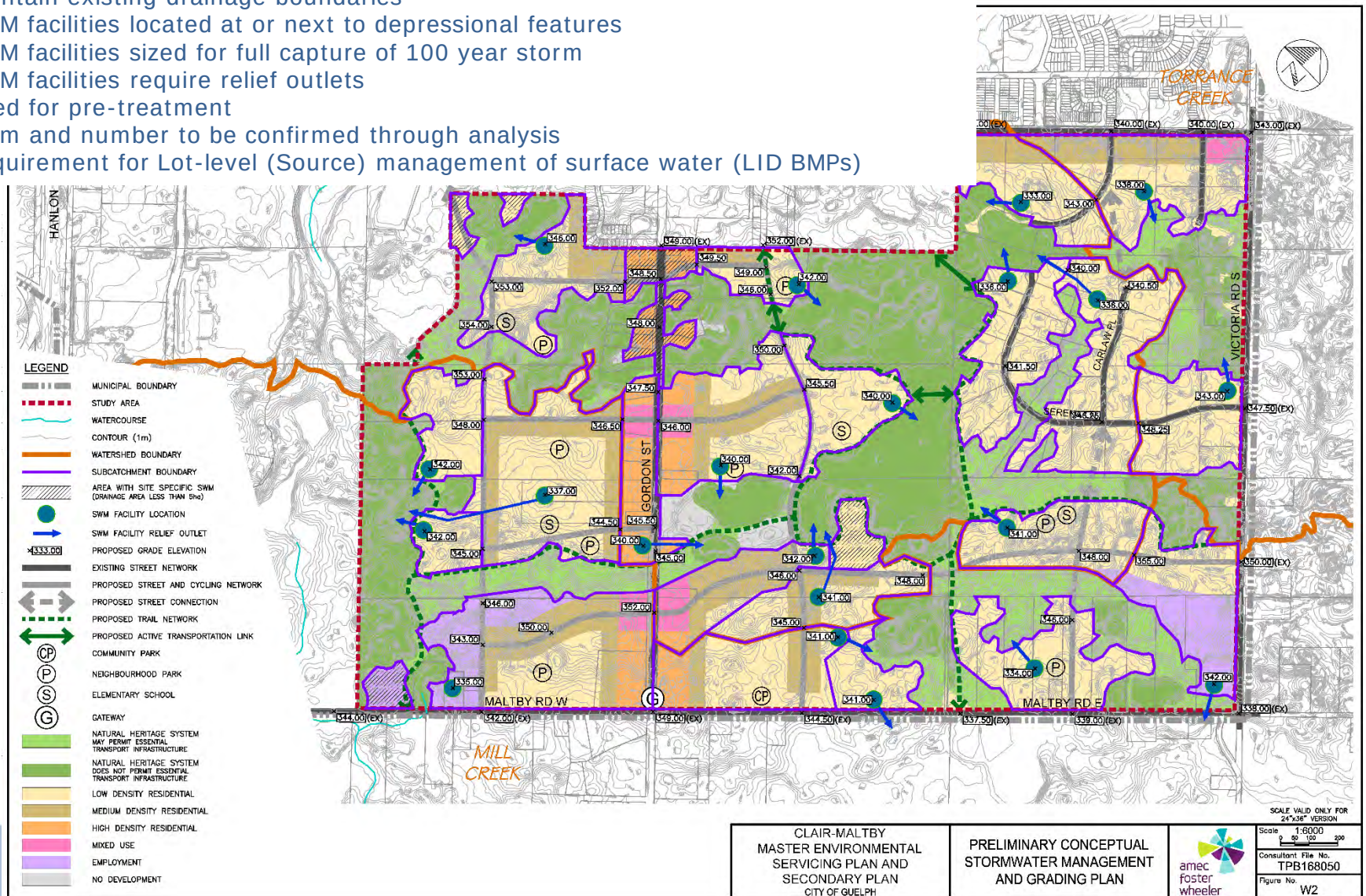
Harden Environmental Services Ltd.

Stan Denhoed, P.Eng., M.Sc.
Harden Environmental Services Ltd.

5. MESP Overview

Stormwater Management Plan

- Maintain existing drainage boundaries
- SWM facilities located at or next to depressional features
- SWM facilities sized for full capture of 100 year storm
- SWM facilities require relief outlets
- Need for pre-treatment
- Form and number to be confirmed through analysis
- Requirement for Lot-level (Source) management of surface water (LID BMPs)



December 13, 2018 Matrix 23089-502

Arun Hindupur, P. Eng.
CITY OF GUELPH
1 Carden St.
Guelph, ON N1H 3A1

Subject: Draft Responses to Review Comments by Harden Environmental on Clair-Maltby Secondary-Plan Review Hydrology and Hydrogeology – November 14, 2018 Letter

Dear Mr. Hindupur:

As requested, we have prepared a draft response to the October 25, 2018 letter by Harden Environmental (Harden) detailing their input on the Clair-Maltby Secondary-Plan and associated Review of Hydrology and Hydrogeology, constituting an attachment to the letter from the Township of Puslinch to the City of Guelph dated November 14, 2018. The letter by Harden provides commentary on many policy aspects and their understanding of hydrology and hydrogeology related to the study area. The following are the draft responses to the questions posed as part of section "**5.0 Technical Comments**" of the Harden letter.

Information Session Power Point Presentation

(We have assumed this is reference to the PIC presentation from September 26, 2018)

1. On Page 46 of the Information Session material provided, there is a diagram of overland flow directions. An arrow located near the intersection of Maltby Road and Victoria Road suggests that there is southerly overland flow potential. Topography confirms that there is a closed basin at this location and no overland flow occurs to the south. It should be confirmed that discharge of stormwater in this area is not being considered.

   Response: Page 46 indicates at a high level the general overland (surface) drainage directions. The arrow located near the intersection of Maltby Road and Victoria Road, is located south of Maltby Road within the wood lot and is intended to indicate that surface drainage generally flows southward. It is understood that there are a significant number of closed basins within the Clair-Maltby Area, including areas at Maltby Road and Victoria Road, which for most, if not all storm events will not have any discernible surface discharge.

2. Figure HYD-5 appears to suggest that there are five overland flow routes across Maltby Road east of Gordon Street. In our twenty years of living and working nearby we have never observed flooding of the road and to our knowledge there are no culverts at the locations shown in light blue. The identification and purpose of these overland routes should be explained.

The overland flow routes indicated on Figure HYD-5 represent the lowest localized grades at which surface water could drain to, should surface runoff fill and overflow all of the depressional areas. The overland flow routes are expected to rarely if ever, convey surface flow.

3. MESP Overview: Stormwater Management Plan: There are two proposed relief outlets that result in stormwater crossing beneath Maltby Road. There are no continuous overland connections to tributaries of Mill Creek at either location, therefore the destination of water discharged via the relief outlets are individual private ponds. The potential impact to these ponds has not been considered in the reports.

   The relief outlet locations noted in the preliminary plans are conceptual but represent conduits that may or may not convey flow from designated stormwater capture areas for infrequent storm events such as Hurricane Hazel. In fact, the preliminary sizing is such that there would be full capture for all events and the relief is only in the event of some blockage, or system failure, or an event more extreme than the design condition. The locations of the stormwater management facilities or stormwater management capture areas will be further refined during the impact assessment phase and in subsequent more detailed studies. The potential impacts to receiving systems would be assessed, with the objective of no impacts.

4. MESP Overview: Stormwater Management Plan: Many relief outlets are shown to discharge water to the retained natural heritage system. There is an amalgamation of many subcatchments within the retained natural heritage system. It should be confirmed that existing depressions in the retained natural heritage system will not be altered and the intention is to infiltrate released water in the on-site natural heritage system and not be conveyed out of the study area.

   The existing depression areas within the natural heritage system are to be maintained with the objective of providing surface water to the depression areas as per existing conditions (i.e. same quality and quantity). The objective is to maintain the water balance on a watershed scale and on a more local scale to the natural heritage system.

Appendix B: Technical Model Report

5. Table B9 in Appendix B has model results showing 108 mm of overland flow from the study area. This does not jive with observations of up to 97% on-site evaporation or infiltration of water. How is the integrated model results explained?

   The water budget presented in Table B9 is for the integrated model domain which differs from the hydrologic model domain area. The integrated model domain includes a portion of the headwaters for each of the subwatersheds included in the Secondary Plan Area. The overland flow component of the simulated water budget includes surface water flows generated from groundwater discharge in the headwaters areas, such as in Mill Creek which crosses the model domain and would be counted as overland flow.

6. In each case shown on Figures B6 to B14 the magnitude of predicted seasonal water level rise is significantly less than observed. Typical observed seasonal groundwater level increase is 2 metres compared with 1 metre of simulated groundwater level increase. This suggests that simulated infiltration is less than actual or simulated hydraulic conductivity is greater than actual. How is this difference justified?

   The integrated model represents saturated zone and unsaturated zone processes including infiltration at surface and recharge to the water table. The integrated model was calibrated to balance the fit to average annual and transient groundwater levels in monitoring wells (shallow and deep), as well as piezometers, and observations of ponded water depth and groundwater discharge guided by spot base flow measurements. This calibration approach provides confidence that the key components and dynamics of the flow system are represented, including infiltration and recharge (the component of flow that reaches water table).

   The timing of the peak water level is sensitive to multiple factors including unsaturated zone and saturated zones hydraulic conductivity, residual soil moisture, saturated zone storage, regional flow out of the system. Through multiple model runs completed during calibration of the model the current representation provided the best fit.

   Where groundwater levels fluctuations in monitoring wells are simulated to be less than measured the rate of flow through the saturated system may be overestimated but infiltration capacity is not limited. Therefore, it is considered that the current representation is appropriate. This difference will be considered when completing the impact assessment.

7. It is not clear how the closed depressions were incorporated into the integrated model. The approach in the GRCA 2009 Water Balance Report (AquaResources,2009) was as follows;

   (text excerpted from AquaResource, 2009 not reproduced here but refers to GAWSER model representation of surface water conditions in Moraine with recharge)

   The integrated model developed using MIKESHE is a spatially –distributed model that explicitly represents closed depressions based on digital topography information available for the study. This is represented using a 25 x 25 m grid for most processes and 12.5 x 12.5 m sub-grid for runoff, infiltration and ponding processes. In MIKESHE any runoff generated from a given model cell flows to the adjacent downslope cell. Closed depressions are represented as local low elevation points with no outlet as defined by the local topography. Water that runoffs to closed depressions is then able to infiltrate, pond, and evaporate based on local conditions and seasonal conditions (e.g. soil moisture influencing hydraulic conductivity, water table depth, vegetative cover).

   This representation is conceptually the same as the GAWSER model approach (AquaResource, 2009). From a simulation point of view, GAWSER is a lumped parameter model requiring a more simplified set of rules to direct runoff to closed depression and more general rules governing infiltration evaporation etc.

8. In regard to the water balance for Halligan's Pond, the model report states the following; "Analysis of overland flow from the pond indicates these losses are to the adjacent pond just south east of Halligan's Pond and occur intermittently during high water level periods after large precipitation events." It must be recognized that the adjacent small pond does not have an

overland outlet, therefore, any outflow from Halligan's Pond will raise water levels in the adjacent pond.

We agree with this interpretation

9. Table B18 summarizes the water balance for the Mill Creek subwatershed as having an overland outflow of 188 mm/year. This value does not correspond with observations of limited overland outflow and 97% infiltration or evaporation from the study area. Does this outflow include groundwater discharge to ponds in closed drainage basins? If so, this overland flow should be recognized as an increase in storage.

   See response to Question 5, but the outflow does include groundwater discharge to headwater streams and wetlands/ponds.

10. Figure B4 of the Technical Modelling Report suggests reference evapotranspiration rates in excess of 800 mm/year. Can this be explained considering this is greater than precipitation in some years?

    Reference evapotranspiration rates represent the potential evapotranspiration based primarily on temperature, solar energy, a reference vegetation type (e.g. grass) and an unlimited water supply. The actual evapotranspiration in the integrated model is on average less than precipitation. Actual evapotranspiration is based primarily on vegetation characteristics (rooting depth, leaf area index) and available soil and surface moisture throughout the year.

    Note that in areas near wetlands the depth to the water table may be within the root zone areas of vegetation and actual evapotranspiration could exceed precipitation where water may be derived from below the water table.

CEIS Phase 1 and Phase 2 Characterization Report

11. Can it be confirmed that the flow at Station 15 in the Mill Creek subwatershed shown on Table 4.3.6 is derived from groundwater discharge, not overland flow?

    The flow at Station 15 in Mill Creek is primarily groundwater discharge with minor contributions of surface drainage from the local drainage area.

If you have any questions, please feel free to contact Daron Abbey at 519-212-6847 or by email at dabbey@matrix-solutions.com.

Yours truly,

Daron Abbey, M.Sc., P.Geo.
Principal Hydrogeologist
Matrix Solutions Inc.

Ron Scheckenberger, M.Eng., P. Eng.
Principal Consultant, Water Resources
Wood PLC

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
T: (519) 763 – 1226
www.puslinch.ca

April 29, 2019

City of Guelph
Attn: Stacey Laughlin

SENT VIA E-MAIL: Stacey.Laughlin@guelph.ca

RE: Clair-Maltby March 28, 2019 Presentation

Please be advised that Township of Puslinch Council, at its meeting held on April 3, 2019, discussed the aforementioned topic and subsequent to discussion, the following was resolved:

Council directed staff to obtain clarification from the City of Guelph with respect to water outflow to adjacent lands and areas following multiple storms.

As per the above resolution, please accept a copy of this report for your information and consideration.

Yours very truly,
Nina Lecic
Deputy Clerk

June 12, 2019

Via email only

Karen Landry
CAO/Clerk
Township of Puslinch
7404 Wellington Rd. 34
Puslinch, ON N0B 2J0
KLandry@puslinch.ca

Dear Ms. Landry,

RE: Township of Puslinch Response to Clair-Maltby March 28, 2019 Presentation

As you are aware, on April 3, 2019 the Township of Puslinch Council passed the following motion:

> 'Council directed staff to obtain clarification from the City of Guelph with respect to water outflow to adjacent lands and areas following multiple storms.'

Please accept this letter and the attached letter from Wood Environment & Infrastructure Solutions, who the City has retained for the Clair-Maltby Secondary Plan project, as the City of Guelph's response to that resolution.

The attached letter highlights that 'In terms of the Maltby Road boundary between Puslinch and Guelph, where surface flows currently discharge to the south (from Guelph to Puslinch) these flows will be maintained at the same rate and volume as per existing land use conditions.'

Should the Township have any additional questions, please feel free to contact the undersigned or Stacey Laughlin at extension 2327.

Sincerely,

Kealy Dedman, P.Eng., MPA, General Manager/City Engineer
Engineering and Transportation Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street

T **519-822-1260 x2248**
E **kealy.dedman@guelph.ca**

C: Todd Salter, General Manager of Planning and Building Services
Melissa Aldunate, Manager of Policy Planning and Urban Design
Terry Gayman, Manager – Infrastructure, Development and Environmental Engineering
Stacey Laughlin, Senior Policy Planner
Arun Hindupur, Supervisor, Infrastructure Engineering

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

guelph.ca

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited
3450 Harvester Road, Suite 100
Burlington, ON L7N 3W5, Canada
T: 905-335-2353
www.woodplc.com

May 2, 2019
TPB168050

Stacey Laughlin, MCIP, RPP
Senior Policy Planner
City of Guelph
1 Carden Street
Guelph, ON N1H 3A1

RE: Puslinch Correspondence April 29, 2019 regarding Clair Maltby March 28, 2019 Presentation

Dear Stacey,

Further to your request, we hereby provide you with a response to the question posed by the Township of Puslinch. In its correspondence of April 29, 2019, the Township states "*Council directed staff to obtain clarification from the City of Guelph with respect to water outflow to adjacent land and areas following multiple storms*".

As outlined in the presentation, the intent of the Water Management Strategy and Plan in development for the Clair Maltby Secondary Plan area is to manage surface and groundwater such that it meets or exceeds "existing" conditions. To this end, it has been proposed to manage surface water both at its source and at its outlet. In terms of the former, this would be accomplished through appropriately sized and located best management practices on both private and public lands. These measures would maintain runoff volumes and also maintain the infiltration component of the water budget. For the latter, specific to the outlets, it has been proposed to capture runoff in the inwardly draining areas (depressions) in appropriately sized and located surface water capture areas (SWCA). These locations would be sized so as to capture events greater than the 100 year up to the Regional Storm (Hurricane Hazel) with a freeboard for added safety and capacity. Furthermore, as an additional safety measure, these areas would be provided with an overflow relief to provide protection in the event of even more extreme meteorological conditions.

In terms of the Maltby Road boundary between Puslinch and Guelph, where surface flows currently discharge to the south (from Guelph to Puslinch) these flows will be maintained at the same rate and volume as per existing land use conditions.

We trust this adequately addresses your requirements; should you have any additional questions or information needs, please feel free to contact our office.

Sincerely,

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited

Ron Scheckenberger, M.Eng., P.Eng.
Principal

Reviewed by:

Steve Chipps, P.Eng.
Senior Water Resources Engineer

RBS/ls
P:\2016\Projects\TPB168050 - Clair Maltby\04_COR\03_LET\19-05-02 Guelph-SLaughlin.docx

'Wood' is a trading name for John Wood Group PLC and its subsidiaries

TOWNSHIP OF
PUSLINCH
EST. 1850

July 7, 2020

RE: Harden Environmental review and comments with respect to the Clair-Maltby Secondary Plan Review – Hydrology and Hydrogeology, dated June 9, 2020.

Please be advised that Township of Puslinch Council, at its meeting held on June 17, 2020 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2020-163: Moved by Councillor Sepulis and
Seconded by Councillor Bailey

That Council receive the Harden Environmental review and comments with respect to the Clair-Maltby Secondary Plan Review – Hydrology and Hydrogeology, dated June 9, 2020; and

That Council direct staff to forward Harden Environmental review and comments to the City of Guelph as a request for a response and resolution to the issues and comments as outlined.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Deputy Clerk

7404 Wellington Road 34, Puslinch, ON N0B 2J0
Tel: (519) 763-1226 Fax: (519) 763-5846 admin@puslinch.ca

Harden Environmental Services Ltd.
4622 Nassagaweya-Puslinch Townline
Moffat, Ontario, L0P 1J0
Phone: (519) 826-0099 Fax: (519) 826-9099

Groundwater Studies

Geochemistry

Phase I / II

Regional Flow Studies

Contaminant Investigations

OMB Hearings

Water Quality Sampling

Monitoring

Groundwater Protection Studies

Groundwater Modelling

Groundwater Mapping

Permits to Take Water

Environmental Compliance Approvals

Our File: 1829

June 9, 2020

Township of Puslinch
7404 Wellington Road 34
Guelph, ON, N1H 6H9

Attention: Glenn Schwendinger
CAO

Dear Mr. Schwendinger;

Re: Clair-Maltby-Secondary-Plan Review
Hydrology and Hydrogeology

We have the following comments on the Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS) dated March 31, 2020 that need to be considered;

Page 6: It is stated that the Mill Creek Subwatershed lands within the study area *" discharge toward the open watercourse system located south of Maltby Road"*. This is not an accurate depiction as none of the lands east of Gordon have surface water routes across Maltby Road. The lands south of Maltby Road and east of Gordon Road are closed basins. Any discharge of surface water to these areas will alter pond levels and wetland hydroperiods and not convey water to Mill Creek via overland routes.

Figure Hyd5 and Hyd6 continue to show "overland flow routes" that do not exist. We understand from the response provided by the City of Guelph on December 13, 2018[1] that this routing represents the lowest elevation route, however, no surface water can take these routes because of topographical constraints. The model must be adjusted to accommodate closed basins and not assume that overland flow is possible.

Figure Hyd8 has an arrow representing major overland flow direction where none exists across Maltby Road and none can overcome natural topographical constraints.

[1] Draft Letter from Matrix Solutions signed by Daron Abbey and Ron Scheckenberger

Figure IA2-Hyd2 shows SWM Relief Outlets indicating flow from north to south across Maltby Road where no flow conveyance presently exists and ending up in closed basins on private land south of Maltby Road.

In summary, a significant volume of runoff will be created by the proposed development and natural conveyance to Mill Creek does not exist due to the numerous closed basins on the Paris Moraine. The reporting suggests that excess storm water can be released via SWM Relief Outlets into private land south of Maltby Road. Alternative strategies should be used to eliminate future overland flow where none presently exists.

Harden Environmental Services Ltd.

Stan Denhoed, P.Eng., M.Sc.
Harden Environmental Services Ltd.

TOWNSHIP OF
PUSLINCH
EST. 1850

Stacey Laughlin, MCIP, RPP, Senior Policy Planner
Planning Urban Design and Building Services
Infrastructure, Development and Enterprise
Location: City Hall, 1 Carden Street
VIA EMAIL:
stacey.laughlin@guelph.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

September 21, 2021

RE: County of Wellington – Clair-Maltby Secondary Plan Update Report

Please be advised that Township of Puslinch Council, at its meeting held on August 11, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2021-240: Moved by Councillor Goyda and
Seconded by Councillor Sepulis

That Council receives the County of Wellington – Clair-Maltby Secondary Plan Update Report for information; and

That Council endorses the recommendations in the County of Wellington – Clair-Maltby Secondary Plan Update Report; and

That Council direct staff to forward the assessment to the Township's consulting Engineers and Hydrogeologist for peer review; and

That the consolidated comments be forwarded to the CAO and be sent to the City of Guelph for consideration.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

TOWNSHIP OF
PUSLINCH
EST. 1850

Sincerely,
Courtenay Hoytfox
Municipal Clerk

Encl:

1. County of Wellington Clair-Maltby Secondary Plan – Summary of Council Comments
2. County of Wellington Clair-Maltby Secondary Plan – Update & Planning Comments on Draft Policies
3. GM BluePlan Review of Draft Master Environmental Servicing Plan Clair-Maltby Secondary Plan
4. Harden Environmental Services Ltd. Clair-Maltby-Secondary-Plan Review September 2021 Updated Comments on Hydrology and Hydrogeology

PLANNING REPORT
for the TOWNSHIP OF PUSLINCH

Prepared by the County of Wellington Planning and Development Department

DATE:	September 20th, 2021
TO:	Glenn Schwendinger, CAO Township of Puslinch
FROM:	Meagan Ferris, Manager of Planning and Environment County of Wellington
SUBJECT:	**Clair-Maltby Secondary Plan – Summary of Council Comments**

SUMMARY

Planning staff brought forward an update report on the City of Guelph's Clair-Maltby Secondary Plan for Township Council's consideration. The report was considered at the August 11th Council meeting and also included planning comments (on behalf of the Township), which are requested to be addressed by the City with respects to their draft Secondary Plan policies prior to final approval of the policies.

As part of the Council meeting, Council included additional comments and the comments have been summarized below.

It is suggested that this memo accompany the planning information report previously prepared for the August 11th Council Meeting and that these comments be forwarded to the City of Guelph to form part of the public record. It is further suggested that direction be given to the City that requests a response to all comments issued by the Township.

COUNCIL COMMENTS

At the August 11th Council meeting, planning staff presented an information report to Township Council that provided an updated on the Clair-Maltby Secondary Plan and included planning comments regarding the City's draft Secondary Plan policies. These comments (entitled *Planning Comments – Secondary Plan Policies for the Urban-Rural Transition*) were scoped and requested that the City make improvements to several sections of their draft Secondary Plan policies.

At the Council meeting the comments of Council are summarized below. These comments are to be read in conjunction with the planning comments previously made:

- There was a collected understand that there is a need to strengthen the language within the proposed Secondary Plan policy, including clarification regarding the urban-rural transition area and its design; how this area/depth is measured etc.

- Township Council continues to express their concerns with the traffic that will be generated and funnelled south through Puslinch and the impacts that this will have on the Township's infrastructure.

- Council identified that there is an unsatisfactory response to the Township's Hydrogeologist previous comments. In addition, there are concerns with the storm water management section of Master Servicing Plan. Review by the Township's technical consultants was directed.

- Clarity is required as to why information regarding infrastructure and roads has *not* been provided with respects to the lands that are east of the Hanlon (and west of the Clair-Maltby Secondary Plan). It is requested that the City review how the build out of the Secondary Plan and the road network will incorporate with this area to the west and explore alternative traffic routes that push traffic to the Hanlon.

- There are concerns with height within the whole development as topography emphasizes the height for development and impacts the landscape from a visual perspective. The maximum building heights throughout the entire development should be reviewed.

Respectfully submitted,
COUNTY OF WELLINGTON PLANNING AND DEVELOPMENT DEPARTMENT

Meagan Ferris

Meagan Ferris, RPP MCIP
Manager of Planning and Environment

PLANNING REPORT
for the TOWNSHIP OF PUSLINCH

Prepared by the County of Wellington Planning and Development Department

MEETING DATE:	August 11th, 2021
TO:	Glenn Schwendinger, CAO Township of Puslinch
FROM:	Meagan Ferris, Manager of Planning and Environment County of Wellington
SUBJECT:	**Clair-Maltby Secondary Plan – Update & Planning Comments on Draft Policies**
ATTACHMENTS:	1. Land Use Plan 2. Recommended Future Traffic Lane Configurations and Controls

SUMMARY

The City of Guelph is continuing to undertake a multi year project to develop a Secondary Plan for the Clair-Maltby area of the City. Most recently, the City has held a virtual, multi-session Open House to overview various aspects of the project, to release draft policy and technical documents, and to seek public input. The draft policy and technical documents released include: the Secondary Plan policies (dated June 16, 2021); Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS). Since these sessions, the City has also circulated these draft documents to commenting agencies including the Township of Puslinch seeking comments and feedback by August 31st.

The intent of this report is to provide a general update on this project for Council and to provide comments on the proposed draft policies specifically for the Secondary Plan, while also seeking Council direction on peer reviewing the draft MESP and CEIS by the Township's Hydrogeologist, Ecologist, and Engineer. Previous planning comments provided in 2018 and 2019 have been considered as part of planning staff's review.

RECOMMENDATION

1. THAT this report be received by Township Council for information and that Council endorse the planning comments;

2. THAT the Township provide this report to the City of Guelph to form part of the public input record;

3. THAT Township Council provide Township staff with direction on the technical peer review of the draft Master Environmental Servicing Plan and the Comprehensive Environmental Impact Study by the Township's Hydrologist, Ecologist, and Engineers and that any peer review comments be provided to the City of Guelph under separate cover; and

4. THAT any additional comments of Township Council be forwarded to the City of Guelph.

INTRODUCTION

On June 24th of this year, the City of Guelph held an five (5) part series open house which overviewed the Clair-Maltby Secondary Plan (CMSP) project with respects to: a project overview; water & waste water servicing; environmental and stormwater management; the land use and park policies; and mobility. Since

the open house, the City circulated the draft documents to the Township in early July to seek comments on these documents. The commenting deadline is August 31st.

It is noted for Council's understanding that once the City has completed its public engagement process, there will then be a Public Meeting hosted by City Council to consider the proposed policy amendments to the City's Official Plan.

Community Structure

In last report presented by Planning staff at a May 2020 Council meeting, an overview of the preferred "Community Structure Plan" was provided. This preferred structure was endorsed by City Council on May 13th, 2019 and this structure has not changed since that time. The Community Structure has provided a basis for several other schedules including a Land Use schedule which can be seen in **Attachment 1**. The Land Use Schedule provides an overview of the land use designations proposed and where, including a refined natural heritage system, street networks, identification of the Urban-Rural Transition Zone etc.

It is noted that the Secondary Plan draft policies identify the Urban-Rural Transition Zone as an overlay designation that is 60 metres in depth (and located on north side of Maltby Road and west side of Victoria Road); that all buildings and structures are permitted a maximum 3 storeys in height within this zone; and that increased setbacks within this area will be encouraged.

PREVIOUS COMMENTS

Included below is a brief summary of the comments provided from a land use planning perspective on the Clair Maltby Secondary Plan for Council's convenience.

2018:

- That the transition requirements should be identified through mapped residential land use designations in addition to written policies; and
- That high density residential land use at Gordon Street should be changed to low and medium density residential land use designations.

2019:

- How the proposed 60 m depth of the transition area is measured
- Removal of High Density Residential Areas
- Identification of a specific minimum building setback for landscaping and berms
- Direction to locate taller/tallest high density residential buildings away from the transition area
- Detail regarding appropriate transitions between higher density neighbourhoods in the Secondary Plan area and Puslinch

2020:

In May of last year, planning staff focused on a status update and an overview of the community structure plan and previous comments. At that time, it was identified that:

- A majority of the planning comments provided in 2019 were addressed; however, clarification regarding landscaping requirements within the urban-rural transition area were not incorporated (i.e. the need for stronger wording and a setback requirement of 12 metres).

Hydrology

In 2018, comments were prepared by Harden Environmental on behalf of the Township. These comments focused on water quality (including road salt application) and quantity. Additional comments were

provided by the Township's Hydrologist in 2020 under separate cover.

PLANNING COMMENTS – SECONDARY PLAN POLICIES FOR THE URBAN-RURAL TRANSITION

Planning staff have reviewed the draft Secondary Plan policy document and recognize that the draft policy includes two distinct sections that reference the Urban-Rural Transition Area (i.e. 11.3.2.2 & 11.3.8.6.11). Based on staff's review, it has been identified that there are several opportunities throughout the draft policy document to enhance the policy and provide more clarity with respects to the urban-rural transition area. Planning staff comments are below and it is requested that the City consider these comments and requested policy adjustments:

- Section 11.3.1 – *Vision, Guiding Principles and Objectives*
    - It is requested that the relationship between the City and the Township be acknowledged including the overall importance of the Paris Galt Moraine to the Township of Puslinch's drinking water quantity and quality.

- Section 11.3.2.2 *Clair Maltby Community Structure*
    - Urban-Rural Transition
        - Item #8 makes reference to development being designed to transition to the adjacent rural area with respects to density and built form; however, there appears to be limited policy direction to support this overall intent. Please see below comments regarding Section 11.3.8 *Land Use, Built Form and Urban Design*.
        - Items #9 should be updated to include clarity that this area should be designed in such a way that also incorporates, respects and honours the adjacent rural community.

- Section 11.3.8 - *Land Use, Built Form and Urban Design*
    - General Policies:
        - It is requested that a subsection g) be added to Section 11.3.8.2.1 that includes a connection to the objectives expressed to have development be designed to establish a transition to the rural area outside of the urban boundary.

    - Gordon Street Corridor:
        - Clarity should be provided in Section 11.3.8.3.3 with respects to the minimum and maximum heights identified for lands within the Gordon Street Corridor that also fall within the Urban-Rural Transition Zone.
        - Section 11.3.8.3.5 should be modified to include reference to the Urban-Rural Transition Zone and the need for transitions (north to south) for development within this Zone and the designations within the Secondary Plan that are outside of this Zone.

    - Residential Neighbourhood
        - Section 11.3.8.5 should be updated to include an additional subsection that provides policies that connect to the Land Use Designation Section for the Urban-Rural Transition Area/Zone (11.3.8.6.11).

- Section 11.3.8.6 - *Land Use Designations*

- All of the land use designation policies should incorporate wording that states "except within the Urban-Rural Transition Zone" when referencing the maximum height permissions per designation to ensure consistency in understanding and application.

- There appears to be no direct policy with respects to urban design and the Urban-Rural Transition Zone for any potential elementary schools that may fall within the transition area. Consideration should be given to incorporating policies that ensure these uses also provide a well-designed and consistent transition from the rural area.

- Low Density Greenfield Residential
  - A maximum height of 6 storeys within a low density residential area seems substantial when the medium density residential area is up to 6 storeys as well. It is requested that consideration be given to enhancing these policies to require a transition in height between the low-rise residential dwellings with the Urban-Rural Transition Zone and those outside of this area.

- Urban-Rural Transition
  - Clarification is required in Section 11.3.8.6.11.1 that clearly explains how this 60 m depth is measured so that this cannot be misinterpreted to include the entire right-of-way through future application.
  - Section 11.3.8.6.11.4 is requested to provide more detail and direction for a setback standard to ensure a consistent and meaningful application of this policy. The need for increased setbacks is requested to be made a *requirement* which would include details regarding expectations, including a minimum setback distance (preferably 12 metres), and a combination of landscaping and berming.

The strengthen of the draft policies would provide more clarity for the future user and developers and would ultimately support a built form and urban design that continues to meet the vision of the City, but also respects the rural areas surrounding the CMSP area within the Township of Puslinch.

INFRASTRUCTURE REQUIREMENTS AND UPGRADES

In addition to the Secondary Plan policies, as mentioned within this report, the City has also completed drafts of supporting technical assessments - a Master Environmental Servicing Plan and a Comprehensive Environmental Impact Study. These assessments have not been reviewed in detail by planning staff; however, it is recognized that there are some key infrastructure upgrades identified along Maltby Road and Victoria Road that are required to support this development proposal that Council should be aware of, which are briefly summarized below:

- There are several collector roads that will connect into Maltby Road and Victoria Road, as shown in the 'Preferred Community Structure' within **Attachment 1.**

- Signalization at some of these proposed intersections will be required: two (2) at the proposed collector roads and Maltby Road and one (1) at Victoria Road. This is generally identified in **Attachment 2**, which shows future traffic lanes and controls.

- Gordon Street and Clair Road are intended to be signalized (including the intersections with Maltby and Victoria Road) and widened from 2-4 lanes and urbanized (including sidewalks and

cycle lanes);

- Both Maltby Road and Victoria Road are identified urbanization, active transportation, and sidewalks improvements; and

- That water and waste water infrastructure are also proposed along Maltby and Victoria Road.

With respects to the potential traffic and road upgrades, additional evaluation should be considered by Council as this will assist the Township in understanding potential impacts, both direct and indirect, of these improvements over the immediate and long term from a use and municipal budget lens. For example, if Maltby Road and Victoria Road are proposed to be urbanized on both sides and with sidewalks, consideration will need to be given to the Township's role in terms of maintenance on the south and east side of these road based on current agreements with the City.

Phasing of Development

The Master Environmental Servicing Plan includes a section on Phasing and Implementation (Section 4). It is recognized that the phasing of infrastructure upgrades will largely depend on individual development application and that the MESP acknowledges that phasing is most logical to progress from north to south. The draft Secondary Plan also includes an Implementation Section and notably requires a phasing plan to be adopted prior to development taking place. At this time, the timing of any infrastructure works is not precise; however, it is suggested that the Township request a timeline of future phasing and development, including any future phasing plan for review and comment, prior to adoption by City Council. This will also help inform Township Council and the residents of Puslinch as this project progresses.

Based on the nature and significance of this development, including the direct proximity to the Township of Pusnlich, Council should consider having the associated technical studies peer reviewed on behalf of the Township. This review could also assist in obtaining clarity regarding potential impacts of future traffic to the Township's road infrastructure; maintenance arrangements etc. Planning staff have included a recommendation (#3) that seeks Council's direction on additional technical review of these other draft documents.

NEXT STEPS

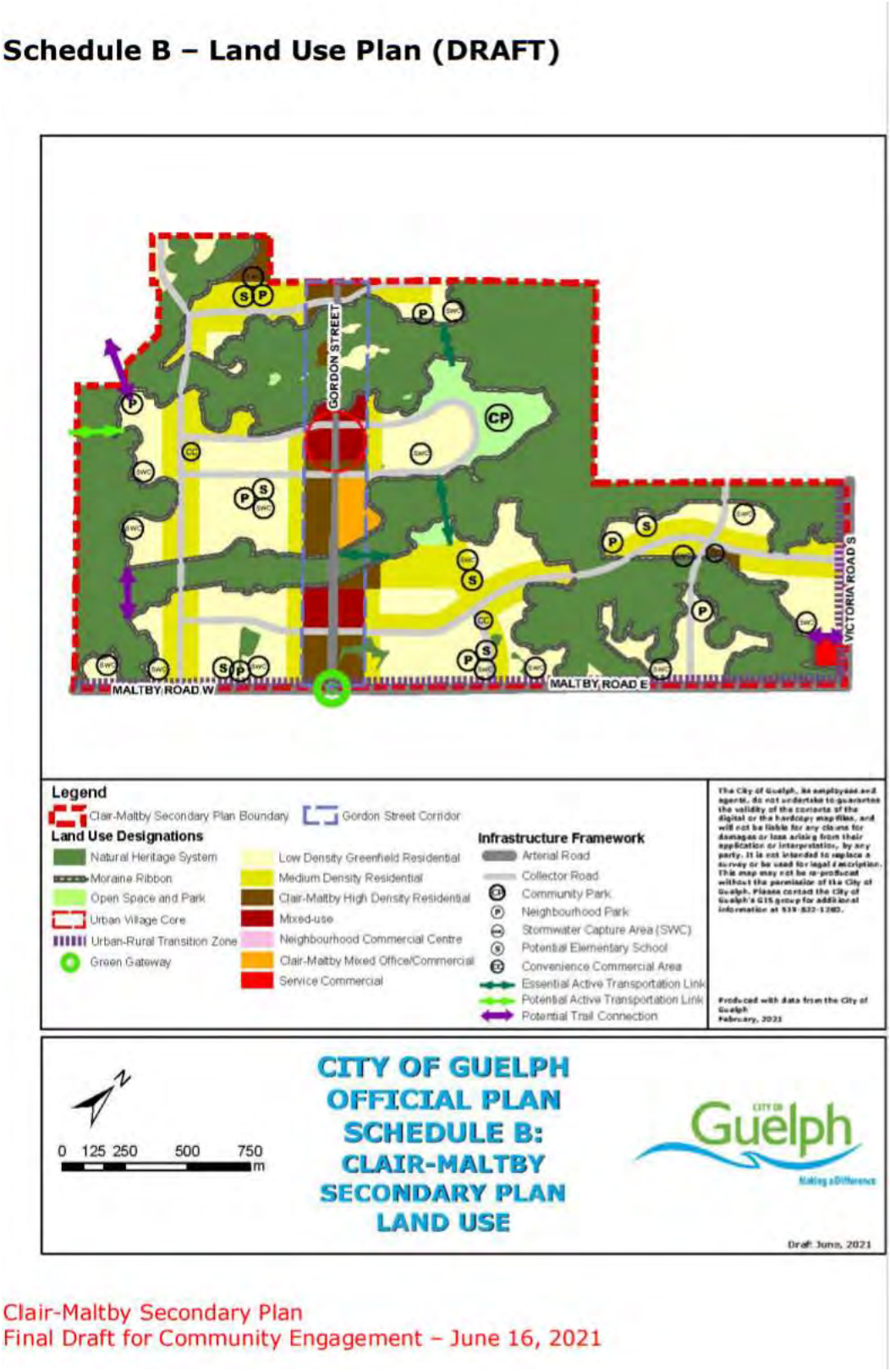
The County Planning Department will continue to monitor and participate in this project on behalf of the Township. As expressed within this report, Council should also give consideration to having the Master Environmental Servicing Plan and the Comprehensive Environmental Impact Study peer reviewed to ensure the Township and its constituents interests are being considered and protected.

Respectfully submitted,
COUNTY OF WELLINGTON PLANNING AND DEVELOPMENT DEPARTMENT

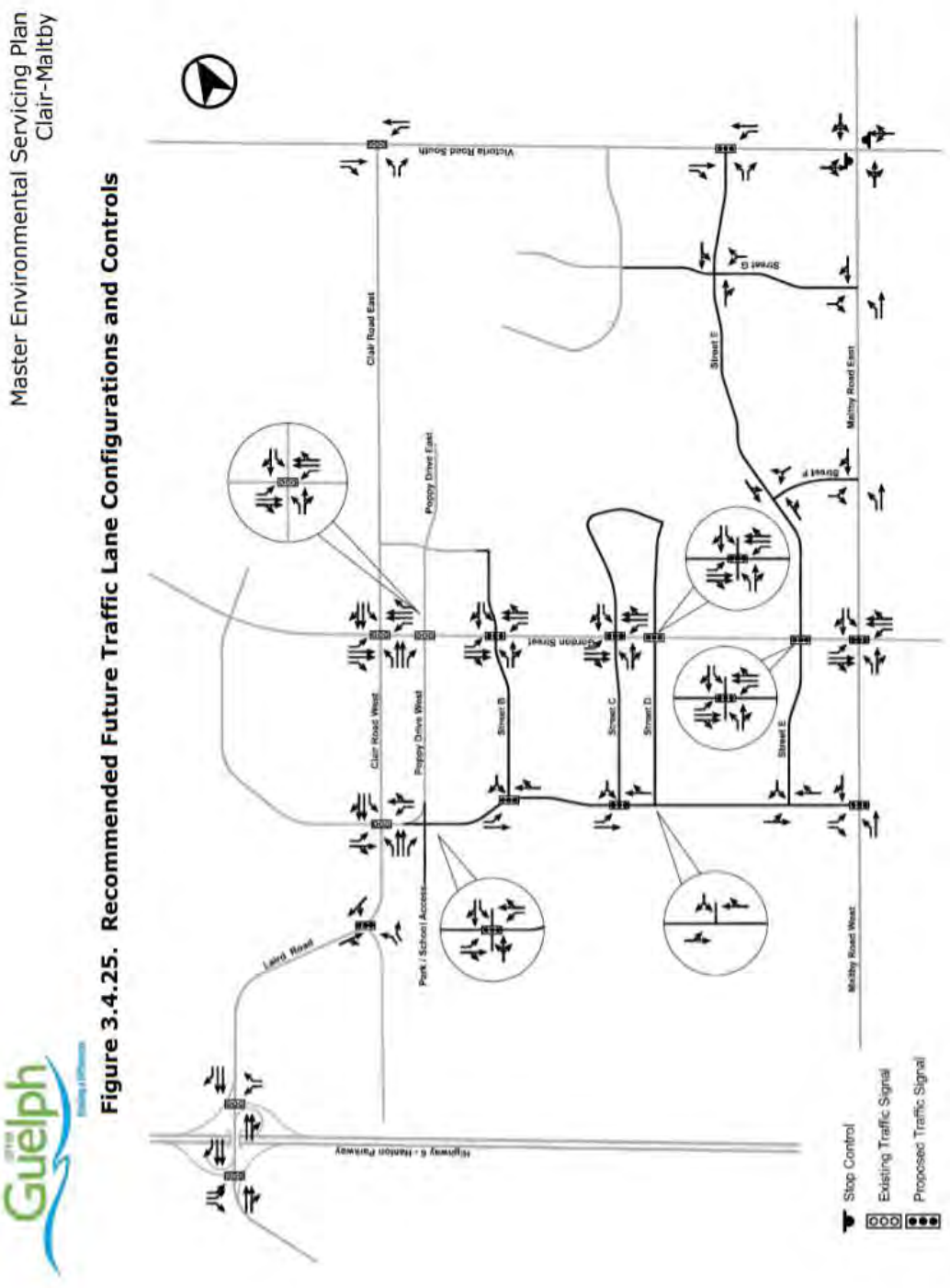
Meagan Ferris

Meagan Ferris, RPP MCIP
Manager of Planning and Environment

ATTACHMENT 1:
Land Use Plan (Based on the May 2019 Preferred Community Structure)



ATTACHMENT 2:
Recommended Future Traffic Lane Configurations and Controls



September 20, 2021
Our File: 121006-033

Via email: choytfox@puslinch.ca

Township of Puslinch
7040 Wellington Road 34
Puslinch, ON N0B 2J0

Attention: Courtenay Hoytfox
Municipal Clerk

Re: Review of Draft Master Environmental Servicing Plan
Clair-Maltby Secondary Plan

Dear Courtenay:

The Township of Puslinch (Township) requested that GM BluePlan Engineering Limited (GMBP) complete a review of the Draft Master Environmental Servicing Plan - Clair-Maltby (MESP), prepared by Wood Environment and Infrastructure Solutions and BA Consulting Group Ltd, and dated June 18, 2021. This request was received from the Township on August 23, 2021 via email, following a Planning Report presentation to Council by the County of Wellington Planning and Development Department on August 11, 2021.

GMBP have deferred review of the Comprehensive Environmental Impact Study to the Township Hydrogeologist and Township Ecologist. The Draft Secondary Plan (Final Draft for Community Engagement, June 16, 2021) was previously reviewed by the County of Wellington Planning and Development Department.

Preferred Community Structure
Figure 1.11 of the Draft MESP shows the Final Preferred Community Structure, May 2021. Land uses along the Township boundaries at Maltby Road and Victoria Road South include:

- Low and medium density residential
- A high-density residential area at the intersection of Gordon Street and Maltby Road
- A service-commercial area close to the intersection of Victoria Road South and Maltby Road
- A neighbourhood park on or close to Maltby Road
- A potential elementary school on or close to Maltby Road
- Natural heritage system and moraine ribbon
- Surface water capture areas

The County of Wellington Planning and Development Department has commented on the preferred community structure, in particular the urban-rural transition area, in their Planning Reports to the Township dated August 11, 2021, and September 20, 2021.

These land uses will result in increase in local traffic on Maltby Road and Victoria Road South, particularly during peak hours. Of particular concern in this regard could be the high-density housing at Gordon and Maltby, the service commercial development at Victoria and Maltby and the potential elementary school on Maltby Road.

Natural Heritage System
Figure 2.1 of the Draft MESP shows the Refined Natural Heritage System for the Secondary Plan Area. Discussion of the natural heritage system, in particular the Water Resource System, has been provided in comments to the Township by Harden Environmental Services Ltd., in October 2018, and most recently on September 16, 2021.

Water Servicing
The Secondary Plan Area will be serviced by Zone 3 of the City of Guelph Water Distribution System. Zone 3 is currently live, however as demand increases, additional storage will be required in the zone. The preferred servicing option for the Secondary Plan Area, per the Draft MESP, is a 5 ML elevated storage tank in the southern portion of the Secondary Plan Area (northwest of the Gordon Street - Maltby Road intersection). A 600 mm diameter transmission watermain would be installed from the Clair Road Booster Pumping Station to the new elevated storage tank. 300 mm diameter watermain would be installed on all collector roads, including Maltby Road and Victoria Road South. Watermains for local roads have yet to be included in the analysis. Figure 3.1.5 in the Draft MESP shows the current preferred water servicing strategy.

Per the Draft MESP, to account for the potential for development outside of the Secondary Plan Area lands, 15% of the projected population for the lands, (i.e., a total population equivalent of 3,565) has been included for planning purposes, over and above the estimated population of 23,759. As such, there may be the potential for current or future residences and businesses on Maltby Road and Victoria Road South to connect to the proposed 300 mm diameter watermain on those roads in the future.

Wastewater Servicing
Figure 3.2.8 of the Draft MESP shows the current preferred wastewater strategy for the Secondary Plan Area. The preferred strategy includes the conveyance of wastewater from the Secondary Plan Area to a new trunk sewer system on Gordon Street and Clair Road, eventually flowing into the Hanlon Trunk system. In this alternative, there would be three new sewage pumping stations in the Secondary Plan area, including two stations located on Maltby Road. A 125 mm diameter forcemain would be installed on Maltby Road west of Gordon Street, and a 300 mm diameter forcemain would be installed on Maltby Road east of Gordon Street. 300 mm and 375 mm diameter gravity sanitary sewer would also be installed on Maltby Road and Victoria Road South.

As with the water servicing planning strategy, 15% of the projected population for the Secondary Plan Area lands, (i.e., a total population equivalent of 3,565) has been included for planning purposes, over and above the estimated population of 23,759., to account for possible future development on adjacent lands. As such, there may be the potential for current or future residences and businesses on Maltby Road and Victoria Road South to connect to the proposed 300 mm and 375 mm diameter sanitary sewers on those roads in the future.

Stormwater Management
The preferred stormwater management alternative, per the current Draft MESP, is a combination of approaches, including at-source/conveyance controls located on both public and private property and Stormwater Capture Areas that will receive the residual drainage after source and conveyance controls, to provide at-source infiltration of either clean drainage or pretreated drainage.

Per the Draft MESP, the Stormwater Capture Areas have been located and sized to capture the Regional Storm, Hurricane Hazel. Each Stormwater Capture Area has also been sized to provide a buffer of approximately 5% to 10% area to allow for consideration of maintenance and operation requirements and potential trails. Adding 10% volume to the Regional Storm, will ensure extreme events resulting from climate change would be managed. The location for overflow relief systems for each Stormwater Capture Areas and the associated outlet locations have been set, with the objective of maintaining the existing drainage patterns. At this time five Stormwater Capture Areas are proposed along Maltby Road.

The Draft MESP proposes 20 mm capture via Low Impact Development Best Management Practices (LID BMPs) throughout the Secondary Plan Area to replicate the function of existing small depressional areas and to provide for stormwater quality management, contribute to the water balance target and provide quantity control prior to drainage being conveyed to the Stormwater Capture Areas. The 20 mm capture would apply to all new development areas, including public, private properties and roads based on total impervious coverage.

The Draft MESP notes that for development areas less than 5 ha, that are discharging to Maltby Road, providing capture and storage up to the Regional Storm (Regulatory) event is required to maintain peak flows to external private lands. For

all other remaining development areas (typically more than 5 ha), regardless of discharge point, full capture of the Regional Storm (285 mm) will be required in addition to the 20 mm capture through distributed LID BMPs.

Figure 3.3.4 of the Draft MESP shows the Proposed Stormwater Capture Criteria. It should be noted that Areas 40-SW and 34-SW are shown as areas of 20 mm capture, rather than 20 mm + 285 mm (regional) capture. It should be clarified why this is the case for these catchment areas bordering the Township.

Figure 3.3.5 of the Draft MESP shows the Preliminary Stormwater Management and Conceptual Grading Plan. The Conceptual Stormwater Management Facility for area 49-SW is designated as conventional design, rather than full capture design, despite being located on Maltby Road. It should be clarified what the intention of this designation is for this location. It should be noted that Table 3.3.12 of the Draft MESP does state that the stormwater management facility for 49-SW is sized for the regional storm event.

Further discussion of stormwater management impact on surface water and groundwater flows has been provided by Harden Environmental.

The Conceptual Storm Sewer Layout is shown on Figure 4.2.1 of the Draft MESP. It appears that some storm sewer is proposed along Maltby Road and Victoria Road South. It is not clear if urbanizing these roads will result in curb and gutter, or if a rural ditch cross section with culverts will be maintained. If the roads are to be urbanized with curb and gutter, consideration should be given to the properties on the south side of Maltby Road and east side of Victoria Road South that may currently drain to the roadside ditch.

Water Quality
The Draft MESP proposes a total stormwater treatment level of 80% total suspended solids (TSS) removal for the Secondary Plan lands. The Draft MESP proposes a distributed treatment train approach, including 60% TSS removal before “dirty” stormwater (runoff from roads and paved areas) enters infiltrative LID BMPs.

While the above strategy is in keeping with typical municipal criteria and best management practices, Harden Environmental have identified that the water treatment methods proposed will not address salt contamination or other dissolved contaminants in the surface water that will be used to recharge the groundwater system. As such they have recommended a groundwater monitoring system.

Transportation and Mobility
Figure 3.5.29 of the Draft MESP shows the Preferred Road Network for the Secondary Plan Area. The Draft MESP proposes:

- Four new east-west collector roads in the Secondary Plan Area (Streets B, C, D and E)
- One new north-south collector road to the west of Gordon Street (potentially an extension of Southgate Drive to Maltby Road) (Street A)
- Either a new north-south collector road west of Gordon Street or significant upgrades to the Gordon-Clair and Victoria-Clair intersections
- Two additional north-south collector roads in the south-eastern portion of the Secondary Plan Area (Streets F and G)

Local streets have not yet been identified in the Preferred Community Strategy.

The Draft MESP suggests that future road widenings will be required on the Township sides of both Victoria Road South and Maltby Road.

Maltby Road would be widened to an ultimate width of 30 m (5 m widening each side). The road would be urbanized from the Hanlon Expressway to Victoria Road South, with sidewalk and a paved one-metre-wide shoulder for active transportation. The section from Gordon Street to the Hanlon Expressway would be designated as a 24-hour truck route, while the section from Gordon Street east to Victoria Road South would be designated as a future truck route.

Figure 3.4.4 of the Draft MESP shows a Summary of Existing Traffic Operations Analysis. Under existing conditions, the intersection of Gordon Street and Maltby Road, currently operating with stop controls, is noted to have longer delays and fewer gap opportunities, operating at a Level of Service (LOS) C and D. The Draft MESP proposes that the Gordon-Maltby intersection will become significant gateway to the City, as such traffic signals, or a roundabout, are proposed.

The new intersection of Street A at Maltby Road would also have traffic signals under the proposed strategy. While the new intersections at Street F and Maltby Road and Street G and Maltby Road would have stop controls.

The intersection at Maltby Road and Crawley Road has been flagged as potentially needing widening for intersection improvements.

Victoria Road South would be widened to an ultimate width of 36 m (8 m widening each side). The right of way would be urbanized with sidewalk and a paved one-metre-wide shoulder for active transportation between Clair Road and Maltby Road. Victoria Road South between Clair Road and Maltby Road would be considered a future truck route.

It should be noted that there were 15 collisions at the intersection of Victoria Road South and Maltby Road between 2012 and 2017, per traffic studies connected to the Secondary Plan process. However, the Draft MESP does not propose to make significant changes to this intersection, and it would continue to operate under stop controls based on the current proposed strategy. It is noted that potential widening may be required at the intersections of both Victoria Road South and Maltby Road and Victoria Road South and Clair Road to allow for intersection improvements. The Victoria-Clair intersection has been flagged as needing further sight tringle consideration. The traffic signals at Victoria and Clair would remain.

The new intersection at Street E and Victoria Road South would have traffic signals under the current preferred strategy.

Consideration should be given to the location of all new and widened intersections on Maltby Road and Victoria Road South, and the necessary setbacks to existing driveways.

Transit services are intended to route throughout the Secondary Plan Area, allowing for bus stops to be provided at regular intervals within 400 metres of 90% of residents and businesses.

Two off-road opportunity/desired connections (on private lands) have been identified crossing Maltby Road towards the Township to the south. County Active Transportation Network links are proposed in the area of Victoria Road South and Maltby Road. The Township should consider if these trail connections are desirable in the Township, as if not well delineated and linked they may encourage exploration and trespassing on private lands.

Phasing
The parts of the Secondary Plan Area bordering the Township are located in Phases 3 and 4 of the Servicing Phasing Plan. However, it does not appear that projected dates have been associated with the various phases.

If there are any questions or concerns, please do not hesitate to contact us.

Regards,

GM BLUEPLAN ENGINEERING LIMITED
Per:

A J Reed

Andrea Reed, P.Eng.

Harden Environmental Services Ltd.
4622 Nassagaweya-Puslinch Townline
Moffat, Ontario, L0P 1J0
Phone: (519) 826-0099 Fax: (519) 826-9099

Groundwater Studies

Geochemistry

Phase I / II

Regional Flow Studies

Contaminant Investigations

OMB Hearings

Water Quality Sampling

Monitoring

Groundwater Protection Studies

Groundwater Modelling

Groundwater Mapping

Permits to Take Water

Environmental Compliance Approvals

Our File: 1829

September 16, 2021

Township of Puslinch
7404 Wellington Road 34
Guelph, ON, N1H 6H9

Attention: Glenn Schwendinger
CAO

Dear Glenn;

Re: Clair-Maltby-Secondary-Plan Review
September 2021 Updated Comments on Hydrology and Hydrogeology

As requested, we have reviewed documents provided to us in August 2021 pertaining to the Clair-Maltby-Secondary-Plan on behalf of the Township of Puslinch. This letter is an update to the October 2018 comments we made on the Phase 1 Comprehensive Environmental Impact Study (CEIS). We encourage you to review our letter from October 2018 as it contains details not repeated herein.

The Paris Moraine is a significant source of clean groundwater recharge for residences and businesses in the Township of Puslinch. The proposed development of the Paris moraine will increase hard surfaces resulting in a reduction of natural groundwater recharge. Engineered infiltration systems will be required to recharge excess water. There are two main issues that arise from the generation of excess surface water from the hard surfaces.

Surface Water Quantity Issue

There continues to be the misconception by the study team that there is an overland surface water route between the subject area and Mill Creek east of Gordon Road. Section 2.1.1.1 Drainage Systems incorrectly states that the Mill Creek headwater areas in the subject lands discharge to the open watercourse system located south of Maltby Road. The only location where this is true is west of Gordon Road. The main issue is that relief outlets for storm water management systems continue to be shown to discharge to overland flow paths with connection to Mill Creek. There is no overland connection and private properties along Maltby Road will be inundated with the relief water. **The**

Township of Puslinch should be concerned with the redirection of storm water from north of Maltby Road to south of Maltby Road onto private lands where there is no conveyance to Mill Creek.

Water Quality Issue

There are many private wells downgradient of the subject area that rely on groundwater. The water treatment methods proposed in Section 6.3.2 will not address salt contamination or other dissolved contaminants in the surface water that will be used to recharge the groundwater system. This will affect the water quality of downgradient wells in the Township of Puslinch. **A groundwater monitoring program to specifically address water quality upgradient of private wells in Puslinch is necessary along with realistic mitigation measures based on water quality results. Monitoring wells MW9 and MW3 included in the existing monitoring program (Section 7.3.2) will monitor existing road salt issues from existing road network but do not show ambient groundwater quality.**

Please do not hesitate to contact us at sdenhoed@hardenv.com or (519) 826 0099 if you have any questions.

Harden Environmental Services Ltd.

Stan Denhoed, P.Eng., M.Sc.
Harden Environmental Services Ltd.

Clair-Maltby

Transform. Connect. Community.

Project Update
February 10, 2021

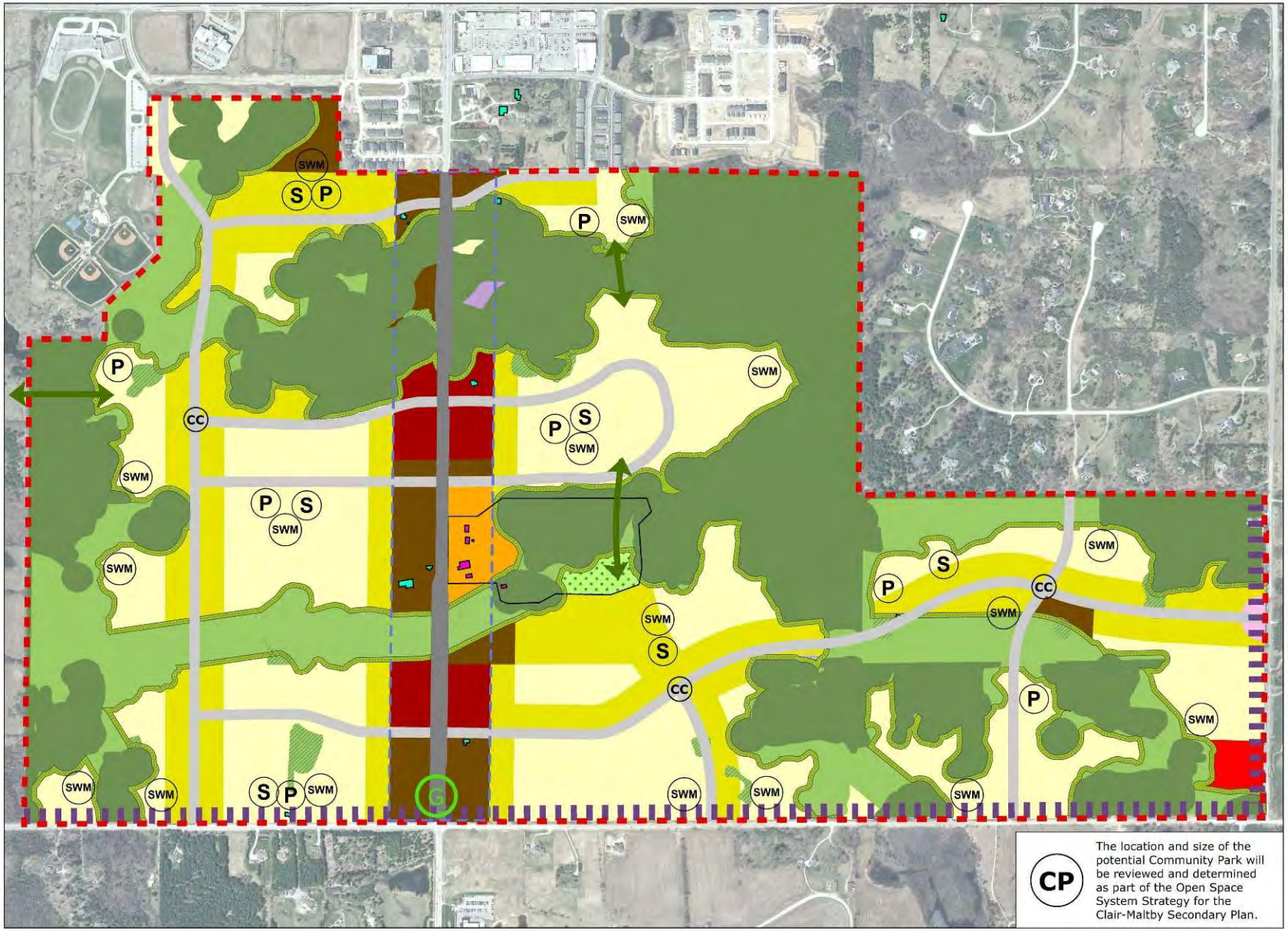
CITY OF Guelph
Making a Difference

CMSP Project Update

May 2019 – Guelph City Council approved the updated Preferred Community Structure and Policy Directions Document with the exception of the Community Park location and directed staff to undertake the Open Space System Strategy

PREFERRED COMMUNITY STRUCTURE:

Council Endorsed May 13, 2019



Legend

- Clair-Maltby Secondary Plan Boundary
- Cultural Heritage Landscape (designated)
- Heritage Buildings (designated)
- Heritage Buildings (listed)
- Gordon Street Corridor
- Urban-Rural Transition Zone

Streets and Trails

- Existing Street Network
- Proposed Street and Cycling Network

Parks, Schools, and Features

- Potential Neighbourhood Parks
- Potential Community Park (location to be determined)
- Potential Stormwater Management Areas
- Potential Elementary Schools
- Convenience Commercial Area
- Gateway
- Proposed Moraine Ribbon
- Potential Active Transportation Link

Refined Natural Heritage System

- Does Not Permit Essential Transportation Infrastructure
- May Permit Essential Transportation Infrastructure
- Natural Areas Overlay (May Permit Essential Transportation Infrastructure)
- Restoration Area (Does Not Permit Essential Transportation Infrastructure)

Land Use

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

CITY OF Guelph Making a Difference

May 13, 2019

CMSP Project Update

June 12, 2019 – The city provided a letter to the Township addressing the water concerns raised in January 2019

June 19, 2019 – City staff presented to Puslinch Council addressing the Township's January 2019 comments

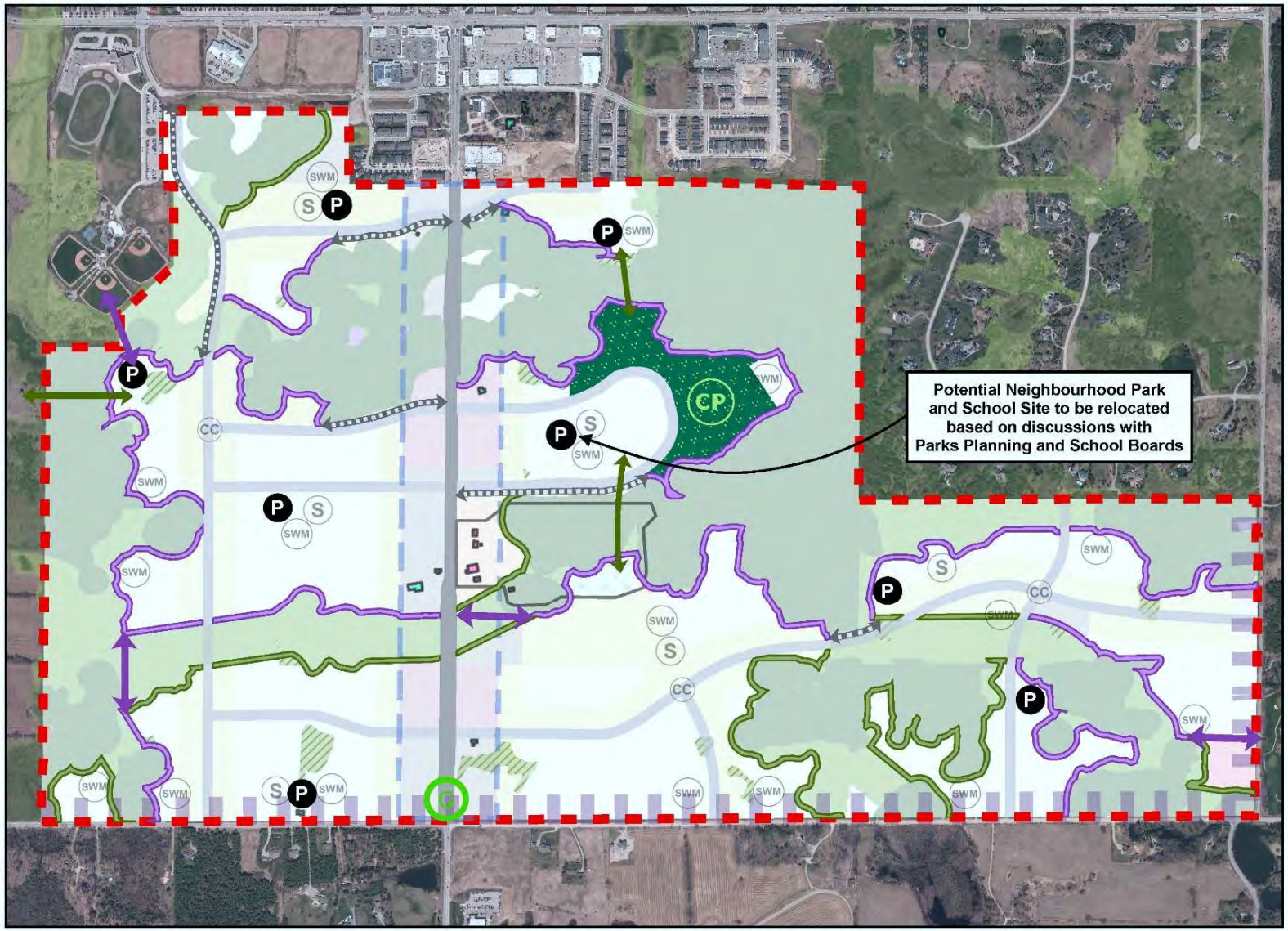
CMSP Project Update

September – December 2019
Community Engagement on the Open Space System Strategy occurred

March 2020 – Open Space System Strategy was considered by Guelph Committee of the Whole

May 2020 – Open Space System Strategy was approved by Guelph City Council

COMPONENTS OF RECOMMENDED OPEN SPACE SYSTEM



Legend

- Clair-Maltby Secondary Plan Boundary

Open Space System Components

- Community Park
- Potential Neighbourhood Parks
- Preferred Moraine Ribbon Locations
- Other Potential Moraine Ribbon Locations
- Potential Trail Connection
- Enhanced Pedestrian & Cycle Facilities
- Potential Active Transportation Link

Note:
Other elements of the preferred Community Concept Plan endorsed by Council in May 2019 are shown underlying the Open Space System components for context only.

CITY OF Guelph
Making a Difference

March 30, 2020

CMSP Next Steps

Draft Documents (Secondary Plan & MESP)

- Release of draft documents
- Public Open House/PIC #3
- Statutory Public Meeting

Additional engagement opportunities and stakeholder meetings to inform changes to the drafts

Revise and finalize documents

Council decision on recommended documents

January 31, 2022

Via email only to gschwendinger@puslinch.ca

Glenn Schwendinger
CAO
Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0

RE: Clair-Maltby Secondary Plan – Response to Town of Puslinch Comments

Dear Mr. Schwendinger,

On September 21, 2021, the City of Guelph received comments from the Township of Puslinch regarding the draft Clair-Maltby Secondary Plan Documents (released June 2021). Thank you for providing us your feedback. This letter provides a summary of the comments received and the City of Guelph response.

Urban-Rural transition area:

Comment: There was a collected understand that there is a need to strengthen the language within the proposed Secondary Plan policy, including clarification regarding the urban-rural transition area and its design; how this area/depth is measured etc.

Response: The Urban-Rural Transition is identified as being a minimum of 60 metres in depth from the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way in order to clarify how it is to be measured and ensure that the portions of the right-of-way are not included within the transition area.

The policies outline that the Urban-Rural Transition is an overlay designation and the maximum building height within this area is 3 storeys. Beyond the urban-rural transition area, building heights will be in accordance with the underlying land use designation. The intent is that the Urban-Rural Transition area provides an appropriate transition from urban built form to rural built form.

The policies encourage increased setbacks from the Victoria Road and Maltby Road right-of-ways, with the majority of the setback being landscaped. Specific solutions or setbacks have intentionally not been proposed to be included in the secondary plan in order to allow for future draft plan of subdivision and zoning by-law amendment processes to be able to respond to grading and site-specific conditions.

City Hall
1 Carden St
Guelph, ON
Canada
N1H 3A1

T 519-822-1260
TTY 519-826-9771

guelph.ca

Both the draft plan of subdivision and the zoning by-law amendment processes are public which the Township would be circulated on to provide appropriate site-specific comments.

Traffic:

Comment: Township Council continues to express their concerns with the traffic that will be generated and funnelled south through Puslinch and the impacts that this will have on the Township's infrastructure.

Response: As per the December 2000 Gordon Street EA, Gordon Street is planned to be widened independent of the Clair Maltby Secondary Plan. Further, this corridor is identified in the City's 2022 Transportation Master Plan for widening, largely to accommodate increased active transportation infrastructure and to establish a Quality Transit Network. Four travel lanes are planned to accommodate anticipated traffic. Traffic volumes from Clair-Maltby development can be accommodated within the planned widening of Gordon Street. An updated EA will be undertaken to update the previous EA given the advancement of the Clair-Maltby Secondary Plan. Gordon Street will be designed to provide access to high density residential, mixed uses, service commercial, office/commercial destinations, and the connecting collector and local road network within Clair-Maltby Secondary Plan area.

It should be noted that the vast majority of Clair-Maltby related development traffic oriented south of the Secondary Plan area will be routing between Maltby Road and Highway 401, and generally small volumes of traffic are anticipated to route along Gordon Street south of Highway 401 through Puslinch. This will be further encouraged through the ongoing Ministry of Transportation Ontario "Midblock Interchange" project.

Hydrogeology Concerns:

Comment: Council identified that there is an unsatisfactory response to the Township's Hydrogeologist's previous comments. In addition, there are concerns with the storm water management section of Master Servicing Plan. Review by the Township's technical consultants was directed. Comments below are from the Harden Environmental Services Ltd letter dated September 16, 2021:

A) Township of Puslinch should be concerned with the redirection of storm water from north of Maltby Road to south of Maltby Road onto private lands where there is no conveyance to Mill Creek.

B) A groundwater monitoring program to specifically address water quality upgradient of private wells in Puslinch is necessary along with realistic mitigation measures based on water quality results. Monitoring wells MW9 and MW3 included in the existing monitoring program (Section 7.3.2) will monitor existing road salt issues from existing road network but do not show ambient groundwater quality.

Response:

A) It is understood that there is no current direct pathway of drainage from north of Maltby Rd to the south; the overflow systems shown on the current plan would not come into effect until an event larger that the Regional Storm plus a suitable freeboard which would notionally exceed a 500 year event. Based on the mapping in the area, this would be similar to how the system would work under existing extreme storm conditions. It is recommended that overflow alternatives and associated controls be further reviewed during the detailed design stage.

B) We understand the comment that MW9 and MW3 would be appropriate monitors to assess potential road salt impacts to groundwater quality, based on current road network but additional monitoring is needed for new road network. As described in the Monitoring Well section of 7.3.2. of the Phase 3 CEIS we believe additional monitoring wells need to be installed and monitored as part of development evolution and this will help identify ambient conditions pre-development and changes post development. Existing language from 7.3.3.2 "A quarterly sampling for general chemistry should be considered to monitor for potential chloride impacts associated with road salt as the development is advanced and to support the City's Salt Management Plan (SMP) and source control performance management."

Additional monitoring wells may be required for site-specific developments as per the City's Development Manual to assess the performance of source controls or where site-specific stormwater management is proposing more centralized approaches. Additional water table monitors may be installed as part of site-specific developments to aid in the water quality and quantity performance assessment of source controls and SWCAs.

Further, the City's Water Services has recently initiated a Salt

Management Action Plan team – a pillar of which is the Monitoring and Assessment of chloride levels across the City as well as at City boundaries.

Road Network:

Comment: Clarity is required as to why information regarding infrastructure and roads has not been provided with respects to the lands that are east of the Hanlon (and west of the Clair-Maltby Secondary Plan). It is requested that the City review how the build out of the Secondary Plan and the road network will incorporate with this area to the west and explore alternative traffic routes that push traffic to the Hanlon.

Response: The lands mentioned are not part of the CMSP Study Area. City-wide transportation requirements have been studied in the Transportation Master Plan (TMP), which included the CMSP traffic study and population projections as an input. The TMP has confirmed that the road network in this area is sufficient to support projected traffic.

Building Heights:

Comment: There are concerns with height within the whole development as topography emphasizes the height for development and impacts the landscape from a visual perspective. The maximum building heights throughout the entire development should be reviewed.

Response: The maximum building heights have been reviewed based on feedback from the County as well as other stakeholders and have been reduced from 18 to 14 storeys. Schedule 3, Built Form and Open Space System Elements further directs the tallest buildings (14 storeys) to the proposed Urban Village Core and away from the shared boundary between the City and the Township. Additionally, the land use designations allow for a variety of heights and the significant landform is protected from development through its designation as a feature of the natural heritage system

At this time, we are continuing to work through feedback received following release of the draft secondary plan. We anticipate seeking City Council approval of the secondary plan and MESP this Spring. Notice will be provided in advance of the council meeting date.

Please contact us should you have any questions regarding the

information provided in response to your comments.

Sincerely,

Melissa Aldunate, MCIP, RPP, Manager, Policy Planning
Planning and Building Services
City of Guelph
T 519-822-1260 x 2361
E melisssa.aldunate@guelph.ca

Colleen Gammie, P. Eng (she/her), Infrastructure Planning Engineer
Design and Construction, Engineering and Transportation Services
City of Guelph
T 519-822-1260 extension 2282
E colleen.gammie@guelph.ca

c: Courtenay Hoyt Fox, Municipal Clerk, Township of Puslinch
choytfox@puslinch.ca
Meagan Ferris, Manager of Planning and Environment, County of Wellington – meaganf@wellington.ca

Harden Environmental Services Ltd.
4622 Nassagaweya-Puslinch Townline
Moffat, Ontario, L0P 1J0
Phone: (519) 826-0099 Fax: (519) 826-9099

Groundwater Studies

Geochemistry

Phase I / II

Regional Flow Studies

Contaminant Investigations

OMB Hearings

Water Quality Sampling

Monitoring

Groundwater Protection Studies

Groundwater Modelling

Groundwater Mapping

Permits to Take Water

Environmental Compliance Approvals

Our File: 1829

April 21, 2022

Township of Puslinch
7404 Wellington Road 34
Guelph, ON, N1H 6H9

Attention: Glenn Schwendinger
CAO

Dear Glenn;

Re: Clair-Maltby-Secondary-Plan Review
Response to January 31, 2022 Letter from City of Guelph

Issue 1: The Township of Puslinch should be concerned with the redirection of storm water from north of Maltby Road to south of Maltby Road onto private lands where there is no conveyance to Mill Creek.

The City has responded by saying that the overland flow across or under Maltby road would only occur under an extreme rainfall or snowmelt event and there would be storm flow along the identified outlets even today under the extreme conditions. We have discussed this issue with GM BLuePlan and they are of the opinion that the Township can be satisfied with overflow controls being discussed further at detailed design stage.

Response 1: the Township requests an opportunity to comment on detailed design applications for sites fronting Malty Road.

Issue 2: A groundwater monitoring program to specifically address water quality upgradient of private wells in Puslinch is necessary along with realistic mitigation measures based on water quality results. Monitoring wells MW9 and MW3 included in the existing monitoring program (Section 7.3.2) will monitor existing road salt issues from existing road network but do not show ambient groundwater quality.

The response does not adequately address the issue and puts off committing to groundwater monitors specifically for the protection of downgradient private water well users in the Township of Puslinch. The response clearly indicates that salt issues have been identified and the City is committed to monitoring the impacts on shallow groundwater downgradient of the storm water

management facilities to monitor their efficacy. Groundwater is flowing southerly, beneath Maltby Road towards private wells. It is well known that chloride concentrations are increasing in groundwater beneath urbanized areas and groundwater dependant municipalities are taking measures to minimize the impact on their own water supplies. The response states that here is a Salt Management Action Plan Team dedicated to addressing salt issues. It is our opinion that the residents of Puslinch near the proposed urban area of Clair-Maltby Secondary Plan should be protected from potential water quality changes arising from the proposed urban area through a detailed groundwater quality monitoring program that targets the aquifers used by the residents and that includes an action plan should water quality in the aquifer(s) decrease. Consideration should be made regarding regular sampling of the private wells if they are susceptible (e.g. shallow dug wells).

Response 2: The Township requests that a detailed monitoring plan be designed and implemented to identify groundwater quality changes in advance of water being captured by local wells. The plan must include measures to mitigate water quality changes in the private wells. The plan must be developed with input from the Township staff/consultants.

Harden Environmental Services Ltd.

Stan Denhoed, P.Eng., M.Sc.
Harden Environmental Services Ltd.

Mayor Guthrie and Members of Council

City of Guelph
1 Carden Street
Guelph, ON
N1H 3A1

VIA EMAIL:
clerks@guelph.ca
clair-maltby@guelph.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

May 11, 2022

Mayor Guthrie and Members of Council,

Please be advised that Township of Puslinch Council, at its special meeting held on May 11, 2022, considered the City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) that is being considered by City of Guelph Council for decision at the May 16, 2022 Council meeting.

Subsequent to Puslinch Council's discussion, the following was resolved:

Resolution No. 2022-160: Moved by Councillor Sepulis and Seconded by Councillor Bulmer

That Report ADM-2022-027 entitled City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) be received; and

Whereas the Township of Puslinch is a key stakeholder in the development of the City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) and has consistently reviewed plan updates and provided comments to the City of Guelph since 2017; and

Whereas the City of Guelph has shown no commitment to implement meaningful long-term monitoring to protect water quality for residents in Official Plan Amendment No. 79, as

outlined in a number of reports submitted by the Township of Puslinch Hydrogeologist to the City of Guelph; and

Whereas the City of Guelph has not adequately addressed the Township's on-going requests regarding the setbacks and landscaping requirements within the transition area, including the request for improved wording and a minimum setback requirement, that have been raised by the Township of Puslinch since 2019; and

Whereas the majority of the Township planning comments dated August 11, 2021 submitted to the City of Guelph for the statutory public meeting held in September 2021 have not been acknowledged or implemented by the City of Guelph;

Therefore be it resolved,

That the Township of Puslinch formally objects to the approval of Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) until such time that the concerns raised by the Township of Puslinch have been adequately addressed and incorporated into the proposed Official Plan Amendment No. 79.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,
Courtenay Hoytfox
Municipal Clerk

cc.

Melissa Aldunate, RPP Planning and Building Services 519-822-1260 extension 2361 TTY: 519-826-9771 melissa.aldunate@guelph.ca	Colleen Gammie, P. Eng Engineering and Transportation Services 519-822-1260 extension 2282 TTY: 519-826-9771 colleen.gammie@guelph.ca

REPORT ADM-2022-027

TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk

MEETING DATE: May 11, 2022

SUBJECT: City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment)

RECOMMENDATION

That Report ADM-2022-027 entitled City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) be received; and

Whereas the Township of Puslinch is a key stakeholder in the development of the City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) and has consistently reviewed plan updates and provided comments to the City of Guelph since 2017; and

Whereas the City of Guelph has shown no commitment to implement meaningful long-term monitoring to protect water quality for residents in Official Plan Amendment No. 79, as outlined in a number of reports submitted by the Township of Puslinch Hydrogeologist to the City of Guelph; and

Whereas the City of Guelph has not adequately addressed the Township's on-going requests regarding the setbacks and landscaping requirements within the transition area, including the request for improved wording and a minimum setback requirement, that have been raised by the Township of Puslinch since 2019; and

Whereas the majority of the Township planning comments dated August 11, 2021 submitted to the City of Guelph for the statutory public meeting held in September 2021 have not been acknowledged or implemented by the City of Guelph;

Therefore be it resolved,

That the Township of Puslinch formally objects to the approval of Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment) until such time that the concerns raised by the Township of Puslinch have been adequately addressed and incorporated into the proposed Official Plan Amendment No. 79.

Purpose

The purpose of this report is to provide Council with Planning and Hydrogeologist comments regarding outstanding concerns in respect to the City of Guelph Official Plan Amendment No. 79 (Clair-Maltby Secondary Plan Amendment).

Background

The Township of Puslinch has been actively involved in reviewing the proposed Clair-Maltby Secondary Plan Amendment since 2017. The Township has engaged various consultants in this on-going review including its consulting Hydrogeologist, Engineer, Planner and Ecologist.

Township staff were made aware on April 28, 2022 that the City of Guelph Council would be considering the adoption of the Clair-Maltby Secondary Plan Amendment on May 16, 2022. To date, a number of the Township's on-going concerns with the proposed amendment have not been adequately addressed. The Township passed the below resolution on May 4, 2022:

Resolution No. 2021-139: Moved by Councillor Goyda and
Seconded by Councillor Sepulis

That the Consent Agenda item 6.28 listed for MAY 4, 2022 Council meeting be received; and

That Council request that staff forward the City of Guelph's comments to Harden Environmental for consideration and a response; and

That Council request that staff schedule a special meeting of Council to consider Harden's response in order to submit formal comments to the City of Guelph.

CARRIED

Township staff, together with Harden Environmental and County Planning staff, have reviewed the comments and responses submitted to the City of Guelph to determine which concerns remain outstanding. Harden Environmental and County of Wellington Planning Department have provided the summaries below:

Harden Environmental Services Ltd.

There is clearly no commitment from the City of Guelph to provide meaningful long-term monitoring to protect water quality for residents along Maltby Road and further to the south.

The terrain of the Paris Moraine is such that Storm Water management involves capturing storm water from parking areas and the road network in off-line management ponds with overflow into natural areas where infiltration will occur. The closed-depression nature of the terrain does not allow for the overland runoff of the salt laden water into Mill Creek. Despite environmental protection being stated as a key priority, there is no present solution to the salt issue. The Salt Management Plan recommendations do not include monitoring of overburden or bedrock aquifers supplying local wells in Puslinch Township.

Salt is often applied to prevent slips and falls in parking areas and walkways. Both sodium and chloride (both elements in salt) have concentration limits in regard to aesthetic quality of drinking water. Chloride concentrations from road salt is a concern (trends are towards increasing chloride concentration) and efforts to limit salt use are underway in municipalities relying on groundwater for their water supply.

The proposed scale of development would not likely be permitted in the County of Wellington partly because of the Paris Galt Moraine protection provisions in the Official Plan that protect both quality and quality of groundwater. The City relies on clean groundwater as do all the residents in the Township, however, the terrain of the Clair Maltby Secondary Plan area, the proposed density, the lack of overflow storm water outlets to streams (particularly in the Mill Creek subwatershed) will result in the contamination of groundwater.

The residents of Puslinch must be offered meaningful protection of their water supply. The proposed urbanization is not a temporary use, therefore any protections offered must be permanent. The requirement for the development and implementation of this monitoring program is requested to be incorporated into the Official Plan Amendment #79 (the Clair-Maltby Secondary Plan amendment) as a policy. The details of the groundwater monitoring program must be determined with the input of the Township of Puslinch.

County of Wellington Planning

On behalf of the Township, the County Planning Department had prepared a summary report (for the August 11, 2021 Council Meeting) on the Clair-Maltby Secondary Plan that also included recommendations/comments from Planning regarding the draft Official Plan

Amendment policies for the Plan. We also prepared a summary of Council comments in a memo dated September 20, 2021. The Council summary memo was to be read in conjunction with the comments prepared for the August 11th Council Meeting.

Based on a review of the response letters from the City of Guelph dated January 31st, 2022 and May 3rd, 2022 it is noted that a majority of the planning comments (page 3-4) were not acknowledged or implemented. It is noted that the City has provided a response regarding the Urban-Rural Transition Area in their January 31st, 2022 letter. The aforementioned letter (i) re-affirms their opinion that the wording of the Urban-Rural Transition Area is clear enough to indicated where this area is measured from (i.e. northerly side of the Maltby right-of-way and the westerly side of the Victoria Road right-of-way) and (ii) the rationale as to why the proposed policies do not include details regarding increased setbacks from Victoria Road and Maltby Road.

Specifically related to the landscaping/setback requirements, it is acknowledged that the City does not want to include specific requirements in the policies to allow future applications to respond to site specific conditions. Although this has practicality, there is still a concern that there is only wording to “encourage” increased setbacks and that there is no specific and consistent minimum standard being applied. As future development within this transition area will be developed on an individual basis, this can result in a varied, inconsistent and progressively degraded approach to setbacks. The concern regarding the setbacks requirements, including wording and a minimum setback of 12 metres, has been raised since 2019. As the other planning comments in staff’s previous report do not appear to be acknowledged or considered, it is suggested that the previous report or an excerpt of the previous report could be re-submitted to the City.

Financial Implications

None

Applicable Legislation and Requirements

None

Attachments

Schedule “A” County of Wellington Clair-Maltby Secondary Plan Update and Planning Comments on Draft Policies, dated August 11, 2022

PLANNING REPORT
for the TOWNSHIP OF PUSLINCH

Prepared by the County of Wellington Planning and Development Department

MEETING DATE:	August 11th, 2021
TO:	Glenn Schwendinger, CAO Township of Puslinch
FROM:	Meagan Ferris, Manager of Planning and Environment County of Wellington
SUBJECT:	**Clair-Maltby Secondary Plan – Update & Planning Comments on Draft Policies**
ATTACHMENTS:	1. Land Use Plan 2. Recommended Future Traffic Lane Configurations and Controls

SUMMARY

The City of Guelph is continuing to undertake a multi year project to develop a Secondary Plan for the Clair-Maltby area of the City. Most recently, the City has held a virtual, multi-session Open House to overview various aspects of the project, to release draft policy and technical documents, and to seek public input. The draft policy and technical documents released include: the Secondary Plan policies (dated June 16, 2021); Master Environmental Servicing Plan (MESP) and the Comprehensive Environmental Impact Study (CEIS). Since these sessions, the City has also circulated these draft documents to commenting agencies including the Township of Puslinch seeking comments and feedback by August 31st.

The intent of this report is to provide a general update on this project for Council and to provide comments on the proposed draft policies specifically for the Secondary Plan, while also seeking Council direction on peer reviewing the draft MESP and CEIS by the Township's Hydrogeologist, Ecologist, and Engineer. Previous planning comments provided in 2018 and 2019 have been considered as part of planning staff's review.

RECOMMENDATION

1. THAT this report be received by Township Council for information and that Council endorse the planning comments;

2. THAT the Township provide this report to the City of Guelph to form part of the public input record;

3. THAT Township Council provide Township staff with direction on the technical peer review of the draft Master Environmental Servicing Plan and the Comprehensive Environmental Impact Study by the Township's Hydrologist, Ecologist, and Engineers and that any peer review comments be provided to the City of Guelph under separate cover; and

4. THAT any additional comments of Township Council be forwarded to the City of Guelph.

INTRODUCTION

On June 24th of this year, the City of Guelph held an five (5) part series open house which overviewed the Clair-Maltby Secondary Plan (CMSP) project with respects to: a project overview; water & waste water servicing; environmental and stormwater management; the land use and park policies; and mobility. Since

the open house, the City circulated the draft documents to the Township in early July to seek comments on these documents. The commenting deadline is August 31st.

It is noted for Council's understanding that once the City has completed its public engagement process, there will then be a Public Meeting hosted by City Council to consider the proposed policy amendments to the City's Official Plan.

Community Structure

In last report presented by Planning staff at a May 2020 Council meeting, an overview of the preferred "Community Structure Plan" was provided. This preferred structure was endorsed by City Council on May 13th, 2019 and this structure has not changed since that time. The Community Structure has provided a basis for several other schedules including a Land Use schedule which can be seen in **Attachment 1**. The Land Use Schedule provides an overview of the land use designations proposed and where, including a refined natural heritage system, street networks, identification of the Urban-Rural Transition Zone etc.

It is noted that the Secondary Plan draft policies identify the Urban-Rural Transition Zone as an overlay designation that is 60 metres in depth (and located on north side of Maltby Road and west side of Victoria Road); that all buildings and structures are permitted a maximum 3 storeys in height within this zone; and that increased setbacks within this area will be encouraged.

PREVIOUS COMMENTS

Included below is a brief summary of the comments provided from a land use planning perspective on the Clair Maltby Secondary Plan for Council's convenience.

2018:

- That the transition requirements should be identified through mapped residential land use designations in addition to written policies; and
- That high density residential land use at Gordon Street should be changed to low and medium density residential land use designations.

2019:

- How the proposed 60 m depth of the transition area is measured
- Removal of High Density Residential Areas
- Identification of a specific minimum building setback for landscaping and berms
- Direction to locate taller/tallest high density residential buildings away from the transition area
- Detail regarding appropriate transitions between higher density neighbourhoods in the Secondary Plan area and Puslinch

2020:

In May of last year, planning staff focused on a status update and an overview of the community structure plan and previous comments. At that time, it was identified that:

- A majority of the planning comments provided in 2019 were addressed; however, clarification regarding landscaping requirements within the urban-rural transition area were not incorporated (i.e. the need for stronger wording and a setback requirement of 12 metres).

Hydrology

In 2018, comments were prepared by Harden Environmental on behalf of the Township. These comments focused on water quality (including road salt application) and quantity. Additional comments were

provided by the Township's Hydrologist in 2020 under separate cover.

PLANNING COMMENTS – SECONDARY PLAN POLICIES FOR THE URBAN-RURAL TRANSITION

Planning staff have reviewed the draft Secondary Plan policy document and recognize that the draft policy includes two distinct sections that reference the Urban-Rural Transition Area (i.e. 11.3.2.2 & 11.3.8.6.11). Based on staff's review, it has been identified that there are several opportunities throughout the draft policy document to enhance the policy and provide more clarity with respects to the urban-rural transition area. Planning staff comments are below and it is requested that the City consider these comments and requested policy adjustments:

- Section 11.3.1 – *Vision, Guiding Principles and Objectives*
    - It is requested that the relationship between the City and the Township be acknowledged including the overall importance of the Paris Galt Moraine to the Township of Puslinch's drinking water quantity and quality.

- Section 11.3.2.2 *Clair Maltby Community Structure*
    - Urban-Rural Transition
        - Item #8 makes reference to development being designed to transition to the adjacent rural area with respects to density and built form; however, there appears to be limited policy direction to support this overall intent. Please see below comments regarding Section 11.3.8 *Land Use, Built Form and Urban Design*.
        - Items #9 should be updated to include clarity that this area should be designed in such a way that also incorporates, respects and honours the adjacent rural community.

- Section 11.3.8 - *Land Use, Built Form and Urban Design*
    - General Policies:
        - It is requested that a subsection g) be added to Section 11.3.8.2.1 that includes a connection to the objectives expressed to have development be designed to establish a transition to the rural area outside of the urban boundary.

    - Gordon Street Corridor:
        - Clarity should be provided in Section 11.3.8.3.3 with respects to the minimum and maximum heights identified for lands within the Gordon Street Corridor that also fall within the Urban-Rural Transition Zone.
        - Section 11.3.8.3.5 should be modified to include reference to the Urban-Rural Transition Zone and the need for transitions (north to south) for development within this Zone and the designations within the Secondary Plan that are outside of this Zone.

    - Residential Neighbourhood
        - Section 11.3.8.5 should be updated to include an additional subsection that provides policies that connect to the Land Use Designation Section for the Urban-Rural Transition Area/Zone (11.3.8.6.11).

- Section 11.3.8.6 - *Land Use Designations*

- All of the land use designation policies should incorporate wording that states "except within the Urban-Rural Transition Zone" when referencing the maximum height permissions per designation to ensure consistency in understanding and application.

- There appears to be no direct policy with respects to urban design and the Urban-Rural Transition Zone for any potential elementary schools that may fall within the transition area. Consideration should be given to incorporating policies that ensure these uses also provide a well-designed and consistent transition from the rural area.

- Low Density Greenfield Residential
  - A maximum height of 6 storeys within a low density residential area seems substantial when the medium density residential area is up to 6 storeys as well. It is requested that consideration be given to enhancing these policies to require a transition in height between the low-rise residential dwellings with the Urban-Rural Transition Zone and those outside of this area.

- Urban-Rural Transition
  - Clarification is required in Section 11.3.8.6.11.1 that clearly explains how this 60 m depth is measured so that this cannot be misinterpreted to include the entire right-of-way through future application.
  - Section 11.3.8.6.11.4 is requested to provide more detail and direction for a setback standard to ensure a consistent and meaningful application of this policy. The need for increased setbacks is requested to be made a *requirement* which would include details regarding expectations, including a minimum setback distance (preferably 12 metres), and a combination of landscaping and berming.

The strengthen of the draft policies would provide more clarity for the future user and developers and would ultimately support a built form and urban design that continues to meet the vision of the City, but also respects the rural areas surrounding the CMSP area within the Township of Puslinch.

INFRASTRUCTURE REQUIREMENTS AND UPGRADES

In addition to the Secondary Plan policies, as mentioned within this report, the City has also completed drafts of supporting technical assessments - a Master Environmental Servicing Plan and a Comprehensive Environmental Impact Study. These assessments have not been reviewed in detail by planning staff; however, it is recognized that there are some key infrastructure upgrades identified along Maltby Road and Victoria Road that are required to support this development proposal that Council should be aware of, which are briefly summarized below:

- There are several collector roads that will connect into Maltby Road and Victoria Road, as shown in the 'Preferred Community Structure' within **Attachment 1.**

- Signalization at some of these proposed intersections will be required: two (2) at the proposed collector roads and Maltby Road and one (1) at Victoria Road. This is generally identified in **Attachment 2**, which shows future traffic lanes and controls.

- Gordon Street and Clair Road are intended to be signalized (including the intersections with Maltby and Victoria Road) and widened from 2-4 lanes and urbanized (including sidewalks and

cycle lanes);

- Both Maltby Road and Victoria Road are identified urbanization, active transportation, and sidewalks improvements; and

- That water and waste water infrastructure are also proposed along Maltby and Victoria Road.

With respects to the potential traffic and road upgrades, additional evaluation should be considered by Council as this will assist the Township in understanding potential impacts, both direct and indirect, of these improvements over the immediate and long term from a use and municipal budget lens. For example, if Maltby Road and Victoria Road are proposed to be urbanized on both sides and with sidewalks, consideration will need to be given to the Township's role in terms of maintenance on the south and east side of these road based on current agreements with the City.

Phasing of Development

The Master Environmental Servicing Plan includes a section on Phasing and Implementation (Section 4). It is recognized that the phasing of infrastructure upgrades will largely depend on individual development application and that the MESP acknowledges that phasing is most logical to progress from north to south. The draft Secondary Plan also includes an Implementation Section and notably requires a phasing plan to be adopted prior to development taking place. At this time, the timing of any infrastructure works is not precise; however, it is suggested that the Township request a timeline of future phasing and development, including any future phasing plan for review and comment, prior to adoption by City Council. This will also help inform Township Council and the residents of Puslinch as this project progresses.

Based on the nature and significance of this development, including the direct proximity to the Township of Pusnlich, Council should consider having the associated technical studies peer reviewed on behalf of the Township. This review could also assist in obtaining clarity regarding potential impacts of future traffic to the Township's road infrastructure; maintenance arrangements etc. Planning staff have included a recommendation (#3) that seeks Council's direction on additional technical review of these other draft documents.

NEXT STEPS

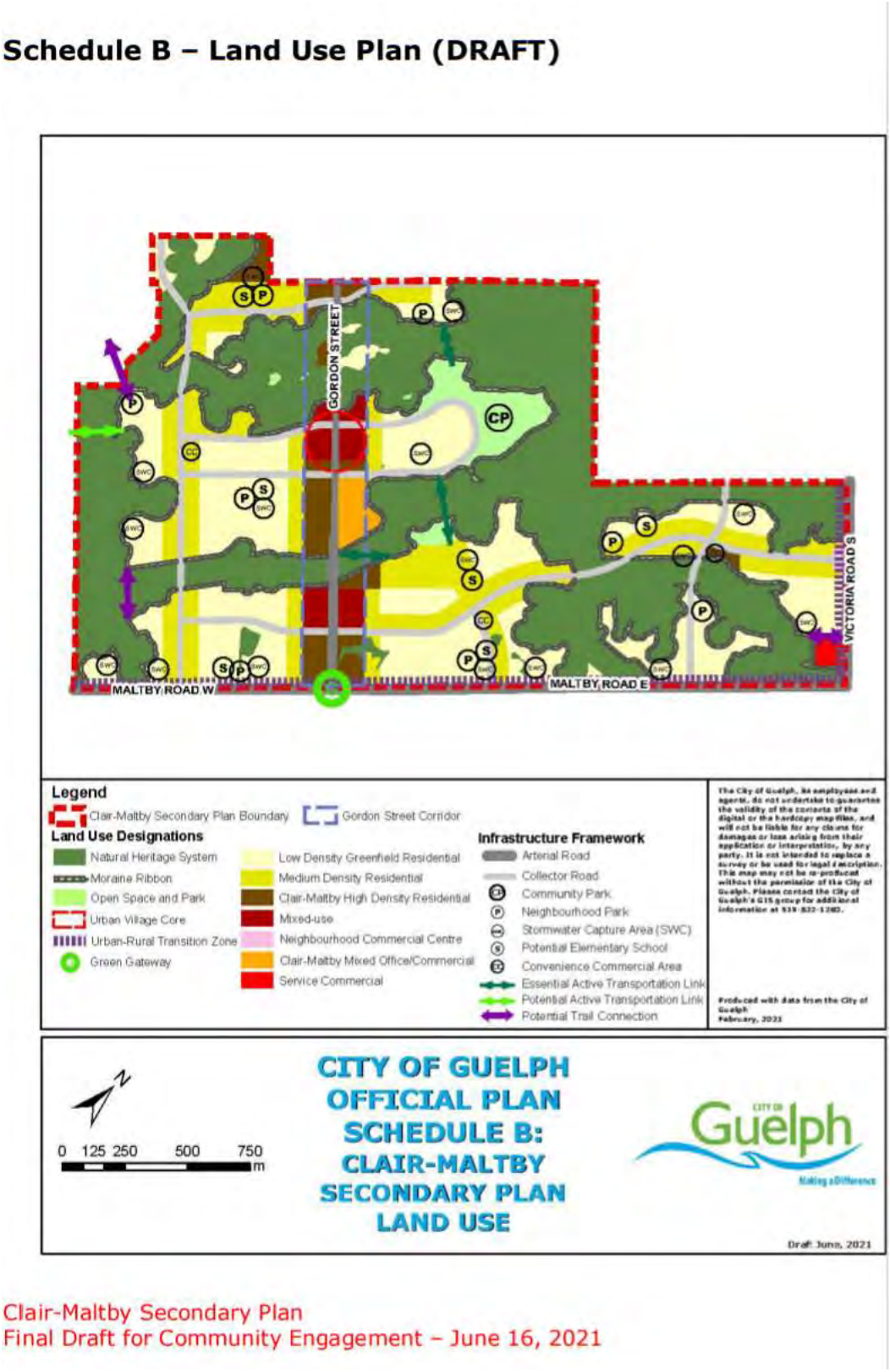
The County Planning Department will continue to monitor and participate in this project on behalf of the Township. As expressed within this report, Council should also give consideration to having the Master Environmental Servicing Plan and the Comprehensive Environmental Impact Study peer reviewed to ensure the Township and its constituents interests are being considered and protected.

Respectfully submitted,
COUNTY OF WELLINGTON PLANNING AND DEVELOPMENT DEPARTMENT

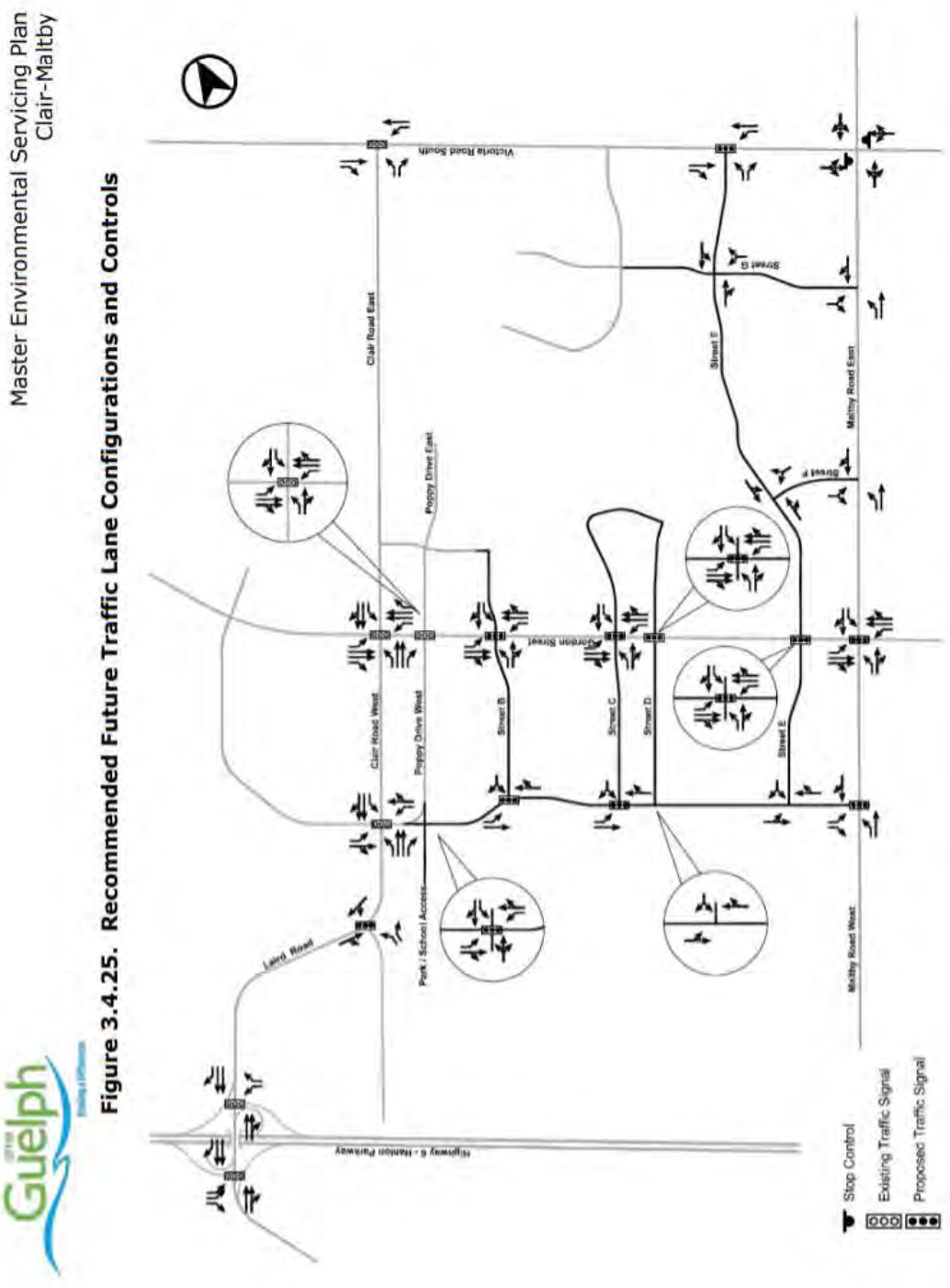
Meagan Ferris

Meagan Ferris, RPP MCIP
Manager of Planning and Environment

ATTACHMENT 1:
Land Use Plan (Based on the May 2019 Preferred Community Structure)



ATTACHMENT 2:
Recommended Future Traffic Lane Configurations and Controls



Appendix E.4

Comments / Responses

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
1	Tom Krizsan	6/22/2021	Ensure compensation in some form (i.e. park dedication) for the moraine ribbon.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Have the phasing so that once a cost sharing of the upfronted services is completed all participants can start with their developments and recover their costs. Have a formula, based on acreage and density that is equitable to the upfronting participants.	The phasing presented in the MESP represents a logical staging of the lands from north to south. However, there are many ways to phase a development. The landowner group is tasked with establishing their own formula for how costs are distributed in a fair and equitable manner. The landowner group may present alternative phasing to the City for review.
			In the case of Thomasfield, there has to be an exact formula for payment that is mutually acceptable for the community park.	For the acquisition of the community park, the City would acquire lands through parkland dedication and would pursue purchasing the remainder of land as needed in accordance policies in effect at the time of acquisition.
			The net zero energy goal is a lofty goal, but the stakeholders need to know the details and expectations of the city.	The Energy and Other Utilities Study sets out the guiding principles for developers in the Clair-Maltby area to be able to demonstrate sustainability measures. See page 35-39 of the study. https://guelph.ca/wp-content/uploads/CMSP-Energy-and-other-Utilities.pdf
			The protection of the significant landforms is worthy, but there are times that developable areas will need major grading to be able to install the services. This should be acknowledged.	Figure 3.3.5. in the MESP displays the conceptual grading plan. The main objective of this is to maintain and preserve existing drainage pattern. Stormwater, wastewater, water and mobility services have been studied and designed to meet the grades set out in Figure 3.3.5. Detailed grading for each sub-development will be evaluated during development review. The City recognizes that there will be some challenges in the transition areas between the protected Significant Landform and the development areas, and the draft policy already incorporates some flexibility while seeking to minimize the extent and intensity of grading and work with the natural contours to the extent feasible. Some additional refinements have been made to the policy to clarify the intent of providing some flexibility in this regard.
			Underground parking can be encouraged, but it is very expensive +/- 50,000 a space and does not assist in providing affordable housing.	Noted - the policies note that underground parking should be provided in the Gordon Street Corridor in order to achieve the building heights and densities permitted there.
			The stakeholders need to know what and where ecological restoration is to take place, and just who is to pay for it.	There are two categories of ecological restoration in the City of Guelph in accordance with the Official Plan. (1) "Restoration Areas" are a component of the NHS mapped separately from other NH features and areas, and specifically include (a) SWM areas abutting the NHS, (b) public lands suitable for naturalization, or (c) isolated gaps in the NHS (where development is not feasible). (2) Habitat / ecological "restoration" may occur within any NHS component, or outside of it, to improve the habitat value and ecological functions of the NHS in a context of urbanization. However, "restoration" is not mapped separately. In most cases, both Restoration Areas and ecological restoration opportunities can only be accurately identified as part of the development process in relation to site-specific servicing, SWM and development plans. The proponent is typically responsible for the initial works and installation and may also be responsible for some short-term post-installation monitoring to ensure proper establishment. The City is typically responsible for the longer- term management and maintenance of these areas, particularly once they come into municipal ownership.
			6 storey apartments are challenging to make affordable, especially if there is underground parking.	Noted. The Low Density Residential land use designation is being modified to cap the maximum building height at 4 storeys. The Medium Density Residential land use designation proposes to cap maximum building height at 6 storeys. Underground parking is encouraged but not necessarily required in these designations.
			It would be helpful to know what part of the $95 million cost of infrastructure is development charges and what is expected to be paid by the stakeholders.	The response assumes that the $95M that the commenter is referring to is the local service policy costs. All servicing items determined to be local services will be paid in accordance with the City's current Local Service Policy (LSP) - that is, the full costs of the local services will be borne by the landowner.
2	Gene Valeriote - 1968-92 Gordon (OPA 42)	6/25/2021	We successfully fought a lengthy and expensive battle to keep the 4.65 acres shown in the GSP file attached out of the Natural Heritage System. In the current Secondary Plan land use draft, it seems almost perverse that it (see circled area) has been designated for Community Park when its hilly topography would make its best use residential, linked to the golf course development. It is no longer our battle but I think that PINEGROVE Developments and Thomasfield should be talking with one other about challenging the current draft.	The location of the proposed Community Park was explored through the Open Space System Strategy work. Several options and locations for the Community Park were considered. The proposed location was approved by Council in May 2020.
3	Tom Krizsan (Springfield GC - 2054 Gordon)	6/25/2021	My preference is to leave the Springfield land as the last to develop,99 Maltby should be in the second phase with the rest of phase 2, as the pumping station on Maltby could accommodate the lands to the north. By beginning phase two we could get an earlier start on the water tower.	The phasing presented in the MESP represents a logical staging of the lands from north to south. However, there are many ways to phase a development. If the owner does not wish to develop Springfield Golf Course in Phase 2, the City will not force earlier development, but agreements / easements for mobility and servicing infrastructure may be required. The City has heard the concern with respect to the location of SPS3 in the Springfield lands - in the revised MESP documents SPS3 is located at an alternate low point within the sanitary catchment. Additionally, construction of the water tower has been included as part of the supporting works for Phase 2. 99 Maltby is along the southern border of the secondary plan area. Phasing is required to ensure that there is capital funding and resourcing available to build the services. Adding more projects to the earlier phases may not be feasible.
			The main road on the Springfield land has very little buildable frontage which makes this very expensive. We would like to see more buildable frontage, and the city cost sharing for the road that fronts the community park.	The City will rely on the Local Service Policy that is current at the time of the development to determine funding for roads.
			It seems that Thomasfield is having the burden of the community park, the water tower, and two of the three pumping stations. It seems as if the other landowners are not sharing the burden.	In order to ensure that the cost of services, as well as the land for those services, is distributed across all developments, a landowner group must be formed.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
4	Thomasfield Homes	8/16/2021	Principle 1: Green and Resilient Objectives - 3. Recognize the importance of Halls Pond in maintaining biodiversity and ecosystem health in Clair-Maltby. Why is the biodiversity and ecosystem health of Halls Pond specifically mentioned in this context?	Halls Pond warrants special attention in the development process due to its size, natural heritage significance (in the CMSP area and in the City as a whole), and unique hydrologic functions.
			Section 11.3.1.2 Principle 1 Objective 4: The City should allow green infrastructure to be counted toward stormwater management calculations to incentivize its use.	The CMSP stormwater management strategy relies on 20mm capture across distributed LID BMPs. The City is working on how to incorporate these into the development review process.
			Section 11.3.1.2 Principle 1 Objective 6: The City must recognize there is likely to be considerable construction challenges with respect to infrastructure and that conflicts may arise between meeting this object and current City engineering and accessibility standards.	Maintaining the function of the Paris Galt Moraine is paramount to the successful mitigation of environmental impacts from development. However, public safety and accessibility are paramount as well. The mobility concepts were evaluated against the grade, as were the servicing concepts. Specific conflicts and challenges will be reviewed in detail throughout later development application reports / submissions.
			Section 11.3.1.2 Principle 4 Objective 1: A modified street grid patterns and trail system that seeks to create an interconnected and interwoven area will be challenging to accomplish. This objective was not achieved on the lands east of Gordon Street. The lands east of Gordon Street are poorly interconnected and will encourage traffic onto Gordon Street. Additionally, the proposed moraine ribbon which follows the periphery of the Natural Heritage System, storm ponds, etc. meanders and does not support point to point efficient travel.	The street network was established via rounds of traffic modelling. During the iterative process, it was determined that a north-south road east of Gordon was not required. Local access will be from the looped Street C/D and Gordon will function as an arterial road, as intended. The road cross sections for all road types include cycle infrastructure. If cyclists would like to have point-to-point travel, they have the option to use the road network. The moraine ribbon will provide a more recreational use, or a less-direct cycle route for those who wish to ride off-road.
			Section 11. 3.2.1.2: The density target will not allow for a range of housing types, which will further fuel the current housing crisis by not addressing market demand. Density targets should be revised to achieve the provincial target which is a minimum of 50 residents and jobs per hectare.	The current land use plan provides a full range of housing types and results in the proposed density target of 65 residents and jobs per hectare based on assumptions for how the lands will build out. These assumptions were included with the 2019 Policy Directions Document as follows: -70% of low density residential areas (net) will be detached dwellings at approximately 30 units/ha -30% of low density residential areas (net) will be townhouses at approximately 38 uph -45% of medium density residential areas (net) will be townhouses at approximately 38 uph -55% of medium density residential areas (net) will be a mix of stacked townhouses and apartments at approximately 75-100 uph -100% of high density residential areas (net) will be apartments at approximately 175 uph
			Section 11.3.2.2.2: The moraine ribbon has not technical basis, serves no function and landowners must be compensated for this land taking.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Section 11.3.3.2.8: Will all abutting land owners to Halls Pond be required to complete a full bathymetric survey? Will the City? (in relation to the community park).	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed.
			Section 11.3.3.2.1: The management of Halls Pond should be paid for and prepared by the City and any works be a capital works project by the City, given that the purpose of the Management Plan is to "Establish appropriate access, recreational use and restoration".	With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			Section 11.3.6.4 "Road Network": The current configuration on the Springfield lands with the road, community park and stormwater management, as shown, is poor as it creates a very long stretch of single loaded road - will the City pay for half of the single loaded road?	The street network was established iteratively through engagement through the design charette. The networks is supported by traffic modelling. The City will rely on the Local Service Policy that is current at the time of the development to determine funding for roads.
			Section 11.3.7.2: Clair-Maltby is already close enough to Larry Pearson Community Park, which is adequate to serve the needs of future Clair-Maltby residents. It's location provides challenges regarding access and proximity to residential uses.	The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for another Community Park to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			Section 11.3.7.2: It is Thomasfield's expectation that the community park will be purchased by the City at fair market value based on a residential use.	The City understands that the amount of parkland that is being planned for within the secondary plan area is more than can be acquired through parkland dedication. Accordingly, it is the City's assumption that parkland above the amount that will be dedicated in accordance with the parkland dedication by-law will have to be acquired by the City in another manner, which includes the purchase of lands by the municipality among other tools and strategies.
			Section 11.3.7.3.3: The moraine ribbon must be counted towards parkland dedication. Section 11.3.7.4.1: The moraine ribbon is unnecessary and meaningless. It must be acquired through parkland dedication.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Section 11.3.9.2.3: A design review committee is not necessary for Clair-Maltby.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			Section 11.3.9.2.4: Architectural controls are not needed.	Noted - the policy indicates that architectural controls may be required (11.3.9.2.2).

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Section 11.3.9.4.3: Clarification is needed as to how the City intends to impose this upon land owners and how it would work (Phasing). The current phasing and timing is not viable and extremely challenging. It also needs to be determined how costs will be shared and based on what metrics, i.e. acreage? density? Other servicing options should be considered.	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics.
			Section 11. 3.9.4.3: At present, the intent is that Springfield Golf Course will continue operations beyond the proposed phasing time frame.	The phasing presented in the MESP represents a logical staging of the lands from north to south. However, there are many ways to phase a development. If the owner does not wish to develop Springfield Golf Course in Phase 2, the City will not force earlier development, but agreements / easements for mobility and servicing infrastructure may be considered. Note that SPS 3 has been relocated.
5	2270 Gordon Street / 270 Maltby (Natural Resource Solutions Inc.)	8/30/2021	Section 11.3.3.2: As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			Section 11.3.2.4: Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			Section 11.3.3.2.13: The term ‘adjacent lands’ is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed (‘c’ through ‘l’) are not associated with ecological principles.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage
			Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake than behind, for example, residential lots where access is typically more challenging.
			Section 11.3.3.2.15: NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: (e) management of vegetation within NHS features (e.g., invasive species removal, plantation thinning).	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.
			Section 11.3.7.4: The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. This is already captured in the policy. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the NHS unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas or their associated ecological functions.
			In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc.	This is already captured in the policy. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the NHS unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas or their associated ecological functions.
			Item 7 identifies that both humans and wildlife will utilize the Gordon Street overpass. It should be noted that very little wildlife was observed crossing Gordon Street during wildlife movement studies on adjacent properties. Landowners and consultants should have the opportunity to comment on the proposed design of this overpass.	The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Section 11. 3.9.3.2: Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. More detail is required regarding the purpose, scope, monitoring methodologies and frequency. Landowners and consultants should have an opportunity to comment on the proposed monitoring program. The monitoring program should be site-specific and should not be a secondary plan-wide undertaking involving cost sharing, as there is potential for certain landowners to have to pay for monitoring that is not occurring on or specific to their property.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Map NH-14B: Significant Natural Area appears to have been added in a crescent shape to a node of Significant Woodland on the eastern portion of the subject property. As per the approved OPA 42, the NHS mapping for this property is to be shown as per the agreed upon settlement. As such, this area should be removed. In addition, other areas have been added to the mapping as Natural Areas Overlay in addition to the OPA 42 mapping. This is related to candidate SWH (as described below).	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 2270 Maltby lands NHS mapping layers, we noted that the minor "crescent shaped" refinement is the result of a small wetland unit within the NHS which was complexed with the broader Provincially Significant Wetland based on application of criteria provided to the City by MNRF. The "crescent shaped" refinement is thus a result of the minimum wetland buffer increasing from 15 m to 30 m, consistent with the approach taken to all OPA 42 properties as part of this study.
			Maps NH-9 and NH-10: Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
6	Smith Valeriote Law Firm on behalf of Thomasfield Homes Limited - 99 Maltby	8/31/2021	Despite earlier assurances that the City would not be seeking to undo or disregard the OPA 42 settlements, the Comprehensive Phase 3 EIS, and in turn the draft Clair-Maltby Secondary Plan, has proposed modifications to the Natural Heritage System. These modifications are proposed despite language throughout the Phase 3 Impact Assessment and Management Plan that notionally suggests that OPA 42 settlements would be respected and that such properties would otherwise be treated differently when it came to refinements of the natural heritage system as part of the secondary planning exercise. It is clear from reviewing Map NH-14B that 'refinements' have been made to every single property within the Clair-Maltby Secondary Plan area that has NHS components. The statements throughout the Phase 3 EIS that compliance with OPA 42 settlements would be carried forward is irreconcilable with this map, which makes it evident that the settlement agreements with the City have not been respected.	As explained at previous landowner meetings, in other iterations of the CEIS and as stated in the Ph3 CEIS 3rd Iteration: "For the purposes of the CMSP CEIS, the various natural heritage features and areas have been assessed in accordance with the applicable City natural heritage policies (i.e., as approved under OPA 42) and the applicable provincial and GRCA policies and guidance (including the provincial guidance for significant wildlife habitat) in order to support the refinements to the NHS. An additional and important consideration has been the treatment of settlement agreements reached as part of the OPA 42 OMB process (Map NH-1, Appendix E). Based on direction from the City, the overall approach taken to NHS refinements has been to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat)."
			In addition, a new concept of a "moraine ribbon" has been applied to the boundary of the NHS system equally for properties that were subject to OPA 42 appeals and those that were not, representing a further divergence from the principles established through those settlements. For our client's property specifically, considerably additions to the natural heritage system have been proposed, including a new 'Natural Areas Overlay' in an area with ELC category FOD4, which categorization was clearly present at the time of the OPA 42 settlement.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference. As noted above and stated in the Ph3 CEIS 3rd Iteration "the overall approach taken to NHS refinements has been to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat)".

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			We respectfully request that the mapping of the draft Secondary Plan, and specifically each Schedule which contains references to the Natural Heritage System, be revised to properly reflect the OPA 42 settlements and an opportunity given for further review and comments before the final draft is taken to Council for approval.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 99 Maltby lands, the refinements made to the NHS appear to be consistent with this approach. Notably, these refinements were informed by updated ELC mapping generated following a joint site visit with the proponent and their consultant and agreed to by the proponent's consultant. Refinement to the wetland boundary exposed the underlying Natural Areas Overlay for Cultural Woodland, which was approved through OPA 42 and which has therefore been retained.
7	99 Maltby (Natural Resource Solutions Inc.)	8/31/2021	Section 11.3.3.2: As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			Section 11. 3.3.2.4: Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			Section 11.3.3.2.13: The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake than behind, for example, residential lots where access is typically more challenging.
			Section 11.3.3.2.15: NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.
			Section 11.3.7.4: The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Section 11.3.9.3.2: Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. Landowners and consultants should have an opportunity to comment on the proposed monitoring program.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Maps NH-9 and NH-10: Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
8	132 Clair Road West (Astrid J. Clos)	8/31/2021	As noted in the letter from the owners' solicitor, the Draft Secondary Plan mapping is not consistent with the OPA No. 42 settlement mapping. The newly identified and proposed Natural Heritage System designation located in the south portion of the property and the moraine ribbon are land takings beyond the designations within the agreed to minutes of settlement. The owners are requesting that the Clair-Maltby mapping and policies be revised to be consistent with the minutes of settlement.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). The "new" Natural Area refinement added on the eastern side of the site is based on a non-PSW wetland identified in the most recent EIS submitted by the proponent to the City and circulated to the City's former Environmental Advisory Committee (EAC). The boundaries of these "new" wetlands were staked by the proponent's consultants with GRCA. In our re-examination of the 132 Clair Road West lands, we noted that these "new" wetlands are each smaller than 0.2 ha in size, which is the minimum size threshold included in designation criteria for "Other Wetlands" in the City of Guelph's Official Plan. Therefore, the Natural Area refinements identified on the 132 Clair Road West property in the draft NHS mapping have been removed However, please note that GRCA continues to regulate wetlands of all sizes and will require these features to be assessed in accordance with their policies.
			With respect to the moraine ribbon shown in the Draft Clair-Maltby mapping, this feature is neither a required environmental element since the Natural Heritage System features and buffers are already identified and protected within the current Official Plan designation, nor is it clearly parkland dedication in the draft secondary plan policies. The moraine ribbon may be included as trails and parkland and if this is the case it should be included in the required parkland dedication requirement and be clearly articulated in the policies. The moraine ribbon should not be included within the secondary plan. Instead, there should be a policy to accept a percentage of the trail connections as part of the required parkland dedication received by the City.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			The proposed collector road located to the east of the existing South End Community Park is not viable due to the change in grade through this location. As has been communicated to City staff previously, the collector road should be located on the other side of the wetland on the east side of the property.	The mobility strategy did consider road grades when determining the road layout, at a conceptual level. On lower speed urban roadways, drainage design often controls the grade design. The proposed Street A will be subject to a Schedule C Class EA. In addition to general slope, the subject EA will consider vertical curves concurrently with horizontal alignment, sag, undulating, and sightline conditions, as well as the location of roadway junctions.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			The parcel abutting the South End Community Park should not be designated “Low Density Greenfield Residential”. This parcel should be designated “Clair Maltby High Density Residential”. This is an appropriate designation in this location and will assist the City in meeting the Provincial density targets.	Clair-Maltby has been carefully and comprehensively planned to provide a full range and mix of housing types and to assist the City in meeting the Provincial density targets. As part of that approach, as reflected in Principle 3, Vibrant and Urban, Objective 4, Gordon Street, a major gateway to the City, has been established as the central spine of Clair-Maltby where higher density residential development is to be concentrated together with a mix of uses. This development will support, as set out in Principle 4, Interconnected and Interwoven, Objective 6, the creation of “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.” Given the significant amount of development proposed along the Gordon Street corridor, and the constraints to development in other areas of Clair-Maltby, higher density development is limited, although the “Low Density Greenfield Residential” designation still provides for a range of housing types including apartments. In addition, the policies for that designation recognizes the potential for increased density for development proposals on arterial and collector roads up to a maximum net density of 100 units per hectare. A maximum height of six storeys is also permitted. In the case of the parcel adjacent to the South End Community Park , the majority of the lands abutting the South End Community Park are designated “Significant Natural Areas &Natural Areas”. Only a very limited area is identified as “Low Density Greenfield Residential”. However, that area is also proposed as a location for a collector road (Street A) with a planned right-of-way width of 27.5 meters. The Low Density Greenfield Residential designation, as noted, permits a broad range of residential dwellings including detached, semi-detached, duplex and multiple unit residential dwellings such as townhouses and apartments. Given the limited area available for development; irregular parcel configuration, and the relatively isolated location, the Low Density Greenfield Residential designation provides the flexibility required to determine the most appropriate form of development for this area.
			The parcel located at the north end of the property with frontage on the extension of Poppy Drive (surrounded by wetlands) should not be designated “Low Density Greenfield Residential”. This parcel should be designated “Clair Maltby High Density Residential”. This is an appropriate high density site which would be supportive of, and walkable to, the commercial node at Clair Road and Gordon Street.	Similar to the lands abutting the South End Community Park, the developable portion of the identified parcel, has an irregular configuration and the location is relatively isolated. The Low Density Greenfield Residential designation provides the flexibility required to determine the most appropriate form of development for this area. Regarding water management: This location was included as "Low Density Greenfield Residential" as impacts of the "High Density Residential" land use in the MIKESHE model were observed and required mitigation.
			A Neighbourhood Park should not be identified on this property due to its proximity to the abutting South End Community Park. Cash-in-lieu of parkland in this location would be a more appropriate and better option in this specific circumstance.	Parks Planning staff and Planning staff have reviewed and discussed this comment. Sufficient density is proposed in this area that it should be served by a park to provide appropriate access to future residents given the residential neighbourhoods identified in the Community Structure plan.
			The proposed Stormwater Capture Area does not appear to be in a logical location in accordance with the existing grades of the property. We question the stormwater management approach that is being proposed and would like to see an effective and less land consumptive option be proposed. A meeting to review the City’s proposed engineering strategy has been requested and we would like to participate in this meeting.	Several alternatives for stormwater management were studied including Do Nothing, Source / Conveyance Controls (both public and private), SWM Capture Areas, and a hybrid. Evaluated against social/cultural, economic, technical, and environmental factors, the hybrid alternative of SWM Capture areas and distributed source controls was selected as the preferred strategy. SWCA sizing and siting is in alignment with traditional stormwater management which prescribes a pond per drainage area - also as noted in recent meetings there is some flexibility in siting however there needs to be connectivity with the subsurface drainage system. The SWCAs were placed considering grading, mimicking existing function, as well as co-location principles. The placements and sizing are based on assumptions and conceptual topographical data. Stormwater Capture Areas locations also considered the potential associated increase in local water table elevations as well as potential changes in water balance of adjacent natural heritage features and locations were adjusted based on initial impact assessment simulations. Exact placement and sizing will be determined through Draft Plan of Subdivision applications and supporting documents. The stormwater strategy was presented at the June 24, 2021 PIC and discussed with Landowners on October 19th, 2021 and a separate meeting occurred on December 15th, 2021.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
9	132 Clair Road West (Natural Resource Solutions)	8/31/2021	Section 11.3.3.2: As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			Section 11.3.3.2.4: Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			Section 11.3.3.2.8: The wording associated with policy 11.3.3.2 (pg. 13) mentions that this work is to be completed for lands within the 'catchment area'. Whereas policy 11.3.3.2.8 refers to lands adjacent to Halls Pond and Neumann's Pond. Consistency in the use of 'catchment area' and 'adjacent lands' is needed. In the context of Hall's Pond and Neumann's Pond, 'catchment area / catchment' is the most appropriate term. The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to these features, while others within the catchment area will not have any direct access, preventing them from completing this work.	Agreed that 'catchment area' is the most appropriate term and that consistency is needed. 11.3.3.2.8 has been refined. To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			Section 11.3.3.2.13: The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles. Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			Section 11.3.3.2.15: NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.
			Section 11.3.7.4: The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. This is already captured in the policy. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the NHS unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas or their associated ecological functions.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Section 11.3.9.3.2: Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. More detail is required regarding the purpose, scope, monitoring methodologies and frequency. Landowners and consultants should have an opportunity to comment on the proposed monitoring program. The monitoring program should be site-specific and should not be a secondary plan-wide undertaking involving cost sharing, as there is potential for certain landowners to have to pay for monitoring that is not occurring on or specific to their property.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Map NH-14B: Natural Areas have been added to the subject property. As per the approved OPA 42, the NHS mapping for this property is to be shown as per the agreed upon settlement. As such, the additional Natural Areas should be removed from this mapping.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). The "new" Natural Area refinement added on the eastern side of the site is based on a non-PSW wetland identified in the most recent EIS submitted by the proponent to the City and circulated to the City's former Environmental Advisory Committee (EAC). The boundaries of these "new" wetlands were staked by the proponent's consultants with GRCA. In our re-examination of the 132 Clair Road West lands, we noted that these "new" wetlands are each smaller than 0.2 ha in size, which is the minimum size threshold included in designation criteria for "Other Wetlands" in the City of Guelph's Official Plan. Therefore, the Natural Area refinements identified on the 132 Clair Road West property in the draft NHS mapping have been removed However, please note that GRCA continues to regulate wetlands of all sizes and will require these features to be assessed in accordance with their policies.
10	132 Clair Road West - Neumann Group (Turkstra Mazza)	8/31/2021	Despite the OPA 42 settlements on the NHS appeals, the Draft June 2021 Comprehensive EIS Phase 3 Impact Assessment and Management Plan (the "EIS Phase 3 Plan"), and the resulting draft CMSP, have proposed modifications to the Natural Heritage System. These modifications are proposed even though the EIS Phase 3 Plan recognizes that that there would be compliance with the previous OPA 42 settlements before the OMB when it came to refinements of the NHS in the Secondary Plan. Respecting the OPA 42 settlements is in fact the appropriate approach. An entirely new concept of a "moraine ribbon" has also been applied to the entire boundary of the NHS system, including properties that were subject to OPA 42 appeals. This is a further departure from the principles established in the OPA 42 settlements. A review of Map NH-14B makes clear that 'refinements' have been made to the properties within the CMSP area with NHS components and specifically, the subject lands. Statements in the EIS Phase 3 Plan that consistency with the OPA 42 settlements would be respected is inconsistent with the proposed mapping. Put simply, the OPA 42 settlement agreements with the City have not been respected. For our client's property, considerable additions have been proposed to the NHS. This is apparent from a review of the mapping and has been confirmed by Natural Resources Solutions Inc. ("NRSI") in their natural heritage comments. Through this correspondence, we are requesting that the City respect the OPA 42 settlements and revise the mapping of the draft Secondary Plan, including any Schedule with NHS references, to properly reflect the OPA 42 settlements. We also request an opportunity for further review and comment in advance of the final draft CMSP being presented to Council for approval.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). The "new" Natural Area refinement added on the eastern side of the site is based on a non-PSW wetland identified in the most recent EIS submitted by the proponent to the City and circulated to the City's former Environmental Advisory Committee (EAC). The boundaries of these "new" wetlands were staked by the proponent's consultants with GRCA. In our re-examination of the 132 Clair Road West lands, we noted that these "new" wetlands are each smaller than 0.2 ha in size, which is the minimum size threshold included in designation criteria for "Other Wetlands" in the City of Guelph's Official Plan. Therefore, the Natural Area refinements identified on the 132 Clair Road West property in the draft NHS mapping have been removed However, please note that GRCA continues to regulate wetlands of all sizes and will require these features to be assessed in accordance with their policies. The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
11	2270 Gordon St. (Astrid J Clos)	8/31/2021	As noted in the letter from the owners' solicitor the Draft Secondary Plan mapping is not consistent with the OPA No. 42 settlement mapping. The newly identified and proposed Natural Heritage System designations located in proximity to Gordon Street, the new isolated areas, the Green Gateway and the Moraine Ribbon are land takings beyond the designations within the agreed to minutes of settlement. The owners are requesting that the Clair-Maltby mapping and policies be revised to be consistent with the minutes of settlement.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 2270 Maltby lands NHS mapping layers, we noted that the minor "crescent shaped" refinement is the result of a small wetland unit within the NHS which was complexed with the broader Provincially Significant Wetland based on application of criteria provided to the City by MNRF. The "crescent shaped" refinement is thus a result of the minimum wetland buffer increasing from 15 m to 30 m, consistent with the approach taken to all OPA 42 properties as part of this study. The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The Green Gateway is proposed to be part of the Gordon Street right-of-way.
			With respect to the newly identified and proposed Natural Heritage System overlay/designation located in proximity to Gordon Street, it is my understanding that none of the required work has been completed by the City or the City's consulting team in compliance with the Ministry of Environment, Conservation and Parks requirements to justify the inclusion of this new designation. There is no technical basis for the inclusion of this area within the Natural Heritage System designation.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
			With respect to the moraine ribbon shown in the Draft Clair-Maltby mapping, this feature is neither a required environmental element since the Natural Heritage System features and buffers are already identified and protected within the Official Plan designation nor is it clearly parkland dedication in the draft secondary plan policies. The moraine ribbon may be included as trails and parkland and if this is the case it should be included in the required parkland dedication requirement and be clearly articulated in the policies. Unfortunately, the moraine ribbon is not located where there are pedestrian and cycling desire lines of travel. The moraine ribbon proposal will result in land needed to provide housing and other uses within the urban area not being available. Approximately 46% of the Clair-Maltby secondary plan area is protected as part of the Natural Heritage System. In addition, there will be schools, parks, stormwater management areas and newly proposed stormwater management overflow areas, and roads which will all reduce the land available for housing and other urban land uses. The moraine ribbon should not be included within the secondary plan. Instead, there should be a policy to accept a percentage of the trail connections as part of the required parkland dedication received by the City.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The trail and/or active transportation route proposed within the Moraine Ribbon provides an additional route for active transportation users for either recreation purposes or destination oriented travel. The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			There are many questions related to the Green Gateway indicated on the subject property. The secondary plan policies should clearly include the Green Gateway as publicly owned land to be included in the City's required parkland dedication. Alternatively, the Green Gateway features may be included within the municipal road allowance.	The Green Gateway is to be included within the municipal road allowance. Note 2 has been added following Table 11.3.6.6 to clarify the intent.
			The Mixed-use land use designation should clearly permit mixed-use buildings, freestanding commercial buildings and freestanding multi-residential buildings consistent with the current Official Plan policies. All permitted uses within this designation should not be prescribed as mixed-use buildings.	The Mixed- use land use designation applies to only two limited areas of Clair-Maltby concentrated on the Gordon Street corridor which is the central spine of the community. One of these areas is identified as the "Urban Village Core". Other areas of the Gordon Street corridor permit free standing multi -residential buildings. The intent for development in these two Mixed – use areas is to create, through high quality urban and architectural design, a well-connected, pedestrian -oriented public realm. To achieve this objective, activities are required at grade which contribute to an active street life. Consequently, development is required to be "primarily non-residential at grade with a continuous built form edge". Only where such development is not viable due to factors such as topography, will exceptions be considered. In addition, while development is to be primarily mixed use, there is the potential for exceptions, such as a solely commercial building, but such uses will have to be carefully considered to ensure that they do not detract from the achievement of the objectives for the development of the Mixed-use areas. These exceptions would need to be justified through a site-specific Official Plan Amendment.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			There is a new Stormwater Capture Area symbol shown on the subject property. The draft policies refer to an overflow area for stormwater which may have the potential to sterilize large areas of land to store stormwater rather than designing stormwater management facilities to actively treat and infiltrate stormwater. The landowners have been requesting a technical meeting to review the engineering approach for this area and we would appreciate this technical meeting being scheduled by the city.	Several alternatives for stormwater management were studied including Do Nothing, Source / Conveyance Controls (both public and private), SWM Capture Areas, and a hybrid. Evaluated against social/cultural, economic, technical, and environmental factors, the hybrid alternative of SWM Capture areas and distributed source controls was selected as the preferred strategy. SWCA sizing and siting is in alignment with traditional stormwater management which prescribes a pond per drainage area - also as noted in recent meetings there is some flexibility in siting however there needs to be connectivity with the subsurface drainage system. The SWCAs were placed considering grading, mimicking existing function, as well as co-location principles. The placements and sizing are based on assumptions and conceptual topographical data. Stormwater Capture Areas locations also considered the potential associated increase in local water table elevations as well as potential changes in water balance of adjacent natural heritage features and locations were adjusted based on initial impact assessment simulations. Exact placement and sizing will be determined through Draft Plan of Subdivision applications and supporting documents. The stormwater strategy was presented at the June 24, 2021 PIC and discussed with Landowners on October 19th, 2021 and a separate meeting occurred on December 15th, 2021.
			The Urban-Rural Transition Zone is identified on the subject property. The policies related to Urban-Rural Transition Zone overlap with Medium and High Density residential designations with minimum density requirements that do not correspond with the proposed maximum 3 storey building height.	The Urban-Rural Transition Area is an overlay designation. Building height is limited to a maximum of 3 storeys for those portions of the property that are within 60m of the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way. Beyond this area, buildings can transition to the maximum permitted height in order to achieve the permitted density. The Height and Density policies of the Clair-Maltby High Density Residential designation make an exception to the minimum building height to allow for the 3 storey building height to be achieved within the Urban-Rural Transition Area. There is no conflict between the Medium Density Residential designation and the Urban-Rural Transition Area overlay designation.
12	1077955 Ontario Inc (Arnold Foster) - 2270 Gordon / 270 Maltby	8/31/2021	There is inconsistency between the proposed NHS and the OPA 42 Settlement. The purpose of this letter is to make it clear that our client intends to rely on the Minutes of Settlement related to OPA 42 and that any comments made by our client's consultant are strictly without prejudice to our client's position that all NHS matters including mapping and related policies were settled by the Minutes of Settlement and such mapping and policies in OPA 42 and should not be revested, revised or amended.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 2270 Maltby lands NHS mapping layers, we noted that the minor "crescent shaped" refinement is the result of a small wetland unit within the NHS which was complexed with the broader Provincially Significant Wetland based on application of criteria provided to the City by MNRF. The “crescent shaped” refinement is thus a result of the minimum wetland buffer increasing from 15 m to 30 m, consistent with the approach taken to all OPA 42 properties as part of this study.
13	Springfield Golf Course (Natural Resource Solutions Inc.)	8/31/2021	Section 11. 3.3.2: As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			Section 11.3.3.2.4: Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Section 11.3.3.2.8: The wording associated with policy 11.3.3.2 (pg. 13) mentions that this work is to be completed for lands within the 'catchment area'. Whereas policy 11.3.3.2.8 refers to lands adjacent to Halls Pond and Neumann's Pond. Consistency in the use of 'catchment area' and 'adjacent lands' is needed. In the context of Hall's Pond and Neumann's Pond, 'catchment area / catchment' is the most appropriate term. The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work.	Agreed that 'catchment area' is the most appropriate term and that consistency is needed. 11.3.3.2.8 has been refined. To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			Section 11.3.3.2.13: The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles. Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			Section 11.3.3.2.15: NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.
			Section 11.3.3.2: The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work. Since the management plan will focus on an area largely owned by the City as part of the NHS and parks, it is appropriate for the City to prepare this plan, with input from respective landowners. The bathymetry studies referenced above should be included as part of this management plan rather than through an EIS process.	With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			Section 11. 3.7.4: The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Please note no change is requires as the draft policies already allow for this to be considered. Specifically, policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. In addition, policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas and their associated ecological functions.

	Name	Date	Comment	Response
			Section 11. 3.9.3.2: Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. Landowners and consultants should have an opportunity to comment on the proposed monitoring program.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			NH-4A Scoped Headwater Drainage Feature Assessment: HDFs have been broadly delineated across the Secondary Plan area and several properties are shown as having 'Confirmed HDFs'. This classification should not be assigned to any property except for those which have had a 3-season HDF assessment completed. This map delineates a HDF traversing the eastern portion of the Springfield Golf Course from north to south. A portion of this HDF is shown as 'Confirmed HDF'. NRSI has undertaken a comprehensive, 3- season HDF assessment on this feature. The results of this assessment and recommendations are provided in a separate letter.	The intent with the terms "Potential HDFs" and "Confirmed HDFs" in the context of the CMSP CEIS was to distinguish between features that had only been identified based on desktop assessments ("Potential") versus those that had been subject to preliminary assessment through a single field visit and had some standing or flowing water at that time ("Confirmed"). "Confirmed" was not meant to imply that the HDF had already been subject to a full 3-season survey or to suggest the preliminary work undertaken could be used, without supplemental work, to confirm the HDF assessment. It is understood that both "Potential HDFs" and "Confirmed HDFs" will, as part of the EIS process, require field assessment to confirm if and how their functions will need to be replicated, and will also likely need to be considered in conjunction with the findings of site-specific hydrogeological investigations. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either "Potential HDFs – field verification required" or "Potential HDFs – detailed field assessment required" with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.
	1992 Gordon via Springfield		Maps NH-5a/b and NH-6: A small unevaluated wetland has been added to mapping for the property at 1992 Gordon Street immediately to the north of the Springfield Golf Course, and the proposed wetland buffer extends on to the subject property. 1992 Gordon Street has an OPA 42 settlement and as such, mapping of wetlands is to be maintained as per this agreement.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process. The minor wetland refinement noted and the application of the associated minimum buffer are consistent with this approach. Notably, the boundaries of the wetland would still need to be confirmed as part of the field staking exercise through an EIS or EA process.
			Maps NH-9 and NH-10: Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
			This letter also includes a detailed technical review of H6 - Please refer to letter.	Thank-you for this additional technical information and analysis. Unfortunately, the City cannot accept stand-alone feature-specific assessments at this stage in the CMSP process that should be undertaken and considered in an integrated manner with other site-specific studies as part of a complete application process. However, the City has agreed to remove the HDF mapping from the Secondary Plan schedules to avoid the perception that these may be permanent or confirmed features. The City has also clarified in both the CEIS and the Secondary Plan policies that the primary intent is that HDFs are assessed to ensure their hydrological contributions to the NHS are recognized, where appropriate, and that these contributions are maintained in the post-development landscape. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either "Potential HDFs – field verification required" or "Potential HDFs – detailed field assessment required" with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.
14	Tom Krizsan	9/2/2021	My general assessment though is that we have made this secondary plan cumbersome, expensive and difficult to implement. It does not consider the fact that the marketplace is demanding the housing type that is least supplied in the plan. Perhaps once individual councillors live in the same mix of housing as proposed, we could have an honest discussion about the housing mix, but until then, it just seems as if the council is being hypocritical with rules for thee, but not for me, as they all live in single family homes.	The draft land use plan provides a full range of housing types. The land budget for the draft land use plan demonstrates that there is approximately 224 hectares of developable land. Of this, 123 hectares is proposed to be designated low density residential, 68 hectares is proposed to be designated medium density residential, 16 hectares is proposed to be designated high density residential and almost 9 hectares is proposed to be designated Mixed Use.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			There are more economic servicing solutions than having all the mains coming down Gordon street. As Gordon Street is one of three North - South routes in the city, major work on this traffic corridor will be disruptive and extremely costly. Running trunks on raw land as parallel to Gordon street as possible would be more efficient and less disruptive.	It is common practice to keep utilities within road allowances to allow for access and maintenance. Further, costs of easements and land would need to be considered for additional utility corridors outside of the ROW. Gordon Street is to be widened to 4-lanes. The work on the trunk infrastructure will coincide with the road works to mitigate multiple disruptions. During EA and detailed design, construction staging and detour routes will be established to manage impacts to traffic during construction.
			I noticed that staging of development was not changed. If this is not adjusted, guaranteed, there will be no participation in the up fronting of any services.	The phasing presented in the MESP represents a logical staging of the lands from north to south. Phasing must be considered with respect to servicing the land as a whole, regardless of property ownership. This is why it has been studied from a Master Plan perspective. For this reason, a landowner group must be formed prior to any development to ensure that up-front costs are distributed appropriately. The collective landowner group may present alternative phasing strategies to the City for review, provided they meet the intent of the MESP and they consider resourcing constraints.
			Furthermore, I want to continue operating my successful golf course, until at least my key people retire, which is about another 20 years. With all the new development occurring around Springfield, it will only improve this business.	The phasing presented in the MESP represents a logical staging of the lands from north to south. However, there are many ways to phase a development. If the owner does not wish to develop Springfield Golf Course in Phase 2, the City will not force earlier development, but agreements / easements for mobility and servicing infrastructure may be required. SPS3 has been removed from the lands.
15	Industrial Equities Guelph Corp (Astrid J Clos)	9/8/2021	The Southgate Business Park lands have been included within the Master Environmental Servicing Plan for Clair-Maltby (June 2021). It appears that the extension of a sanitary sewer forcemain west along Maltby Road to the extension of Southgate Drive would potentially have a comparable cost to the preferred alternative once the Southgate Business Park share of the cost is net out of the equation.	Alternative 6 has been revised within the MESP to allow for a comparison of alternatives without external flows considered.
			The Southgate Industrial servicing option would have no impact to the natural heritage system and would proceed along existing or proposed road alignments. It would be helpful for the Servicing Plan for Clair-Maltby to be revised to net out the Southgate Business Park costs of this servicing option to provide just the Clair-Maltby costs for comparison purposes.	Alternative 6 has been revised within the MESP to allow for a comparison of alternatives without external flows considered.
			The Southgate Business Park lands adjacent to the Clair-Maltby Secondary Plan are designated and zoned for industrial land uses including manufacturing and warehouse uses. Industrial Equities Guelph Corporation continues to request the inclusion of the Southgate Business Park lands within the Clair-Maltby Secondary Plan to ensure that land use compatibility, traffic, noise and servicing be considered in a comprehensive manner. Industrial Equities Guelph Corporation is requesting that the City consider converting a portion of their lands from employment to residential to assist with land use compatibility through this Clair-Maltby MESP process.	The request for land use designations outside of the CMSP Boundary will not be dealt with through the CMSP Secondary Plan.
16	344 Maltby Road (Diane Zadro & Arthur Johnson)	9/10/2021	With respect to the moraine ribbon, this feature is neither a required environmental element since the NHS features and buffers are already identified and protected. The moraine ribbon proposal will result in land that is desperately needed to provide housing not being available. If already 46% of the Clair-Maltby plan area is protected to the moraine ribbon should not be included within the secondary plan.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			The need for the north south collector road to run north through to Rolling Hills which is now not included in the secondary plan is also to be questioned. A local road would now be more appropriate.	The goal of “interconnected and woven street network” recommends that this connection be considered in long-range planning, should the opportunity for a connection arise. This reduces trip distances, efficiency, and makes active transportation more viable. As the Clair-Maltby Secondary Plan is not planning for development within the Rolling Hills area, this connection will be removed from the Mobility Schedule and protected by way of policies within the Secondary Plan to ensure a future-ready approach and allowing for the size of the road to be determined through the draft plan of subdivision process when these lands are being developed.
			The urban-rural transition zone should not be required. This will provide again a much needed higher residential densities along Maltby road.	The Urban-Rural transition area is an overlay designation. Building height is limited to a maximum of 3 storeys for those portions of the property that are within 60m of the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way. Beyond this area, buildings can transition to the maximum permitted height in order to achieve the height and density permitted by the underlying designation. The Urban-Rural transition area is intended to provide an appropriate transition to the surrounding rural areas.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
17	2021 Gordon Street Inc., 2093 Gordon St. Inc. (GSP Group)	9/10/2021	Natural Heritage System: From an ecological perspective, we are not in support of the proposed Moraine Ribbon as there is no technical basis or reasoning for inclusion in the Secondary Plan. GSP and NRSI have brought those issues to the attention of City staff previously.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Based on our consultant team review there is no Headwater Drainage Feature on the Site and it should be removed from Schedule E of the Draft Secondary Plan.	Thank-you for this additional technical information and analysis. Unfortunately, the City cannot accept stand-alone feature-specific assessments at this stage in the CMSP process that should be undertaken and considered in an integrated manner with other site-specific studies as part of a complete application process. However, the City has agreed to remove the HDF mapping from the Secondary Plan schedules to avoid the perception that these may be permanent or confirmed features. The City has also clarified in both the CEIS and the Secondary Plan policies that the primary intent is that HDFs are assessed to ensure their hydrological contributions to the NHS are recognized, where appropriate, and that these contributions are maintained in the post-development landscape. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either “Potential HDFs – field verification required” or “Potential HDFs – detailed field assessment required” with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.
			Further refinements are required to the Significant Woodland mapping.	Refinements were made to the Significant Woodland Mapping prior to the draft release of documents. As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process.
			Cultural Heritage Matters: Designation of built heritage features should not be considered through the Secondary Plan, but rather be considered through the subdivision approval process. This will allow for a full review of all matters for development including grading, servicing and compatibility with surrounding land uses.	Noted. The draft secondary plan policies provide guidance that cultural heritage resources within the study area be considered for designation under the Ontario Heritage Act through, or prior to, the development approval process.
			We have concerns on how Public Views and Vistas will be evaluated, managed and conserved.	This will be further evaluated through site specific development applications. Through subdivision design and layout, as well as urban design briefs, the City will work with the applicant to identify key public views that may be applicable to specific properties.
			Concern with adopting recreation of architectural styles and design elements related to the historic rural setting.	Policy 11.3.4.1.8 relates to protected heritage properties or properties that are adjacent to protected heritage properties. It requires that an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value of the property be adopted - it does not require that they be recreated.
			Engineering Matters: Where SWMF/SWCA’s are used for recreational purposes, consideration should be given as parkland dedication.	SWMFs can have recreational uses, however their primary function will be stormwater management. Therefore, they will not be accepted as Parkland Dedication in accordance with the City's Parkland dedication by-law.
			Development should be designed to accommodate areas of significant topography having regard for municipal requirements such as overland flows, depth of infrastructure needs and good engineering practice.	Noted.
			Significant Landform policy needs to have more flexibility regarding grading and transition near this feature to achieve logical development of the Site.	The City recognizes that there will be some challenges in the transition areas between the protected Significant Landform and the development areas. The draft policy already incorporated some flexibility to facilitate this process, while seeking to minimize the extent and intensity of grading and work within the natural contours to the extent feasible. Some additional refinements have been made to the policy to clarify the intent of providing some flexibility in this regard.
			Moving our client’s land to Phase 1 from Phase 2.	These lands require Street C and associated underground servicing, as well as works on Gordon Street (which require an EA and detailed design), and the elevated water storage, which is why it is not feasible to move these lands into Phase 1 timing. The established landowners group may present a collective alternative phasing strategy to the City for review, provided studied infrastructure locations remain as established through the Master Plan Environmental Assessment process. This would also be subject to City resources and financing strategy.
			Review of proposed location of sanitary pump station SPS3 to Gordon Street servicing spine to be included in Phase 1.	SPS3 has been relocated in the revised MESP documents.
			Location and size of stormwater facilities need to have flexibility with further study being completed at the draft plan of subdivision stage.	The SWM strategy used assumptions and conceptual topographic information to size and locate the SWCAs. At the draft plan of subdivision phase, the application may present the refined location and size for review against the requirements of the CEIS and MESP.
			Headwater drainage feature should be removed from the Site.	Thank-you for this additional technical information and analysis. Unfortunately, the City cannot accept stand-alone feature-specific assessments at this stage in the CMSP process that should be undertaken and considered in an integrated manner with other site-specific studies as part of a complete application process. However, the City has agreed to remove the HDF mapping from the Secondary Plan schedules to avoid the perception that these may be permanent or confirmed features. The City has also clarified in both the CEIS and the Secondary Plan policies that the primary intent is that HDFs are assessed to ensure their hydrological contributions to the NHS are recognized, where appropriate, and that these contributions are maintained in the post-development landscape. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either “Potential HDFs – field verification required” or “Potential HDFs – detailed field assessment required” with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Collector road cross section should be reduced from 27.5 meters to 24 meters.	Road cross section widths have been minimized through an extensive review process. In order to achieve desired parking, travel lanes, sidewalks and cycling facilities, the ROW has been established as indicated as optimal. In some case-specific contexts, the ROW may be narrowed during detailed design.
			Gordon Street overpass not required and should be considered at-grade.	The Gordon Street multi-use connection has been included to function as part of the active-transportation focused, connected, healthy, and environmentally friendly visions of the SPA. The Gordon Street connection will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass, underpass, or other type of crossing. Community engagement will occur as part of the project. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			Further review of MESP is still underway and further comments will be provided by our team, including review of the Financial Impact Assessment and implementation of future developments in logical and cost-effective manner.	Noted.
			Land Use Planning Matters: Request a detailed overall land budget that demonstrates how the target population of 16,300 people and 1,250 jobs will be accommodated within the secondary plan including a breakdown by unit types and density to confirm how growth and population targets will be met including how this meets a market-based housing mix.	The land use budget is available on the project webpage: guelph.ca/Clair-Maltby
			Balance the protection of natural heritage and cultural heritage with accommodation of future land use and servicing, including grading.	Agreed
			One-sided roads and roads located adjacent to natural heritage areas should be avoided.	Due to the layout of NHS and other features within the SPA, and the mobility requirements to support growth, one-sided and roads adjacent to the NHS could not always be avoided. While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake than behind, for example, residential lots where access is typically more challenging.
			As noted above, the Moraine Ribbon is not based on science and not required to protect the natural environment.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area.
			Trails can be accommodated in natural heritage buffers where appropriate.	Please note no change is requires as the draft policies already allow for this to be considered. Specifically, policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. In addition, policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas and their associated ecological functions.
			Trails outside natural heritage areas and urban square should be counted toward parkland dedication.	Trail acquisition will be based on parkland dedication bylaw and policies in effect at the time of acquisition. Currently, trails would not be acquired through parkland dedication.
			Support a modified grid road pattern including direct connections to Gordon Street and service roads where appropriate and required to support high density or mixed-use development, including the promotion of local connections e.g. north-south collector road system.	Every effort was made to achieve a grid pattern of streets, as is best practice in urban design and transportation planning. Natural heritage, developable land area, and topography are complex in this area and in some cases a gride pattern is not achievable. Where road connections are not possible, every effort will be made to preserve active transportation connectivity to access transit, jobs, commercial and residences.
			We do not support the inclusion of two collector roads in the Urban Village Core and suggest one collector road running east-west across Gordon Street supported by a modified road grid pattern and a north-south collector road. This was supported in our Landowner Concept submission in January 2018. As noted above, additional comments will be provided by PTSL on this matter.	The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing.
			Support smaller cross-section for a collector road.	Road cross section widths have been minimized through an extensive review process. In order to achieve desired parking, travel lanes, sidewalks and cycling facilities, the ROW has been established as indicated as optimal. In some case-specific contexts, the ROW may be narrowed during detailed design.
			Consider regulating height for High Density/Mixed-use by Floor Space Index (FSI), rather than a combination of FSI and maximum height to achieve a better urban form.	Height and density are both key components of urban form which need to be considered in evaluating development proposals. The Secondary Plan, similar to the Official Plan, should continue to provide guidance with respect to both metrics as one component of the policy framework providing the basis for evaluation of proposed development.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Free-standing buildings should be allowed in the Mixed-use designation, as well as townhouses.	The Mixed- use land use designation applies to only two limited areas of Clair-Maltby concentrated on the Gordon Street corridor which is the central spine of the community. One of these areas is identified as the "Urban Village Core". Other areas of the Gordon Street corridor permit free standing multi -residential buildings. The intent for development in these two Mixed – use areas is to create, through high quality urban and architectural design, a well-connected, pedestrian -oriented public realm. To achieve this objective, activities are required at grade which contribute to an active street life. Consequently, development is required to be "primarily non-residential at grade with a continuous built form edge". Only where such development is not viable due to factors such as topography, will exceptions be considered. In addition, while development is to be primarily mixed use, there is the potential for exceptions, such as a solely commercial building, but such uses will have to be carefully considered to ensure that they do not detract from the achievement of the objectives for the development of the Mixed-use areas. These exceptions would need to be justified through a site-specific Official Plan Amendment.
			Design Review Committee is not required.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			Development Charges By-law should be updated to support and implement the Clair-Maltby Secondary Plan.	A full Development Charges Background Study (city-wide) will be undertaken in 2023.
			City should consider front ending agreements through the Development Charges Act.	Front ending agreements are a tool under consideration.
			Combining Phase 1/2 infrastructure projects and proceed with Development Charge related projects between 2023 to 2025.	The City does not have the resources to add all Phase 1 and 2 infrastructure to the Capital Workplan between 2023 and 2025.
			We are concerned with current proposed policy under 11.3.9.4.2 and suggest that wording for financing and phasing be more flexible to guide development.	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics.
			The policies should encourage, but not require, landowners in the Secondary Plan to enter into front ending agreements.	The policy notes that the financing tools *may* include front ending agreements. The means of financing CMSP will be established through the DC Background Study and Capital Budget update.
18	2143 and 2187 Gordon Street (GSP Group)	9/10/2021	Natural Heritage System: From an ecological perspective, we are not in support of the proposed Moraine Ribbon as there is no technical basis or reasoning for inclusion in the Secondary Plan. GSP and NRSI have brought those issues to the attention of City staff previously and in our submission on June 21, 2019.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Further refinements are required to the natural heritage features on the property including Significant Landform and Ecological Linkages and these requested refinements are shown on the draft OPA Schedules 4 and 4D (see mapping contained in NRSI submission).	Thank-you for this additional technical information and analysis. It is reassuring to see that the location for the linkage identified in the current refined NHS is generally supported by the wildlife movement recorded. Furthermore, based on a preliminary review of the memos submitted the approach taken to refining both Significant Landform and Linkage appears to be compliant with the applicable policies. Unfortunately, the City cannot accept stand-alone feature-specific assessments at this stage in the CMSP process. This work and the proposed refinements should be undertaken and considered in an integrated manner with other site-specific studies (e.g., SWH screening) as part of a complete application process. The City has, however, accepted the site-specific findings of the bat maternity colony screening completed and submitted by NRSI (Aug. 31, 2021) for the Dry - Fresh Sugar Maple Deciduous Forest Type (FOD5-1) vegetation community which is 0.72 ha and outside of the Significant Natural Areas of the Natural Heritage System. Consequently, this feature is no longer mapped as Candidate SWH for bat habitat.
			The proposed Gordon Street Multi-Use overpass is not required from a natural heritage perspective and has the potential to impact on the development of our client's Site when balancing other aspects such as grading and servicing and compatibility with surrounding land uses.	The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			There is no significant bat maternity colony habitat on the Site within the Natural Areas Overlay on Schedule E of the Draft Secondary Plan.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Based on our consultant team review there is no Headwater Drainage Feature on the Site and it should be removed from Schedule E of the Draft Secondary Plan.	The intent with the terms "Potential HDFs" and "Confirmed HDFs" in the context of the CMSP CEIS was to distinguish between features that had only been identified based on desktop assessments ("Potential") versus those that had been subject to preliminary assessment through a single field visit and had some standing or flowing water at that time ("Confirmed"). "Confirmed" was not meant to imply that the HDF had already been subject to a full 3-season survey or to suggest the preliminary work undertaken could be used, without supplemental work, to confirm the HDF assessment. It is understood that both "Potential HDFs" and "Confirmed HDFs" will, as part of the EIS process, require field assessment to confirm if and how their functions will need to be replicated, and will also likely need to be considered in conjunction with the findings of site-specific hydrogeological investigations. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either "Potential HDFs – field verification required" or "Potential HDFs – detailed field assessment required" with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.
			Cultural Heritage Matters: The barn at 2187 Gordon is not considered part of a Cultural Heritage Landscape.	Noted. The draft secondary plan policies do not indicate that it is part of a cultural heritage landscape.
			Designation of built heritage features should not be considered through the Secondary Plan, but rather be considered through the subdivision approval process. This will allow for a full review of all matters for development including grading, servicing and compatibility with surrounding land uses. 2187 Gordon is a listed property on the City's Register and no additional policy layers are required outside of the policies in Section 4.8 of the Official Plan.	Noted. The draft secondary plan policies provide guidance that cultural heritage resources within the study area be considered for designation under the Ontario Heritage Act through, or prior to, the development approval process.
			We have concern of how Public Views and Vistas will be evaluated, managed and conserved.	This will be further evaluated through site specific development applications. Through subdivision design and layout, as well as urban design briefs, the City will work with the applicant to identify key public views that may be applicable to specific properties.
			Concern with adopting recreation of architectural styles and design elements related to the historic rural setting.	Policy 11.3.4.1.8 relates to protected heritage properties or properties that are adjacent to protected heritage properties. It requires that an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value of the property be adopted - it does not require that they be recreated.
			Development of taller buildings in the proposed High Density residential area near the front of 2187 Gordon will likely require significant changes to facilitate site servicing and therefore the policies need to be balanced to achieve other goals.	The City is unclear of the intent of the comment. Gordon Street (as well as proposed Street C) will include servicing and will support high density residential at 2187 Gordon Street.
			Engineering Matters: Where SWMF/SWCA's are used for recreational purposes, consideration should be given as parkland dedication.	SWMFs can have recreational uses, however their primary function will be stormwater management. Therefore, they will not be accepted as Parkland Dedication in accordance with the City's Parkland dedication by-law.
			Development should be designed to accommodate areas of significant topography having regard for municipal requirements such as overland flows, depth of infrastructure needs and good engineering practice.	Noted.
			Significant Landform policy needs to have more flexibility regarding grading and transition near this feature to achieve logical development of the Site.	The City recognizes that there will be some challenges in the transition areas between the protected Significant Landform and the development areas. The draft policy already incorporated some flexibility to facilitate this process, while seeking to minimize the extent and intensity of grading and work within the natural contours to the extent feasible. Some additional refinements have been made to the policy to clarify the intent of providing some flexibility in this regard.
			Moving our client's land to Phase 1 from Phase 2.	These lands require Street A, Street C and associated underground servicing, including SPS3, as well as works on Gordon Street (which require an EA and detailed design), which is why it is not feasible to move these lands into Phase 1 timing. The established landowners group may present a collective alternative phasing strategy to the City for review, provided studied infrastructure locations remain as established through the Master Plan Environmental Assessment process. This would also be subject to City resources and financing strategy.
			Further review of the preferred sanitary servicing solution in the MESP is required and will be provided by our team.	Noted.
			Review of proposed location of sanitary pump station SPS3 to Gordon Street servicing spine to be included in Phase 1.	SPS3 has been relocated in the revised MESP documents.
			Location and size of stormwater facilities need to have flexibility with further study being completed at the draft plan of subdivision stage.	The SWM strategy used assumptions and conceptual topographic information to size and locate the SWCAs. At the draft plan of subdivision phase, the application may present the refined location and size for review against the requirements of the CEIS and MESP.
			Headwater drainage feature should be removed from the Site.	Thank-you for this additional technical information and analysis. Unfortunately, the City cannot accept stand-alone feature-specific assessments at this stage in the CMSP process that should be undertaken and considered in an integrated manner with other site-specific studies as part of a complete application process. However, the City has agreed to remove the HDF mapping from the Secondary Plan schedules to avoid the perception that these may be permanent or confirmed features. The City has also clarified in both the CEIS and the Secondary Plan policies that the primary intent is that HDFs are assessed to ensure their hydrological contributions to the NHS are recognized, where appropriate, and that these contributions are maintained in the post-development landscape. To clarify this intent, revisions have been made to the CEIS text and mapping so that the features are either "Potential HDFs – field verification required" or "Potential HDFs – detailed field assessment required" with further site-specific assessment required for both. In addition, relevant policies in the Secondary Plan have been clarified, HDF mapping has been removed from the Secondary Plan Schedule E. However, a note referring to the CEIS Potential HDF mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Potential HDFs for reference.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Collector road cross section should be reduced from 27.5 meters to 24 meters.	Road cross section widths have been minimized through an extensive review process. In order to achieve desired parking, travel lanes, sidewalks and cycling facilities, the ROW has been established as indicated as optimal. In some case-specific contexts, the ROW may be narrowed during detailed design.
			Gordon Street overpass not required and should be considered at-grade.	The Gordon Street multi-use overpass has been included to function as part of the active-transportation focused, connected, healthy, and environmentally friendly visions of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			Further review of MESP is still underway and further comments will be provided by our team, including review of the Financial Impact Assessment and implementation of future developments in logical and cost-effective manner.	Noted.
			Land Use Planning Matters: Request a detailed overall land budget that demonstrates how the target population of 16,300 people and 1,250 jobs will be accommodated within the secondary plan including a breakdown by unit types and density to confirm how growth and population targets will be met including how this meets a market-based housing mix.	The land use budget is available on the project webpage: guelph.ca/Clair-Maltby
			Balance the protection of natural heritage and cultural heritage with accommodation of future land use and servicing, including grading.	Agreed
			One-sided roads and roads located adjacent to natural heritage areas should be avoided.	Due to the layout of NHS and other features within the SPA, and the mobility requirements to support growth, one-sided and roads adjacent to the NHS could not always be avoided. While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake.
			As noted above, the Moraine Ribbon is not based on science and not required to protect the natural environment.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Trails can be accommodated in natural heritage buffers where appropriate.	Please note no change is requires as the draft policies already allow for this to be considered. Specifically, policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. In addition, policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas and their associated ecological functions.
			Trails outside natural heritage areas and urban square should be counted toward parkland dedication.	Trail acquisition will be based on parkland dedication bylaw and policies in effect at the time of acquisition. Currently, trails would not be acquired through parkland dedication.
			Support a modified grid road pattern including direct connections to Gordon Street and service roads where appropriate and required to support high density or mixed-use development, including the promotion of local connections e.g. north-south collector road system.	Every effort was made to achieve a grid pattern of streets, as is best practice in urban design and transportation planning. Natural heritage, developable land area, and topography are complex in this area and in some cases a grid pattern is not achievable. Where road connections are not possible, every effort will be made to preserve active transportation connectivity to access transit, jobs, commercial and residences.
			We do not support the inclusion of two collector roads in the Urban Village Core and suggest one collector road running east-west across Gordon Street supported by a modified road grid pattern and a north-south collector road. This was supported in our Landowner Concept submission in January 2018. Further comments on this matter will be submitted as required.	The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing.
			Support smaller cross-section for a collector road.	Road cross section widths have been minimized through an extensive review process. In order to achieve desired parking, travel lanes, sidewalks and cycling facilities, the ROW has been established as indicated as optimal. In some case-specific contexts, the ROW may be narrowed during detailed design.
			Consider regulating height for High Density/Mixed-use by Floor Space Index (FSI), rather than a combination of FSI and maximum height to achieve a better urban form.	Height and density are both key components of urban form which need to be considered in evaluating development proposals. The Secondary Plan, similar to the Official Plan, should continue to provide guidance with respect to both metrics as one component of the policy framework providing the basis for evaluation of proposed development.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Design Review Committee is not required.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			Development Charges By-law should be updated to support and implement the Clair-Maltby Secondary Plan.	The Development Charges By-Law review will occur in 2023 and include looking at Clair Maltby.
			City should consider front ending agreements through the Development Charges Act.	Noted.
			Combining Phase 1/2 infrastructure projects and proceed with Development Charge related projects between 2023 to 2025.	The City's capital workplan addresses projects to support growth as well as projects to support existing assets and needs across the entire City. All of the Phase 1 and 2 projects cannot be accommodated between 2023 and 2025 without causing another project to be delayed, should these projects be City-lead. Further, the costs to fund the Phase 1/2 projects have not been studied from 2023-2025 in the FIS and may alter the results of the FIS. Collective and agreed upon alternate phasing strategies can be presented by the formed Landowner Group for review, provided studied infrastructure locations remain as established through the Master Plan Environmental Assessment process. This would also be subject to City resources and financing strategy.
			We are concerned with current proposed policy under 11.3.9.4.2 and suggest that wording for financing and phasing be more flexible to guide development.	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics.
			The policies should encourage, but not require, landowners in the Secondary Plan to enter into front ending agreements.	The policy notes that the financing tools *may* include front ending agreements. The means of financing CMSP will be established through the DC Background Study and Capital Budget update.
19	Tom Krizsan	9/11/2021	Rethink the densification to accommodate high rise residents, reevaluate the need for bicycle parking.	The Secondary Plan provides for a full range and mix of housing types, including high rise residential development. This form of development will be focused along the Gordon Street Corridor. Section 11.3.6, Mobility establishes that Clair-Maltby will be a community where walking, bicycling, other active transportation modes, and transit are attractive and efficient modes of transportation". Further, Section 11.3.6.1.10 provides that "parking of vehicles and bicycles will be managed in a manner that supports the implementation of a multi-modal mobility system." The implementation of these policy directions will involve the establishment of bicycle parking requirements for new development, including apartments and other high and medium density residential development, public and commercial uses.
20	Kelly Hodgson	9/16/2021	I write once again to you, expressing my displeasure for every facet of the plan that could include Rolling Hills for destruction in the charettes that have been presented past or present. Any part of the inclusion of our subdivision will become death by a thousand cuts. Roads within our community you are planning to connect to main roads will also affect the safety and quality of our homes and investments. Again leading to the sub divisions demise. Forcing residents to connect to city water and sewer is also something that I am strongly against. I see it again as a motivation from the City to push residents out one by one. There is PLENTY of land within Guelph to meet the population density targets. I am not in favour of any part of Rolling Hills being included in the plans.	Rolling Hills is not included within the Clair-Maltby Secondary Plan area.
21	2143, 2187, 2021, 2093, 2009 Gordon St.	9/16/2021	Letter indicating they will be submitting comments on the FIA immenitely.	Noted.
22	2009, 2021, 2093 Gordon St.	9/16/2021	In general, the proposed CMSP mobility system and the road network provides an appropriate framework for land development in Clair-Maltby. At the same time, the detail design and implementation of the overall system is expected to be achieve through the co-ordinated development of individual properties and abutting infrastructure. Site specific issues will need to be identified and addressed as part of the overall implementation process.	Noted.
			Gordon Street Frontage: As noted and shown in Figure 1, the subject properties have three frontage sections on Gordon St. Th enew intersections of Street C at Gordon Street are shown to be outside the three frontage sections and as located within existing residential properties. This section of Gordon Street will also include the Urban Village Core and the Transit Hub. The following considerations and modifications are identified specific to the frontage along Gordon Street: 1. The two Street C intersections are located too close to one another, and as full intersections they will create property and operational issues for the development of the Urban Village Core and the Transit Hub on Gordon Street. A single east-west collector road intersection on this section of Gordon Street will be more appropriate for realizing the Clair-Maltby Urban Village Core expectations. 2. A single east-west collector road intersection would also be conducive to facilitating active transportation and accommodating the Transit Hub. Based on the traffic projections in the CMSP Transportation Study, a single east- west collector road intersection on this section of Gordon can accommodate vehicular traffic in this area. 3. The two new Street C intersections are located at the frontages of existing residential properties on the west side of Gordon. The size and potential redevelopment of these properties may not be conducive for development agreements that will be required for the construction of the new intersections. 4. The development of the subject properties (i.e. 2009, 2021 and 2093 Gordon) can accommodate a new east-est collector road intersection on Gordon Street and also accommodate new access arrangements for the redevelopment of the adjacent residential properties now having driveway access to Gordon St. 5. Specific to land development, a single east-west collector road intersection on this section of Gordon Street is also consistent with achieving a "fine-grained block structure" in the development of the subject lands. This will also have positive implications for the alignment of Street C as noted below.	The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Street C Alignment: As noted, section sof Street C are shown to be abutting sections of the proposed Moraine Ribbon bordering the NHS areas. The road right-of-way in these sections will include enhanced pedestrian cycling facilities. The development and infrastructure implications of the above described Street C alignment and potential considerations are noted below: 1. The section sof Street C bordering the NHS areas along side the proposed Moraine Ribbon can accommodate development only on one side. The resulting single loading of the road way will have cost implications for development, and will result in inefficient use of the road and linear servicing infrastructure. 2. Single loading can be avoided by accommodating appropriate development between a new road and the NHS. This will also increase the separation between asphalt pavement and the NHS areas and eliminate the risk of road run off to these areas.	The road network at this location cannot be adjusted in alignment due to the NHS. Feature-specific policy prohibits essential transportation infrastructure within some Significant Natural Area and Natural Area features and/or their buffers. The alignment of Street C corresponds with where essential transportation infrastructure is permitted. While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake.
			Street A Implementation As shown in Figure 2, a significant section of the new north=south collector road (Street A) to the north of the subject properties is located through NHS areas with no possibility for adjacent development. This creates uncertainty about the timing of and responsibility for the construction of this section and will require due consideration as part of the implementation plan. Additionally, there could be flexibility for allowing development and infrastructure staging to avoid undue delays to the development of lands and abutting infrastructure which are otherwise to proceed.	The delivery of Street A will be required upon substantial build out of the available lands west of Gordon Street. A coordinated delivery will need to be organized by the City and landowners.
23	Options for Homes	9/16/2021	Vision, Principles and Objectives: They are well stated and clearly reflect the need to balance the objectives of providing for a full range and mix of housing types including affordable and market-based housing together with meeting the City`s environment first approach. In terms of meeting housing affordability targets and needs, it will be important for Council to commit to the implementation of the CMSP in the most efficient and timely way so as not to delay the ability to bring affordable housing online without unnecessary additional processes and approvals.	Noted.
			Managing Growth and Community Structure: We would ask for confirmation that the proposed densities within the corridors can achieve the identified growth target. If modelling has been undertaken by staff, it should be provided to illustrate for the minimum growth targets are met. It should also be noted that the opportunity for frontage and development along Gordon Street on the subject lands is essentially removed by the expansive Natural Heritage system designation.	The land use budget is available on the project webpage: guelph.ca/Clair-Maltby
			Density: Both the Low Density Residential and Medium Density Residential designations provide for a range of residential forms. The height limits in the Low Density designation provide for a wide range of forms and provide for the control of transition between ground related and low-rise forms of development through policies. The 6-storey cap in the Medium Density designation and additional density caps are overly prescriptive. Many mid-rise developments with smaller units would result in higher densities than prescribed(100 units per site hectare) which would then require an Official Plan Amendment to facilitate development which cannot occur for two years and would create delays and add to the cost of providing affordable housing. The current combined density and height policies do not align to provide for optimized development based on our initial assessment of the developable areas within the subject lands. It is recommended that the Medium Density Residential designation provide for heights up to 8 storeys and include more flexible policies that may all or for additional eight and density based on specific locational criteria (transit road frontages) and built form criteria to address compatibility and impact).	The proposed height and density for Medium Density are applicable for the entire city.
			We would also request that the Low Density designation on the subject lands be changed to medium density to allow for additional height and density in this area of the site.	Clair-Maltby has been carefully and comprehensively planned to provide a full range and mix of housing types. As the area develops, this request could be considered through a site specific Official Plan Amendment based on the range and mix of housing types (proposed and/or existing) and the servicing capacity available at the time of development.
			The High density designation provides for up to ten storeys in height outside of the Gordon St. Corridor and a maximum density of 250 units per hectare with a minimum FSI of 1.5. The subject lands are the only site located in the high density residential designation and crossing which constrains Gordon St, as a result of the expansive NHS designation and lands within the subject lands that are designated high density, the current combined density and height policies for not align to provide for optimized development that could achieve the maximum density.	The Natural Heritage System policies and mapping for the City were approved by the Ontario Municipal Board in 2014. These include opportunities to refine ecological linkages as part of a site-specific EIS and / or EA process, and establish criteria for doing so. As such, the City will be willing to consider proposals for minor shifts in linkage locations and / or refinements to linkage widths in accordance with the approved Official Plan policies. However, where linkages extend between properties, the City will not be inclined to approve proposals that result in awkward or discontinuous connections. Please also note that the current Official Plan policies allow for trails to be contemplated within the NHS but only where an EIS can demonstrate no negative impacts to the features and functions being protected within the NHS (Policy 11.3.7.4.6).
			A very small portion of the subject lands appears to be located in the mixed use designation and is within the Gordon St. Corridor. However, these lands would be developable at a lesser height than the lands outside the Corridor. The portion of the lands designated Mixed use is also constrained and lacks frontage to Gordon Street, again based on the expansive NHS. This should be further assessed and reconsidered to allow for developable parcel with frontage along the Gordon Street Corridor.	It does not appear that any portion of the subject property is proposed to be designated Mixed Use.
			We agree that densities and heights along the Gordon St. Corridor should provide for the greatest height and densities in the CMSP area. Particularly as it relates to the Subject Lands, in order to maximize affordable housing and development along the arterial road, heights and densities should be controlled through built form policies that transition development away from the corridor. Heights should not be prescribed to transition from 14 to 8 and then to 10 storeys. A reconsideration of the designations and policies on the subject lands is appropriate to provide for flexibility and an appropriate transition.	Agreed. Schedule D has been modified for the subject lands.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			It is not clear from the policies proposed if the proposed densities are based on a gross or net hectare basis and if private or public roads are excluded or included in the density calculation. Clarification on the density calculation should be provided.	The draft policies indicate that it is the minimum and maximum 'net density' for each of the land use designations. Net density is a defined term in the City's Official Plan.
			Natural Heritage System: The Gordon Street Corridor in which a portion of the subject lands is located is predominately designated NHS. It is a key goal of the Secondary Plan to develop an urban transit-supportive and multi-modal corridor and it is suggested that the detailed refinements to the NHS be completed as part of the implementing zoning for the Secondary Plan to ensure compact urban design intended throughout the Gordon Street Corridor can be supported. The need for a 124 meter wide ecological linkage that fully constrains the Subject Land's Gordon Street frontage appears excessive and not necessary. The linkage includes approximately 100 meters of NHS bordered by 12 m of Moraine Ribbon on the north and south sides of the NHS. The Moraine Ribbon at a minimum could be incorporated into the NHS to provide for a more developable frontage for the subject lands. The need for a 100 meter ecological linkage is also questionable. The project team's environmental consultants, NRSI, have monitored wildlife crossings along Gordon Street for a year and did not find any significant movement in this location that would warrant such an extensive width of crossing. A copy of NSRI's commenting letter has been appended to this submission. See file for letter. The goal of providing a natural connection across Gordon Street could still be achieved with a reduced NHS crossing, while still maximizing the multi-modal function of Gordon Street. The feasibility of constructing a multi-use overpass is meant to be conducted as part of the Gordon Street design. Eliminating the need for an expansive ecological linkage, the wildlife crossing and two 12 meter wide Moraine Ribbon connections could significantly reduce the width of the overpass. A reasonable sized trail opportunity would b more cost effective and feasible to construct and provide an opportunity for increased density to facilitate more affordable housing opportunities in a high density or mixed use designation. This would also support the overall density targets for the corridor itself. Further the current NHS presented in Schedule F does not appear to be based on the provincial mapping which designates only a portion of the subject lands as wetland and woodland.	The Natural Heritage System policies and mapping for the City were approved by the Ontario Municipal Board in 2014. These include opportunities to refine ecological linkages as part of a site-specific EIS and / or EA process, and establish criteria for doing so. As such, the City will be willing to consider proposals for minor shifts in linkage locations and / or refinements to linkage widths in accordance with the approved Official Plan policies. However, where linkages extend between properties, the City will not be inclined to approve proposals that result in awkward or discontinuous connections. Please also note that the current Official Plan policies allow for trails to be contemplated within the NHS but only where an EIS can demonstrate no negative impacts to the features and functions being protected within the NHS (Policy 11.3.7.4.6).
			As noted in Section 11.3.3.1.4 and 11.3.3.2.3, various technical and environmental studies are required prior to development. Currently the CMSP mapping proposes a hard boundary between the NHS and Moraine Ribbon and any residential land uses. We also questions the location of the hummocky terrain. It is recommended that the further studies be completed now to ensure development can be implemented with appropriate limits and an interface between uses. Undertaking the required environmental studies now and mapping the areas through the implementing zoning, will reduce the added cost to the implementation of development thereby meeting the provincial objective for reducing overall cost of housing.	The Natural Heritage System policies and mapping for the City were approved by the Ontario Municipal Board in 2014. These include opportunities to refine ecological linkages as part of a site-specific EIS and / or EA process, and establish criteria for doing so. As such, the City will be willing to consider proposals for minor shifts in linkage locations and / or refinements to linkage widths in accordance with the approved Official Plan policies. However, where linkages extend between properties, the City will not be inclined to approve proposals that result in awkward or discontinuous connections. Please also note that the current Official Plan policies allow for trails to be contemplated within the NHS but only where an EIS can demonstrate no negative impacts to the features and functions being protected within the NHS (Policy 11.3.7.4.6).
			Servicing and Phasing: The CMSP provides for the progression of growth and servicing from the north to the south per the MESP and Section 11.3.5.3 recommendations. However, not all development will occur in a linear progression and servicing may not be available along the southern portion of the CMSP area until the norther property owners have approvals. As such, property owners should have the opportunity to further consider alternative servicing strategies with the City which include providing multiple sanitary sewer outlets for the area or possibly extending the proposed gravity sanitary sewers proposed along Gordon Street in an effort to permit additional lands to develop sooner. It is also not clear if the City has addressed the implications associated with the proposed servicing approach should 1 or more of the many landowners within significant infrastructure specified within their boundaries not wish to proceed with development immediately following approval of the CMSP. Further policies related to the ability to amend the passing plan should be provided which would enable the subject lands to be included in earlier phases. We also recommend the Gordon Street Corridor be unphased. These revisions and additional policies should be addressed with updates to the CMSP.	The City had to establish phasing that was reasonable and achievable, considering all of the capital work associated with other growth areas and management of existing assets within the entire city. It is not possible for all of the new assets to be built at once, from a financing perspective, a resource perspective, and a constructability perspective (i.e. constructor issues, traffic management). The established landowners group may present a collective alternative phasing strategy to the City for review, provided studied infrastructure locations remain as established through the Master Plan Environmental Assessment process. This would also be subject to City resources and financing strategy. The proposed phasing / servicing should not have extra services due to disjointed phasing / development. With respect to the extension of the sewer on Gordon - could be considered during detailed design but may not be feasible based on topography.
			Additionally, the City should clarify the extent to which infrastructure proposed for the CMSP will be provided within existing lands owned by the City and/or within municipal rights-of-way to facilitate and support the timely and efficient servicing and development of lands within the CMSP area at the least possible cost.	It is the intent that as much servicing infrastructure as possible will be within existing or new ROWs. SPS and Water Storage infrastructure will require additional lands. The sitings have been driven by topography and the costs to locate them have been identified in the MESP.
			We also note that the MESP provides conceptual drainage plans. These infer that grading is to remain the same in areas in which development will occur, which may not be able to be achieve through site design.	Existing topography is key to the function of the moraine. The policy requires that development minimizes the extent and intensity of grading and respects natural contours to the extent feasible. Road grades and accessibility will be reviewed during the development application process.
			The various infrastructure project required within the boundary of the CMSP will still be subject to Municipal EAs and the City should clarify the process, timing and budget for these projects and whether they can be addressed through integrated EAs with draft plans of subdivision.	Many of the infrastructure projects are captured within the MESP, which has been undertaken in accordance with the Class EA "Master Plan EA" process (to Schedule B). Schedule C projects will require separate EAs, which have been included in the phasing table. Local roads will be captured as part of the planning process and do not require separate EAs.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Road Network: Clarification regarding the flexibility of the proposed road alignment is requested and an option to consider a road connection through the NHS and the delineation or substantial reduction of the ecological linkage will enable the subject lands to connect to Gordon St. to provide for additional higher density and mixed use lands and connect to the high density designated lands to the east. Currently, Street D does not adequately line up with property boundaries. It is recommended that Street D be moved toward the boundary of the subject lands to both maximize density for the block of land in that area and support a logical street pattern.	Street D at this location cannot be adjusted in alignment due to the NHS. Feature-specific policy prohibits essential transportation infrastructure within some Significant Natural Area and Natural Area features and/or their buffers. The alignment of Street D corresponds with where essential transportation infrastructure is permitted.
			The proposed street widths provided in Section 11.3.6.6 also include additional width where the right-of-way abuts the Moraine Ribbon to include wider pedestrian and bicycling facilities. As noted in the chart in Section 11.3.6.6 all streets are to include pedestrian and bicycling facilities, in addition, to the active transportation route and trails that the moraine ribbon provides. As such, it seems unnecessary to increase widths adjacent to the moraine ribbon as these active transit routes are already accounted for and added width would provide for additional unnecessary paved surfaces.	The additional width is intended to accommodate both the function of the cycling and pedestrian facilities that are planned for in the right-of-way as well as those planned for in the Moraine Ribbon. The intent in widening the right-of-way by approximately 6m is to eliminate the need for the approximately 12m wide Moraine Ribbon. The intended result is to reduce the overall amount of land being used for the road and Moraine Ribbon.
			Open space system: Moraine Ribbon, Trails and Parks: The need for and rationale for the Moraine Ribbon and the minimum 12 meter width is not clear and we question the need for an additional Moraine Ribbon in areas where a trail could be accommodated within the NHS. There are also a number of policies associated with the Moraine Ribbon for which clarification is needed. Given the proposed policies, clarification is needed on: Where and how the minimum width is to be determined to ensure significant increased widths are not required through the subdivision process and to understand where the minimum width should in fact be reduced. Also, it is not clear how and where portions of the Moraine Ribbon will be classified as parkland and be eligible for parkland dedication as stated by the City, and what other securement options as stated could include. As noted, the minimum 12 meter width deems an excessive width for the Moraine Ribbon given the range of proposed functions. There are also issues with the alignment of the Moraine Ribbon on the subject lands as it results in remnant small areas that are not developable. The location of the Moraine Ribbon where justified should allow for a flexible alignment and take property ownership boundaries into consideration.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. It can be viewed as a linear park feature that highlights the unique topography and the significant amount of NHS in this area of the City. The Moraine Ribbon could be considered a re-interpretation of a Regional Park. The intent is to provide future users with exposure to, awareness of, and interaction with nature in accordance with the open space system objectives of the Official Plan. Through the creation of recreational open space immediately abutting the NHS, future users will have visual access to the NHS without negatively impacting the natural heritage features or their functions. The final designation of the space will be determined through the Secondary Plan. The Moraine Ribbon is intended to incorporate a trail throughout its length. In some sections of the ribbon, the trail may be developed to be transportation focused and built to ATN standards (i.e. wider, asphalt or other hard surface) while in other areas the trail will be much smaller intending to be recreational focused. The features included in the moraine ribbon will change throughout its length. In some sections it may incorporate green infrastructure for stormwater management purposes. In other areas or sections of the ribbon, play equipment or small pockets of open space could be planned for. Similar to the design of other open spaces within the CMSP area, the detailed design and programming of the Moraine Ribbon will occur closer to when it is being acquired or developed. For the easterly portion of this property, the draft secondary plan has been modified to shift Street D southerly and combine the Moraine Ribbon and the right-of-way to ensure a small undevelopable remnant parcel is not created.
			School Block: While several of the CMSP schedules show an elementary school on the subject lands, the MESP schedule illustrates the general location of the block for the school which results in only a small portion of the school block on the subject lands. While we understand the co-location between the stormwater management facility and the school block, we question the configuration of the school block and why it would not be better aligned by pushing the block south into a wider block in the property to the south. This could also facilitate a narrower stormwater management facility.	School block locations are only conceptual and the exact location/configuration will be determined through the draft plan of subdivision process.
			Stormwater Management: There appear to be a number of inconsistencies with the figures set out in the MESP and the phasing plans with respect to stormwater management and the Subject Lands. Figure GW-6 (Appendix F of the MESP) considers the relocation of the storm water management capture area on the Subject lands. However, this potential relocation is not referenced, illustrated or discussed in any of the text or on any of the figures presented in the main body of the MESP. If the City is considering the relocation of the stormwater management capture area as illustrated on Figure GW-6, additional details and/or clarification from the City is required to detail how the overflow from this area will be directed to an existing depression area, which is specified as a key criterion for the overall stormwater management approach in the CMSP.	GW6 in the MESP and the location of the relocation of Storm Water Capture Area is described in Phase 3 CEIS. Section 6.2.2 and Appendix C - Halls Pond Memo
			The MESP shows an expansive block for a storm water management facility on the Subject Lands. We question whether this block can be better aligned to increase the developable area to the east. We also question the City's preferred servicing strategy which outlines various surface capture areas through out the CMSP area. We trust these SWC areas will be further refined in terms of location, size, footprint, contributing drainage area, as part of future development applications without the need for amendment to the CMSP and that the surface water capture areas required within CMSP can be adjusted to recognize the various property boundaries and development schedules of each individual property owner.	There is some flexibility in the location and exact sizing through the development process. We used land use and topography assumptions at a master plan level of detail. When draft plans have more concrete information, the exact size and location can be refined as long as the intent is maintained. Site-specific plans for SWC areas would need to be tested in the MIKESHE model to demonstrate that the location and function meet the original goals of maintaining recharge, water table depth and water budget, hydroperiod of wetlands. See Section 7.3.9b Phase 3 CEIS
			In addition, Section 11.3.7.6.3 notes "Efforts to design stormwater management capture areas to enhance safety when in proximity to schools and neighbourhood parks will be encouraged." As further safety measures would need to be put in place due to the proximity to the proposed school, it is recommended that either the proposed schools or Stormwater Management Capture Areas be reconfigured. It should also ne noted that the Subject Lands are already in proximity to an existing wet area and Halls Pond within the Natural Heritage system. Introducing a SWC may not be necessary and should be determined through appropriate studies.	The locations of stormwater capture areas and schools may be slightly refined through the development process and with input from the school board. The stormwater capture area locations are based on mimicking existing topography and receiving drainage from development, therefore, locations may only be slightly adjusted. Regarding safety, the stormwater capture areas would remain primarily dry for most frequent storm events, but grading, vegetation and signage should be considered to maximize safety. Site-specific plans for SWC areas would need to be tested in the MIKESHE model to demonstrate that the location and function meet the original goals of maintaining recharge, water table depth and water budget, hydroperiod of wetlands. See Section 7.3.9b Phase 3 CEIS.
			Fiscal Impact Study: The population planned for the CMAP is much higher than the forecasted population for the area and it is not clear how this will be adjusted through Development Charges.	A City-wide DC Background Study will be undertaken in 2023 to determine how Clair Maltby will fit within the rest of the growth in the City.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			The study recommends cost-sharing and front ending agreements for services and pre-payment or some form of allocation agreement prior to development. There is little detail of how such pre-payment or allocation would be tied to phasing or if there would be thresholds for pre-payment amounts or development amounts with phasing. We would also note that pre-payment for services (in the absence of development revenue) will have a negative impact on the affordability of the housing.	The City has listed front-ending and pre-payment as financing tools to support the study - the exact method of how the CMSP SPA will be financed will be further studied within other City finance studies include the DC Background Study and the Capital Budget. The landowner group will be responsible for establishing how to appropriately distribute the costs of shared services in a fair and equitable manner.
24	Options for Homes (GSP Group)	15-Sep-21	pg. 10 11.3.3.2. - As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			pg. 10 11.3.3.2.4 - Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			pg. 11 11.3.3.2.8 - The wording associated with policy 11.3.3.2 (pg. 13) mentions that this work is to be completed for lands within the 'catchment area'. Whereas policy 11.3.3.2.8 refers to lands adjacent to Halls Pond and Neumann's Pond. Consistency in the use of 'catchment area' and 'adjacent lands' is needed. In the context of Hall's Pond and Neumann's Pond, 'catchment area / catchment' is the most appropriate term. The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work.	Agreed that 'catchment area' is the most appropriate term and that consistency is needed. 11.3.3.2.8 has been refined. To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			pg. 12 & 13 11.3.3.2.13 - The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles. Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			pg. 13 11.3.3.2.15 - NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	This is already encapsulated in the policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			pg. 13 11.3.3.2 - The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work. Since the management plan will focus on an area largely owned by the City as part of the NHS and parks, it is appropriate for the City to prepare this plan, with input from respective landowners. The bathymetry studies referenced above should be included as part of this management plan rather than through an EIS process.	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			pg. 28-29 11.3.7.4 - The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the Moraine Ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc. Item 7 identifies that both humans and wildlife will utilize the Gordon Street overpass. It should be noted that very little wildlife was observed crossing Gordon Street during wildlife movement studies at properties on both sides of Gordon Street. Furthermore, given the intensity of future development proposed along Gordon Street it is not appropriate to redirect wildlife to this area. As such, NRSI is not supportive of a wildlife crossing in this location. A combined human-wildlife overpass is not generally considered a suitable option for a crossing structure. NRSI would like the opportunity to comment on any future plans at this location.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an environmental impact study or environmental assessment has demonstrated that there will be no negative impacts on the protect natural heritage features and areas or their associated ecological functions. The Gordon Street multi-use overpass has been included to function as part of the active-transportation focused, connected, healthy, and environmentally friendly visions of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass. Community engagement will occur as part of the project. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			pg. 43 11.3.9.3.2 - Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. More detail is required regarding the purpose, scope, monitoring methodologies and frequency. Landowners and consultants should have an opportunity to comment on the proposed monitoring program. The monitoring program should be site-specific and should not be a secondary plan-wide undertaking involving cost sharing, as there is potential for certain landowners to have to pay for monitoring that is not occurring on or specific to their property.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Maps NH-9 and NH-10 - Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
			Map NH14A - Ecological Linkage and an associated Wildlife Crossing is identified at 2162 Gordon Street. Based on the detailed wildlife monitoring completed at this property, as well as the properties across Gordon Street, very little wildlife movement was observed crossing at this location. Given the proposed high density land use following buildout, coupled with the increased size and use of Gordon Street, there is likely to be even less wildlife movement in these areas. Without a viable plan to convey wildlife safely across Gordon Street, NRSI is not supportive of a Wildlife Crossing and associated Ecological Linkage at this location, and it is requested that these features be removed from Secondary Plan mapping. NRSI is able to provide supporting data related to wildlife monitoring at 2162 Gordon, if requested.	The Natural Heritage System policies and mapping for the City were approved by the Ontario Municipal Board in 2014. These include opportunities to refine ecological linkages as part of a site-specific EIS and / or EA process, and establish criteria for doing so. As such, the City will be willing to consider proposals for minor shifts in linkage locations and / or refinements to linkage widths in accordance with the approved Official Plan policies. However, where linkages extend between properties, the City will not be inclined to approve proposals that result in awkward or discontinuous connections. Please also note that the current Official Plan policies allow for trails to be contemplated within the NHS but only where an EIS can demonstrate no negative impacts to the features and functions being protected within the NHS (Policy 11.3.7.4.6).

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
25	1968 and 1992 Gordon St. (GSP Group)	9/16/2021	Natural Heritage: Further clarification and refinements are required in relation to Significant Landform, Significant Wildlife Habitat, Hall's Pond and the Clair-Maltby Monitoring Plan.	Further detail is required regarding this comment. Responses to comments provided to similar themes may be of assistance in clarifying proposed policy and mapping.
			Land Use Planning Matters: The draft Secondary Plan has the front portion of the Site in the "Gordon Street Corridor" and designated "Low Density Greenfield Residential" which permits a maximum of 6 storeys and 60 units per hectare. As expressed in the past to staff and Council, we believe this Site could accommodate a higher intensity of use given the direct access to Gordon Street and being surrounded by natural heritage area. We would appreciate staff reviewing the proposed designation and suggest a High Density designation would be more appropriate. As an example, there is a High Density designation on the west side of Gordon Street across from our Site that would be very similar characteristics to the Site.	The land use and buffers shown in the current draft land use schedule for the lands within the "Gordon Street Corridor" are consistent with OPA 42 settlement decisions. Precise development limits are to be established through an EIS. These limits are expected to be informed by other technical studies (such as site-specific geotechnical and hydrogeological assessments), with consideration for site-specific information and for the scope and nature of the proposed development. This approach will require consideration of both the natural feature limits and the applicable buffers. So long as the land use remains low density residential as part of any proposed redevelopment, the existing refined buffers and overall NHS limits as agreed to through the OPA 42 settlement decisions will continue to apply. However, if a more intensive land use is proposed (such as an amendment to re-designate the subject property from low density residential to high density residential or other land use), then as part of the application process, an EIS will be required "that evaluates the need for an established buffer, and determines an appropriate width where a buffer is required" (Official Plan policy 4.1.1.11). See response letter to Hugh Handy from Leah Lefler dated May 29, 2020 regarding this issue for further details.
			We have also attached a letter from SV Law dated Sept. 16, 2021, in relation to the OPA 42 settlement as it relates to the Site.	As explained at previous landowner meetings, in other iterations of the CEIS and as stated in the Ph3 CEIS 3rd Iteration: "For the purposes of the CMSP CEIS, the various natural heritage features and areas have been assessed in accordance with the applicable City natural heritage policies (i.e., as approved under OPA 42) and the applicable provincial and GRCA policies and guidance (including the provincial guidance for significant wildlife habitat) in order to support the refinements to the NHS. An additional and important consideration has been the treatment of settlement agreements reached as part of the OPA 42 OMB process (Map NH-1, Appendix E). Based on direction from the City, the overall approach taken to NHS refinements has been to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat).
			Request a detailed overall land budget that demonstrates how the target population of 16,300 people and 1,250 jobs will be accommodated within the secondary plan including a breakdown by unit types and density to confirm how growth and population targets will be met including how this meets a market-based housing mix.	The land use budget is available on the project webpage: guelph.ca/Clair-Maltby
			Balance the protection of natural heritage and cultural heritage with accommodation of future land use and servicing, including grading.	Agreed
			One-sided roads and roads located adjacent to natural heritage areas should be avoided.	Due to the layout of NHS and other features within the SPA, and the mobility requirements to support growth, one-sided and roads adjacent to the NHS could not always be avoided. While encroachments may occur at any point around the perimeter of a NHS, in our experience single-loaded roads tend to reduce the frequency and density of unauthorized access due to the public nature of the interface between the road and the NHS. Further, monitoring, maintenance and restoration of encroachments along single-loaded roads is much easier for the municipality to undertake than behind, for example, residential lots where access is typically more challenging.
			The Moraine Ribbon is not based on science and not required to protect the natural environment.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			Trails can be accommodated in natural heritage buffers where appropriate.	Please note no change is requires as the draft policies already allow for this to be considered. Specifically, policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. In addition, policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas and their associated ecological functions.
			Trails outside natural heritage areas and urban square should be counted toward parkland dedication.	Trail acquisition would be based on parkland dedication bylaw and policies in effect at the time of acquisition. Currently, trails would not be acquired through parkland dedication.
			Support a modified grid road pattern including direct connections to Gordon Street and service roads where appropriate and required to support high density or mixed-use development, including the promotion of local connections e.g. north-south collector road system.	Every effort was made to achieve a grid pattern of streets, as is best practice in urban design and transportation planning. Natural heritage, developable land area, and topography are complex in this area and in some cases a grid pattern is not achievable. Where road connections are not possible, every effort will be made to preserve active transportation connectivity to access transit, jobs, commercial and residences.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			We do not support the inclusion of two collector roads in the Urban Village Core and suggest one collector road running east-west across Gordon Street supported by a modified road grid pattern and a north-south collector road. This was supported in our Landowner Concept submission in January 2018. Further comments on this matter will be submitted as required.	The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing.
			Support smaller cross-section for a collector road.	Road cross section widths have been minimized through an extensive review process. In order to achieve desired parking, travel lanes, sidewalks and cycling facilities, the ROW has been established as indicated as optimal. In some case-specific contexts, the ROW may be narrowed during detailed design.
			Consider regulating height for High Density/Mixed-use by Floor Space Index (FSI), rather than a combination of FSI and maximum height to achieve a better urban form.	Height and density are both key components of urban form which need to be considered in evaluating development proposals. The Secondary Plan, similar to the Official Plan, should continue to provide guidance with respect to both metrics as one component of the policy framework providing the basis for evaluation of proposed development.
			Design Review Committee is not required.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			Development Charges By-law should be updated to support and implement the Clair-Maltby Secondary Plan.	The Development Charges By-Law review will occur in 2023 and include looking at Clair Maltby.
			City should consider front ending agreements through the Development Charges Act.	Noted.
			Combining Phase 1/2 infrastructure projects and proceed with Development Charge related projects between 2023 to 2025.	The City's capital workplan addresses projects to support growth as well as projects to support existing assets and needs across the entire City. All of the Phase 1 and 2 projects cannot be accommodated between 2023 and 2025 without causing another project to be delayed, should these projects be City-lead. Further, the costs to fund the Phase 1/2 projects have not been studied from 2023-2025 in the FIS and may alter the results of the FIS. Collective and agreed upon alternate phasing strategies can be presented by the formed Landowner Group for review, provided studied infrastructure locations remain as established through the Master Plan Environmental Assessment process. This would also be subject to City resources and financing strategy.
			We are concerned with current proposed policy under 11.3.9.4.2 and suggest that wording for financing and phasing be more flexible to guide development.	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics.
			The policies should encourage, but not require, landowners in the Secondary Plan to enter into front ending agreements.	The policy notes that the financing tools *may* include front ending agreements. The means of financing CMSP will be established through the DC Background Study and Capital Budget update.
			There is an attached letter package with further details to the comments above. See file.	Noted.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
26	1968 and 1992 Gordon St. (SV Law)	16-Sep-21	Despite earlier assurances that the City would not be seeking to undo or disregard the OPA 42 settlements, the Comprehensive Phase 3 EIS, and in turn the draft Clair-Maltby Secondary Plan, has proposed modifications to the Natural Heritage System. These modifications are proposed despite language throughout the Phase 3 Impact Assessment and Management Plan that notionally suggests that OPA 42 settlements would be respected and that such properties would otherwise be treated differently when it came to refinements of the natural heritage system as part of the secondary planning exercise. It is clear from reviewing Map NH-14B that 'refinements' have been made to every single property within the Clair-Maltby Secondary Plan area that has NHS components. The statements throughout the Phase 3 EIS that compliance with OPA 42 settlements would be carried forward is irreconcilable with this map, which makes it evident that the settlement agreements with the City have not been respected. The refinements are extremely troubling on 1968 and 1992 in particular, given the very small size of the development areas to begin with in light of the OPA 42 settlement. The refinements further constrain parcels which already presented development challenges as a result of OPA 42. In addition, a new concept of a "moraine ribbon" has been applied to the boundary of the NHS system equally for properties that were subject to OPA 42 appeals and those that were not, representing a further divergence from the principles established through those settlements. We respectfully request that the mapping of the draft Secondary Plan, and specifically each Schedule which contains references to the Natural Heritage System, be revised to properly reflect the OPA 42 settlements and an opportunity given for further review and comments before the final draft is brought back before you for approval.	The site specific OPA 42 agreements made with respect to the mapping of significant landform, significant woodlands and in some cases, ecological linkages and wetlands have been respected by the refinements proposed to the Natural Heritage System within the secondary plan area. Throughout the project, the project team has worked to ensure that the principles and components of the OPA 42 settlements have been respected, while also making refinements to some of the NHS components. Refinements have been made where new information was provided or collected through the study process. This approach was explained in the workshops with the landowners and the community, and is also documented in the reports. In all cases, mapping refinements were made based on new information provided by the landowners or based on the results of joint field visits by the project team and the landowner's consultants, and only after the mapping refinements were vetted by the landowner's consultants. The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
27	GDHBA and GWDA	6-Aug-21	Principle 1: Green and Resilient Objectives - 3. Recognize the importance of Halls Pond in maintaining biodiversity and ecosystem health in Clair-Maltby. Why is the biodiversity and ecosystem health of Halls Pond specifically mentioned in this context?	Wetlands and woodlands throughout Clair-Maltby maintain the health and biodiversity of the area. Green and Resilient Objectives will be modified to read: "3. Recognize the importance of WETL Halls Pond warrants special attention in the development process due to its size, natural heritage significance (in the CMSP area and in the City as a whole), and unique hydrologic functions.
			Principle 1: Green and Resilient Objectives - 4. Promote green infrastructure as a complement to traditional infrastructure used to manage stormwater. Does this mean that parks and natural heritage features can be used for stormwater management? The city engineering department has not allowed permeable surfaces ie. permeable paving in the city. What is different here? Green roofs do not allow the pre to post infiltration targets to be met. If depressions in the landscape will be used for stormwater management overflow will this sterilize huge areas from any development?	The City recognizes that the stormwater management strategy for CMSP relies on distributed LIDs capturing 20mm. Parks and natural heritage features will not be counted towards designed stormwater management. Permeable pavement is one of the listed LIDs for consideration. The development application review process for CMSP will be amended to allow for the stormwater management strategy to be realized, and therefore the policy statement in the SPA will not be amended.
			Principle 1: Green and Resilient Objectives - 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. What impact will this have on planning applications? The GID lands have similar policies which may be why they remain undeveloped.	This policy is about more than energy use surrounding wastewater pumping. The City has completed an "Energy and Other Utilities Study" that sets out the framework for developers to comply with various green standards/achievements (i.e. LEED). As part of future development applications, applicants will be required to submit an Energy Report. The Terms of Reference for the Energy Report(s) required are under development. They are guided by information from the Energy and Other Utilities Study.
			Principle 1: Green and Resilient Objectives - 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. How can changes to the hummocky topography be minimized while meeting the engineering standards for pipes and road grades? Add wording to this section related to meeting engineering standards.	The City recognizes that there will be some challenges in the transition areas between the protected Significant Landform and the development areas. The draft policy already incorporated some flexibility to facilitate this process, while seeking to minimize the extent and intensity of grading and work within the natural contours to the extent feasible. Some additional refinements have been made to the policy to clarify the intent of providing some flexibility in this regard.
			Principle 4: Interconnected and Interwoven 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. "modified street grid and trail system." The moraine ribbon does not support a modified grid trail system but locates trails where there are no pedestrian travel desire lines. Principle 4: Interconnected and Interwoven Objectives - 2. Provide connections to parks, open spaces and trails from the Moraine Ribbon and the road network to promote active transportation and passive recreation. the moraine ribbon is not in an appropriate location to provide active transportation connections and will frustrate this objective.	The moraine ribbon is intended to compliment the interconnected and woven active transportation network provided by the street cross sections. Users may use the moraine ribbon for a recreational route vs. the most direct route.
			Principle 5: Balanced and Livable Objectives - 1. Contribute to the achievement of the City's designated greenfield area density target. How much residential land is available for development once the schools, parks, SWM, Open Space, Natural Heritage, roads and moraine ribbon have been net out?	The land budget is available on the project webpage: guelph.ca/Clair-Maltby
			Principle 5: Balanced and Livable Objectives - 2. Ensure residential neighbourhoods are walkable areas, anchored by a focal point such a neighbourhoodscale mixed use or commercial development, schools, parks and/or other community facilities. Schedule A should reflect the flexibility in this objective. The commercial sites identified on Schedule A should be deleted.	The Convenience Commercial designation is a symbol rather than an actual designation. The CC symbol as depicted on the schedules, when reviewed in conjunction with the policies, provides the flexibility (allows but doesn't require commercial) requested. The NC designation at Victoria Road does require some commercial in order to have residential, but still provides some flexibility when reviewed in the context of the policies. To ensure that this direction in the Plan is considered for implementation, and not overlooked, requires both the identification on the Schedule and the supporting text.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.2.1 Managing Growth in Clair-Maltby - 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. “density target of not less than 65 residents and jobs per hectare”. This will not provide a full range of housing types. The A Place to Grow target of 50 residents and jobs per hectare should be included in the Clair-Maltby Secondary Plan.	The draft land use plan provides a full range of housing types and results in the proposed density target of 65 residents and jobs per hectare based on assumptions for how the lands will build out. These assumptions were included with the 2019 Policy Directions Document as follows: -70% of low density residential areas (net) will be detached dwellings at approximately 30 units/ha -30% of low density residential areas (net) will be townhouses at approximately 38 uph -45% of medium density residential areas (net) will be townhouses at approximately 38 uph -55% of medium density residential areas (net) will be a mix of stacked townhouses and apartments at approximately 75-100 uph -100% of high density residential areas (net) will be apartments at approximately 175 uph The land budget for the draft land use plan demonstrates that there is approximately 224 hectares of developable land. Of this, 123 hectares is proposed to be designated low density residential, 68 hectares is proposed to be designated medium density residential, 16 hectares is proposed to be designated high density residential and almost 9 hectares is proposed to be designated Mixed Use.
			11.3.2.1 Managing Growth in Clair-Maltby - 4. Within the overall targets, the target for the Gordon Street Corridor is approximately 4,100 people and 500 jobs. Much of the Gordon Street Corridor is within the Natural Heritage System, Green Gateway and Urban/Rural Transition. How much net land is available along Gordon Street for development to provide the 4,100 people and 500 jobs?	The Gordon Street Corridor has 22.7 ha after considering NHS, Moraine Ribbon and the mobility network.
			11.3.2.2 Clair-Maltby Community Structure - the Open Space System, including the Moraine Ribbon; The moraine ribbon must be counted as the required parkland dedication. The policy should specifically state this. The moraine ribbon is not required since trails are permitted to be located in the outer 15 m of the required buffer. This additional requirement must be counted as parkland dedication. It is a land taking that landowners must be compensated for.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The method of acquisition will also be based on the function of the space. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			11.3.2.2 Clair-Maltby Community Structure: Natural Heritage System and the Paris Galt Moraine - 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. 11.3.2.2.1 Significant Landform policies must recognize the need for transit, road, active transportation and trail connections and meeting engineering standards.	The Significant Landform (SL) policies in the current Official Plan, as approved at the OMB as part of OPA 42, seek to balance protection of the SL and accommodation of essential infrastructure and water services. The current Official Plan policies in 4.1.3.8 already make allowances for the following within Significant Landform, with some criteria to help ensure maintenance of key SL functions: essential linear infrastructure and their normal maintenance; essential transportation infrastructure and its normal maintenance; municipal water supply wells, underground water supply storage and associated small scale structures and essential stormwater outlets. The draft Secondary Plan policies were intended to reinforce the need for balance between SL protection and accommodating both development and essential infrastructure and build on the Official Plan direction with some supplemental guidance for how this balance can be achieved for infrastructure including trails and Active Transportation routes. It is understood that this may be challenging, particularly in some of the more hummocky areas of the CMSP, which is why language like “to the extent feasible” has been included in the policies. The City looks forward to working with proponents to come up with creative site-specific solutions that find an appropriate balance.
			11.3.2.2 Clair-Maltby Community Structure: Open Space System - 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. 11.3.2.2.3 “stormwater management capture areas” How do these get into public ownership? The City does not own them now. These will be huge areas which will preclude development from occurring. There should be a policy related to active infiltration that will not be land consumptive and will allow land to be used in an efficient manner consistent with the PPS and A Place to Grow.	SWCAs will be built through agreements within the Landowner Group and as per the Local Service Policy. They will be conveyed to the City through the Draft Plan of Subdivision process as with other SWM facilities within the City. Several alternatives for stormwater management were studied including Do Nothing, Source / Conveyance Controls (both public and private), SWM Capture Areas, and a hybrid. Evaluated against social/cultural, economic, technical, and environmental factors, the hybrid alternative of SWM Capture areas and distributed source controls was selected as the preferred strategy. SWCA sizing and siting is in alignment with traditional stormwater management which prescribes a pond per drainage area - also as noted in recent meetings there is some flexibility in siting however there needs to be connectivity with the subsurface drainage system. The SWCAs were placed considering grading, mimicking existing function, as well as co-location principles. The placements and sizing are based on assumptions and conceptual topographical data. Stormwater Capture Areas locations also considered the potential associated increase in local water table elevations as well as potential changes in water balance of adjacent natural heritage features and locations were adjusted based on initial impact assessment simulations. Exact placement and sizing will be determined through Draft Plan of Subdivision applications and supporting documents. During subseqent planning applications, applicants can propose sites for infiltration based on their up-to-date land use information, topography, soil investigations, and integrated MIKESHE modelling, consider impacts from the entire SPA.
			11.3.2.2 Clair-Maltby Community Structure: Gordon Street Corridor - 4. c. development designed to accommodate areas of significant topography. 11.3.2.2.4.c What is meant by development designed to accommodate areas of significant topography?	The policies require the topography to be modified to the minimum extent possible, therefore the developments cannot be proposed to completely flatten areas, etc.
			11.3.2.2 Clair-Maltby Community Structure: Urban Village Core - 5. d. a centrally-located urban square adjacent to the main street that will serve as its focal point. 11.3.2.2.5 The urban square should be publicly owned and be counted as parkland dedication. The policies should state this.	If the urban square is to be publicly owned, the method of acquisition will based on the function of the space. Ownership will be determined through development approval process.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.2.2 Clair-Maltby Community Structure: Urban-Rural Transition - 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. 11.3.2.2.9 What is a green gateway? Will the City be purchasing this land?	The Green Gateway is proposed to be part of the Gordon Street right-of-way.
			11.3.3.2 Natural Heritage System- 3 a)b)c) New development to use the most current integrated groundwater surface models available. Hasn't the MESP completed this? Why will this be imposed again on development applications? What was the point of the last 5 years of study? How will the City deal with its housing crisis when the Clair-Maltby lands will sit idle similar to the GID lands since the City is imposing unrealistic development criteria? 11.3.3.2.3 c. The secondary plan is the correct process to assess wildlife movement on a broader landscaped based 240 m adjacent lands scale. Why is this being imposed on individual landowners? Again what was the point of these years of secondary plan study?	The CEIS and MESP have used assumed imperviousness and topography based on the land uses in the Secondary Plan. However, the actual design information to confirm the stormwater management capture area sizing and integrated surface/ground water balance must be used at the draft plan of subdivision stage. The 5 years of study sets out the characterization and the potential impact. Using actual design information that is not available at this time, the model must be run to confirm sizing and impacts to NHS. Using the most current model available will provide the most accurate outputs. The modelling prepared for both the CEIS and MESP should be updated and refined as development applications are received, to verify that proposed development meets the requirements of the CEIS and MESP. Section 7.3.9b Phase 3 CEIS describes the requirement to update the model based on site specific development plans - "Future applications for development will be required to update the integrated groundwater-surface water model (MIKESHE 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." The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			11.3.3.2 Natural Heritage System - 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. 11.3.3.2.4 there is no point in "area-specific stormwater management targets" since there is no outlet and 100% of the stormwater will be infiltrated or evapotranspire.	The stormwater management strategy includes a target 20mm capture and infiltrate across the SPA in addition to the SWCAs. The sizing of the SWCAs has relied on the 20mm distributed capture and infiltration, and therefore it is required to remain.
			11.3.3.2 Natural Heritage System - 5. a. no negative impacts to the natural heritage features and areas to be protected, or their ecological and hydrologic functions; 11.3.3.2.5 a. "temporary and mitigatable impacts" to the natural heritage features where essential infrastructure and transportation is required should be permitted. There is no other way the Clair-Maltby will be able to be developed and meet the connected and walkability objectives.	No negative impact is the policy test established by the Province. Temporary impacts than can be appropriately mitigated are generally considered consistent with the 'no negative impact test'.
			11.3.3.2 Natural Heritage System 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. 11.3.3.2.8 What is the purpose of completing the "bathymetric survey of Halls Pond and Neumann's Pond"?	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			11.3.3.2 Natural Heritage System 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. Hummocky topography is being provided with the same ecological preservation criteria as is found for significant wetlands in the PPS. This is not appropriate.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.3.2 Natural Heritage System Significant Landform - 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. Will the City engineering department accept permeable pavers? They do not anywhere else in the City. Will the City residents pay to maintain this infrastructure in their taxes? 11.3.3.2.12 b., c. d., e. Support this wording "to the extent feasible."	The development application review process for CMSP will be amended to allow for the stormwater management strategy to be realized. Permeable pavers are listed as a potential LID BMP in the MESP.
			11.3.3.2 Natural Heritage System Significant Landform - 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: d. minimizes the use of retaining walls; g. decreases in density and height in the direction of the significant landform; 11.3.3.2.13 These should all include the words "to the extent feasible."	The City recognizes that there will be some challenges in the transition areas between the protected Significant Landform and the development areas. The draft policy already incorporated some flexibility to facilitate this process, while seeking to minimize the extent and intensity of grading and work within the natural contours to the extent feasible. Some additional refinements have been made to the policy to clarify the intent of providing some flexibility in this regard.
			11.3.3.2 Natural Heritage System -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. Should these be numbered 17, 18 and 19? Where is the Halls Pond Assessment, Appendix F of the MESP found? The management plan for Halls Pond should be paid for and prepared by the city and any works be a capital works project by the city.	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			11.3.4.1 Cultural Heritage - 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. Will all potential cultural heritage areas be treated consistently and be allowed to be developed?	The City plans to be consistent in how we conserve our cultural heritage resources based on the OP policies. Development may occur if proposals are proven to appropriately conserve built heritage resources and cultural heritage landscapes and that negative impacts are avoided or appropriately mitigated through the requirement of Cultural Heritage Resource Impact Assessments, Conservation Plans and designation bylaws under the Ontario Heritage Act
			11.3.4.1 Cultural Heritage - 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. We do not see the cultural heritage landscape at 2162 Gordon Street shown on Schedule B. Please add this to the schedule.	Noted. Schedule B has been updated to show the cultural heritage landscape.
			11.3.5.2 Energy - 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. 11.3.5.2.4 Green roof, roof top common amenity area, solar, roof water storage to provide pre to post infiltration targets, white roof. Which should be provided? They can't all be and they meet different objectives.	11.3.5.2.4 has been amended to reflect the suggested wording.
			11.3.5.3 Water and Wastewater Servicing - 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. Add the words "in accordance with the Ontario Building Code." Greywater reuse cannot be implemented where it is not OBC compliant.	The OBC has not been referenced in the policy as it is implied that the OBC applies.
			11.3.5.4 Stormwater - 2. Development will integrate innovative stormwater management, water conservation and other green infrastructure practices. Stormwater management capture areas will be designed as predominately dry multifunctional areas and will be co-located with neighbourhood parks and schools, where possible. This "where possible" wording should appear in other sections.	Noted.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.5.4 Stormwater - 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. Has the "significant" water infiltration of this area been tested and proven? Has is just been assumed? What are the soils in Clair Maltby? What is the current infiltration rate? Has the City completed permeameter testing in accordance with the City's Design Engineering Manual? Where is the geotechnical report completed for Clair-Maltby?	The characterization of the study area soils, included geotechnical background information, including BH and well data. Hydraulic conductivity testing was conducted in background studies. Monitoring wells were used to conduct Guelph permeameter tests as another measures of hydraulic conductivity. The subsoil data was used to parametrize the MIKE SHE model and integrate with the PCSWMM model, which is described in the CEIS and MESP. The MIKE SHE and PCSWMM models prepared for the MESP and CEIS studies are based on assumed imperviousness and topography, and must be updated by studies for development applications that use the design information. The integrated MIKEMODEL provides monthly estimates of recharge on a 30 m grid cell basis, such that recharge contribution from any areas can be assessed. The model represents the mapped soils and represents these in three-dimensions. Field testing included infiltration testing using Guelph Permeameter and Hydraulic Conductivity testing in monitoring wells. The spatially variable measured infiltration and hydraulic conductivity values were used in the models. Additional site-specific measurements will be required to support development applications.
			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. Parks, moraine ribbon and trails to be included within the required parkland dedication. Overdedication of Community Park will be purchased by the City at fair market value.	The City would acquire lands through parkland dedication and would pursue purchasing the remainder of land as needed in accordance policies in effect at the time of acquisition.
			11.3.7.2 Community Park 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. The Guelph Official Plan confirms that natural areas are permitted within a Community Park. 11.3.7.2 Community Park - 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. This is contrary to the Official Plan which permits natural areas within a Community Park. Please use consistent wording from the Guelph Official Plan.	The City's Official Plan allows for natural areas within a Community Park however only natural areas that are not part of the Natural Heritage System. The draft policies are consistent with the City's Official Plan.
			11.3.7.2 Community Park - 9. The Community Park will be connected to the surrounding area by multiple modes of transportation including public transit and active transportation modes. 11.3.7.1.9 Unfortunately the location chosen for the Community Park cannot meet these objectives. The location is isolated, is not on an actual collector road and is not conducive to be served by public transit.	The community park is proposed to be located on a proposed collector road which will be served by transit. Further, the proposed north/south active transportation route connects to the proposed community park location.
			11.3.7.2 Community 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. Community Park Management Plan should be prepared and paid for by the City. Make it a Development Charge item since it involves a number of properties contributing Open Space lands or abutting the Potential Community Park.	Policy language surrounding the Management Plan has been modified since the draft text clarifying the requirements of what is now referred to as lands management Plan (vs. management plan) and who is responsible. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			11.3.7.3 Neighbourhood Parks - 3. Neighbourhood Parks will be connected or combined with the Moraine Ribbon where feasible. Will the moraine ribbon be included as part of the parkland dedication where it is connected or combined with a park?	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The method of acquisition will also be based on the function of the space.
			11.3.7.3 Neighbourhood Parks - 4. Neighbourhood Parks will be colocated with school sites and stormwater management capture areas where feasible. 11.3.7.3.4 Schools and stormwater management areas should not be located next to each other as a policy. Stormwater management areas must be located at the low point of a property where school sites have different locational criteria. They should not be forced to locate together by policy.	The policy indicates that neighbourhood parks be co-located with schools and stormwater capture areas where feasible. The stormwater capture areas locations are based on mimicking existing topography and receiving drainage from development, therefore, locations may only be slightly adjusted from those indicated in the MESP and CEIS. Where feasible, schools may be co-located with the stormwater capture areas as there are land use synergies that occur from locating schools and stormwater capture areas next to each other. The locations of stormwater capture areas and schools may be slightly refined through the development process and with input from the school board.
			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. This term is not based on planning policy, law or science. It is not required as a buffer since the required buffer is already included and mapped within the designated natural heritage system. The moraine ribbon is not located where active transportation routes are needed. If it is not included as parkland dedication, it is a land taking not authorized by the Planning Act and taken without compensation.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The method of acquisition will also be based on the function of the space.
			11.3.7.4 Moraine Ribbon - 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. Why does the road widen where it abuts the natural heritage system? Won't this have a potentially greater impact to the Natural Heritage System?	This policy is noting that the moraine ribbon may not be required where the road abuts the NHS. This would remove the 12 (+/-) moraine ribbon and allow the road to abut the NHS buffer zone. As the moraine ribbon is *not* a buffer for the NHS, there would not be a greater impact.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.7.4 Moraine Ribbon - 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. What is envisioned as the Gordon Street multi-use overpass for humans and wildlife? This should be a DC item and a capital work project designed and constructed by the City.	The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other). If pursued upon completion of the feasibility study, the multi-use overpass would be a DC item and a capital project to be designed and constructed by the City.
			11.3.7.5 Trails - 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. Land taken by the City for trails should be accepted by the City as parkland dedication.	Trail acquisition will be based on parkland dedication bylaw and policies in effect at the time of acquisition. Currently, trails would not be acquired through parkland dedication.
			11.3.7.6 Open Space Colocation – Schools, Parks and Stormwater Management Capture Areas - 1. The City will encourage the colocation 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. 11.3.7.6.1 Not co-locating schools with the Community Park is consistent with the Official Plan and is supported.	Noted.
			11.3.7.6 Open Space Colocation – Schools, Parks and Stormwater Management Capture Areas - 3. Efforts to design stormwater management capture areas to enhance safety when in proximity to schools and neighbourhood parks will be encouraged. Stormwater management areas and schools should not be co-located. An obvious safety issue has been identified. What is a "stormwater management capture area"? How much land will be taken for this purpose?	The school board has been consulted on this matter. The SWCAs will be dry much of the time, and other safety features such as fencing or separations can be installed to mitigate safety concerns.
			11.3.7.6 Open Space Colocation – Schools, Parks and Stormwater Management Capture Areas - 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. In conformity with the Official Plan, natural areas and tree canopy should be included within the required parkland dedication.	The SWCAs primary function is stormwater management, and therefore they cannot be counted towards parkland dedication, regardless of the co-benefits realized.
			11.3.7.7 Open Space System Acquisition Strategy - 3. A variety of sources to fund the acquisition of parkland will be explored including, but not limited to: a. Community Benefits Charges Bylaw; 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). The cash-in-lieu of Parkland Dedication Reserve Fund should be listed as a revenue source to acquire parkland.	Agree - this has been modified in the secondary plan.
			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: e. the City shall increase the urban forest canopy coverage in parks and open space areas, where feasible and appropriate. If the City shall increase the urban forest canopy coverage in parks then existing treed areas should be accepted as parkland dedication. Especially the new "Natural Areas Overlay" (Schedule E) which are not part of the approved Natural Heritage System identified though OPA 42 in the current Official Plan.	Park acquisition would be based on parkland dedication bylaw and policies in effect at the time of acquisition. Currently, portions of the natural heritage system, including overlays, would not be acquired through parkland dedication.
			11.3.8.2 General Built Form and Urban Design Policies - See document for recommended wording change.	Amended wording included in policy language.
			11.3.8.2 General Built Form and Urban Design Policies - 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. This policy extends the City's authority beyond what is provided by the Planning Act and should be revised to remain within the powers provided to municipalities through the Planning Act.	The policy has been reviewed by legal staff and revised to the following: To ensure an attractive streetscape and maximize opportunities for passive energy efficiency/Net Zero Carbon, standards and guidelines may be developed to guide the development approvals process to address detailed building design aspects such as: massing; passive energy efficiency matters; siting; grading; elevation articulation; garage articulation; roof design, and sustainability. In addition, green infrastructure elements in design and streetscape should also be considered.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.8.6.5 Mixed-use - Townhouses should be permitted as an option to enhance the street frontage of apartment buildings.	The Mixed- use land use designation applies to only two limited areas of Clair-Maltby concentrated on the Gordon Street corridor which is the central spine of the community. One of these areas is identified as the "Urban Village Core". Other areas of the Gordon Street corridor permit free standing multi -residential buildings. The intent for development in these two Mixed – use areas is to create, through high quality urban and architectural design, a well-connected, pedestrian -oriented public realm. To achieve this objective, activities are required at grade which contribute to an active street life. Consequently, development is required to be "primarily non-residential at grade with a continuous built form edge". Only where such development is not viable due to factors such as topography, will exceptions be considered. In addition, while development is to be primarily mixed use, there is the potential for exceptions, such as a solely commercial building, but such uses will have to be carefully considered to ensure that they do not detract from the achievement of the objectives for the development of the Mixed-use areas. These exceptions would need to be justified through a site-specific Official Plan Amendment.
			11.3.8.6.11 Urban- Rural Transition - The underlying designations include Medium and High Density Residential that have minimum density requirements that conflict with this policy objective.	The Urban-Rural transition area is an overlay designation. Building height is limited to a maximum of 3 storeys for those portions of the property that are within 60m of the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way. Beyond this area, buildings can transition to the maximum permitted height in order to achieve the height and density permitted by the underlying designation. The Urban-Rural transition area is intended to provide an appropriate transition to the surrounding rural areas.
			11.3.9.2 Design Review - City staff already have the expertise to review development applications. Where they do not, a peer review consultant is retained and paid for by the developer. This has worked well and a design review committee is not required. The City already has urban design guidelines that work well. Guidelines allow flexibility to consider site specific circumstances. Architectural controls are not required when the City already has the ability to apply urban design guidelines through the Site Plan process.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			11.3.9.3 Special Studies and Future Initiatives - See document for proposed wording change.	The integrated water model will be a specific charge for development applications within this area, and will not be considered a DC. The Gordon Street overpass feasibility study will be undertaken as part of the Gordon Street EA. Agreed that 'catchment area' is the most appropriate term and that consistency is needed. 11.3.3.2.8 has been refined. To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			11.3.9.4 Phasing and Finance - 2 a. The Fiscal Impact Assessment and phasing plan is not yet available. We need to see this to be able to comment on this.	The Fiscal impact study was released on September 1, 2021 and is available on the project webpage: guelph.ca/Clair-Maltby
			11.3.9.4 Phasing and Finance - 3. The location of proposed transportation and linear infrastructure and other public facilities including roads, stormwater management capture areas and community infrastructure densified 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. How can the City impose this and how will it work?	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics. This approach has been used in neighbouring municipalities such as Milton (Boyne SPA, Derry Green Business Park SPA, Agerton/Trafalgar SPA), Markham (North Markham) and Brampton (Mt. Pleasant SPA). In terms of how the policy will be imposed, the City will likely have the requirements captured in the condition of draft plan approval and may include using a Holding Provision through the Zoning by-law.
28	GDHBA and GWDA	13-Sep-21	Although the population target for Clair Maltby is 15,515, the costs in this report have been based on a population of 25,000. This hugely overstates and distorts the costs associated with the development of the Clair-Maltby Secondary Plan area.	The water and wastewater services have been studied using the maximum population allowable within the density range, as well as a buffer for adjacent lands as directed by Council in June of 2018. This is aligned with best practices to design infrastructure as the lifecycle will span beyond the full build out of the development.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			The City is looking at funding the current D.C. debt of $26.15 million "in isolation" only from the Clair-Maltby area in this financial analysis. This is another overstatement of the cost to service the Clair-Maltby Secondary Plan area. The current D.C. debt should be shared with all development throughout the city including the Guelph Innovation District lands.	The City looked at CM in isolation as the scope of the study was to determine the servicing needs and fiscal impact of the Clair-Maltby area only. In 2023, the City will be undertaking a full DC background study and will incorporate growth and capital needs for the whole city. It is not possible to tell at this point whether a consolidated approach would increase or reduce the impact for Clair Maltby. For example, other areas of the City could have very high servicing costs that could increase the Clair Maltby DC rate if a City wide DC rate is used. An area specific DC is an option that will be reviewed as part of the full DC study in 2023.
			Watson recommends Development Charge front ending agreements to offset the upfront costs, but has not included the positive impact of these front-ending agreements in the financial analysis. Instead, an artificial upfront impact on taxpayers is shown. There should be an option included in the Fiscal Impact Assessment based on DC front ending agreements for comparison purposes.	The fiscal impact is the first step in understanding the costs associated with the CMSP. The FIA will be an input into the City-wide DC study, which will be initiated in 2023. At that time, the overall impact of various financing tools will be assessed.
			The Fiscal Impact Report states that the city will need to purchase 23 acres for parkland at market value, in addition to the 59 acres that will be conveyed to the city for free in accordance with Planning Act parkland by developers within the Clair-Maltby Secondary Plan area. What should be pointed out to Council is that the 23 acres required to be purchased at market value for parkland is the equivalent area of the Community Park. As has been stated previously, the proposed Community Park is a duplication of the existing South End Community Park already located to service this part of the city. If the second Community Park is removed from the Clair-Maltby Secondary Plan the city will not be obligated to purchase 23 acres of land at market value and the Clair-Maltby Secondary Plan area will continue to be adequately served by the existing South End Community Park.	The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for another Community Park to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
29	Hugh Whiteley	16-Sep-21	I have raised the issue of road crossings of the NHS requiring demonstration that no reasonable alternative exists with City staff in July 2020 and again in March 2021. I raised the issue again during an Open House on Mobility Aspects of Clair Maltby in June 2021. At the Open House the transportation team member, Emily Ecker, reported that the design team were recommending the Street A crossings of the NHS because if Street A did not continue across the NHS, it would be necessary "to provide extensive improvements to Gordon Street". The design team considered it a better option to route some through traffic between Clair Road and Maltby to Street A rather than making extensive improvements to Gordon Street. This response of the design team demonstrates that a reasonable alternative with no crossings of the NHS by Street A exists - improvements to Gordon Street. In the absence of demonstration that the NHS crossings of Street A are essential the proposed crossings contravene a central policy of the Official Plan – the Environment First approach – and should be removed from the Secondary Plan. I also note that in addition to crossings of the NHS by Street A Schedule C of the OPA shows crossings of the NHS by Streets D and F. I have not previously raised the issue of these crossings also requiring justification as being essential but do so now.	Proposed north-south collector west of Gordon Street (Street A) Regarding the crossing of the Natural Heritage System by proposed collector roads, it is intended that all essential transportation infrastructure, including the proposed collector roads shall be permitted to cross the Natural Heritage System subject to the outcomes of an Environmental Impact Study and/or an Environmental Assessment. These studies must demonstrate the following: 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. To determine whether a roadway is deemed as essential transportation infrastructure, as defined in the City's Official Plan, there must be a demonstrated need and it must be demonstrated that no other reasonable alternatives exist. The Master Environmental Servicing Plan looked at mobility and the transportation modelling undertaken indicates that a second north-south oriented street (with Gordon Street being the first north-south street) is required, and therefore essential, to connect to Clair Road to accommodate anticipated future traffic demands. The proposed north-south collector road west of Gordon Street fulfills this need. It is the objective of the City to provide transportation alternatives so as to reduce the need and incidence of people choosing a car to get around. The City has plans and policies to enhance the active transportation network, provide safe walking and cycling infrastructure, expand transit services to achieve greater transit mode

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Schedule C of the OPA for Clair Maltby shows six street crossings of the NHS (three on Street A, one on Street D and two on Street F). None of the street crossings of the NHS has been demonstrated as essential. Unless these street crossings can be demonstrated as essential with no reasonable alternative available that allows development these crossings must be removed from the Secondary Plan as the crossings are prohibited by the Official Plan. An additional reason for removing the three crossings of the NHS by Street A is that allowing the crossings converts the function of Street A to a through-traffic street which is contrary to the City's policy for residential collector streets.	Collector roads are a road which traffic movement and access have similar importance. Collector roads: 1. are intended to move low to moderate volumes of traffic within specific areas of the city and collect local traffic for distribution to the arterial or Provincial highway system. 2. are designed for moderate speed, having capacity for 2 to 4 lanes, usually undivided. 3. may control direct access to private property to avoid traffic hazards. 4. may permit on-street parking in instances where parking needs have been identified and can be safely accommodated in conjunction with abutting land uses. 5. have a desirable right-of-way width shall range from 23 meters to 26 meters with additional widths as required at intersections and to incorporate transit priority measures and on-street parking. The City's OP says the following about Collector Roads: "Collector roads are intended to move low to moderate volumes of traffic within specific areas of the city and collect local traffic for distribution to the arterial or Provincial highway system." In this instance, Street A is intended to collect local traffic from the CMSP area and distributes it north and south to arterial roads – so the role of Street A as a collector road is consistent with the 'existing City of Guelph traffic policy'. Also for information purposes, we have other examples of collector roads that are parallel to arterial road and connect to other arterials or are through roads including: • Imperial Road (parallels Elmira, connects Wellington to Paisley, Willow, Speedvale and Woodlawn) • Rickson Road (parallels Gordon and Edinburgh, connects Kortright to Edinburgh) • Metcalfe Street (parallels Stevenson Street, connects Speedvale, Eramosa) • Whitelaw Road (parallels Elmira, connects Fife and Paisley)
30	2021, 2187, 2093, 2143 Gordon St. (Altus Group FIA Comments)	1-Oct-21	Please provide details on the assumptions for using a forecast period for population and employment with a horizon of 2041, whereas the Secondary Plan uses a forecast period out to the year 2051. Is there additional population growth post-2041 that has not been accounted for in the FIS calculations?	No, population and employment was assumed to be fully built out as of 2041 for the purposes of the fiscal analysis.
			The Clair-Maltby Policy Directions: Framework for the Clair-Maltby Secondary Plan, Appendix D – Land Use Assumptions (May 2019), uses employment forecast of 626 jobs and a population forecast of 15,955 persons. However, the FIS estimates that the development of Clair-Maltby will lead to an increase in the City's employment base by 733 employees, over the forecast period. Please confirm the reason for the difference in the two employment projections.	Minor adjustments have made to the employment forecast set out in the Clair-Maltby Secondary Plan, Appendix D (2019) largely to account for employment associated with schools, which was not originally included in the employment forecast.
			The population forecast in the FIS is based on an increase of 15,615 persons, with an additional assumption regarding a maximum potential of 25,000 persons. The FIS notes that to reflect the "post period benefit" associated with the sizing of infrastructure will be deemed as "post-period benefit" in calculating DCs and capital funding responsibility: "Through the M.E.S.P., the preferred water storage solution includes an elevated storage reservoir as well as a 600mm transmission main. The costs for this infrastructure is anticipated to be funded through D.C.s, however, this infrastructure has been sized relative to the maximum population target in Clair-Maltby. As a result, the infrastructure is anticipated to be sized to accommodate a population of 26,200. As the population growth within Clair-Maltby has been forecasted based on the target forecast of 15,615, a portion of the costs would be deemed a post-period benefit for D.C. calculation purposes which may be recovered from future growth in excess of the target forecast." Has the ability of the infrastructure to be constructed for the Secondary Plan to accommodate an additional 9,365 persons (25,000 persons less 15,615 persons) also been accounted for in the FIS calculations as a future opportunity to continue to increase property tax revenues in the area beyond the initial 15,615 person build-out, while making more efficient use of infrastructure and minimizing associated incremental operating costs?	The FIA has been based on the above noted targets i.e. approximately 15,600 people. No further analysis was undertaken as to the potential to increase property taxes beyond the initial population.
			What PPU assumptions were made in converting housing units to population? Were the PPU assumptions from the City's 2018 DC Study used, or those from the City's recent Municipal Comprehensive Review (MCR) work (see table below) as being applicable for the Clair-Maltby Secondary Plan? See document for chart.	PPU assumptions are the same as what was used in the 2018 DC.
			The 2018 Development Charges Background Study for City of Guelph ("2018 DC Study"), Schedule 10c outlines the floor space per worker (FSW) assumptions of 450 square feet per job for Retail Commercial, whereas the FIS assumes an FSW Factor of 475 square feet per job. Is there any specific reason for the discrepancy in the assumption between the two documents?	The commercial FSW assumptions used in the City of Guelph 2018 DC Background Study represents a blended City-wide average for retail and office development, while the commercial FSW assumptions assumed for Clair-Maltby are specific to the Secondary Plan and are broken out between retail and commercial (office and other commercial).
			Table 3-1 in the report uses estimated average FSW Factor of 370 square feet per job for non-retail commercial uses, but the text in the report states that the assumption should be 450 square feet per job. Can you explain the reasoning behind this discrepancy?	There was an error in the verbiage used within the report. The correct FSW for non-retail commercial uses is 370, which has been assumed in the non-residential gross floor area analysis summarized in Table 3-1 of the 2021 Fiscal Impact Analysis Report and has been used for the calculations.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			The DC rates for wastewater for each dwelling type are double than that in the 2021 City of Guelph DC rates. Can you provide an explanation for the reasoning behind the increase in DC rates for wastewater, despite the most recent DC rates released by the City of Guelph in the 2021 DC Study?	The increased cost was based on most recent benchmark costing information received from Jacobs Engineering through their work on the Wastewater Treatment Master Plan. This latest information would not have been captured in the 2021 DC Update Study, but will be included in the upcoming full DC Background Study commencing in 2022.
			In Table C-10 of the report, property tax revenue for multi-residential unit growth is based on a property tax rate of 1.7237%. However, the City's property tax rate in 2020 for new multi-residential units (tax class NT) in Guelph is 0.989609%, same as the residential rate. Can you explain the source of the property tax rate for new multi-residential units used in the FIS?	The Multi-Residential tax rate was used for the analysis, not the NT rate. Source of rates is Schedule A from City's tax rate by-law.
			How were the assessment assumptions for residential units determined? Can the background data used to calculate the average assessment by unit type be shared? According to MPAC, and the reassessment done in January 2016, the average residential property in the City was assessed at $399,900, which includes all properties in the City regardless of age or housing type.1 For context, the average assessed value per unit in the FIS is $336,000 per unit. While the units in the Secondary Plan will be more oriented towards higher-density units, this is offset by the newer age of units in the Secondary Plan, and the time and general property appreciation since MPAC's last review (6 years in January 2022).	The information was provided by the City based on surveying the values for newer units being constructed within Guelph for the various unit types.
			The FIS states that the "assumed vacancy rate for new non-residential assessment within Clair-Maltby is 7%". Can details be provided regarding what this assumption was based upon? As the largest share of non-residential development in the Secondary Plan is Institutional, which is unlikely to have issues with vacancy (likely mostly comprised of schools, daycares, etc.), it implies that the Retail Space would have 12.5% vacancy, or 26,600 sf out of 212,000 sf of commercial space. Presuming that the bulk of the commercial GFA is population serving (grocery stores, pharmacy, etc.) and needed for day-to-day shopping to serve the anticipated population in the Secondary Plan, several of the stores are likely to be larger in format in nature, the vacancy assumption appears significantly overstated, if not unnecessary entirely.	The assumption was based on existing vacancy rates across the City in 2020.
			The anticipated cost of estimated 9.35 km of new collector roads is estimated to be $44.51 million in 2020 dollars, or $4.76 million per km. The MESP April 2020 Cost Estimate Memorandum shows unit cost of $3,340,300/km for 2-3 lanes Plus AT. Can you please provide a rationale for the cost increase for unit rates for these collector roads in the FIS when compared to the costs in the MESP?	The benchmark costing was provided by Wood, however their assumptions did not include engineering/planning/EAs (15%), Contingency (20%), City project management (5%), HST (1.76%).
			The costs associated with Collector Roads is allocated 100% to Local Service. However, the City's Local Service Policy from the 2018 DC Study does specify some instances in which Collector Roads would be DC eligible, including upgrades to existing collector roads and those not specifically required to provide direct access to development sites. The Local Service Policy states that: "The cost of the following items shall be direct developer responsibilities as a local service: ? All Local Roads, Collector Roads and laneways internal to a development; The costs of the following shall be payable through development charges: New Collector Roads external to a Development and not required to provide Direct Access; Upgrades to existing Arterial and Collector Roads external to a Development that are not required to provide Direct Access;"	All roads are associated with growth within Clair-Maltby and have been allocated as a local service. Any refinements may have to be considered as part of the next D.C. update.
			Compared to the projects in the City's 2018 DC Study, the FIS includes several additional arterial road upgrades and expansions. Should the DC rates for roads be revised to incorporate anticipated additional capital costs associated with some of the missing works, such as: a. Maltby Road from Gordon St. to Westerly; b. Clair Road from Beaver Meadows/Dallan to Victoria c. Maltby Rd. – Hanlon to Crawley Rd. See table in document.	The 2018 D.C. study did not embrace the growth for Clair-Maltby. These works will have to be added in the next DC update.
			There are discrepancies in the cost estimates for the projects identified both in the FIS and the 2018 DC Study – we would like to understand the reason for the differences in projects and cost estimates: a. Maltby Road: Gordon St. to Victoria Rd – Estimated capital cost in the FIS is $9.8 million whereas the DC Background Study has an estimated cost of $3.038 million. b. Victoria Rd. Urbanization – FIS includes an estimated cost of $10.96 million, whereas the DC Study includes an estimated cost of $3.774 million. c. Gordon St. – Clair Rd. to Maltby Rd. – FIS includes a cost estimate of $11.05 million, whereas the DC Study includes a cost estimate of $5.3 million.	Based on updated benchmarking information that we had received, the above projects have been updated.
			The cost for 11 traffic signals in the FIS is shown as $2.16 million in the FIS. However, the MESP shows the cost of 11 traffic signals as $1,519,100. What is the basis for the cost difference in the FIS compared to the cost in the MESP?	Similar to the response for question 11, Initial costs provided in the MESP did not include all additional contingencies and engineering costs.
			The FIS assumes 13 planned improvements to existing intersections at a cost of $3.06 million. The MESP shows 9 planned improvements for a cost of $165,000 per intersection, with a total cost of $1.5 million. What is the basis for the cost increase, and the increase in the number of improvements (9 vs. 13)?	The language in the FIS includes 11 new signalized intersections and improvements to 2 existing signalized intersections. The costs have been cross checked and the same amount of infrastructure has been costed in the MESP and carried through in the FIS.
			The FIS shows an anticipated cost of $20.29 million for new bridges and culverts along new collectors, whereas the MESP shows a cost of $14.2 million for four new structures along new collector roads at a unit cost of $3.56 million. What is the reason for the cost increase between the MESP and the FIS?	Similar to prior responses, initial costs provided in the MESP did not include all additional contingencies and engineering costs.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			The anticipated cost of the capital project for NHS Overpass.is estimated to be $3 million in the FIS, whereas the MESP shows the cost of the multiuse overpass on Gordon Street to be approximately $2.2 million. What is the basis for this cost increase?	Similar to prior responses, initial costs provided in the MESP did not include all additional contingencies and engineering costs.
			The 2018 DC Study only includes three projects for wastewater collection, whereas the FIS uses more than 3 projects (Table 5-1B). Is there any reason for the additional projects and associated costs? See table in document.	The 2018 D.C. study did not embrace the growth for Clair-Maltby. The MESP study has provided a much greater level of detail and therefore analysis of servicing requirements. These works will have to be added in the next DC update.
			The FIS incorporates capital costs for wastewater treatment of $83.87 million, to be funded through DCs in the FIS. The FIS notes that the cost of wastewater treatment are estimated to be three-times what was originally anticipated. We would like to understand the reason for the significant cost increase for wastewater treatment.	The information used to calculate the wastewater treatment requirements in the FIS has been provided through the current Wastewater Treatment and Biosolids Master Plan. Previous information included treatment capacities and city-wide requirements from the last Wastewater Treatment MP (2009) or the 2018 DC Update Study. The information used in the FIA is the most accurate information available at this time to assess the treatment costs for CMSP.
			Why are the estimated operating expenditures for water supply/treatment and wastewater treatment on Table C-3B done on a per capita / employee basis? These estimates may be more accurately estimated by estimating the operating costs per cubic meter of water/wastewater used in the City, and using assumptions for water usage / wastewater demand on a litres / capita / day (L/c/d) basis for residential and a similar assumption for non-residential uses.	Within the analysis, the above approach was considered, however given the amount of high- and medium-density development within this area (83% of all units), it is difficult to distinguish how many high- and medium-density units would be associated with one residential meter. Hence, the cost per capita and per employee was selected as a more representative approach.
			Similarly, the operating costs for water supply and wastewater treatment should be allocated more fairly to the residential and non-residential sectors based on anticipated proportionate usage, not by persons and jobs forecast to be accommodated in the Secondary Plan.	See response provided above.
			Page 6-2 of the FIS report states that: It is noted that certain water and wastewater infrastructure has been sized to accommodate the maximum potential population. The lifecycle costs presented here are inclusive of the full long-term costs of this infrastructure. Should development that would require this infrastructure not materialize, these lifecycle costs may provide somewhat of an upward pressure on existing ratepayers. Can a list of the works that have been oversized for growth beyond 2041 to accommodate the maximum population be provided, as well as the estimated oversizing costs?	All of the water and wastewater servicing infrastructure in CMSP have been designed to support the maximum population that the land use densities could permit. This includes the elevated storage, transmission watermains, pump stations and trunk sewers.
			The report finds that "to mitigate the impacts these debt requirements have on the City's finances, the City should consider alternatives such as developer early payment/front-ending agreements…", based on the finding that: Based on the review provided herein, the capital spending program required for Clair-Maltby will utilize approximately 20% of the City's debt capacity based on a comparison to today (i.e. 4-5% of the 25% maximum limit). The City will need to consider this in light of its capital program and anticipated debt financing for works required outside of Clair-Maltby. If debt financing requirements are significant in other areas, the City may need to limit capital spending in other areas to avoid exceeding Provincial debt limits. Based on tables in Section 5 of the FIS showing the projected debt charges from 2023 to 2041, annual debt charges associated with CMSP works generally increase, until reaching a high of $19.4 million in 2035, and declining to $14.2 million in 2041. See table in document. However, according to City financial data reported to MMAH via Financial Information Returns (FIR), the City as of 2020 had annual debt charges of $17.4 million or 4.9% of net revenues, well below the Provincial Guideline of 25%, and similar to the projected future levels during the build-out of the Secondary Plan. Based on FIR data, the City's future debt charges on existing debt are forecast to decline over time, with approximately $10 million per year over the 2026-2031 period, and only $21 million remaining to be funded post-2031. Therefore, the debt charges associated with CMSP will effectively replace existing debt charges the City is already paying. Total debt charges, including future charges on existing debt, and CMSP debt charges reach a high of $23.5 million in 2031 (including both growth and non-growth shares), only 35% higher than in 2020. Assuming that net revenues increase by 2% per year (the average over the 2009-2020 period was 4.2%), the debt charge ratio, after increasing to a maximum of nearly 5.4% in 2031, would decline to 2.7% in 2041, lower than the City's 2020 debt ratio. See table in document. Notwithstanding the outcome of the various questions raised regarding the assumptions, inputs and costs in the FIS, even based on the FIS as currently stands, the development of the CMSP would not appear to have any negative effects on the City's ability to afford annual debt charges.	The financial impact of the Clair-Maltby area was done on an isolated basis and hence identified the financing needs associated with the infrastructure required to support it. Based on discussions with staff, there will be sizable investments in the future to support development in other areas of the City along with significant investments in asset management replacements. This will be studied on a city-wide scale in the upcoming DC Background Study, capital budget, and master plan studies.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Page 6-6 of the FIS finds that the implications of growth in the Secondary Plan are that the annual tax rate increase is 0.80%, with the increase in the first 10 years being 2.4%: …the tax implications of growth in Clair-Maltby provides for an average annual tax rate increase in the 0.80% range, with the increase over the first 10 years at an average of 2.4%. It is noted that there are year-over-year fluctuations in the tax-rates Can the FIS be amended to incorporate a scenario that does include the front-end financing of infrastructure by the proponents so that the fiscal impact of front-ending can be known? If the average property tax rate increase due to Secondary Plan growth without front-ending is 0.8% per year, what is the goal of the front-end financing in terms of future property tax revenue growth?	The FIA is intended to provide information to City staff and stakeholders about the high level order of magnitude impact. As the financing tools are still under consideration, the FIA will not be re-run to analyze various scenarios. The FIA analyses will be inputs to the City's capital budget process and also in the 2023 DC Background Study, which will look at funding strategies in the context of the entire City.
			Section 7.5 of the FIS sets out the study's "general conclusions" and states that: … it may be necessary to adjust the capital program and/or slow down the pace of growth to allow the City to grow in a fiscally sustainable manner. Slowing the rate of development may assist in further reducing financial risk. (page 7-3) Contrary to this conclusion, the FIS also states that the tax rate increases from the development of the Secondary Plan are in line with inflation, and that the additional assessment actually pushes the tax rate increases to less than the rate of inflation by 2041: By the end of the forecast the tax rate increases are in line with inflation, however, between 2031 and 2034, development of Clair-Maltby provides upward pressure on the tax rates as it is generating more expenditures than revenue. In the remainder of the forecast, the opposite occurs as a result of additional tax revenues from development of Clair-Maltby. The additional assessment is assisting in keeping the tax rate increases lower than inflation by the end of the forecast period. It is completely contradictory as on one hand the report says that "slowing the rate of development" will assist in reducing financial risk, but also concludes the fiscal impact analysis by saying that additional assessment is necessary to assist in "keeping the tax rate increases lower than inflation" at the end of the forecast period, and that generally the 'tax rate increases are in line with inflation". If the future growth is shown to have little to no impact on tax rates in the City and tax rate increases by 2041 are lower than the rate of inflation, how would slowing the rate of development help the City's finances? If anything, the FIS shows that the development of the Secondary Plan will in the medium-term (post-2035) contribute a positive fiscal impact to the City's finances and help reduce property tax rate increases to below inflation. Alternatively, the City could use this 'room' and keep property tax rate increases at inflation and expand municipal services due to the fiscal surplus that the Secondary Plan appears to generate from 2035 onwards.	The comment is to identify the sizable amount of capital investment that is required in the early part of the forecast. It is acknowledged that by the time we reach the end of the twenty years, the financial position is reasonable, however, it is in the early part of the forecast that the City is exposed to the highest financial risk.
30	331 Clair Road	16-Sep-21	While we do acknowledge that our client has been involved in the Municipal Comprehensive Review, including the recent virtual Town Hall meeting that looked at growth options for Rolling Hills, we want to once again take this opportunity to reiterate to Council that 331 Clair Road and Rolling Hills ought to have been included in the CMSP. The exclusion of 331 Clair Road and Rolling Hills from the CMSP is not consistent with the Official Plan and was done without any planning justification. We once again emphasize the importance of the inclusion of 331 Clair Road and Rolling Hills to ensure that land use compatibility, traffic issues, and servicing considerations, be reviewed in a comprehensive manner rather than on a piecemeal basis. We understand that on September 22, 2021, there is a Statutory Public Meeting for the CMSP Proposed Official Plan Amendment 2021–265. While we appreciate that no decision is being made at this meeting and that no decision is expected on the CMSP Proposed Official Plan Amendment until 2022, we want our ongoing concerns brought to Council's attention once again. We also take this opportunity to request that we be provided notice of the decision on the CMSP Official Plan Amendment once that takes place.	Noted. The lands outside of the CMSP have been studied as part of the MCR (Shaping Guelph).
31	1912 Gordon St. (GSP Group)	16-Sep-21	11.3.2.1.1/pg.5 Managing Growth in Clair-Maltby: Use more flexible language to allow flexibility to determine best options for servicing for infrastructure along the Gordon Street corridor. Locate pumping stations in the Gordon Street corridor to ensure development can proceed in an efficient, cost effective and timely manner.	The pump station has been relocated in the final MESP.
			11.3.2.1.3/pg.5 Managing Growth in Clair-Maltby: Request a detailed overall land budget that demonstrates how the target population of 16,300 people and 1,250 jobs will be accommodated within the secondary plan including a breakdown by unit types and density to confirm how growth and population targets will be met including how this meets a market-based housing mix.	The land use budget is available on the project webpage: guelph.ca/Clair-Maltby
			11.3.2.2.2/pg. 6 Open Space System: These ponds will significantly impact on development area and to achieve overall residential densities. What is the proposed land area for the storm ponds? What is the intent for using ponds for "recreational purposes"? Further, given the potential size and use of these ponds will they be counted toward parkland dedication? Is there flexibility in location of stormwater ponds?	The area for each of the SWCAs is included in Table 3.3.11 in the MESP. The passive recreational purposes could include grass play fields, etc. As the primary function of the SWCAs will be stormwater management, they will not be counted towards parkland dedication. The exact location of the SWCAs (not ponds) may be refined through development applications when imperviousness and topography are known, however the general placement will remain as in the MESP to replicate current infiltration rates/locations.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.2.2/pg.7 Gordon Street Corridor: Which of these objectives takes priority over the other as not all may be able to be achieved or be practical? What is meant by c. development designed to accommodate areas of significant topography?	The objectives are to be considered as part of the evaluation of specific development applications, together with the more detailed policies, and the appropriate balance established with respect to each site. In particular, it is recognized that there are some lands where there are significant topographical challenges. These may mean, for instance, that it is not possible to achieve non-residential uses at grade. The adjustments to the topography is to be minimized, and therefore the development may not flatten areas in order to develop. The proposed development will need to consider designing around the existing topography.
			11.3.2.2.5/pg. 7 Urban Village Core: The urban square should be publicly owned and counted toward parkland dedication or purchased by the City at fair market value based on high density residential or mixed land use designation. There should be flexibility in determining "main street" road connection and crossing of Gordon Street to ensure one-sided roads are not created. We are not in support of two east/west collector roads through 2021/2093 Gordon. We would propose one east/west collector road (with future local streets) that is able to have development on both sides to form a true main street (not single loaded road as proposed).	If the urban square is to be publicly owned, the method of acquisition will based on the function of the space. The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing.
			11.3.3.1.7/pg. 9 Water Resource Systems: We support this policy to protect the environment but it must be balanced against minimizing road and trail grades. By placing trails and roads along natural heritage areas and landforms this will not be achievable.	11.3.3.1.7 is regarding salt management. Management measures are to be applied based on site-specific conditions and are expected to vary throughout the Clair-Maltby area.
			11.3.3.1/pg. 13 Significant Landform: Double-side roads should be encouraged to ensure efficient design and use of infrastructure. Generally, wording of the policy should allow flexibility during subdivision design.	Double-sided roads have been placed where possible, considering NHS crossings, topography, and spacing between intersections. Feature-specific policy prohibits essential transportation infrastructure within some Significant Natural Area and Natural Area features and/or their buffers. The alignment of the street network corresponds with where essential transportation infrastructure is permitted. The Significant Landform (SL) policies in the current Official Plan, as approved at the OMB as part of OPA 42, seek to balance protection of the SL and accommodation of essential infrastructure and water services. The current Official Plan policies in 4.1.3.8 already make allowances for the following within Significant Landform, with some criteria to help ensure maintenance of key SL functions: essential linear infrastructure and their normal maintenance; essential transportation infrastructure and its normal maintenance; municipal water supply wells, underground water supply storage and associated small scale structures and essential stormwater outlets. The draft Secondary Plan policies were intended to reinforce the need for balance between SL protection and accommodating both development and essential infrastructure and build on the Official Plan direction with some supplemental guidance for how this balance can be achieved for infrastructure including trails and Active Transportation routes. It is understood that this may be challenging, particularly in some of the more hummocky areas of the CMSP, which is why language like "to the extent feasible" has been included in the policies. The City looks forward to working with proponents to come up with creative site-specific solutions that find an appropriate balance.
			11.3.4.1.2/pg. 14 Cultural Heritage: The reference to 2167 Gordon Street is incorrect should reference 2187 Gordon. Will all potential cultural heritage properties be treated consistently and be allowed to develop?	The reference has been corrected to be 2187 Gordon Street. The City plans to be consistent in how we conserve our cultural heritage resources based on the OP policies. Development may occur if proposals are proven to appropriately conserve built heritage resources and cultural heritage landscapes and that negative impacts are avoided or appropriately mitigated through the requirement of Cultural Heritage Resource Impact Assessments, Conservation Plans and designation bylaws under the Ontario Heritage Act.
			11.3.4.1.4/pg. 14 Cultural Heritage: Concern about retaining a barn within a future development area given the size and potential re-use of a large agricultural structure. House retention is sometimes also not practical given location within a development and to achieve other objectives/goals e.g. high density.	Noted.
			11.3.4.1.9/pg. 15 Cultural Heritage: The cultural heritage landscape is not shown on Schedule B.	Schedule B has been updated to show the cultural heritage landscape.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.6.1/pg. 18 General Mobility Policies: Road cross-sections too large and do not promote efficient use of land. Further review and consideration would be appreciated. The development of larger than required road cross-sections does not support the direction of policies Energy, Water, Wastewater and Stormwater Management policies under Section 11.3.5.	The cross sections have been minimized based on extensive ROW stakeholder engagement and workshopping. The cross sections include spaceproofing for green infrastructure elements, active transportation, and quality transit network routes as per the policies in 11.3.5.
			11.3.6.1.4/pg. 18 General Mobility Policies: We support development of a modified grid road system. Please provide clarification as to the intent of this policy to "discourage service roads" which could assist in supporting grid system.	The modified grid of collector streets are intended to support the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities or all road users, and redundancy in the road network to accommodate planned development. The text in SPA 11.3.6.1 and 11.3.8.5 will be modified to align better with the language from the OPA: "Window Roads will be discouraged as per Official Plan Policy 8.2.6, but may be considered subject to detailed review by the City".
			11.3.6.1.8/pg. 19 General Mobility Policies: We note wording "wherever possible", but in certain cases this may be difficult to achieve in order to efficiently and effectively service or construct roads.	The policies are in place to protect / maintain the topography of the moraine to the maximum extent possible. During development applications, accessibility standards and engineering principles will be considered when reviewing the internal road design.
			11.3.6.3.4/pg. 21 Transit Hub: Please provide clarification as to reasons for chosen location and the size and extent of area.	Information about the size of the Transit Hub can be found on page 266 of the MESP.
			11.3.7.1/pg. 26 Open Space System: We do not support the inclusion of the Moraine Ribbon in the Secondary Plan. 11.3.7.4.1/7/pg. 28 Moraine Ribbon: Moraine Ribbon is not required for protection of natural heritage system as buffers already included and does not support active transportation as it is often longer route around the outside of natural heritage areas. Term is also not based on planning policy, law or science. We do not believe this overpass is required and crossings should be at street intersections on Gordon.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an environmental impact study or environmental assessment has demonstrated that there will be no negative impacts on the protect natural heritage features and areas or their associated ecological functions. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan. The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			11.3.7.4.10/pg. 29 Moraine Ribbon: We are not aware of any natural heritage science, trails requirements, or other guidelines that would require a 12 meter width for the moraine ribbon feature. Can you please provide an explanation and also indicate why it says "approximately" 12 meters.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The width of the Moraine Ribbon may vary depending on adjacent lands and whether or not a trail can be accommodated within the Natural Heritage System. Please also note that the current Official Plan policies allow for trails to be contemplated within the NHS but only where an EIS can demonstrate no negative impacts to the features and functions being protected within the NHS (Policy 11.3.7.4.6). If a trail cannot be accommodated within the Natural Heritage System, it is anticipated that the required Moraine Ribbon width would be 12 m.
			11.3.7.5.3/pg. 29 Trails: Lands taken by City for trails should be accepted as parkland dedication.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			11.3.8.3.1.c/pg. 34 Gordon Street Corridor Built and Urban Design Policies: Direct access points are necessary to support development of the high density corridor along Gordon Street.	The intent of this policy directs traffic along local roads to collector roads and then onto Gordon Street. Limited access provides for safe flow along Gordon for all right of way users. Right in, right out connections may be considered.
			11.3.8.3/pg. 35 Gordon Street Corridor Built and Urban Design Policies: We note the maximum heights on Schedule D for the Gordon Street Corridor and also Clair-Maltby High Density Residential (Section 11.3.8.6.4) and Mixed-Use designations (Section 11.3.8.6.5). We would appreciate further consideration and discussion of whether a maximum height is the best way to achieve urban form or alternatively just to use Floor Space Index (FSI).	Height and density are both key components of urban form which need to be considered in evaluating development proposals. The Secondary Plan, similar to the Official Plan, should continue to provide guidance with respect to both metrics as one component of the policy framework providing the basis for evaluation of proposed development.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			11.3.8.4/pg. 36 Urban Village Core and Built Form and Urban Design Policies: We note the "Main Street" on the west side of Gordon is abuts the natural heritage system and creates a "one-sided" street. We suggest flexibility in location of this street connection to Gordon to create a true and functional Main Street. Also see comments under 11.3.2.2.5	The introduction of two east-west oriented collector streets in the central portion of the Secondary Plan area supports the plan's transportation objectives of creating a fine-grain, robust street network to support active transportation modes and transit service provision. The network is intended to provide frequent routing opportunities for all road users, and redundancy in the road network to accommodate the planned high-density node. Key in this regard is providing a modified grid of collector streets that allow for frequent occurrence of active transportation infrastructure connecting to key origins and destinations within the high-density node. The inclusion of two collector roads within the high-density central node are intended to provide access to local streets within the area road hierarchy, but also accommodate development access directly. The collector street network provides opportunities for linkages to Gordon Street (an arterial road) and roadway hierarchy transitions between local streets and Gordon Street. The collector streets also provide additional vehicle capacity and routing opportunities for motorists within the high-density central node and improved traffic operations. The inclusion of two collector streets within the central node, as proposed, results in reduced vehicle delay – particularly for left-turn movements to / from Gordon Street, and reduces left-turn queue lengths allowing for shorter separate left-turn storage lanes and associated tapers, and therefore narrow roadways. Collector street intersections with Gordon Street inherently provide opportunities for traffic signal control and associated controlled pedestrian and cycling crossing opportunities of Gordon Street. Additional east-west collector streets provide additional east-west connectivity for those using active transportation modes. Redundancy of collector road access, particularly east of Gordon Street within the central high-density node area, provides additional opportunities for emergency vehicle access and provides opportunities for local transit routing and servicing. The exact alignment of each road will be reviewed during subsequent planning applications. There is minor flexibility of the exact location pending topography and utility design, however the intention of the CMSP Policies and Schedules must be met.
			11.3.8.6.5/pg. 39 Mixed-use: Townhouses should also be permitted to provide options for development. Free-standing uses should also be permitted to provide flexibility subject to meeting the overall land use intent,	The Mixed- use land use designation applies to only two limited areas of Clair-Maltby concentrated on the Gordon Street corridor which is the central spine of the community. One of these areas is identified as the "Urban Village Core". Other areas of the Gordon Street corridor permit free standing multi -residential buildings. The intent for development in these two Mixed – use areas is to create, through high quality urban and architectural design, a well-connected, pedestrian -oriented public realm. To achieve this objective, activities are required at grade which contribute to an active street life. Consequently, development is required to be "primarily non-residential at grade with a continuous built form edge". Only where such development is not viable due to factors such as topography, will exceptions be considered. In addition, while development is to be primarily mixed use, there is the potential for exceptions, such as a solely commercial building, but such uses will have to be carefully considered to ensure that they do not detract from the achievement of the objectives for the development of the Mixed-use areas. These exceptions would need to be justified through a site-specific Official Plan Amendment.
			11.3.9.2/pg. 42 Design Review: A design review committee is not required based on in-house City staff expertise and urban design guidelines to guide development. Architectural controls are not required to achieve overall design intent. Site plan approval is also available for large developments.	Noted - the policy says that a design review committee may be established but does not require that one be established (11.3.9.2.1).
			11.3.9.3 Special Studies and Future Initiatives: As noted under Section 11.3.7.4 of our comments above, we do not believe this overpass is required and crossings should be at street intersections on Gordon.	The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			11.3.9.4/pg. 44 Phasing and Finance: We are concerned with wording that states that "development shall only be permitted to proceed when:" a., b., c., and d." are satisfied. We believe this may be problematic to satisfy all of these requirements and request City further re-consider this policy to allow these items to guide development, rather than mandate their completion before development can proceed.	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics.
			11.3.9.3/pg. 44 Phasing and Finance: How can the City impose this and how will it work?	The approval of future development applications cannot be contemplated until the intent of this policy is met. A landowner group must be formed and it will be up to that group to agree on how costs are collectively shared and based on what metrics. This approach has been used in neighbouring municipalities such as Milton (Boyne SPA, Derry Green Business Park SPA, Agerton/Trafalgar SPA), Markham (North Markham) and Brampton (Mt. Pleasant SPA). In terms of how the policy will be imposed, the City will likely have the requirements captured in the condition of draft plan approval and may include using a Holding Provision through the Zoning by-law.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
33	1912 Gordon St.	31-Aug-21	pg. 10 11.3.3.2. - As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			pg. 10 11.3.3.2.4 - Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			pg. 12 & 13 11.3.3.2.13: The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles. Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context.	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			pg. 13 11.3.3.2.15: NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.
			pg. 28-29 11.3.7.4: The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc. Item 7 identifies that both humans and wildlife will utilize the Gordon Street overpass. It should be noted that very little wildlife was observed crossing Gordon Street during wildlife movement studies on adjacent properties. Landowners and consultants should have the opportunity to comment on the proposed design of this overpass.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an environmental impact study or environmental assessment has demonstrated that there will be no negative impacts on the protect natural heritage features and areas or their associated ecological functions. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan. The Gordon Street multi-use overpass has been included in the Secondary Plan to contribute to the active-transportation focused, connected, healthy, and environmentally friendly vision of the SPA. The Gordon Street overpass will require a feasibility study at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass and to confirm the intent and the design concept for the connection. Community engagement will occur as part of the project. Note that Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other). t the policy indicates that such a crossing will be explored as part of an EA, which will require both public engagement and consideration of feasibility. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other).
			pg. 43 11.3.9.3.2: Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. More detail is required regarding the purpose, scope, monitoring methodologies and frequency. Landowners and consultants should have an opportunity to comment on the proposed monitoring program. The monitoring program should be site-specific and should not be a secondary plan-wide undertaking involving cost sharing, as there is potential for certain landowners to have to pay for monitoring that is not occurring on or specific to their property.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Maps NH-11, NH-14A, NH-14B: A small lobe of Significant Natural Area shows up on Map NH-11 as part of the Refined NHS along the south side of the property boundary near the Linkage on 1968/1992 Gordon Street. This lobe extends east from the Significant Woodland. This appears to be a mapping error as the land under the lobe is farm field. There does not appear to be a source shown on the previous maps to indicate why this area was added to the Significant Natural Area of the Refined NHS. This lobe is shown on maps NH-11, NH-14A and NH-14B.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process. In our re-examination of the 1968-1992 NHS mapping, the refinements made to the NHS in the location specified appear to be consistent with this approach. Please refer to CEIS Map NH-6 Refined City Wetlands Mapping. The feature underlying the lobe is a portion of the 30 m minimum buffer applied to a Provincially Significant Wetland, whose boundaries were refined based on ELC field verification completed as part of the CMSP CEIS process. Notably, the extent of the PSW may still be further reviewed and refined with the GRCA as part of a site-specific application process.
			Maps NH-9 and NH-10 - Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
34	344 and 376 Maltby Rd (Astrid Clos on behalf of Timberworks Custom Homes)	14-Sep-21	With respect to the moraine ribbon shown in the Draft Clair-Maltby mapping, this feature is neither a required environmental element since the Natural Heritage System features and buffers are already identified and protected within the current Official Plan designation, nor is it clearly parkland dedication in the draft secondary plan policies. The moraine ribbon may be included as trails and parkland and if this is the case it should be included in the required parkland dedication requirement and be clearly articulated in the policies. Unfortunately, the moraine ribbon is not located where there are pedestrian and cycling desire lines of travel. The moraine ribbon proposal will result in land needed to provide housing and other uses within the urban area not being available. Approximately 46% of the Clair-Maltby secondary plan area is protected as part of the Natural Heritage System. In addition, there will be schools, parks, stormwater management areas and newly proposed stormwater management overflow areas, and roads which will all reduce the land available for housing and other urban land uses. The moraine ribbon should not be included within the secondary plan. Instead, there should be a policy to accept a percentage of the trail connections as part of the required parkland dedication received by the City.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City.
			The need for the proposed north south collector road which would proceed to run north through the Rolling Hills neighbourhood (now removed from the Clair-Maltby Secondary Plan Area) is questioned. A collector road is not required in this location since it will not connect Clair Road and Maltby Road. A local road is more appropriate in this location	The goal of "interconnected and woven street network" recommends that this connection be considered in long-range planning, should the opportunity for a connection arise. This reduces trip distances, efficiency, and makes active transportation more viable. As the Clair-Maltby Secondary Plan is not planning for development within the Rolling Hills area, this connection will be removed from the Mobility Schedule and protected by way of policies within the Secondary Plan to ensure a future-ready approach and allowing for the size of the road to be determined through the draft plan of subdivision process when these lands are being developed.
			The Clair-Maltby Secondary Plan and policies have identified the objective of locating Neighbourhood Parks next to Stormwater Capture Areas. This has been consistently applied with the exception of this location. This portion of the Clair-Maltby Secondary Plan is a small isolated area which would not contribute adequately to the need for a Neighbourhood Park. Given the configuration of the natural heritage system in this area much of the land proposed to be designated as Low Density Greenfield Residential will be challenging to access and service to provide housing. The proposed Urban-Rural Transition Zone along Maltby Road further reduces the potential to provide housing within this area. A Neighbourhood Park should, therefore, not be identified within this area.	There is sufficient density and units proposed in this area to warrant a neighbourhood park at this location.
			The Urban-Rural Transition Zone which proposes to restrict building heights to 3 storeys should be considered in the context of the land use designations within the abutting Township of Puslinch. Where there are Recreational Lands (golf course) or Greenlands and Core Greenlands designations within the Township of Puslinch, the Urban-Rural Transition should not be required. This will provide opportunities for higher residential densities to be designated abutting Maltby Road and Victoria Road South within the Clair-Maltby Secondary Plan.	The Urban-Rural transition area is an overlay designation. Building height is limited to a maximum of 3 storeys for those portions of the property that are within 60m of the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way. Beyond this area, buildings can transition to the maximum permitted height in order to achieve the height and density permitted by the underlying designation. The Urban-Rural transition area is intended to provide an appropriate transition to the surrounding rural areas.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Landowners were advised by the City that OPA No. 42 needed to be completed prior to the Clair-Maltby Secondary Plan to ensure that the natural heritage system was in place prior to the secondary plan process commencing. The Comprehensive Environmental Impact Study for the Clair-Maltby Secondary Plan (see excerpt provided) now proposes to include additional Significant Natural Areas. I understand that the technical work required has not been completed to justify the inclusion of these new lands into the natural heritage system. These new "Natural Heritage System Refinements" additions should be removed from the Clair-Maltby Secondary Plan mapping and instead the future Environmental Impact Studies prepared in support of the future planning application should evaluate these areas. (see schedule image from letter)	Identification and refinement of the Natural Heritage System in Guelph, as in most municipalities, is something of an iterative process. In Guelph, significant features and NHS components were broadly identified at the City-wide scale (i.e., OPA 42), were then refined at the Secondary Plan scale for the CMSP area and will undergo one more round of refinement / confirmation at the site-specific scale (through an EA or EIS). The CMSP study started in spring 2016 and has included building on the data and analyses completed to inform OPA 42 with additional desktop analyses and field work (including vegetation surveys, wildlife surveys, water quantity and quality sampling and groundwater monitoring) where public access or permission to private lands was provided. The details of this additional work are documented in the annual monitoring reports for 2016, 2017, 2018 and 2019 which are all available on the City's website. There will still be an opportunity for landowners to have the NHS identified on their properties reviewed, assessed and refined, where appropriate, as part of a site-specific EIS.
35	312 Maltby Road West, Twp Puslinch	Paul Rice	First, how does the City propose to widen Maltby Road West either on the north or south side of the existing road without attendant significant environmental damage? No environmental assessment can justify such destruction and it is not permitted under the PPS. Either the City and Province is serious about environmental protection or it is not.	Modifications to Maltby Road are not proposed until Phase 4 of implementing the Clair-Maltby Secondary Plan. Based on the current information, we estimate that Phase 4 will begin approximately 10 years after the secondary plan is fully approved. Environmental work will have to be undertaken to inform any design concepts for the road upgrades.
			Second, how does the City propose to acquire some of our lands for road widening? We have no intention of 'developing' our property and in fact I doubt that it is possible given the environmental constraints. We have no plans to 'dedicate' a portion of our property to the City, and our property is beyond the City's jurisdiction.	Once preliminary design concepts for the modifications to Maltby Road are developed it will be determined how any land will be acquired.
			Now, the City is proposing to widen Maltby Road West and I question why? Once the County Road 34 intersection is replaced in another three or four years, the Province is going to close the Maltby Road West access to Highway 6. Back when the Crawley Road lands were being rezoned, I had suggested to the City that they co-operate with Puslinch and the County and connect the extension of Southgate beyond Maltby Road West, connect Southgate directly to the new mid-block interchange the Province is constructing, and abandon the existing Concession 7 road allowance between the new mid-block interchange and Maltby Road West. I further suggested that Maltby Road West then curve into Southgate in the proximity of the industrial park. Such a realignment would provide industrial park traffic another southerly direct route to Highway 6, in addition to the existing Laird Rd. interchange. A roundabout at Southgate and Maltby Road West would also provide a seamless connection between the two and perhaps slow down some of the traffic on Maltby Road West. Since being paved, Maltby Road West has turned into a race-track with speeds or 80, 90, 100 km. or more, in the 60 km. zone. There is nothing between Highway 6 and Brock Road to slow vehicles. Police enforcement is infrequent and for very short periods of time - it has no material impact.	Maltby Road is planned to be urbanized with active transportation (Sidewalks and bike lanes). Roadway widening for additional travel lanes is not planned as part of the Clair Maltby MESP. A new interchange with Hanlon Pkwy is planned mid-block between Maltby Road and Wellington Road 34. Maltby Road will be closed at Hanlon Pkwy (west of Concession Road 4). Concession Road 4 will connect with a new roadway that will span between Concession Road 4 and Wellington Road 34, and will interchange with Hanlon Pkwy. A new overpass is planned for Wellington Road 34 to bridge over Hanlon Pkwy. Roadway improvements brought forward as part of the Secondary Plan are independent of planned improvements (including new interchanges) with the Hanlon Pkwy.
36	2007 Victoria Road (SV Law on behalf of Carson Reid Homes)	31-Aug-21	The OPA 42 settlement for 2007 Victoria Road South was the result of four years of negotiation and comprehensive fieldwork to delineate the natural heritage features of the property, with the resulting revised Natural Heritage System receiving approval by the Ontario Municipal Board in June 2014. Despite earlier assurances that the City would not be seeking to undo or disregard the OPA 42 settlements, the Comprehensive Phase 3 EIS, and in turn the draft Clair-Maltby Secondary Plan, has proposed modifications to the Natural Heritage System. These modifications are proposed despite language throughout the Phase 3 Impact Assessment and Management Plan that notionally suggests that OPA 42 settlements would be respected and that such properties would otherwise be treated differently when it came to refinements of the natural heritage system as part of the secondary planning exercise. It is clear from reviewing Map NH-14B that 'refinements' have been made to every single property within the Clair-Maltby Secondary Plan area that has NHS components. The statements throughout the Phase 3 EIS that compliance with OPA 42 settlements would be carried forward is irreconcilable with this map, which makes it evident that our client's prior settlement has been given little weight as compared to other properties within the Secondary Plan area. We respectfully request that the mapping of the draft Secondary Plan, and specifically each Schedule which contains references to the Natural Heritage System, be revised to properly reflect the OPA 42 settlements and an opportunity given for further review and comments before the final draft is taken to Council for approval.	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 2007 Victoria lands NHS mapping, we identified two areas of very minor significant woodland mapping refinements. Refinements located along the northerly NHS limit were not a result of new information collected through the study process, but rather an erroneous artefact of the map layering process and so these have been corrected in both the CEIS and Secondary Plan NHS mapping. However, the refinement located near the southerly property boundary is the result of a small wetland unit within the OPA 42 approved NHS which was complexed with the broader Provincially Significant Wetland based on application of criteria provided to the City by MNRF. The southerly refinement is thus a result of the minimum wetland buffer increasing from 15 m to 30 m, consistent with the approach taken to all OPA 42 properties as part of this study.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			In addition, a new concept of a “moraine ribbon” has been applied to the boundary of the NHS system equally for properties that were subject to OPA 42 appeals and those that were not, representing a further divergence from the principles established through those settlements.	The Moraine Ribbon is part of the Open Space System for the Secondary Plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. The City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an environmental impact study or environmental assessment has demonstrated that there will be no negative impacts on the protect natural heritage features and areas or their associated ecological functions. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			Also concerning is the proposed location the proposed Storm Water Capture (SWC) area within the property. As staff should recall, the settlement for 2007 Victoria contemplated essential stormwater outlets for appropriately treated and managed stormwater discharge within the Significant Landform areas of the NHS, and more particularly in the vicinity of the surface water/catchment area in the northwest quadrant of the subject property. The current proposed location of the SWC area negates this opportunity.	The Official Plan policies, as approved through the OPA 42 settlements, still allow for essential SWM outlets into Significant Landform provided certain conditions are met (see policy 4.1.3.8.6). However, SWC areas are to be outside the NHS, even if they may outlet to the NHS. Furthermore, in accordance with the Official Plan and the Secondary Plan policies for the CMSP area, the locations of stormwater capture (SWC) areas and schools may be refined as part of the development process (and with input from the school board where these areas extend onto their lands) provided the ultimate SWC area locations are demonstrated to be suitable locations for receiving drainage from the development based on local topography, soils and infiltration capacity.
			This letter is not intended to be a comprehensive critique of the draft Secondary Plan as it relates to our client’s property but is meant to specifically address the concerns arising out of the non-compliance with the OPA 42 settlement. This letter is to be read in conjunction with the contemporaneous correspondence submitted by our client’s planning and natural heritage consultants.	Noted.
37	2007 Victoria Road (Astrid on behalf of South Edge)	31-Aug-21	As noted in the attached letter from the owner’s solicitor, the Draft Secondary Plan mapping is not consistent with the OPA No. 42 settlement mapping. The moraine ribbon is a land taking beyond the designations within the agreed to minutes of settlement. The owner is requesting that the Clair-Maltby mapping and policies be revised to be consistent with the minutes of settlement.	As explained at previous landowner meetings, in other iterations of the CEIS and as stated in the Ph3 CEIS 3rd Iteration: "For the purposes of the CMSP CEIS, the various natural heritage features and areas have been assessed in accordance with the applicable City natural heritage policies (i.e., as approved under OPA 42) and the applicable provincial and GRCA policies and guidance (including the provincial guidance for significant wildlife habitat) in order to support the refinements to the NHS. An additional and important consideration has been the treatment of settlement agreements reached as part of the OPA 42 OMB process (Map NH-1, Appendix E). Based on direction from the City, the overall approach taken to NHS refinements has been to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat)."
			With respect to the moraine ribbon shown in the Draft Clair-Maltby mapping, this feature is neither a required environmental element since the Natural Heritage System features and buffers are already identified and protected within the Official Plan designation, nor is it clearly parkland dedication in the draft secondary plan policies. The moraine ribbon may be included as trails and parkland and if this is the case it should be included in the required parkland dedication requirement and be clearly articulated in the policies. Unfortunately, the moraine ribbon is not located where there are pedestrian and cycling desire lines of travel. The moraine ribbon proposal will result in land needed to provide housing and other uses within the urban area not being available. Approximately 46% of the Clair-Maltby secondary plan area is protected as part of the Natural Heritage System. In addition, there will be schools, parks, stormwater management areas and newly proposed stormwater management overflow areas, and roads which will all reduce the land available for housing and other urban land uses. The moraine ribbon should not be included within the secondary plan. Instead, there should be a policy to accept a percentage of the trail connections as part of the required parkland dedication received by the City.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. The trail and/or active transportation route proposed within the Moraine Ribbon provides an additional route for active transportation users for either recreation purposes or destination oriented travel. The estimated population of the Clair-Maltby Secondary Plan area 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			The Clair-Maltby policies should specifically state that it is the city’s responsibility to prepare the management plan for Halls Pond to establish appropriate access, recreational use, and restoration, consistent with the preservation and protection of ecological and hydrologic features and functions. The City will ultimately be the owner of this pond and there are a number of surrounding properties which contribute flows to the pond but do not have access to the pond.	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City’s consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the “management plan” for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			There are two small Neighbourhood Commercial Centre designations along Victoria Road South and a Convenience Commercial symbol indicated on the subject property. These three small commercial designations should be removed from Clair-Maltby Secondary Plan mapping as they apply to the subject property. Rather than map these small commercial areas on the plan, the policies should permit convenience commercial uses within residential designations as per the current Guelph Official Plan policies. If there is market demand for these small commercial areas then they will be provided. If there is no market demand it is not reasonable for the landowner to have to amend the Official Plan to remove these designations in the future. A policy approach will allow flexibility for the market demand for commercial to be met.	Opportunities for commercial development are proposed throughout the secondary plan area in order to assist in achieving the vision for a vibrant, urban community. The provision of some commercial services in proximity to future residents also assists in creating a more walkable community. The neighbourhood commercial designation allows for residential uses provided they are in a mixed-use building. The convenience commercial symbol identifies focal points which allows for, but does not require, commercial development.
			There is a new Stormwater Capture Area symbol shown on the subject property. The draft policies refer to an overflow area for stormwater which may have the potential to sterilize large areas of land to store stormwater rather than designing stormwater management facilities to actively treat and infiltrate stormwater. This property has a large area in the north west corner (within the Natural Heritage System) that can naturally accommodate stormwater overflow. The "SWC" symbol should be relocated to this feature. The OPA No. 42 minutes of settlement for this property include provisions that address modifications to the Significant Landform policies allowing for essential storm water outlets for treated Stormwater discharge. The landowners have been requesting a technical meeting to review the engineering approach for this area and we would appreciate this technical meeting being scheduled by the city.	Stormwater capture overflows may not consist of an overflow channel or overland flow route. The stormwater capture areas are designed for the Regional Storm Hurricane Hazel with freeboard, therefore the overflows are an emergency measure. The overflows could be a piped system or could be a combined system with pipe and an overland drainage route. Stormwater capture areas would require pre-treatment and are intended to infiltrate any drainage not captured by LID. Regarding the location, stormwater capture areas locations could be refined slightly based on proposed grading. A meeting was held on December 15th, 2021 to discuss this matter. Further, the locations of stormwater capture areas and schools may be slightly refined through the development process and with input from the school board. The stormwater capture area locations are based on mimicking existing topography and receiving drainage from development, therefore, locations may only be slightly adjusted. Regarding safety, the stormwater capture areas would remain primarily dry for most frequent storm events, but grading, vegetation and signage should be considered to maximize safety. Site-specific plans for SWC areas would need to be tested in the MIKESHE model to demonstrate that the location and function meet the original goals of maintaining recharge, water table depth and water budget, hydroperiod of wetlands. See Section 7.3.9b Phase 3 CEIS.
			We question the need and the appropriateness for the collector road to connect to the north through the Rolling Hills community. The north portion of the collector road should be deleted from the Secondary Plan.	The goal of "interconnected and woven street network" recommends that this connection be considered in long-range planning, should the opportunity for a connection arise. This reduces trip distances, efficiency, and makes active transportation more viable. As the Clair-Maltby Secondary Plan is not planning for development within the Rolling Hills area, this connection will be removed from the Mobility Schedule and protected by way of policies within the Secondary Plan to ensure a future-ready approach and allowing for the size of the road to be determined through the draft plan of subdivision process when these lands are being developed.
38	2007 Victoria Road (NSRI)	31-Aug-21	pg. 10 Section 11.3.3.2. - As specified, Table 4.1 of the OP (2021) currently lists 50m adjacent lands for assessing Significant Wildlife Habitat (including ecological linkages). Clarity is required in terms of what this section is referring to. Does this strictly apply to wildlife movement and ecological linkages or does it also apply to assessing Significant Wildlife Habitat (i.e. within 240m)? The 50m adjacent land width should be used for Significant Wildlife Habitat within the Clair-Maltby Secondary Plan Area. The 240m adjacent land width to identify ecological linkages is not necessary because the City has already determined the ecological linkage locations. As such, no further analysis of additional linkages is necessary.	The original intent of draft policy 11.3.3.2.c was to ensure that wildlife movement was being adequately considered beyond the subject property through the site-specific development process. For instance, as discussed in the CEIS, deer are known to occur and move through this area (albeit not in high numbers) and the area also supports a diversity of frogs, snakes, turtles and salamanders, as well as small mammals. However, upon further consideration, the City agrees with the feedback that because much work has already been completed to identify and confirm general locations for ecological linkages as well as wildlife crossings across existing roads, that the adjacent lands and EIS requirements already identified in Official Plan related to SWH and ecological linkages are sufficient to achieve the intent noted above at the site-specific scale. Therefore, the draft Secondary Plan policies have been refined to remove the specific requirement for wildlife assessment within 240 m of the subject lands but continue to (a) point back to the CEIS documents for broader scale data and findings, and (b) include a requirement to consider wildlife movement and ecological functions in the broader landscape, which may include wildlife movement across multiple properties. This is to be scoped as a component of site or area-specific study (typically an Environmental Impact Study).
			pg. 10 Section 11.3.3.2.4 - Adjacent lands to Significant Wetlands according to the OP is 120m. Any development within 120m of a significant wetland will require a study of the water balance specific to the wetland feature. Policy 11.3.3.1.6 specifies that EISs must consider impacts to downstream receivers, but no mention of distances in the context of adjacent lands is provided. A distance of 120m should be included in this policy, consistent with the adjacent land width.	Although 120 m has been established as a generally appropriate adjacent lands distance for wetlands in the City's Official Plan (consistent with the 2010 NHRM), the area-specific surface-groundwater analyses completed for the CMSP have shown that for some wetlands, alterations beyond 120 m may impact the wetland, which is why this CMSP-specific policy has been added. The Ph3 CEIS includes the technical information required to guide and inform such an assessment.
			pg. 11 Section 11.3.3.2.8 - The wording associated with policy 11.3.3.2 (pg. 13) mentions that this work is to be completed for lands within the 'catchment area'. Whereas policy 11.3.3.2.8 refers to lands adjacent to Halls Pond and Neumann's Pond. Consistency in the use of 'catchment area' and 'adjacent lands' is needed. In the context of Hall's Pond and Neumann's Pond, 'catchment area / catchment' is the most appropriate term. The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work.	Agreed that 'catchment area' is the most appropriate term and that consistency is needed. 11.3.3.2.8 has been refined. To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			pg. 12 & 13 Section 11.3.3.2.13 - The term 'adjacent lands' is not appropriate when discussing significant landform because it is not an ecological feature. Additionally, significant landform was not delineated based on ecological or hydrological concepts and, as such, these functions should not have to be considered when proposing development adjacent to significant landform. An EIS or EA is not necessary in this regard; the design criteria listed ('c' through 'l') are not associated with ecological principles. Single loaded roads adjacent to NHS features have the potential to encourage unauthorized access, trail creation, and dumping of garbage/waste. The existing wording indicates that single loaded roads are a mitigation measure, which is not always the case. In some cases, rear yards of residential houses have greater protection of NHS features in this context	Although "significant landform" is not listed as a specific natural heritage feature in the PPS, the 2010 NHRM recognizes landforms as natural features that can be integral to the protection of surface and groundwater and also support a range of natural heritage functions. In the City of Guelph, specific areas of Significant Landform have been identified, mapped and defined as an integral component of the NHS, as supported at the Board. Therefore, an adjacent lands trigger for this NHS component is considered appropriate. In many cases, Significant Landform in the City overlaps with other natural heritage features and functions and also plays an important role in sustaining local drainage and infiltration, therefore it is also considered appropriate to consider both ecological and hydrologic functions as part of the impact assessment process.
			pg. 13 Section 11.3.3.2 - The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work.	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			pg. 13 Section 11.3.3 - The City should be responsible for carrying out this study rather than the development proponents. Some landowners only have partial access to Halls Pond, while others within the catchment area will not have any direct access, preventing them from completing this work. Since the management plan will focus on an area largely owned by the City as part of the NHS and parks, it is appropriate for the City to prepare this plan, with input from respective landowners. The bathymetry studies referenced above should be included as part of this management plan rather than through an EIS process	To clarify, the City has already undertaken some fairly detailed assessments of the Halls Pond catchment area, and identified a range of management and mitigation options for addressing potential hydrologic impacts anticipated as a result of generalized development within the catchment as proposed in the Secondary Plan (as per Appendix F in the Ph3 CEIS). Notably, the City's consultants requested access to the entirety of Halls Pond in order to conduct a bathymetric survey to inform the focused assessment of the Halls Pond catchment as part of the CMSP Study but were denied access for this purpose. Therefore, the work was completed by the City based on a combination of available background, inferences from remote sensing data and field data collected from the properties to the north and south of the central Halls Pond. However, a bathymetric survey was identified as an important gap which needs to be filled before any substantial development can be approved in the catchment so that the results of the modelling undertaken can be verified. The City is prepared to re-run the modelling with this data and update the results and recommendations of Appendix F if needed. With respect to the "management plan" for Halls Pond mentioned in policy 11.3.3.2.19, this refers to a lands management plan or natural areas management plan to establish appropriate access, recreational use and restoration of the natural heritage features and areas that comprise the greater Halls Pond PSW Complex, with the objective of protecting, maintaining, enhancing and restoring the Natural Heritage System and Water Resource System. The preparation of the lands management plan is a development responsibility and will be prepared by the Landowners Group, based on an approved Terms of Reference. The recommendations of the lands management plan will be implemented through site-specific development, including development of the Community Park, which will further refine high-level recommendations from the lands management plan.
			pg. 13 Section 11.3.3.2.15 - NRSI has had recent verbal conversations with the City regarding restoration activities within plantation vegetation communities inside the NHS, such as tree thinning, invasive species management, garbage removal, etc. The following ecological restoration activity should be included within the list: e. management of vegetation within NHS features (e.g., invasive species removal, plantation thinning)	Please note no changes are required as this direction is already encapsulated in the draft policy. Policy 11.3.3.2.14 states that ecological restoration may occur within or adjacent to the Natural Heritage System. Policy 11.3.3.2.15.a. encompasses management of vegetation, including invasive species removal, plantation thinning, and potentially other activities provided the activity improves ecological functions.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			pg. 28-29 Section 11.3.7.4 - The policies related to the Moraine Ribbon in the Draft Secondary Plan are unclear in terms of what this feature is and how it fits into the context of the other components of the Clair-Maltby Secondary Plan (i.e. it is not considered part of the NHS, buffers, or parkland). The Moraine Ribbon has been proposed as an additional 12m wide swath of land that largely encircles the Natural Heritage System. Although not considered part of the NHS, it appears to function as an additional buffer above and beyond what has been deemed to be necessary for the protection of the NHS features. It has no technical basis and does not provide an ecological function as it relates to the protection or enhancement of NHS features. In item 6 the reference of the moraine ribbon being potentially located in the NHS, should be revised to clarify that trails may be located in the NHS pending an EIS etc.	The moraine ribbon is part of the Open Space System for the secondary plan area and will be considered as a park except in locations where it forms part of a right-of-way, active transportation corridor or a stormwater capture area. Accordingly, the City will consider the use of a variety of strategies, tools and options to assist with the cost of acquiring open space, including the Moraine Ribbon, in Clair-Maltby. These strategies include: municipal land purchase; parkland dedication; community benefit charge strategy; municipal lease; partnership/joint provision of parkland with local partners (GRCA, school boards); easements; and, donation/bequest at the discretion of the City. Policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. Policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an environmental impact study or environmental assessment has demonstrated that there will be no negative impacts on the protect natural heritage features and areas or their associated ecological functions. Please note no change is requires as the draft policies already allow for this to be considered. Specifically, policy 11.3.7.4.2 requires that a trail, or equivalent, be provided throughout the Moraine Ribbon. In addition, policy 11.3.7.4.6 outlines that the Moraine Ribbon will not be located within the Natural Heritage System unless an EIS or EA has demonstrated that there will be no negative impacts on the protected natural heritage features and areas and their associated ecological functions. The estimated population of the Clair-Maltby Secondary Plan area is 16,300. Planning for additional park space, such as the Moraine Ribbon (a linear park) to serve the future residents is appropriate and supported based on the Open Space System policies of the City's Official Plan.
			pg. 43 Section 11.3.9.3.2 - Ongoing monitoring is proposed but details on duration and monitoring techniques have not been specified. More detail is required regarding the purpose, scope, monitoring methodologies and frequency. Landowners and consultants should have an opportunity to comment on the proposed monitoring program. The monitoring program should be site-specific and should not be a secondary plan-wide undertaking involving cost sharing, as there is potential for certain landowners to have to pay for monitoring that is not occurring on or specific to their property.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Map NH-14B - Significant Natural Area appears to have been added in in some areas along the edges of Significant Woodland on the eastern portion of the subject property. As per the approved OPA 42, the NHS mapping for this property is to be shown as per the agreed upon settlement. As such, this area should be removed. In addition, other areas have been added to the mapping as Natural Areas Overlay in addition to the OPA 42 mapping. This is related to candidate SWH (as described below).	As noted in previous landowner meetings and in the CEIS reports, the approach taken to the NHS mapping was to respect agreements made related to the interpretation of the applicable OPA 42 policies through the OMB process, while identifying refinements to the NHS (where appropriate), based on new information collected as part of the CMSP CEIS process (e.g., significant wildlife habitat). In our re-examination of the 2007 Victoria lands NHS mapping, we identified two areas of very minor significant woodland mapping refinements. Refinements located along the northerly NHS limit were not a result of new information collected through the study process, but rather an erroneous artefact of the map layering process and so these have been corrected in both the CEIS and Secondary Plan NHS mapping. However, the refinement located near the southerly property boundary is the result of a small wetland unit within the OPA 42 approved NHS which was complexed with the broader Provincially Significant Wetland based on application of criteria provided to the City by MNRF. The southerly refinement is thus a result of the minimum wetland buffer increasing from 15 m to 30 m, consistent with the approach taken to all OPA 42 properties as part of this study. The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.
			Maps NH-9 and NH-10 - Candidate Bat Maternity Colonies SWH has been broadly delineated throughout the Clair-Maltby study area in locations where deciduous or mixed-deciduous woodland is identified. As per the Ecoregion Criteria Schedules (MNRF 2015), Candidate SWH for this habitat type requires the completion of detailed bat cavity tree (snag) assessments and the confirmation of >10 snags/ha. This field work has not been completed in these areas, and as such, these 'candidate' habitats should be removed from mapping until such time as this information has been confirmed. The corresponding Natural Area Overlays that correspond to these features should also be removed.	The Natural Areas Overlay flags the need for more detailed assessment of a given feature / area at the time of site-specific development. Candidate SWH was not included in the OPA or CMSP Land Use Schedule as a Natural Areas Overlay in accordance with the guidance in the NHRM (2010). However, Candidate SWH outside of other components of the NHS was mapped in CMSP Schedule E to ensure that the need for additional work was flagged somehow in the Secondary Plan. Based on further consideration, the City has agreed to remove the Candidate SWH from Schedule E. However, a note referring to the CEIS Candidate SWH mapping has been retained on Schedule E of the Secondary Plan and a new Appendix has been added to the Secondary Plan that shows all known Candidate SWH for reference.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
	Dr. Whiteley E-mail	9/23/2021	I had early discussions with staff at Matrix Solutions In the development of the groundwater model used in CMSP/MESP phase 3 Impact Assessment and Management Plan and I supplied them with a set of observations of waterlevels in Halls Pond that were used in model calibration. I haven't been in touch with Matrix for about two years. Now that the update report is available I observe that in the update - beginning with table 6.2.3 and continuing with other tables - results from modelling for the period 2003-2017 are shown. In these tables, specifically in Table 3.6.6, monthly average precipitation is shown for the period 2003-2017. As I show in the attached spreadsheet the monthly precipitation shown for the period is much less than was observed at the GRCA gauges at Guelph Dam and at Shades Mills (the closest gauges with complete records). If the modelling was done using the precipitation figures shown in the table the results are not an acceptavle base for decision-making and the modelling will have to be redone. If you could give me the contact information for the current Matrix staff member responsible for the modelling results I will infrom them of my concern about the precipitation data used and see what adjustments, if any are needed in the update report. Thanks for giving attention to this request. Hugh Whiteley P.Eng.	The consultants have provided some details on their precipitation data, and why it may vary from the data you have shared: • The data used by Matrix/Wood was from the hourly tipping bucket data (vs. manual daily measurements from GRCA gauges). The hourly data was from: o2003-2006 Guelph Turfgrass; o2007-2015 GRCA tipping bucket gauges; o2016-2017 C-M Gauge. If your data used daily measurements, it would explain the variance from the hourly measurements used for C-M. •GRCA hourly summer data was prioritized (May/Nov, tipping data), available from GRCA website: othe GRCA hourly summer data were not corrected to manual daily totals in our dataset othe annual totals in the compiled GRCA 2006-2017 dataset were checked against KW airport othe summer totals were checked against two closest Env Canada gauges. Where the closest GRCA gauge was outside that range we used the next closest validated GRCA gauge •No winter data or snow were available online from GRCA. GRCA advised that GRCA winter precipitation (snow calcs) were less reliable than Env. Canada - KW Airport was used for winter precipitation. •Based on review of climate normals, the 2006-2017 period is lower than the climate norms, and when comparing the 2006-2017 time period, the KW-Airport and C-M dataset compare well accounting for potential local weather patterns. oGuelph Arboretum 1971-2000 normal (923 mm) oKW Airport 1971-2000 normal (908 mm) oKW Airport 1981-2010 normal (916.5 mm) oKW Airport 2006-2017 (831 mm) oGuelph C-M model dataset 2006-2017 (797 mm) •The short record for Clair-Maltby gauges 2016-2017 infilled with KW Airport winter precipita. on (811 mm) matches well with total precipitation at KW Airport (783 mm) for same time period. The above information was established in Phase 1 of the CEIS process, which was initially published on the City's website in 2018. Based on the above, the current, hourly data set is representative of the precipitation data in Clair-Maltby from 2003-2017, and includes wet and dry years, wet and dry seasons, and large and small rain events suitable for assessing impacts.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
39	Dr. Whiteley Letter #1	10/28/2021	Letter Subject: Incorrect Precipitation Data used for Hydrological Modelling in the Clair-Maltby Study Renders Results of Stormwater System Performance Testing Presented in the CEIS Unacceptable Summary of Letter (See Attachment 6-2 for detail): •The current annual Climate Normal Precipitation for the Clair-Maltby Study Area is 920 mm/y. •The period 2006-2017 used in the CEIS to assess stormwater system performance is appropriate since the annual mean precipitation for this period of 980 mm/y is above the Climate Normal Precipitation of 920 mm/y, and thus satisfies the requirement to test the stormwater system under a wetter-than-normal sequence of years. •The precipitation data used for the modelling results shown in the CEIS shows the mean annual precipitation for the period 2006-2017 to be 797 mm/y. This result is attributed to the period 2006-2017 being drier than normal, as indicated by the KW Airport annual mean precipitation for the period being 831 mm/y. •Based on the recorded precipitation for the seven precipitation gauges available for the period 2006-2017, the mean annual precipitation for the Clair Maltby study area is 980 mm/y not 797 mm/y. The KW Airport mean annual precipitation for 2006-2017 (when corrected for missing data) is 924 mm/y not 831 mm/y. •The extent of the discrepancy in the annual mean precipitation data for 2006-2017 used in the CEIS is shown by comparison with the long-term pattern for 10 y moving average annual precipitation. A period with 10 y average P below 800 mm/y was last experienced in the Guelph Area in the 1960's with Great Lake levels at record lows. The actual 2006-2017 annual P of 980 mm/y is a record high never previously experienced in the century long period of record. •The use of erroneously low precipitation data in the hydrological modelling conducted as part of the CEIS renders both the model calibration and the results obtained from the modelling unacceptable. •To make the CEIS acceptable a correct data set of daily precipitation must be constructed from measured values using all available data from the seven long-term gauges and any short-term gauge records available. Once this data set is assembled, and the annual precipitation totals confirmed to be representative of results at local gauges, allocation of the daily total precipitation between rain and snow and to hourly values is applied using recorded rain gauge data. •Model calibration has to be redone once the correct data set for precipitation is assembled and new results obtained and incorporated in a revised CEIS.	Matrix met with Dr. Whiteley by phone on November 2, 2021 to discuss your October, 2021 letter. In this call, you discussed the differences in the data sets used by yourself as well as those used by the CEIS consultant team. Challenges of predicting climate data were also discussed. The resolution proposed by Matrix was to keep the current data shown in the CEIS reporting, however to amend some of the text in the CEIS to acknowledge uncertainty in the climate data as well as to emphasize that the model will be used for ongoing decision making, and that additional climate datasets should be tested as part of future more detailed local studies. It was the City's understanding that these amendments would sufficiently address your concerns, as discussed with Matrix. After the call, Matrix and the City agreed on a solution to address your concerns as follows: 1.Acknowledging the uncertainty in the climate data more explicitly in the report and that the climate data we used was on the lower end of the range, and 2.Emphasizing in the section on implementaon/r ecommendations that the model should be used for on-going decision making, including simulation of development phasing, and to revise/refine planning analysis with more detailed development design. Matrix indicated that a similar recommendation to use the model for on-going decision making was in the report but they would bolster the reasons for using the model. This text has been added to the current report update. Matrix also indicated in the call that they did not think that the new data would change the management approach or interpretation of Halls Pond impacts, but could be important to further assess Halls Pond in the next phase of work. Matrix noted that you were agreeable to that approach with the response given in items 1) and 2) above. Text has been revised as follows: Text added in CEIS Phase 3 and MESP as indicated below. CEIS 2.1.2.3 Integrated Surface Water and Groundwater Model added text "...An hourly climate dataset for the period of 1996 through 2017 was derived from available Environment Canada, GRCA and project specific hourly datasets as described in the Phase 1 & 2 report for use in the MIKESHE model. Hourly data are subject to observation errors and missing records. Where errors or gaps were identified in the climate datasets they were infilled with data from nearby stations. Compiling a precipitation dataset is complex and can be done using a variety of approaches, but ultimately there is uncertainty in the true precipitation numbers and that the current dataset may underestimate annual precipitation. These data provide a climate data set used to calibrate the model that represents the full range of wet and dry conditions but may underestimate monthly and annual totals. "
				CEIS 6.2.1 Assessment of Future Conditions: "The model calibration period, 2003-2017, ... The hourly dataset derived from EC climate station from 2000 to 2005, GRCA station data from 2006 through 2015 and project data from 2016 and 2017 is representative of temporal variability and extremes but may underestimate the long-term average due to the data quality from 2006 through 2017. Based on this data the average annual precipitation is 6 per cent lower than the 30 year average but includes many droughts and high precipitation years...." CEIS 6.2.2 Impact Assessment Results Final Preferred Community Structure - Impact Uncertainty - added "Hourly precipitation data may underestimate the monthly and annual averages." CEIS 6.2.2 and MESP 3.3.6 "As described previously, compiling an hourly precipitation dataset is complex and can be done using a variety of approaches, but ultimately there is uncertainty in the true precipitation numbers and that the current dataset may underestimate precipitation. Given the inherent uncertainty in the climate data, additional monitoring and analysis should be considered by the City at the next stages of planning and design to provide an improved climate dataset for future planning projects. Although the current dataset may underestimate annual precipitation, it is considered to provide representative hourly data including wet and dry extremes over 20 years sufficient to calibrate the integrated surface-groundwater model to existing conditions and also evaluate the effectiveness of stormwater management options for future land use conditions." CEIS Section 7.3.1 Monitoring Framework Component Implementation Guidance - Precipitation added text "It is also recommended that the City consider developing an infilled and corrected hourly dataset for future planning studies that provides additional confidence in the hourly, daily, monthly and annual rainfall and precipitation in the City. These data may be developed in partnership with GRCA and Environment Canada to leverage existing monitoring network while addressing data gaps and uncertainty. "
				CEIS 7.3.9 OTHER: Integrated Hydrologic and Hydrogeologic Modelling - b. integrated modelling added" Future applications for development will be required to update the integrated groundwater-surface water model (MIKESHE 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 model should be used for on-going decision making, including simulation of development phasing, and to revise/refine planning analyses with more detailed development design. Acknowledging the uncertainty in the climate data, additional monitoring and analysis should be considered by the City to provide an improved climate dataset for future planning projects. " MESP 5.2.3 Stormwater Recommendations added to 9. "Future applications for development will be required to update the integrated groundwater-surface water model (MIKESHE 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 model should be used for on-going decision making, including simulation of development phasing, and to revise/refine planning analyses with more detailed development design. " and added to 10. "Acknowledging the uncertainty in the climate data, additional monitoring and analysis should be considered by the City to provide an improved climate dataset for future planning projects.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
40	Dr. Whiteley Letter Mobility Letter	11/1/2021	Letter subject: Major error in Mobility Section of Clair-Maltby CEIS I attach a memorandum that documents a major deficiency in the assessment of street layouts in the Clair-Maltby CEIS. This relates to the unapprovabe inclusion of street crossings of the NHS . Summary from Letter (Detailed Letter in Attachment 6-2): Schedule C of the OPA for Clair Maltby shows six street crossings of the NHS (three on Street A, one on Street D and two on Street F). None of the street crossings of the NHS has been demonstrated as essential. Unless these street crossings can be demonstrated as essential with no reasonable alternative available that allows development these crossings must be removed from the Secondary Plan as the crossings are prohibited by the Official Plan. An additional reason for removing the three crossings of the NHS by Street A is that allowing the crossings converts the function of Street. A to a through-traffic street which is contrary to the City's policy for residential collector streets.	Dr. Whiteley's letter has been closely reviewed and his concerns have been noted. A detailed response is provided in the following. Proposed north-south collector west of Gordon Street (Street A) Regarding the crossing of the Natural Heritage System by proposed collector roads, it is intended that all essential transportation infrastructure, including the proposed collector roads shall be permitted to cross the Natural Heritage System subject to the outcomes of an Environmental Impact Study and/or an Environmental Assessment. These studies must demonstrate the following: 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. To determine whether a roadway is deemed as essential transportation infrastructure, as defined in the City's Official Plan, there must be a demonstrated need and it must be demonstrated that no other reasonable alternatives exist. The Master Environmental Servicing Plan looked at mobility and the transportation modelling undertaken indicates that a second north-south oriented street (with Gordon Street being the first north-south street) is required, and therefore essential, to connect to Clair Road to accommodate anticipated future traffic demands. The proposed north-south collector road west of Gordon Street fulfills this need.
				It is the objective of the City to provide transportation alternatives so as to reduce the need and incidence of people choosing a car to get around. The City has plans and policies to enhance the active transportation network, provide safe walking and cycling infrastructure, expand transit services to achieve greater transit mode share, and encourage the deployment of development specific Transportation Demand Management. Traffic analysis prepared in support of the MESP accounts for these directives. The analysis assumes a 65% auto driver mode share This mode split assumption reflects migration to more sustainable transportation modes, as well as internalization of trips within the community given greater density, mix of land uses, and supportive transportation grid. Regarding the impacts of removing Street A from connecting between future development and Clair Road: • Traffic analysis results in the Gordon St./ Clair Rd. intersection operating in the order of 20% above capacity in the weekday morning peak hour, and 30% above capacity in the weekday afternoon peak hour. • To accommodate additional traffic routing through this intersection, improvements can include the introduction of dual northbound turn lanes, an extended eastbound right-turn lane (approx. 170m) and introduction of a third southbound through lane. • These improvements would be in addition to those already recommended through the traffic analysis prepared for the study. • These improvements, are undesirable from our perspective, as they have implications to signal timing plans (lengthened, protected phases), undesirable impacts for persons using active transportation modes, and anticipated property implications. • Street A is a connective element in the wider street network, particularly in accommodating for linkages between new development and important roadway infrastructure – namely Clair Road, Laird Road, and the Hanlon Parkway. • Street A is a component in accommodating of traffic demands anticipated from new development. • The Street A connection is an important element in satisfying the "Evaluation Criteria" and "Principles of Transportation Networks", which were developed through the EA process, including:
				- Providing flexibility, redundancy, and continuity for all transportation modes, including access to the neighbourhood for emergency services - The street network's objective to support transit service provision that allows 90% of residents to be within 400m of a transit stop. A loops and lollipops road network does not permit the efficient deployment of transit to allow for this. Street A's location 600-700m west of Gordon and will allow efficient service delivery and route planning; - Support multi-modal transportation – particularly sustainable and healthy modes; and - Providing robust and frequent connectivity internal to the Secondary Plan area and to adjacent neighbourhoods and key community services and facilities (Bishop Macdonell Catholic High School) , Larry Person Park and the South End Community Park) The transportation modelling also concluded that a third north-south oriented street connecting to Clair Road, initially considered during the planning process, is not required to accommodate anticipated future traffic demands. Accordingly, the north-south collector road that was originally proposed east of Gordon Street was removed from the plan.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
41	Dr. Whitely Letter #3	2/15/2022	Letter subject: Erroneous Results from Mike-She Hydrological Modelling Render the June 16 2021 Comprehensive Environmental Impact Study Phase 3 Impact Assessment and Management Plan Unacceptable I enclose a letter setting out the actions needed to correct the errors in the Clair Maltby CEIS created by the defective MIKE SHE modelling. I attach a daily precipitation data set that is a candidate for the reference precipitation data set needed for confirmation that an accurate precipitation data set is used for the MIKE SHE modelling. I have abundant analysis, if you wish to see it, to confirm this data set (From the GRCA Shades Mill gauge) is representative of the precipitation for the Clair Maltby Study Area for the period 2006 - 2017. I have not included the spreadsheets for this analysis but I have included four pieces of correspondence related to difficulties in obtaining accurate precipitation records for the Mill Creek watershed adjacent to the Clair Maltby area to show that there is a precipitation data problem for this area. It is now nearly four months since I first alerted you to the major error in the MIKE SHE modelling. Please provide an update on the actions being taken by the City and the consultants to remedy this defect. See attached letter for details.	The City provided the following response via email. Based on your latest correspondence, Matrix ran the existing and future conditions simulations in MIKE SHE with a higher precipitation dataset based on the Shades Mills Station information you provided that resulted in an average of 957 mm/year for 2003-2017. The result supported the assumption that the proposed management approach maintains or enhances existing conditions and minimizes impacts to the Halls Pond. A brief memo summarizing the results and implications of the higher precipitation will be included as an appendix to the final CEIS, which will be released in the next couple of months. Reference to the additional modelling work that was undertaken based on the range of precipitation values will be included in the main body of the CEIS. Thank you for providing the data and for highlighting your concern. We hope that the work completed by Matrix alleviates your concerns. A follow up email was shared with the attached appendix that demonstrated the MIKE SHE model with higher precipitation dataset shared by Dr. Whiteley.
42	Michael Sarracini Letter (1921 and 1933 Gordon Street)	12/7/2021	Increase the maximum building height from 10 stories to 14 stories to better reflect the city's density targets, align with the community working groups and create more affordable community units. Max story height We believe that the max story height should be increased from 10 stories to 14 stories, and this increase better reflects the guiding principles of the Clair-Maltby project, as well as the community working groups and supports more affordable housing. With the road going through 30% of the property assembly, we lose a material amount of land to build units at 10 stories tall. The remaining property is small (~.7HA) and fitting 250 units per hectare PLUS parking with a 10-storey building footprint is unreasonable given the small size of the property. The 14-story building can get the same number of units on the property with a smaller footprint, leave more space for parking and the road on the property indicated by the current CM secondary plan. City intentions: This 14 story building can better achieve the density requested by the CM Secondary plan (250 units per hectare) than the 10 story building height that is currently recommended. By having the flexibility to have a 14-story max building height we can better support the city's density vision. Community Support: The community working groups have indicated that they are comfortable with a maximum 14-story building height along the Gordon corridor. Therefore increasing our building height to a maximum 14 stories is supported by the community and in direct alignment with community feedback. Affordability: Building the same amount of units in a 14-story building footprint vs a 10-story building footprint will have lower construction costs per square foot, a cost that is a direct pass through to the consumer. This means that the 10-story building will have more expense similar units. This approach conflicts with the municipal and provincial awareness of creating more affordable units for the population. Alternately, if the 14-story building can get MORE units than the 10-story building, then the allocated land cost would be less per unit, again making the units more affordable with the 14-story building.	The 14 story height in Clair-Maltby is focused in the Urban Village Core and allows for appropriate transition to adjacent land uses. Given adjacent land uses to these properties, height above 10 storeys would have to be justified based on site-specific studies (e.g. Sun/Shadow studies).

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			Continued... Either way, the max 10 story designation will cause the units to be LESS affordable, in contradiction to municipal and provincial principles. Similar situations: the tricar development across the street contains 2 14-story towers. The towers property is directly adjacent to two-story single family townhomes to the east. The towers are 12 stories taller than the adjacent properties. In comparison, a 14-story tower on our properties would be adjacent to 4- story stacked townhomes. Our property towers would be only 10 stories higher than the adjacent property. With the Tricar building as the precedent setting situation, 14-stories on our properties actually fits more closely with the adjacent neighborhood than the current tricar development. Sun and shadow considerations: There will be no increase in shadow to the north properties by increasing the max building height from 10 to 14 stories. The properties will be in the building's shadow at both 10 and 14 stories. Further to the north and to the east are an 8-story building and a 14-story building. Initial assessment from our consultants indicates no material impact on these buildings if we increase our max building height from 10 to 14 stories. We are asking for a max 14-story flexibility for this property so that when it comes time to create a site plan that city staff loves, we have the flexibility to fulfill the needs of the city, the community, and the future homeowners all while staying within the look and feel of the surrounding developments.	See above.
			Zoning change from medium density to high density on the western portion of my properties We would like to change the back (western portion) of the properties from medium density designation to high density designation. This will give our site plan designers more flexibility in planning the building footprint to align with the city's intent of the property. It will provide more options when placing the building footprint to create the look and feel that the city is looking for, while maintaining the density that the city has outlined. For example, the city may prefer a multistory building to border both Gordon st and the new road on the property. With the back portion being medium density the building could not continue in its full height to the back of the property and would be restricted in the density it can provide.	Clair-Maltby has been carefully and comprehensively planned to provide a full range and mix of housing types. The high-density corridor has an approximate width of 120m on either side of Gordon street (ROW) and can be further refined through site-specific development applications.
43	MTE Letter	12/10/2021	Suggested alternative sanitary servicing alternative for entire site. See letter in Attachment 6-2.	The City has included a modified version of the proposed alternative in the final MESP. The details were adjusted to suit the following: - access requirements required a revised alignment - SPS3 relocation required reconfiguration of some internal piping - cost estimates were prepared using linear values that were consistent across all alternatives in the MESP
44	MTE Letter	12/10/2021	Suggested alternative stormwater servicing alternative for entire site. See letter in Attachment 6-2.	The City has reviewed the proposed stormwater solution by MTE and has not included it in the final MESP for the following reasons: 1.Understanding that the soils have had preliminary testing, the report only uses 4 test pits for the enr e development area (Catchments 1-4), and indicates soils 1m in depth at the MESP SWCA TP2 are 'firm clayey silt'. It does not say that TP2 also has sand and silt at 1.4m, but TP2 also had seepage at 2.6 m depth, which could limit infiltration. 2.Although Areas 3 and 4 are indicated as receiving full infiltration in the proposed SWMFs, Areas 1 and 2 would not be provided with infiltration as per the MESP, they are conventional SWMFs (Wet ponds) with post to pre-development flow control to the wetland, with an unknown infiltration component in the SWMF located in Area 2. This would affect the area's water budget and would need to be tested through the modelling. 3.Overall water budget for the development area may not be maintained using the MTE approach. Infiltration would not be provided where the existing low area is/ proposed SWCA-111 would be, and is moved to the SWMF within Area 2, which may result in groundwater mounding and impacts to the adjacent wetland. 4.It is not clear if MTE's plan considers external drainage contribu ons from MESP Catchments 107, 108 and 114. 5.We had discussed safety concerns with SWCA's next to a school site throughout the project. MTE is proposing a wet pond next to the school. This would be expected to have higher safety concerns and less land utility for other passive uses. 6.SWM for Area 4 proposes full capture and infiltration, but it is located next to Gordon St. and we have not assessed a site at that location – therefore we do not know the potential impacts, including Hall's Pond. Area 4 does not have a test pit. 7.No modelling, grading or other information has been provided in the memo. As noted in discussions, there is flexibility in the exact size and location of SWCAs, provided they meet the intent of the SWM Strategy in the MESP, and provided that they are demonstrated to function in the integrated MIKESHE model. The City anticipates this type of request would be discussed during subsequent planning applications.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
45	E-mail from Astrid Clos	12/17/2021	Suggested edits for the following policy: 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. It is recognized that flexibility in phasing will be required. Revisions to the phasing plan which meet the intent of the secondary plan policies will be permitted without the requirement for an amendment to the official plan or secondary plan; 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, front ending agreements, pre-payment agreements and area specific development charges. 3. The approximate 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	Some of the suggested modifications have been made, which can be reviewed in the track changes version of the policy document. The City did not support amendment of all clauses as suggested.
46	MTE Letter Regarding WW Alternatives	3/29/2022	1. Alternative 8 identifies 2.8km of 750mm trunk sewer while Alternative 9 identifies 2.8km of 900mm sewer. Please confirm this is correct as we would have expected that the trunk sewer outlet would be the same size under both alternatives 2. There appears to be a typo in the total cost for Alternative 8 – the individual items total $34.8 Mill while the table includes $35.6 Mill 3. Alternative 8 & 9 include $25.5 Mill and $19.6 Mill in Gravity Sewers of various sizes – Please identify which of these costs are DC eligible 4. The trunk sewer for Alternative 8 transverses through lands that are outside the study area. Does this impact timing for implementation of the trunk sewer should Alternative 8 be deemed the preferred solution. 5. The estimated annual operating and maintenance costs differ by $156,000 per year while the total capacity of the three sanitary pump stations is very similar. Please confirm the Annual O&M costs are accurate.	1. The last downstream section of Alt 9 was sized conservatively during modeling. The model was just re-checked and we confirm that this section can be brought down to 750mm diameter to match Alt 8 as expected. 2. The sub-total figure for Gravity Sewers is actually $26.38 Million. When conducting the final check on Gravity Sewers, the Total table amount was updated to $35.6 Million but the sub-total for gravity was not. 3. The FIA is being updated with the final preferred alternative, which will provide the total wastewater costs that are DC eligible versus not. This will be released with the final documents. 4. The phasing section of the MESP will be updated to reflect the final preferred alternative. For all alternatives, there will be required coordination for the trunk sewer outside of the SPA, just like with the other “external” infrastructure. 5. In addition to costs related to pump stations, the estimated annual operating and maintenance costs are also related to length and depth of gravity pipe and corresponding manholes.
47	Angela Kroetsch Email Regarding WW Alternatives	3/18/2022	For Alternative #8: a)What is the ancipa ted/approximate depth of the gravity sanitary sewers in Catchment 3B that will discharge to SPS #3? It is hard to see on the plan if these are generally less than 10m cover or greater than 10m cover. b)Is the gravity sanitary sewer that extends from Catchment 3B to SPS #3 a dedicated sewer for Catchment 3B? c)Does this alternative require 3 gravity sanitary sewers to be constructed along a portion of Street D? It appears as if there are 3 gravity sanitary sewers on the plan. For Alternative #9: a)What is the ancipa ted/approximate depth of the gravity sanitary sewers on the east side of Gordon Street that will discharge to SPS#3? It is hard to see on the plan if these are generally less than 10m cover or greater than 10m cover. b)With the trunk gravity sanitary sewer being extended further south along Gordon Street, it is identified that there is a portion that will be deeper than 10m. What section of trunk gravity sanitary sewer is anticipated to be at depths greater than 10m?	For Alternative #8: a)These are ancipa ted to be less than 10m cover. b) Yes, SPS3 is dedicated for Catchment 3B only. c)The model was setup to only include 2 gravity lines on Street D, one coming from the SPS2 forcemain, and the other which is a gravity sewer from catchment area 3A and 3B. This keeps both pump stations independent from each other and avoids inline pumping and still allows for laterals connections on Street D. The figure needs to be update but the pipe lengths provided are correct. For Alternative #9: a)What is the ancipa ted/approximate depth of the gravity sanitary sewers on the east side of Gordon Street that will discharge to SPS#3? It is hard to see on the plan if these are generally less than 10m cover or greater than 10m cover. These are anticipated to be less than 10m cover. b) Based on the conceptual profile, the section of the trunk sewer that has greater than 10m of cover is towards the northern limit of the SPA, around Street B and north towards Gosling Gardens.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
48	Angela Kroetsch Email Regarding WW Alternatives (on behalf of Options for Homes)	3/18/2022	For Alternative #8: a)Is it possible to extend the gravity sanitary sewer further south along Gordon Street so that a gravity sanitary sewer connection could be made from the Options for Homes lands? See attached for a sketch showing the location. b)If the gravity sanitary sewer could be extended across the frontage of the Options for Homes lands, what would the anticipated depth of the sanitary sewer be at this location? For Alternative #9: c)Alternative #9 illustrates that the trunk gravity sanitary sewer will be extended along Gordon Street and across the frontage of the Options for Homes land. What is the anticipated depth of the trunk gravity sanitary sewer in this location? See attached sketch showing the location. d)Will the City permit a gravity connection from the Options for Homes lands to this trunk gravity sanitary sewer? e)What is the phasing plan for the extension of the trunk gravity sanitary sewer along Gordon Street?	For Alternative #8: a)Based on preliminary topography, there could be potential to extend the gravity sewer length towards Street E. This would be reviewed during EA and detailed design, when road grades are determined. b)See above. For comparison, the depths in the Gordon Street alternative at this location range from 4.5-6m, which could be similar if the Alternav e 8 sewer was extended, however this has not been confirmed against downstream depths or downstream surface grades the model at this time – this will be done during future study/detailed design of the preferred alternative. For Alternative #9: c)The depths in the Gordon Street alternav e at this location range from 4.5-6m, however the detailed design phase will look at optimizing depths and servicing. d) The City is open to gravity connections to the Gordon Street trunk, where feasible. The grades within the Options for Homes lands may not all be able to drain via gravity, but a portion could. The logistics of connecting to the trunk sewer on the street via gravity while considering local sewer depth, mobility policy and Gordon Street connections will need to be considered during the detailed design of the preferred alternative. e)The City is currently working through evaluang the wastewater options, and only the preferred alternav e will be phased. Taking a preliminary look, Gordon Street (and associated trunk sewer) would remain in Phase 2, and extend all the way to Maltby.
50	Angela Kroetsch (on behalf of 99 Maltby and Thomasfield Homes)	4/7/2022	See letter in Attachment 6-2.	Thank you for your support of the revised location of SPS3. Regarding the timing of 99 Maltby and its relation to the preferred servicing alternative: - there are several pieces of infrastructure required to support each Phase of CMSP, as per the Phasing and Implementation section of the MESP. The water storage element will be required to support domestic pressures and fire protection for all phases beyond phase 1. The phasing of the CMSP infrastructure needs to be considered holistically and not adjusted in isolation for one property parcel. Regarding the combined use of SPS1 for lands outside of CMSP SPA: - the City included GMBP's proposed alternative for evaluation in the draft MESP documents. At the request of stakeholders, the costing was updated in the final documents such that any additional flow was netted out for a fair comparison against the other alternatives. It is this version that was compared against Alternative 8 and 9 in the final MESP, and fairly evaluated against technical, environmental, social, and economical (both capital costs and operating costs) criteria. Regarding concerns for the deep Gordon Street sewer: - the detailed design will seek to minimize depths where possible, and will include measures for combating groundwater impacts (including construction methodologies and watertight joints/MH). There will be constructability plans and reviews to minimize disruption to existing access and traffic management plans to allow for appropriate traffic detouring during construction.
51	Dr. Whiteley Letter #3	4/8/2022	Se letter in Attachment 6-2.	Matrix provided a letter response to Dr. Whiteley, which has been included in Attachment 6-2. The summary is as follows: • The use of both the original and high precipitation datasets demonstrates the stormwater management approach achieves the management objectives of maintaining depth to water table, water balances, and groundwater and surface water function support for aquatic habitat. As documented in the Phase 3 CEIS Appendix H or MESP Appendix G Sensitivity and Uncertainty Analysis of Clair Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset. • The model calibration completed in the regional model and local model are appropriate, as simulated depth to water table, ponded water levels, baseflows and groundwater levels were maintained within the observed range using original and higher precipitation datasets. Further calibration is not warranted for the CEIS and MESP. Future planning steps and site-specific studies will collect additional data that can be used to refine the calibration and model representation of existing and future conditions. This requirement for model updates is included in the CEIS and MESP and includes the expectation that a better climate dataset will also be developed by the City.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
52	Angela Kroetsch (on behalf of Options for Homes)	4/8/2022	A letter summarizing feedback for wastewater alternatives 8 and 9 as follows: From a review of the responses provided by the City of Guelph (see attached email message dated April 5, 2022 from Colleen Gammie), it is our understanding that the depth of this gravity sanitary sewer and the ability to further extend the gravity sanitary sewer along Gordon Street is controlled by the existing centreline elevations along Gordon Street. Any further extension of this gravity sanitary sewer along Gordon Street would need to be reviewed and investigated during the completion of the Municipal Class Environmental Assessment (EA) and the detailed design of the gravity sanitary sewer. Should Alternative #8 be identified as the preferred wastewater servicing option for the Clair-Maltby Secondary Plan area, we kindly request that further review and investigation into the potential extension of the gravity sanitary sewer along Gordon Street to service 2162 Gordon Street be completed as part of the Municipal Class EA and detailed design processes. In particular, we would appreciate if the Municipal Class EA and detailed design processes could review, investigate and answer the following questions: a) Is it possible to extend the gravity sanitary sewer further south along Gordon Street so that a gravity sanitary sewer connection could be made from the Options for Homes lands? See attached for a sketch showing the location. b) If the gravity sanitary sewer could be extended across the frontage of the Options for Homes lands, what would the anticipated depth of the sanitary sewer be at this location? As part of Alternative #9, a trunk gravity sanitary sewer is to be extended along Gordon Street and across the frontage of 2162 Gordon Street. From a review of the responses provided by the City of Guelph (see attached email message dated April 5, 2022 from Colleen Gammie), it is our understanding that the depth of trunk gravity sanitary sewer at this location is anticipated to range from 4.5m to 6m.	a)Based on preliminary topography, there could be potential to extend the gravity sewer length towards Street E. This would be reviewed during EA and detailed design, when road grades are determined. b)See above. For comparison, the depths in the Gordon Street alternative at this location range from 4.5-6m, which could be similar if the Alternav e 8 sewer was extended, however this has not been confirmed against downstream depths or downstream surface grades the model at this time – this will be done during future study/detailed design of the preferred alternative.
			The trunk gravity sanitary sewer depth will be determined as part of the Municipal Class Environmental Assessment (EA) and the detailed design of the trunk gravity sanitary sewer. We also understand that the City of Guelph is willing to support further review and investigation into a connection to the trunk gravity sanitary sewer from 2162 Gordon Street during the Municipal Class EA and detail design processes, provided that Alternative #9 is identified as the preferred wastewater servicing strategy for the Clair-Maltby Secondary Plan area, and that all local sewer depths on 2162 Gordon Street comply with City of Guelph standards, including any mobility policies and access locations to Gordon Street. It is our understanding that the trunk gravity sanitary sewer in Alternative #9 would be entirely designed, approved and constructed as part of the Phase 2 works, and that construction of the trunk gravity sanitary sewer would extend all of the way to Maltby Road. Should Alternative #9 be identified as the preferred wastewater servicing option for the Clair-Maltby Secondary Plan area, we kindly request that further review and investigation into the potential connection of gravity sanitary sewer from 2162 Gordon Street to the trunk gravity sanitary sewer on Gordon Street be completed as part of the Municipal Class EA and detailed design processes. In particular, we would appreciate if the Municipal Class EA and detailed design processes could review, investigate and answer the following questions: a) Alternative #9 illustrates that the trunk gravity sanitary sewer will be extended along Gordon Street and across the frontage of 2162 Gordon Street. What is the anticipated depth of the trunk gravity sanitary sewer in this location? b) Will the City permit a gravity connection from 2162 Gordon Street to this trunk gravity sanitary sewer? c) Based on the contemplated phasing for the Clair-Maltby Secondary Plan area and the understanding that the extension of the trunk gravity sanitary sewer along Gordon Street would be undertaken in Phase 2 of the works, what is the anticipated schedule for the Municipal Class EA, detailed design, approval and construction of these works? d) With respect to the phasing for the Clair-Maltby Secondary Plan area, including the timeline for completion of the Municipal Class EA, and the design, approval and construction of the trunk gravity sanitary sewer, what methodology will be undertaken by the City with respect to costs for design and construction, including cost sharing and cost recovery?	a)The depths in the Gordon Street alternav e at this location range from 4.5-6m, however the detailed design phase will look at optimizing depths and servicing. b) The City is open to gravity connections to the Gordon Street trunk, where feasible. The grades within the Options for Homes lands may not all be able to drain via gravity, but a portion could. The logistics of connecting to the trunk sewer on the street via gravity while considering local sewer depth, mobility policy and Gordon Street connections will need to be considered during the detailed design of the preferred alternative. c)The phasing plan and fiscal impact assessment will be incorporated into the overall capital budget with other master plan and study outputs to full understand resourcing, funding, and timing. The Gordon Street EA is currently on the capital plan to commence in 2023, however timing is preliminary at this time. d) Funding strategies are presented in the Fiscal Impact Assessment. During the City's capital budget process as well as in the upcoming 2023 Development Charges Background Study, the funding plan for Clair-Maltby (as well as for the rest of the City) will be further refined.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			In summary, we recognize that further review and investigation with respect to any amendments to the preferred wastewater servicing strategy will be undertaken as part of the Municipal Class EA and detailed design processes. In addition to the assessment of Alternative #8 and #9, and on behalf of our client (Options for Homes – 2162 Gordon Street), we kindly request that the City of Guelph ensure that the Municipal Class EA and detailed design processes also address the outstanding servicing matters identified in the enclosed letter from MHBC (dated September 16, 2021).	
53	Heritage Guelph	9/13/2021	•Suggest changing the term “preferred” to "shall" in the adaptive re-use policies. •2167 Gordon Street address is incorrect in policy 11.3.4.1.2. The correct address in the policy should read as 2187 Gordon Street. •Any impact of an active transportation route crossing the designated cultural heritage landscape should be considered. •The Committee provided comments on the timing of making recommendations for designation and that they would prefer designation to occur prior to development to ensure properties with cultural heritage value are protected. 2093 Gordon Street, as the first settler home in Puslinch Township, was used as an example. •The street naming policy for this area should consider early se ler names to highlight the settler families within the Clair-Maltby Secondary Plan Area. •Consider incorporating interprev e plaques such as at the entry to a neighbourhood or in a walkable area; or consider an interprev e walk program (for example: Garrison Creek Lost River Walk in Toronto). •The extant barn at 2187 Gordon Street and its connection to the Marcolongo CHL was discussed, nong the cultural heritage value of the area related to its agricultural history. Consider alignment of roads to allow for conservation of historic views	Staff received these comments in a meeting on September 13th, 2021. In addition to the discussions in the meeting, Heritage Guelph comments are noted for consideration through future development applications as applicable.
54	Protect Our Moraine Coalition	9/15/2021	1) Multi-use Overpass over Gordon Street The multi-use overpass is being proposed for "landscape connectivity, wildlife movement and an East-West Active Transportation route". 11.3.3.2.6 "the construction of a multi-use overpass over Gordon Street will be explored" (p.11) as per 11.3.6.1.7: "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" (p.19). In the fiscal assessment, the overpass is currently priced at $3M. POM Comments: •We are supportive of the multi-use overpass over Gordon Street as it will become the only viable crossing for large animals to safely cross the Gordon Street corridor. •As per the current secondary plan policies, we are unclear why the overpass is being “explored” through a feasibility study especially when the City of Guelph is seen to be a leader in Natural Heritage system protections. POM would suggest that the secondary plan policies clearly state what the feasibility study is for, e.g. costing, technical feasibility, potential for wildlife usage etc.? •POM is also appreciative that the proposed secondary plan policies (and maps) speak to various wildlife crossing on the exisn g road networks in Clair-Maltby. We did, however, note that the policies do not speak to the types and number of wildlife crossings or mitigation measures for the new roads proposed in Clair-Maltby.	The Gordon Street multi-use connection has been included to function as part of the active-transportation focused, connected, healthy, and environmentally friendly visions of the SPA. The Gordon Street connection will require a feasibility study to assess the technical feasibility, ecological feasibility and financial feasibility at the onset of the project as part of the detailed design of Gordon Street to determine if it is feasible as an overpass, underpass, or other type of crossing. Community engagement will occur as part of the project. Language has been revised to refer to this as a multi-use connection (overpass, underpass, or other). With respect to wildlife crossings for new roads, the existing official plan policies include policies that require the facilitation of safe wildlife passage across roadways. Additional wildlife crossing structures and fencing will be identified, designed and constructed through site-specific developments as informed by Environmental Impact Studies and Environmental Assessments.
			2) Hall's Pond Staff took the initiative to undertake a separate assessment for Hall's pond (Appendix F of the Master Environmental Servicing Plan that can be found here: Master Environmental Servicing Plan (wpengine-guelph.s3.ca-central-1.amazonaws.com) to best identify how to mitigate the previously identified long-term water level increases in Hall's pond (due to development in the immediate area). According to the Master Environmental Servicing Plan (MESP), the Hall's pond assessment resulted in a shift in thinking - that is, to move away from the establishing Stormwater Capture Area (SWCA) in favour of Low Impact Development Best Management Practices. Here is some wording from the report: "The distributed LID BMPs are to replace a 100 year stormwater capture area, which would have been required for the park draining to Halls Pond. The rationale for using LID BMPs versus a SWCA is to prevent groundwater mounding and increases in the average Halls Pond water levels". POM Comments: •This is great news and a positive development. •POM, however, was disappointed to identify that under 11.3.3.2.14 "Ecological Restoration" - Hall's pond isn't mentioned or highlighted as an area for restoration. However, under the section on "Hall's Pond" (p.13), there is mention of a need for "bathymetry and sediment depth of Hall's Pond must be confirmed" and "a management plan shall be prepared for Hall's Pond to establish appropriate access, recreational use, and restoration, consistent with the preservation and protection of ecological and hydrological features and functions". •POM would like to highlight our support for this management plan including the possibility of highlighting partnerships with community groups to make the restoration efforts happen (e.g. POM, Ducks Unlimited etc.). The secondary plan policies for the Hall’s Pond restoration should speak to potential partnerships with civil society organizations.	The proposed ecological restoration policy (11.3.3.2.14) applies to all areas within the Natural Heritage System, including Halls Pond and the broader Halls Pond Provincially Significant Wetland Complex. Clair-Maltby Secondary Plan policies requiring a Lands Management Plan for the Halls Pond Provincially Significant Wetland Complex, which would include the identification of restoration opportunities and priorities, have been clarified. The Lands Management Plan is required to be prepared by the Landowners Group. Opportunities for collaboration with community groups will be identified through the Lands Management Plan. Involvement of communities groups in the ongoing management and stewardship of the natural areas in Clair-Maltby, including the Halls Pond Provincially Significant Wetland Complex, is welcomed and encouraged by existing City programs, the Natural Heritage Action Plan and existing Official Plan Policy.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (Public, Stakeholders, Landowners)

	Name	Date	Comment	Response
			3. Recognition of the Importance of the Paris-Galt Moraine Under 11.3.2.2.1 "Natural Heritage System and the Paris Galt Moraine", City staff acknowledge in this section that the Clair-Maltby development is happening on the Paris Galt Moraine, e.g. "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" – POM Comments: •We were disappointed that there is no wording in the policies about working to highlight the Moraine, its location features, its critical functions or its history. •POM would strongly advocate for secondary plan policies not only acknowledge but celebrate the Paris-Galt Moraine through signage, naming conventions and educational opportunities of this important geological formation and landscape.	Educational signage is considered through site specific development applications. The content and design of education signage is determined through Environmental Implementation Reports as described in the City's Environmental Impact Study guidelines - https://guelph.ca/city-hall/planning-and-development/how-to-develop-property/guidelines-preparation-environmental-impact-studies/ The installation of educational signage would also be considered through the design and development of parks and trails.
			4. Active Transportation and the Moraine Ribbon Section 11.3.6.2 speaks to the development of an active transportation network: this is a significant departure for the City of Guelph and certainly a positive one. POM Comments: •While there is a lot of discussion about the routes including its relationship to the Moraine Ribbon, there is little to no guidance to developers/homebuilders on how they should create gateways/access to the active transportation network. •Further, we are concerned that in the draft secondary plan, there is no wording on wayfinding signage or guidance for active transportation users.	Details pertaining to access to the active transportation network will be determined through site-specific development. Wayfinding signage will be implemented in Clair-Maltby in a manner consistent with the recently approved Guelph Trails Master Plan.
			5. Transit The policies speak to the early introduction of transit to maximize ridership - which is good. However, the policies (on p.21) also state that "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 ". POM Comments: •Ensuring the best possible public transit infrastructure in Clair-Maltby is the one step that Council can take to ensure that developments in Clair-Maltby are more affordable, i.e. that residents can minimize their second most expensive expense which is typically transportation costs. •For the City of Guelph to "consider" queue jump lanes, priority traffic signals and dedicated bus lanes is inadequate. We need a stronger commitment for a viable transit alternative in Clair-Maltby. •Further, there is no mention of Clair-Maltby as a departure or destination for regional transit. We encourage staff to explore how Clair-Maltby's proximity and access to the 401 and beyond can contribute to regional transit movement.	The Transit Hub policies included in the secondary plan allow for transfers to interregional transit services to be accommodated.
			6. Neighbourhood Parks and Cultural Heritage Resources A number of neighbourhood park policies are highlighted on p.28 but none of them speak to re-using Cultural Heritage Resources. POM Comments: •As the City is proposing a neighbourhood park in close proximity to the Amos Farm ruins - it would be wise to ask for a policy that speaks to leveraging Cultural Heritage Resources in neighbourhood parks wherever its feasible.	Noted. The location of the neighbourhood park will be finalized through the draft plan of subdivision process.
			7. Gordon Street Corridor Built Form - Mandatory Bird Collision Counter Measures Under 11.3.8.2 - General Built Form and Urban Design Policies, there are a number of policies including one on minimizing bird collisions: "i. the design of sites and buildings will be bird-friendly with design elements and treatments which minimize bird strikes". POM Comments: Given that the City staff are proposing to build a corridor/wall of 14-storey buildings along Gordon Street, it would be wise to ask for stronger wording here, e.g. that bird collision counter measures including bird friendly glass be mandatory for highrises higher than four storeys in Clair-Maltby.	This policy has been clarified to require the implementation of Guelph's Bird-friendly Design Guideline throughout Clair-Maltby.
			8. Removal of Street A from the West Side of Gordon Street Street A is proposed to run from Clair Rd to Maltby Rd on the West Side of Gordon Street. A number of observers including Dr. Hugh Whiteley have significant concerns about the proposal to push this road through the Plan as it crosses core natural areas in two separate locations. POM Comments: •While POM appreciates that the City's servicing (water and sewage infrastructure) is predicted to enter from Clair Rd into Clair-Maltby through Street A, we believe that building a collector road through the Natural Heritage System set a dangerous precedent as Street A is not "essential" since Gordon Street to the East and Crawley Road to the West run parallel to the proposed Street A. •Instead of building a collector road over the infrastructure to serve Clair-Maltby, POM advocates for staff to explore liming the transportation corridor (where Street A is being proposed) to an Active Transportation connection where it crosses the Natural Heritage System.	Street A will be subject to a Schedule C Class EA, including further community engagement. The recommended policies outline what criteria must be met for Street A to proceed (11.3.3.2.5).

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (External Agencies)

	Name	Date	Summary of Comments	Response
1	UGDSB	8/17/2021	Board staff are of the understanding that the stormwater management capture areas will be dry multi-functional areas where co-located with schools. This is beneficial as stormwater management capture areas that are adjacent to our school facilities may pose a risk to student safety. However, dry multi-functional areas reduce that potential risk and are preferred where co-located with schools.	The staff understanding is correct - the storm water capture areas that are co-located with schools will be dry facilities, only experiencing standing water for a short period after large. intense storms.
			Furthermore, please be advised that our school site needs are based on the housing mix proposed and the minimum density targets required by this plan. As a result, our school site needs are subject to change as this plan materializes and further specifics regarding housing type and unit counts become available.	Noted.
2	GRCA	8/31/2021	Engineering comments:	
			We are in support of the general stormwater management approach of using both surface water capture areas and LID measures as prescribed in the reports to capture and infiltrate runoff in order to achieve the stormwater management objectives and targets as set out in the MESP. Development will be required to demonstrate that the target infiltration volumes are achievable prior to approval. Feature-based water budgets, monthly water balance assessment may be required for existing and proposed conditions to demonstrate mitigation of impacts from increased runoff and an infiltration deficit from the proposed developments.	Text has been added in recommendations stating-Developments should demonstrate that target infiltra. on volumes will be achievable based on LID BMPs and stormwater capture areas being proposed. Feature based water budgets, including monthly water balance assessment should be provided to demonstrate mitigation of impacts from proposed land use conditions.
			(Draft MESP) The clarification on the intent of the stormwater management targets relating to discharge, recharge and surface water targets is appreciated; it is understood that these targets are still to be achieved. It is anticipated that design of proposed developments will demonstrate the ability to obtain these targets through the proposed stormwater management approach for each site.	Text has been added in recommendations stating-9.Developments should demonstrate that target infiltration volumes will be achievable based on LID BMPs and stormwater capture areas being proposed as part of the development application.
			(Draft MESP) Referencing Page 131 - Alternative 5. This should be a combination of Alternatives 2-4, not 1-4. Alternative 5 as detailed on Page 135 indicates a combination of Alternatives 2-4. Alternative 1 “Do Nothing”, would be non-compliant with Clean Water Act, PPS and Growth Plan, not meet flood and erosion control requirements among other requirements.	Text has been corrected to state Alternatives 2-4.
			Ecology comments: Section 11.3.1.2 Guiding Principles and Objectives, Principle 1: Green and Resilient, Objective #3, page 2 – All wetlands and woodlands are important in maintaining biodiversity and ecosystem health in Clair-Maltby. Although it seems appropriate to highlight the Hall’s Pond Wetland Complex as being just one of the more significant ecological features of local and provincial interest, this is noted subsequently under Principle 5, Objective 5. We further recommend that all references to “Halls Pond” be changed to “Halls Pond Wetland Complex”.	Noted. Text has been revised.
			Section 11.3.3.2 Natural Heritage System, page 11 a. “ii. minimize the area and duration of construction disturbance;” add the word “duration” b. 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.” A monthly water balance assessment that considers flow inputs and outputs may be required as well.	Noted. Text has been revised.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (External Agencies)

	Name	Date	Summary of Comments	Response
			Section 11.3.9.3 Special Studies and Future Initiatives, page 43 – Although the participatory approach to City-wide monitoring of the NHS is supported, clearer study guidelines for all monitoring participants would greatly facilitate the land use planning process going forward.	Monitoring requirements are detailed in the MESP and CEIS to the extent feasible at the current Secondary Plan stage. At the site-specific stage of development, site-specific requirements to address local monitoring needs will be established. There is a need for both site-specific and broader scale ecological monitoring (as per Official Plan policy 4.1.7.5). In general, proponents will be responsible for the site-specific monitoring and the City will be responsible for the broader scale longer-term ecological and / or hydrologic monitoring determined to be required. For this work to be efficient and cost-effective for all involved, it will require collaboration among proponents and with the City, as outlined in the City's NHAP, with potential support from others such as the GRCA and local community partners. Further work to hammer out the City's vision, objectives and framework for monitoring at both the site-specific and City-wide scales still need to be developed but will not be developed through the CMSP process.
			Draft MESP: 1. Page 153, paragraph 3 – "Seasonal analysis of the SPA water budget indicates that the transient behaviour of groundwater recharge in the area is maintained in future conditions, (ref. Figure 3.3.5)." That reference is in fact illustrated in Figure 3.3.6.	Text has been corrected to state Figure 3.3.6
			2. Tables 3.3.26 to 3.3.33 – In some cases, the math does not add up but these could be rounding errors.	Numbers were rounded to nearest integer. change in storage term has been updated in table to address rounding. (updates in MESP and CEIS Phase3)
			Phase 1 & 2 EIA:	
			a. The wetland mapping in this report is adequate for the purpose of the CMSP.	Noted
			b. Further refinements to the wetland mapping may be considered on a case-by-case basis but will be subject to the completion of a site-specific EIS or EA to the satisfaction of the GRCA.	Noted
			CEIS Phase 3:	
			1. Section 6.4.1 Impact Assessment Context, page 134, paragraphs 2-3 – Text references to Tables 4.4.1 and 4.4.2 should be changed to Tables 6.4.1 and 6.4.2.	Text Updated to reference correct tables.
			2. Table 6.4.2. CMSP Natural Heritage System (NHS) Impact Assessment, Mitigation and Management Recommendations – Unevaluated wetlands will need to be assessed in accordance with GRCA policies and other applicable guidelines. A feature-based water balance assessment (i.e. monthly wetland water budget analysis that considers inflows and outflows) may be required to support development within the Clair Maltby SPA.	Agreed. It was already noted in the CEIS Phase 3 report Table 6.4.1 (Summary of Relevant City of Guelph Official Plan (2018 Consolidation) Natural Heritage System (NHS) Policies) in relation to Other Wetlands that GRCA regulates all wetlands, however this information has also now been added in the row for Significant Wetlands to ensure that Unevaluated wetlands of all sizes are captured. The Significant Wetlands and Other Wetlands row in Table 6.4.2 (CMSP Natural Heritage System (NHS) Impact Assessment, Mitigation and Management Recommendations) has also been amended to indicate a feature-based water balance assessment that analyses monthly wetland water budget inflows and outflows may also be required as a component of future site-specific study to support development in Clair-Maltby.
			3. Section 7.2.2 Clair-Maltby Secondary Plan Area Monitoring Components, page 156 – With respect to item 1 at the bottom of page 156, should the word "rainfall" be replaced by "precipitation"? I would expect that most rain gauges will account for the various forms of precipitation (rainfall, sleet, hail, fog), with the possible exception of snow depth, which is known to influence the hydrologic function of kettle wetlands in particular. It would be good to confirm if snow depth was used in the water budget analysis. This comment applies to Section 7.3.1 as well.	The word "precipitation" should replace the word "rainfall" in section 7.2.2. However, the current project used rainfall gauges (sec 7.3.1) to provide local data to inform the continuous dataset used in the water budget analysis. The continuous year round precipitation data set used winter precipitation from the Waterloo Regional Airport Climate station which accounted for snowfall. Snow depth was accounted for in the MIKESHE modelling used to complete the water budget analysis with precipitation being stored as snow when temperature is below 00C.
			4. Section 7.3.7 Terrestrial Ecology, subsection a, page 164 – The ELC mapping, including the limits of contiguous wetland and woodland features, would typically be reviewed, if necessary, and refined at the site-specific scale as part of an EIS or EA.	Agreed. Text in the CEIS Phase 3 report Section 7.3.7 (Terrestrial Ecology) has been clarified to indicate that changes to vegetation community boundaries (i.e., using ELC) will be reviewed and refined as necessary as a component of site-specific EIS or EA, including as a result of staking exercises with the City and / or GRCA as appropriate.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (External Agencies)

	Name	Date	Summary of Comments	Response
3	Bell	9/8/2021	While we don't have any specific comments or concerns pertaining to the Secondary Plan itself, Bell Canada would like to ensure that the landowners are aware and familiar with our conditions as they pertain to forthcoming Site Plans, Draft Plans of Subdivision and/or Draft Plans of Condominium (see below). Furthermore, we request that future reports and studies pertaining to the Block Plan as well as any future development applications within this block Plan be circulated to Bell Canada.	Noted.
			"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell. The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."	Noted.
4	MECP (CMSP)	9/17/2021	Based on our review of the Clair Maltby Secondary Servicing Plan (CMSP), we note that the proposed development is to be fully serviced by the City's municipal water and sewage systems.	Correct.
			The City's water distribution system is currently being expanded in the southern portion of Guelph through a new pressure zone (Zone 3) that will operate at pressures that are suitable to supply the water demands for the Clair Maltby Secondary Servicing Plan. Zone 3 is now live with pumping into the zone from the Clair Road Booster Pumping Station, however as demand increases in its service area, Zone 3 will require storage to meet mandated operating requirements. A 5ML storage reservoir will be required at one of the high points within the CMSP Lands. It is noted that new drinking system/source will be likely subject to MECP approvals under the Municipal Drinking Water License Program and Drinking Water Works permit.	Noted, thank you.
			Wastewater flows from the developed area will be conveyed to the Guelph Wastewater Treatment Plant, which will require MECP's approval (ECA) pursuant to the requirement of the Section 53 of the Ontario Water Resource Act, along with a supportive assimilative capacity study of the revised flow.	Noted, thank you.
			It is noted that the proposed stormwater management concept for this development includes stormwater ponds (facilities).	Correct.
			The stormwater management facilities/infrastructure will likely be subject to MECP approval (ECA) pursuant to the requirement of Section 53 of the Ontario Water Resource Act.	Noted, thank you.
			Groundwater: The physical and chemical hydrogeology of the proposed development site is adequately characterized. The potential impact to groundwater within the study area was assessed using the industry standard, integrated hydrological modelling system, MIKE SHE. The modeling results indicates minimal changes to groundwater flow regime are likely to occur, however, modeling predicts increase of water levels at the Hall's Pond by up to 26 cm over the simulated period (15 years). A supplemental study focused on the Hall's Pond was completed to address uncertainty in predicated water levels at the Hall's Pond. Based on the results of Phase 1/2 and Phase 3 Comprehensive Environmental Impact studies, it appears that the potential impacts on groundwater within the site vicinity, were identified and reasonable measures to mitigate these impacts were proposed.	Noted, thank you.
			Surface Water: Overall, the subject environmental impact study appears to be comprehensive, and science-based, which was supported by recent four years field data. The Ministry does not have any surface water concerns for the proposed land development if all the recommended mitigation measures are properly implemented in the design phase of the protect.	Noted, thank you.
			The Clair Maltby Secondary Plan should conform to the Guelph Official Plan, specifically section 4.3.3. Source Protection.	Yes, 4.3.3 of the Official Plan will apply to Clair Maltby.
			Species at Risk: Jefferson salamander – Jefferson dependent unisexual Ambystoma should be included as they are also a listed species.	Agreed. The Ph3 CEIS report has been updated to add "Jefferson-dependent unisexual Ambystoma" to the second bullet point under the heading Habitat of Provincially Endangered and Threatened Species.
			MECP recognizes the history with Guelph District MNRF. However, this section should be updated to indicate that MECP is now responsible of the Species at Risk Program and should be consulted for Species at Risk or Endangered Species Act matters.	Agreed. The footnote on page 21 and 22 of the CEIS Phase 3 document already noted that "as of April 1, 2019 responsibility for regulation and enforcement related to Ontario's Endangered Species Act was transferred to the Ministry of Conservation, Environment and Parks (MECP)". The text has been revised to remove "and MNRF should be consulted for future site-specific studies" from the footnote on page 21.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (External Agencies)

	Name	Date	Summary of Comments	Response
			Table G2: Please note the following additional END/THR species with records in proximity to the site: bank swallow, Henslow's sparrow and Jefferson dependent unisexual ambystoma.	Agreed. Appendix G2 in the Phase 1 and 2 CEIS has been updated to add bank swallow, Henslow's sparrow and Jefferson-dependent unisexual Ambystoma as species with records in the PSA or SPA but not confirmed as present. In addition, text has been updated on page 22 of the CEIS Phase 3 document to indicate that there are records of Bank Swallow, Henslow's Sparrow and Jefferson-dependent unisexual Ambystoma in proximity to Clair-Maltby. Screening for suitable habitat for these and other Species at Risk will be required as a component of future site-specific EIS or EA.
			The column Species Confirmed Present – this column seems to suggest that surveys have been undertaken to confirm presence/absence. Have surveys been undertaken for butternut, Jefferson salamander, Blanding's turtle, Chimney swift and Rusty-patched bumble bee? Due to the fact that targeted surveys using approved protocols have been not been undertaken. The Ministry would recommend defining this section with unknown or surveys not completed.	Agreed. Appendix G2 in the Phase 1 and 2 CEIS has been updated to indicate Butternut has been confirmed present. However, the local status of Jefferson-dependent unisexual Ambystoma, Blanding's turtle, Chimney swift and Rusty-patched bumble bee and others has been amended to indicate "Unknown – Targeted field surveys for this species in accordance with Provincial protocols were not undertaken as part of this study".
			Table G3: Please note the following additional Special Concern species have records in vicinity of this site: American Hart's-tongue fern, short-eared owl, yellow rail, grass pickerel, grasshopper sparrow, green dragon, Hill's pondweed, horned grebe, Northern sunfish, olive-sided flycatcher, tuberous Indian-plantian, dwarf lake iris, rainbow mussel and silver lamprey.	Appendix G3 of the Ph1 and Ph2 CEIS has been amended to add: American Hart's-tongue fern, short-eared owl, yellow rail, grass pickerel, grasshopper sparrow, green dragon, Hill's pondweed, horned grebe, Northern sunfish, olive-sided flycatcher, tuberous Indian-plantain, dwarf lake iris, rainbow mussel and silver lamprey have as Special Concern species with suitable habitat within the SPA and/or PSA for whom targeted field studies were not completed as part of this project.
			The column Species Confirmed Present – this column seems to suggest that surveys have been undertaken to confirm presence/absence. The Ministry would recommend defining this section with unknown or surveys not completed.	Appendix G3 of the Ph1 and Ph2 CEIS has been amended to indicate "Unknown – Targeted field surveys for this species in accordance with Provincial protocols were not undertaken as part of this study" except where the species are birds or records have been confirmed as part of this study.
			See attached included Client's Guide to Preliminary Screening for Species at Risk	Noted. Thank you.
5	MMAH	9/20/2021	MMAH and MNDMNRF staff have completed their review of the draft Clair Maltby Secondary Plan and have no comments to offer. MECP's technical comments provided on September 17th comprise the entirety of the province's one window review comments for this matter.	Noted, thank you.
6	Town of Puslinch	9/21/2021	There was a collected understand that there is a need to strengthen the language within the proposed Secondary Plan policy, including clarification regarding the urban-rural transition area and its design; how this area/depth is measured etc.	The Urban-Rural Transition is identified as being a minimum of 60 metres in depth from the northerly side of the Maltby Road right-of-way and the westerly side of the Victoria Road right-of-way in order to clarify how it is to be measured and ensure that the portions of the right-of-way are not included within the transition area. The policies outline that the Urban-Rural Transition is an overlay designation and the maximum building height within this area is 3 storeys. Beyond the urban-rural transition area, building heights will be in accordance with the underlying land use designation. The intent is that the Urban-Rural Transition area provides an appropriate transition from urban built form to rural built form. The policies encourage increased setbacks from the Victoria Road and Maltby Road right-of-ways, with the majority of the setback being landscaped. Specific solutions or setbacks have intentionally not been proposed to be included in the secondary plan in order to allow for future draft plan of subdivision and zoning by-law amendment processes to be able to respond to grading and site-specific conditions. Both the draft plan of subdivision and the zoning by-law amendment processes are public which the Township would be circulated on to provide appropriate site-specific comments.
			Township Council continues to express their concerns with the traffic that will be generated and funnelled south through Puslinch and the impacts that this will have on the Township's infrastructure.	As per the December 2000 Gordon Street EA, Gordon Street is planned to be widened independent of the Clair Maltby Secondary Plan. Further, this corridor is identified in the City's 2022 Transportation Master Plan for widening, largely to accommodate increased active transportation infrastructure and to establish a Quality Transit Network. Four travel lanes are planned to accommodate anticipated traffic. Traffic volumes from Clair-Maltby development can be accommodated within the planned widening of Gordon Street. An updated EA will be undertaken to update the previous EA given the advancement of the Clair-Maltby Secondary Plan. Gordon Street will be designed to provide access to high density residential, mixed uses, service commercial, office/commercial destinations, and the connecting collector and local road network within Clair-Maltby Secondary Plan area. It should be noted that the vast majority of Clair-Maltby related development traffic oriented south of the Secondary Plan area will be routing between Maltby Road and Highway 401, and generally small volumes of traffic are anticipated to route along Gordon Street south of Highway 401 through Puslinch. This will be further encouraged through the ongoing Ministry of Transportation Ontario "Midblock Interchange" project.

Clair Maltby Secondary Plan & MESP - Final Draft Circulation - Comment Summary (External Agencies)

	Name	Date	Summary of Comments	Response
			Council identified that there is an unsatisfactory response to the Township's Hydrogeologist previous comments. In addition, there are concerns with the storm water management section of Master Servicing Plan. Review by the Township's technical consultants was directed: Aa Township of Puslinch should be concerned with the redirection of storm water from north of Maltby Road to south of Maltby Road onto private lands where there is no conveyance to Mill Creek.	It is understood that there is no current direct pathway of drainage from north of Maltby Rd to the south; the overflow systems shown on the current plan would not come into effect until an event larger that the Regional Storm plus a suitable freeboard which would notionally exceed a 500 year event. Based on the mapping in the area, this would be similar to how the system would work under existing extreme storm conditions. It is recommended that overflow alternatives and associated controls be further reviewed during the detailed design stage.
			b. A groundwater monitoring program to specifically address water quality upgradient of private wells in Puslinch is necessary along with realistic mitigation measures based on water quality results. Monitoring wells MW9 and MW3 included in the existing monitoring program (Section 7.3.2) will monitor existing road salt issues from existing road network but do not show ambient groundwater quality.	We understand the comment that MW9 and MW3 would be appropriate monitors to assess potential road salt impacts to groundwater quality, based on current road network but additional monitoring is needed for new road network. As described in the Monitoring Well section of 7.3.2. of the Phase 3 CEIS we believe additional monitoring wells need to be installed and monitored as part of development evolution and this will help identify ambient conditions pre-development and changes post development. Existing language from 7.3.3.2 "A quarterly sampling for general chemistry should be considered to monitor for potential chloride impacts associated with road salt as the development is advanced and to support the City's Salt Management Plan (SMP) and source control performance management." Additional monitoring wells may be required for site-specific developments as per the City's Development Manual to assess the performance of source controls or where site-specific stormwater management is proposing more centralized approaches. Additional water table monitors may be installed as part of site-specific developments to aid in the water quality and quantity performance assessment of source controls and SWCAs. Further, the City's Water Services has recently initiated a Salt Management Action Plan team – a pillar of which is the Monitoring and Assessment of chloride levels across the City as well as at City boundaries.
			Clarity is required as to why information regarding infrastructure and roads has not been provided with respects to the lands that are east of the Hanlon (and west of the Clair-Maltby Secondary Plan). It is requested that the City review how the build out of the Secondary Plan and the road network will incorporate with this area to the west and explore alternative traffic routes that push traffic to the Hanlon.	The lands mentioned are not part of the CMSP Study Area. City-wide transportation requirements have been studied in the Transportation Master Plan (TMP), which included the CMSP traffic study and population projections as an input. The TMP has confirmed that the road network in this area is sufficient to support projected traffic.
			There are concerns with height within the whole development as topography emphasizes the height for development and impacts the landscape from a visual perspective. The maximum building heights throughout the entire development should be reviewed.	The maximum building heights have been reviewed based on feedback from the County as well as other stakeholders and have been reduced from 18 to 14 storeys. Schedule 3, Built Form and Open Space System Elements further directs the tallest buildings (14 storeys) to the proposed Urban Village Core and away from the shared boundary between the City and the Township. Additionally, the land use designations allow for a variety of heights and the significant landform is protected from development through its designation as a feature of the natural heritage system At this time, we are continuing to work through feedback received following release of the draft secondary plan. We anticipate seeking City Council approval of the secondary plan and MESP this Spring. Notice will be provided in advance of the council meeting date.

Technical Memorandum

Project Name:	2021, 2093, 2143 & 2187 Gordon Street (Clair Maltby)	**MTE File No.:**	C42311-104D& C43742-104D
To:	Colleen Gammie, P.Eng. Infrastructure Planning Engineer City of Guelph Engineering and Transportation Services 1 Carden Street, Guelph, ON N1H 3A1	**Date:**	December 13, 2021
cc:	Steve Peterson, MTE Consultants Inc. Brad Trussler, 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Alex Drung, 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Pete Graham, 2021 & 2093 Gordon Street Inc.	**From:**	Kevin Kocken, Jeff Martens, P.Eng.

RE: Clair Maltby SWM Strategy Alternatives

1.0 Introduction

MTE Consultants Inc. (MTE) has been retained by 2021 & 2093 Gordon Street Inc., and 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) to complete a background servicing assessment for the properties located at 2021, 2093, 2143 and 2187 Gordon Street, herein referred to as the 'subject lands'. The subject lands are located within the City of Guelph (City) and are part of the proposed future Clair Maltby Community. The purpose of this technical memorandum is to advance the preferred stormwater management (SWM) strategy as outlined in the Master Environmental Servicing Plan (MESP).

2.0 Background

The City commissioned the MESP for the Clair Maltby Community to determine the overall preferred servicing strategy for the study area, which was completed by The Wood Group in June, 2021. Within this study numerous SWM strategy alternatives were identified and evaluated based on various technical and socio-economic metrics. The preliminary preferred alternative is known as Alternative 5 – Combinations, which combines at-source and conveyance controls on both public and private lands, along with stormwater capture areas, as shown on Figure 3.3.5 of the MESP.

SWM criteria for the Clair Maltby Community was developed by considering goals and objectives from both the GRCA's Hanlon Creek Watershed Plan (1993) and Mill Creek Subwatershed Plan (1996). These documents help outline the stormwater objectives as seen on Table 3.3.6 of the MESP. The main targets of which are the maintaining of pre-development groundwater recharge and providing pre-to-post development control for all events up to the Regional Storm.

Draft

3.0 Alternative Comparisons

MTE has compared the following SWM strategy design alternatives for the Clair Maltby Community, and the subject lands more specifically: Alternative 5 – Combination (MESP) and MTE Consultants' Preferred SWM Solution, known herein as Alternative 6.

Please refer to the following attachments in conjunction with this technical memorandum:

- MESP Figure 3.3.5;
- MTE Drawing 43742-104-MS1.4;
- MTE Drawing 43742-104-MS1.5;
- CVD In-Situ Permeameter Testing Report.

3.1 Alternative 5 - Combination

The preliminary preferred SWM strategy is known as Alternative 5 – Combination, within the MESP. Refer to MTE Drawing **MS1.4** for the Preliminary Stormwater Management Plan. The overall design strategy demonstrated by this alternative involves:

- Storm Catchment 1 (33.7ha) drains to a 3.02ha SWM capture area located in the centre of the development area. The SWM capture area provides a full retention volume for storm events up to and including the Regional Storm. An emergency relief outlet is directed to the western wetland area and utilized for storm events greater than the Regional Storm.
- Storm Catchment 2 (3.9ha) is proposed to be drained to site specific SWM capture areas because the drainage area is less than 5.0ha. This means SWM strategy will be determined on a site-by-site basis depending on infiltration capacity, land usage, etc. It is anticipated that approximately 10% of the overall area is required as SWM capture area in order to adequately attenuate Regional Storm events. This corresponds to a SWM capture area of 0.39ha.
- Storm Catchment 3 (5.4ha) drains to a 0.60ha SWM capture area located in the southwest corner of the catchment. The SWM capture area provides detention volume for storm events up to and including the Regional Storm.

Overall stormwater runoff is proposed to be infiltrated or directed to the wetland area west of the subject lands.

SWM facilities that provide retention for the Regional Storm event typically require 12% of the total catchment area to be SWM area. Catchment Area 1 has an area of 33.7ha and would require a SWM capture area of approximately 4.0ha to adequately control the Regional Storm. This is shown on **MS1.4** as the larger hatched area which more accurately depicts the size of SWM block required.

3.2 Alternative 6 - MTE Preferred SWM Solution

MTE proposes a SWM strategy alternative which reduces the overall dedicated SWM area while still providing controls that meet agency requirements. Refer to **MTE Drawing MS1.5** for the Preliminary Stormwater Management Plan. The SWM strategy is summarized as follows:

- Storm Catchment 1 (20.3ha) drains to a 1.6ha SWM facility located at the southeast corner of Street A and Street D. The SWM capture area provides detention volume for 2-year to Regional Storm events controlling to an allowable rate and directing flows to the SWM facility located in Catchment 2. A proposed 1050mm diameter overflow pipe is directed south along Street A and then west across Storm Catchment 2 to the conventional SWM facility which provides a high amount of infiltration capacity.

Draft

- Storm Catchment 2 (7.0ha) drains to a SWM facility located in the northwest corner of the catchment. The SWM facility provides additional detention for flows from Catchment 1 and 2 for storms up to the Regional Storm event to pre-development levels. Infiltration will be provided at the SWM facility within Catchment 2 in order to match water balance conditions to the wetland. Soils within the SWM facility in area 2 have exfiltration flow rates that are generally 20x greater than soils in the vicinity of SWM facility 1.
- Storm Catchment 3 (12.8ha) drains to a SWM facility located in the southwest corner of the catchment. The SWM facility provides detention and infiltration for storms up to the Regional Storm event.
- Storm Catchment 4 (1.8ha) drains to a 0.22ha infiltration-only SWM facility located in the southeast corner of the catchment. The SWM capture area provides infiltration for storms up to and including the Regional Storm event.

This alternative reduces the area needed for the central SWM block located in Storm Catchment 1 by approximately 2.5ha. The SWM block can be made smaller because the facility is no longer required to control the Regional Storm volume entirely within it's limits due to the storm overflow pipe. The highly permeable soils located in Storm Catchment 2 are utilized to maximize the amount of stormwater runoff that is infiltrated.

A fourth storm catchment area is introduced to control runoff from the low spot in the southeast corner of the subject lands. The SWM capture area within this catchment will operate as an infiltration-only facility due to the lack of an overflow outlet.

3.3 Design Comparisons

In-situ permeameter testing was conducted in June 2019 by Chung & Vander Doelen Engineering Ltd. (CVD) for the subject lands. Four test pits were dug to test for the hydraulic conductivity of the soils. TP-2, which is located within the central depression, is a good representation of the soil conditions in the area of the proposed full capture SWM facility in Catchment 1, shown on **MTE Drawing MS1.4**. The soil type is firm clayey silt and the field recorded hydraulic conductivity is 3 to 4 orders of magnitude less permeable than the results recorded at TP-4 and TP-3, located within Catchments 2 and 3 respectively. The soil conditions at TP-2 suggest that the 8% pond area assumption by The Wood Group for the Catchment 1 SWM capture area is too low. A pond area that represents 12% of the total catchment area would be required in order to infiltrate the Regional Storm event under the current soil permeability. Refer to the CVD report attached.

The proposed SWM strategy is preferred by MTE rather than the preliminary preferred alternative because SWM capture areas are reduced and the total development area located at 2021, 2093, 2143 & 2187 Gordon Street is increased. This is achieved by locating the larger infiltration facilities within areas of higher soil permeability, adjacent to the existing wetlands along the western boundary of the developable lands. Assuming that the SWM capture areas for MTE Catchments 2 and 3 total an average of 11% of the catchment areas, then the total area for SWM facilities would be approximately 4.0ha for the entire subject lands.

Smaller SWM capture areas result in the capital costs for construction and maintenance being less. Therefore, the proposed MTE SWM strategy will cost less than the preliminary preferred solution.

Draft

The additional SWM facility within Catchment 4, as shown on **MTE Drawing MS1.5**, receives runoff from a local low point which was previously being directed to the central SWM facility in the preliminary preferred solution.

Removing Catchment 4 from Catchment 1 allows the SWM facility in Catchment 1 to be raised such that the storm outlet sewer from Catchment 1 can be directed to Catchment 2.

MTE prefers Alternative 6 which provides the majority of infiltration in proximity to the soils which have much higher infiltration rates. Alternative 6 results in less land being consumed for SWM facilities. Alternative 6 configuration of the SWM facilities allows for more efficient development of the land by having more of the centralized area available for development.

4.0 Conclusions and Recommendations

Based on the ongoing analysis, the following conclusions and recommendations are made:

1. The City of Guelph consider MTE's Preferred SWM Solution be implemented for the subject lands, refining the preliminary preferred alternative published in the MESP;

2. The higher permeability of the soil conditions within the southwest corner of the subject lands allows for the majority of stormwater runoff from Catchments 1 and 2 to be infiltrated, therefore reducing the size of SWM capture area needed; and

3. The MTE Solution minimizes costs related to the construction and maintenance of SWM capture areas by reducing the overall size required.

We would like to meet with the City and their Consultants to discuss this SWM strategy further.

All of which is respectfully submitted,

MTE Consultants Inc.

DRAFT

Kevin Kocken
Designer
519-743-6500 ext. 1457
kkocken@mte85.com

DRAFT

Jeff Martens, P.Eng.
Director of Engineering
519-743-6500 ext. 1231
jmartens@mte85.com

M:\43742\104\02 - Reports\MTE Reports\SWM Tech Memo\43742-104_SWM Tech Memo_2021-12-13 DRAFT.docx

Draft

Attachments

MESP Figure 3.3.5

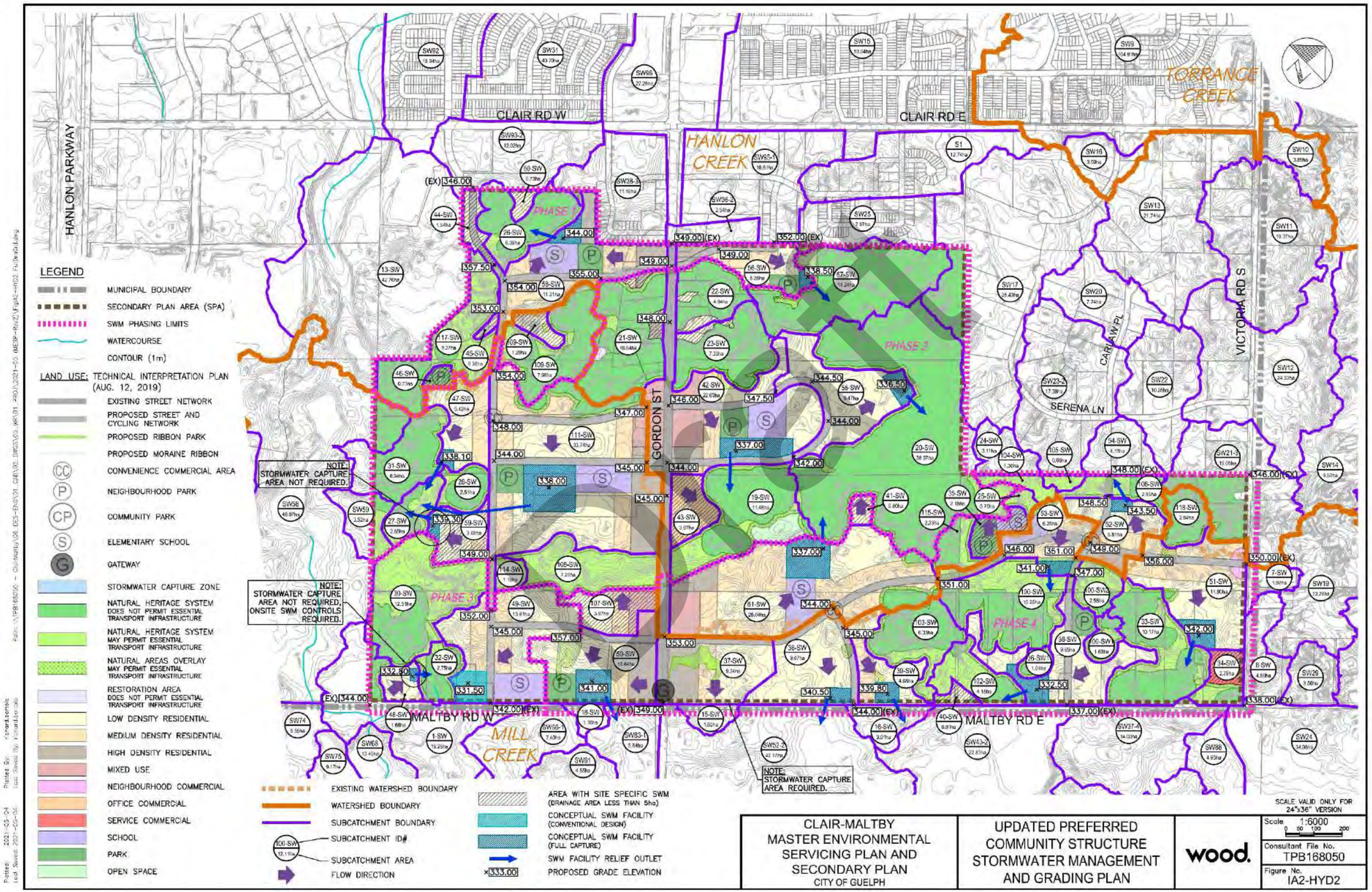
MTE Drawing 43742-104-MS1.4

MTE Drawing 43742-104-MS1.5

CVD In-Situ Permeameter Testing Report

Draft

Figure 3.3.5. Preliminary Stormwater Management and Conceptual Grading Plan



MS1.4

Scale: 1:2000

OWNER

2021 & 2093 GORDON STREET INC.
– 2021 & 2093 GORDON STREET
2575950 ONTARIO LTD.
– 2187 GORDON STREET

PROJECT

CLAIR-MALTBY SECONDARY PLAN

2021, 2093 & 2187 Gordon St. Guelph

CONCEPTUAL SWM PLAN
OPTION #1 - MESP SOLUTION

MTE

Engineers | Scientists | Surveyors

Project No.: 43742-104

LEGEND

STORM WATER MANAGEMENT FACILITY (SWMF)

SWMF CATCHMENT AREA BOUNDARY

SWMF CATCHMENT AREA NUMBER

SWMF CATCHMENT AREA (HECTARES)

3B
21 ha

2021 & 2093
GORDON ST.

STREET A

STREET C

STREET D

3
5.4 ha

FULL CAPTURE
SWMF 0.60ha

FULL CAPTURE
SWMF 3.02ha

1
33.7 ha

SWM EMERGENCY
RELIEF OUTLET

PROPOSED C.of G. SWMF
PER FIGURE 3.3.5 OF MESP
INFILTRATION FOR
REGIONAL STORM.

2
3.9 ha

SITE SPECIFIC SWM
AS PER FIGURE 3.3.5
OF MESP

4.0ha SWM CAPTRUE
AREA PER MTE
CALCULATIONS

2143 & 2187
GORDON ST.

SWM

MTE FILE PATH: P:\P\43742\104\43742-104-MS5 SAN OPTIONS

December 9, 2021 – 12:22 p.m. – Plotted By: ghonsberger

MTE FILE PATH: P:\P\43742\104\43742-104-MS5 SAN OPTIONS

December 9, 2021 – 12:22 p.m. – Plotted By: ghonsberger

MS1.5 Scale: 1:2000

OWNER
2021 & 2093 GORDON STREET INC.
– 2021 & 2093 GORDON STREET
2575950 ONTARIO LTD.
– 2187 GORDON STREET

PROJECT
CLAIR-MALTBY SECONDARY PLAN
2021, 2093 & 2187 Gordon St. Guelph

CONCEPTUAL SWM PLAN
OPTION #2 - MTE SOLUTION

MTE
Engineers | Scientists | Surveyors

Project No.: 43742-104

LEGEND

- STORM WATER MANAGEMENT FACILITY (SWMF)
- 3B / 21 ha — SWMF CATCHMENT AREA BOUNDARY; SWMF CATCHMENT AREA NUMBER; SWMF CATCHMENT AREA (HECTARES)

2021 & 2093 GORDON ST.

STREET A

STREET C

STREET D

3 — 12.8 ha

1 — 20.3ha

2 — 7.0 ha

4 — 1.8 ha

CONVENTIONAL SWMF WITH INFILTRATION MEASURES, INFILTRATION RATE APPROX. 75mm/hr

1.62ha PROPOSED MTE WET POND SWMF, INFILTRATION RATE LESS THAN 10mm/hr.

PROPOSED OVERFLOW FROM WET POND SWMF TO CONVENTIONAL SWMF WITH INFILTRATION MEASURES

INV=341.0

PIPE CAPACITY IS SET TO 1050mmØ @ 0.5%

PERMANENT POOL =340.00

TOP OF POND =341.00, PP=338.00

INV=339.5

CONVENTIONAL SWMF WITH INFILTRATION MEASURES, INFILTRATION RATE APPROX. 200mm/hr

2143 & 2187 GORDON ST.

INFILTRATION-ONLY SWMF (0.22ha)

SWM

CHUNG & VANDER DOELEN
ENGINEERING LTD.

311 VICTORIA STREET NORTH
KITCHENER / ONTARIO / N2H 5E1
519-742-8979

June 28, 2019
File No.: G19770

2021 Gordon Street Inc. and 2093 Gordon Street Inc.
80 Southgate Drive
Guelph, Ontario
N1G 4P5

Attention: Mr. Pete Graham

and

2575950 Ontario Ltd.
433 Steeles Avenue West, Suite 110
Milton, Ontario
L9T 8Z4

Attention: Mr. Alex Drung

Draft

Re: **Insitu Permeameter Testing**
2021, 2093 and 2187 Gordon Street
Guelph, Ontario

We are pleased to present our report of findings for the above noted project. This report is based upon the subsurface conditions exposed during the excavation of four test pits excavated on the three above noted properties.

FIELD WORK

Field work was performed on June 19, 2019 and consisted of excavating, inspecting and sampling the subsurface conditions exposed at four test pits located in potential future storm water management (SWM) areas as determined by MTE Consultants Inc (MTE). Insitu constant head permeability testing using the Guelph Permeameter was conducted at specified positions within the exposed vertical profiles as instructed by MTE.

The test pits were excavated by a large track mounted excavator under the direction of MTE to depths between 2.45 and 4.7 m below existing grade. The location of the test pits and insitu permeameter testing are illustrated on Drawing No. 1.

The exposed soil profiles were visually inspected and logged by the Field Engineer from our firm. Groundwater conditions were monitored during the inspection of the test pits. The subsurface conditions encountered at the test pits are detailed on the Test Pit Log Sheets, Enclosures 1 to 4.

Representative samples of the exposed soil profiles were secured from insitu permeameter testing locations and elevations and were submitted for grain size distribution analysis testing. The results are graphically presented on Enclosures 5 to 8.

Draft

TESTING AND RESULTS

The following table presents the test pit / permeameter test location, the position of the insitu testing in the vertical profile, and the soil type tested with the Guelph Permeameter:

Test Pit/Permeameter Test Location	Insitu Testing Depth	Soil Type Tested
Test Pit 1	0.9 m below existing grade	compact fine sand, some silt and gravel
Test Pit 2	1.0 m below existing grade	firm clayey silt
Test Pit 3	1.5 m below existing grade	compact to dense gravelly silty sand
Test Pit 4	3.1 m below existing grade	compact to dense sand and gravel, trace to some silt

Preparation for insitu constant head permeability testing requires the augering of a uniform small diameter test hole into the soil in which the permeameter testing is conducted. 3.0 to 4.0 cm diameter holes extended to depths of 18 to 28 cm below the post-excavation grades prepared during the excavation of the test pits. Constant head permeability testing of the soil type described in the table above was conducted using a constant head setting of 5 cm.

The following table presents the results of insitu field saturated hydraulic conductivity testing using the Guelph Permeameter at the four tested locations:

Location and Depth	Soil Type	Field Saturated Hydraulic Conductivity (k_{fs}) (cm/sec)
TP-1, 0.9 m below existing grade	compact fine sand, some silt and gravel	2.55×10^{-3}
TP-2, 1.0 m below existing grade	firm clayey silt	3.93×10^{-6}
TP-3, 1.5 m below existing grade	compact to dense gravelly silty sand	1.96×10^{-4}
TP-4, 3.1 m below existing grade	compact to dense sand and gravel, trace to some silt	1.80×10^{-2}

Draft

CLOSURE

The Limitations of Report, as quoted in Appendix "A", is an integral part of this report.

We trust this report is sufficient for your immediate requirements. If you have any questions, please do not hesitate to contact the undersigned.

Yours truly,
CHUNG & VANDER DOELEN ENGINEERING LTD.

Robert Vander Doelen, P. Eng.
Senior Engineer

encls.

APPENDIX “A”

STATEMENT OF LIMITATIONS

Draft

APPENDIX "A"

LIMITATIONS OF REPORT

The conclusions and recommendations given in this report are based on information determined at the testhole locations. Subsurface and groundwater conditions between and beyond the testholes may differ from those encountered at the testhole locations, and conditions may become apparent during construction which could not be detected or anticipated at the time of the site investigation. It is recommended practice that the Soils Engineer be retained during construction to confirm that the subsurface conditions throughout the site do not deviate materially from those encountered in the testholes.

The comments made in this report on potential construction problems and possible methods are intended only for the guidance of the designer. The number of testholes may not be sufficient to determine all the factors that may affect construction methods and costs. For example, the thickness of surficial topsoil or fill layers may vary markedly and unpredictably. The contractors bidding on this project or undertaking the construction should, therefore, make their own interpretation of the factual information presented and draw their own conclusion as to how the subsurface conditions may affect their work.

The benchmark and elevations mentioned in this report were obtained strictly for use in the geotechnical design of the project and by this office only, and should not be used by any other parties for any other purposes.

Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. CHUNG & VANDER DOELEN ENGINEERING LIMITED accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

This report does not reflect the environmental issues or concerns unless otherwise stated in the report. The design recommendations given in this report are applicable only to the project described in the text and then only if constructed substantially in accordance with the details stated in this report. Since all details of the design may not be known, we recommend that we be retained during the final design stage to verify that the design is consistent with our recommendations, and that assumptions made in our analysis are valid.

Draft

ENCLOSURES

Draft

FILE No: G19770

TEST PIT No. 1

Client: **2021 Gordon St Inc, 2093 Gordon St Inc, and 2575950 Ontario Ltd**

Project: **Insitu Permeameter Testing**

Location: **2021, 2093 and 2187 Gordon Street, Guelph**

EQUIPMENT DATA

Machine: **Excavator**
Method: **Excavator**
Size:
Date: **Jun 19 19** TO **Jun 19 19**

ELEV./ DEPTH (m)	DESCRIPTION	DEPTH (m)	SYMBOL	SAMPLE ID	SAMPLE TYPE	N-VALUE	REMARKS
	Ground Elevation: **+/-341**						
	250mm TOPSOIL						
0.25	orangy brown SAND AND SILT trace gravel						
0.45	compact brown Fine SAND some silt and gravel occ cobbles and boulders damp to moist	0.5					
		1.0		1	bs		insitu permeameter testing conducted at 0.9 m depth
		1.5					
		2.0		2	bs		
2.45	End of Test pit	2.5					test pit dry at completion of excavation
		3.0					
		3.5					
		4.0					
		4.5					

SHEAR STRENGTH (kPa)
FIELD VANE: Peak ⊗ Rem. ×
LAB TEST: Unc. ■ P.P. □
50 100 150 200
PENETRATION RESISTANCE
STANDARD ● DYN. CONE ○
20 40 60 80

WATER CONTENT (%)
W_P W W_L
10 20 30

WELL DATA

Draft

PROJECT MANAGER: **RVD**

CHUNG & VANDER DOELEN ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
ph. (519) 742-8979, fx. (519) 742-7739

FILE No: G19770

TEST PIT No. 2

Client: **2021 Gordon St Inc, 2093 Gordon St Inc, and 2575950 Ontario Ltd**

Project: **Insitu Permeameter Testing**

Location: **2021, 2093 and 2187 Gordon Street, Guelph**

EQUIPMENT DATA

Machine: **Excavator**
Method: **Excavator**
Size:
Date: **Jun 19 19** TO **Jun 19 19**

ELEV./ DEPTH (m)	DESCRIPTION	DEPTH (m)	SYMBOL	SAMPLE ID	SAMPLE TYPE	N-VALUE	REMARKS
	Ground Elevation: **+/-340**						
	900mm TOPSOIL	0.5					
0.90	firm brown CLAYEY SILT moist to wet	1.0		1	bs		insitu permeameter testing conducted at 1.0 m depth
1.40	loose to compact brown SAND AND SILT trace to some clay wet to saturated	1.5					
		2.0					
		2.5		2	bs		moderate water seepage at 2.6 m depth during advancement of excavation
2.75	End of Test Pit	3.0					
		3.5					
		4.0					
		4.5					

SHEAR STRENGTH (kPa)
FIELD VANE: Peak ⊗ Rem. ×
LAB TEST: Unc. ■ P.P. □
50 100 150 200
PENETRATION RESISTANCE
STANDARD ● DYN. CONE ○
20 40 60 80

WATER CONTENT (%)
W_P W W_L
10 20 30

WELL DATA

Draft

PROJECT MANAGER: **RVD**

CHUNG & VANDER DOELEN ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
ph. (519) 742-8979, fx. (519) 742-7739

FILE No: G19770

TEST PIT No. 3

Client: **2021 Gordon St Inc, 2093 Gordon St Inc, and 2575950 Ontario Ltd**

Project: **Insitu Permeameter Testing**

Location: **2021, 2093 and 2187 Gordon Street, Guelph**

EQUIPMENT DATA

Machine: **Excavator**
Method: **Excavator**
Size:
Date: **Jun 19 19** TO **Jun 19 19**

ELEV./ DEPTH (m)	DESCRIPTION	DEPTH (m)	SYMBOL	SAMPLE ID	SAMPLE TYPE	N-VALUE	REMARKS
	Ground Elevation: **+/-342**						
	300mm TOPSOIL						
0.30	compact to dense brown GRAVELLY SILTY SAND damp to moist	0.5					
		1.0					
		1.5		1	bs		insitu permeameter testing conducted at 1.5 m depth
		2.0					
		2.5		2	bs		
2.60	End of Test Pit						test pit dry at completion of excavation
		3.0					
		3.5					
		4.0					
		4.5					

SHEAR STRENGTH (kPa)
FIELD VANE: Peak ⊗ Rem. ×
LAB TEST: Unc. ■ P.P. □
50 100 150 200
PENETRATION RESISTANCE
STANDARD ● DYN. CONE ○
20 40 60 80

WATER CONTENT (%)
W_P W W_L
10 20 30

WELL DATA

DEPTH (m)

Draft

PROJECT MANAGER: **RVD**

CHUNG & VANDER DOELEN ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
ph. (519) 742-8979, fx. (519) 742-7739

FILE No: G19770

TEST PIT No. 4

Client: **2021 Gordon St Inc, 2093 Gordon St Inc, and 2575950 Ontario Ltd**

Project: **Insitu Permeameter Testing**

Location: **2021, 2093 and 2187 Gordon Street, Guelph**

EQUIPMENT DATA

Machine: **Excavator**
Method: **Excavator**
Size:
Date: **Jun 19 19** TO **Jun 19 19**

ELEV./ DEPTH (m)	DESCRIPTION	DEPTH (m)	SYMBOL	SAMPLE ID	SAMPLE TYPE	N-VALUE	WELL DATA	DEPTH (m)	REMARKS
	Ground Elevation: **+/-345**								
	450mm TOPSOIL								
0.45	compact to dense brown SAND AND GRAVEL trace to some silt occ. to frequent cobbles and boulders; damp to moist	0.5						0.5	
		1.0						1.0	
		1.5						1.5	
		2.0						2.0	
		2.5						2.5	
		3.0		1	bs			3.0	insitu permeameter testing conducted at 3.1 m depth
		3.5						3.5	
		4.0						4.0	
		4.5		2	bs			4.5	
4.70	End of Test Pit								test pit dry at completion of excavation

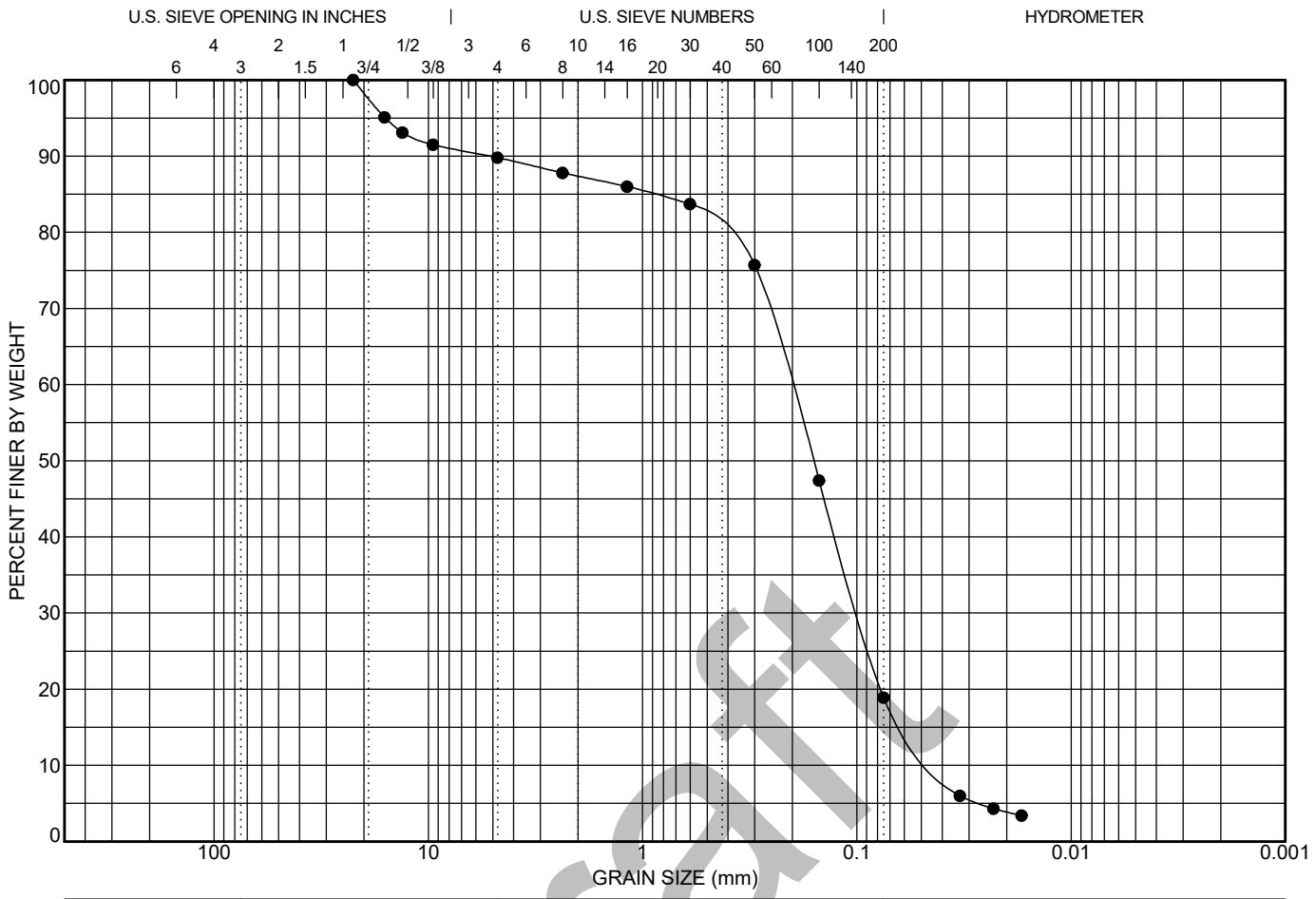
SHEAR STRENGTH (kPa)
FIELD VANE: Peak ⊗ Rem. ×
LAB TEST: Unc. ■ P.P. □
50 100 150 200
PENETRATION RESISTANCE
STANDARD ● DYN. CONE ○
20 40 60 80

WATER CONTENT (%)
W_P W W_L
10 20 30

Draft

PROJECT MANAGER: **RVD**

CHUNG & VANDER DOELEN ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
ph. (519) 742-8979, fx. (519) 742-7739



Draft

LL	PL	PI	Cc	Cu	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
			1.11	4.80	22.4	0.204	0.098	0.043	10.2	70.9	18.9	

Date: Jun. 27 - 2018
Client: 2021 Gordon St Inc, 2093 Gordon St Inc, and 2187 Ontario Ltd.
Contractor:
Source:
Sampled From: TP-1, 0.9 to 1.1 m depth
Sample No.: 1
Date Sampled: Jun. 19 - 2019
Sampled By: AB
Lab No.: 0667
Date Tested: Jun. 25 - 2019
Type of Material: Fine Sand, some silt and gravel

Sieve Size (mm)	Percent Passing	No Specifications

CHUNG & VANDER DOELEN
ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
Telephone: 519-742-8979
Fax: 519-742-7739
e-mail: info@cvdengineering.com

GRAIN SIZE DISTRIBUTION

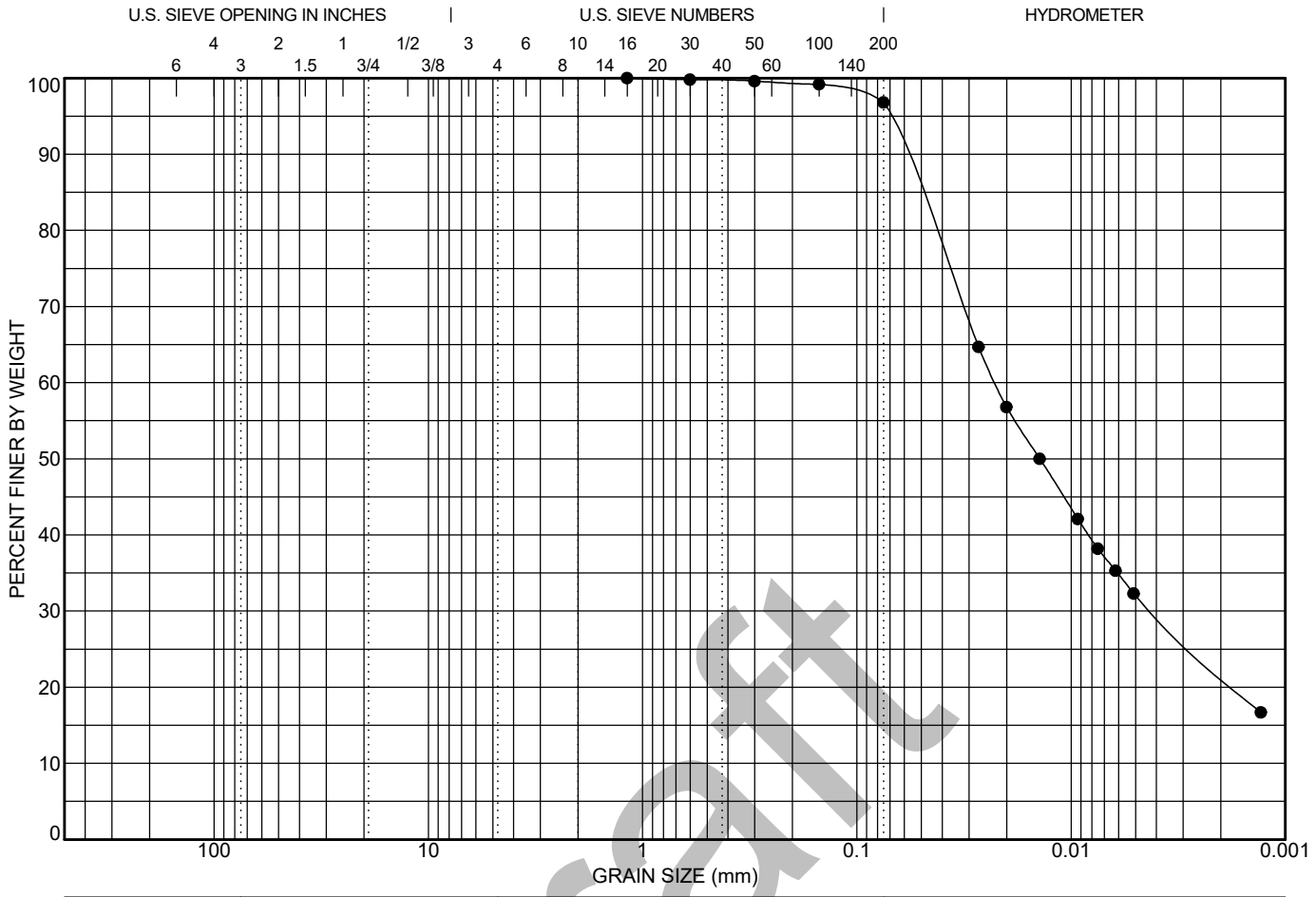
Project: Insitu Permeameter Testing

Location: 2021, 2093 and 2187 Gordon Street, Guelph

File No.: G19770

Enclosure No.: 6

DM - NO SPECIFICATIONS G19770 PERMEAMETER TESTING GORDON ST GUELPH.GPJ LAW LNDN.GDT 19-6-27



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

Draft

LL	PL	PI	Cc	Cu	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
					1.18	0.023	0.004		0.0	3.2	96.8	

Date: Jun. 27 - 2018
Client: 2021 Gordon St Inc, 2093 Gordon St Inc, and 2187 Ontario Ltd.
Contractor:
Source:
Sampled From: TP-2, 1.2 to 1.4 m depth
Sample No.: 1
Date Sampled: Jun. 19 - 2019
Sampled By: AB
Lab No.: 0666
Date Tested: Jun. 25 - 2019
Type of Material: Clayey Silt

Sieve Size (mm)	Percent Passing	No Specifications

CHUNG & VANDER DOELEN
ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
Telephone: 519-742-8979
Fax: 519-742-7739
e-mail: info@cvdengineering.com

GRAIN SIZE DISTRIBUTION

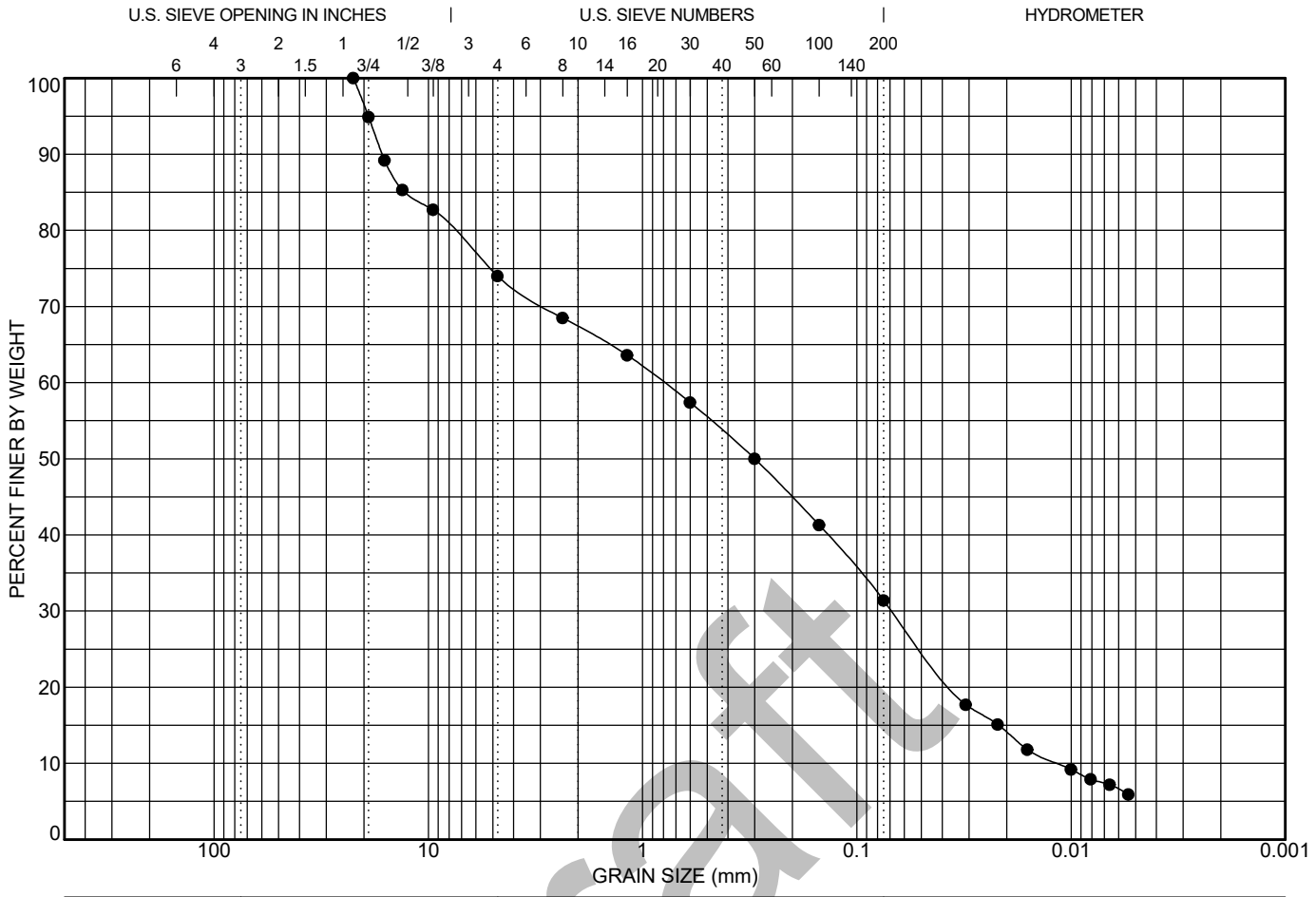
Project: Insitu Permeameter Testing

Location: 2021, 2093 and 2187 Gordon Street, Guelph

File No.: G19770

Enclosure No.: 5

DM - NO SPECIFICATIONS G19770 PERMEAMETER TESTING GORDON ST GUELPH.GPJ LAW LNDN.GDT 19-6-27



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

LL	PL	PI	Cc	Cu	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
			0.51	68.95	22.4	0.797	0.069	0.012	26.0	42.6	31.4	

Date: Jun. 27 - 2018
Client: 2021 Gordon St Inc, 2093 Gordon St Inc, and 2187 Ontario Ltd.
Contractor:
Source:
Sampled From: TP-3, 1.5 to 1.7 m depth
Sample No.: 1
Date Sampled: Jun. 19 - 2019
Sampled By: AB
Lab No.: 0669
Date Tested: Jun. 25 - 2019
Type of Material: Gravelly Silty Sand

Sieve Size (mm)	Percent Passing	No Specifications

Draft

CHUNG & VANDER DOELEN
ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
Telephone: 519-742-8979
Fax: 519-742-7739
e-mail: info@cvdengineering.com

GRAIN SIZE DISTRIBUTION

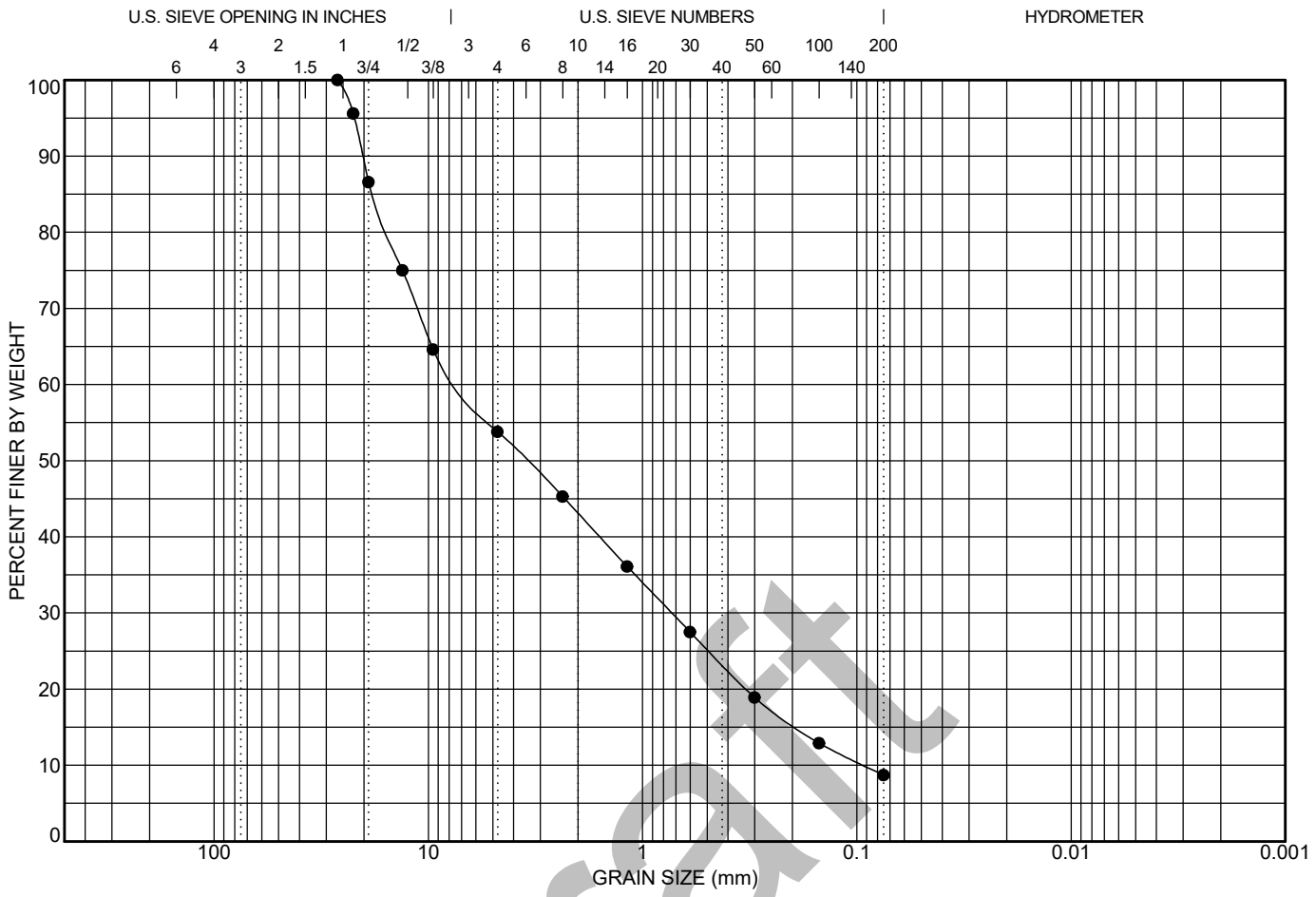
Project: Insitu Permeameter Testing

Location: 2021, 2093 and 2187 Gordon Street, Guelph

File No.: G19770

Enclosure No.: 7

DM - NO SPECIFICATIONS G19770 PERMEAMETER TESTING GORDON ST GUELPH.GPJ LAW LNDN.GDT 19-6-27



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

LL	PL	PI	Cc	Cu	D100	D60	D30	D10	%Gravel	%Sand	%Silt	%Clay
			0.81	76.08	26.5	7.071	0.73	0.093	46.2	45.1	8.7	

Date: Jun. 27 - 2018
Client: 2021 Gordon St Inc, 2093 Gordon St Inc, and 2187 Gordon St Inc
Contractor:
Source:
Sampled From: TP-4, 3.05 to 3.25 m depth
Sample No.: 1
Date Sampled: Jun. 19 - 2019
Sampled By: AB
Lab No.: 0668
Date Tested: Jun. 25 - 2019
Type of Material: Sand and Gravel, trace to some silt

Sieve Size (mm)	Percent Passing	No Specifications

Draft

CHUNG & VANDER DOELEN
ENGINEERING LTD.
311 Victoria Street North
Kitchener, Ontario N2H 5E1
Telephone: 519-742-8979
Fax: 519-742-7739
e-mail: info@cvdengineering.com

GRAIN SIZE DISTRIBUTION

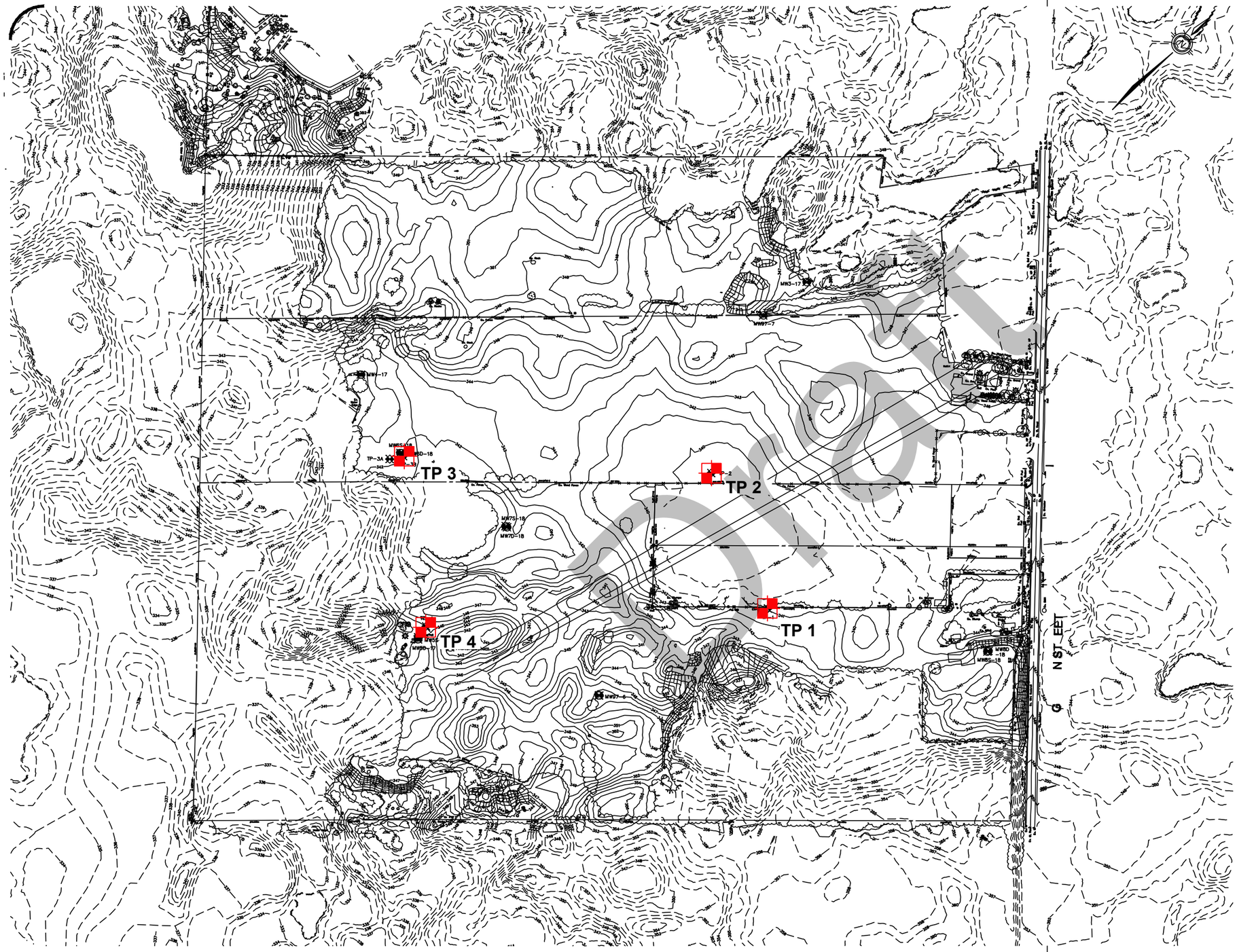
Project: Insitu Permeameter Testing

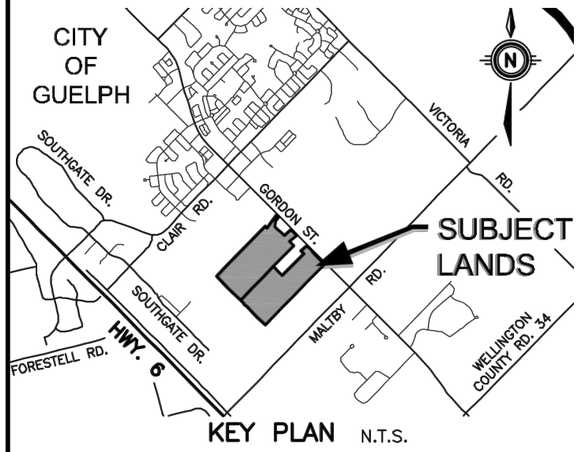
Location: 2021, 2093 and 2187 Gordon Street, Guelph

File No.: G19770

Enclosure No.: 8

DM - NO SPECIFICATIONS G19770 PERMEAMETER TESTING GORDON ST GUELPH.GPJ LAW LNDN.GDT 19-6-27





KEY PLAN **SOURCE:** MTE Consultants

LEGEND

Test Pit Location

Note: Base drawing EC1.1 and test pit locations provided by MTE Consultants Inc. Dated April 24 / 19

TEST PIT LOCATION PLAN

2021, 2093 and 2187
Gordon Street
Guelph, Ontario

CHUNG & VANDER DOELEN ENGINEERING LTD.

311 VICTORIA STREET NORTH
KITCHENER / ONTARIO / N2H 5E1 / 519-742-8979

Drawn By: AB	Date: August, 2019	File No.: G19770
Checked By: RVD	Scale: 1:5000	Drawing No.: 1

Technical Memorandum

Project Name:	2021 & 2093 and 2143 & 2187 Gordon Street (Clair Maltby)	**MTE File No.:**	C42311-104D and C43742-104D
To:	Colleen Gammie City of Guelph Engineering and Transportation Services 1 Carden Street, Guelph, ON N1H 3A1	**Date:**	December 10, 2021
cc:	Brad Trussler representing 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Alex Drung, representing 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Pete Graham, 2021 & 2093 Gordon Street Inc.	**From:**	Kevin Kocken, E.I.T. Jeff Martens, P. Eng. Steve Peterson, C.E.T.

RE: Clair Maltby Sanitary Servicing Alternatives

1.0 Introduction

MTE has been retained by 2021 & 2093 Gordon Street Inc., and 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) to complete an assessment of the sanitary servicing alternatives for the Clair-Maltby lands. The purpose of this technical memorandum is to propose a new alternative referred as a 'Hybrid' Sanitary Servicing Alternative (Alternative 8-Hybrid Solution) and discuss the rationale of this Alternative 8 as compared to the Southend Park and Valley Land Trunk Alternative (Alternative 7 – MESP), and the City of Guelph's (City) preliminary preferred Southgate Hanlon Trunk Alternative (Alternative 5 – MESP). Alternative 8 Hybrid sanitary solution utilizes the downstream section of Alternative 5 and a redesigned upstream section of Alternative 7. Refer to MESP Figures 3.2.8 and 3.2.10.

2.0 Background

The City commissioned a Master Environmental Servicing Plan (MESP), for the Clair-Maltby Community, to determine the overall preferred servicing strategy for the study area, which was completed by The Wood Group in June, 2021. Within this study numerous sanitary servicing alternatives were identified and evaluated based on various technical and socio-economic metrics. The City's preferred alternative is known as the West Connection – Southgate Hanlon Trunk solution. This alternative utilizes a series of pumping stations that outlet to a trunk sewer, on Gordon Street, as shown on **Figure 3.2.8** of the MESP. SPS 1 and SPS2 have their forcemain outlet to a gravity sewer which flows to SPS3, which in turn pumps to a gravity sewer on Gordon Street.

Through the input process of the MESP, MTE promoted the West Connection – Southend Park and Valley Land Trunk alternative, as seen on **Figure 3.2.10** of the MESP. The South End Park and Valley Land solution was not seen as preferable by the City mainly due to the perceived higher capital costs, environmental constraints downstream of Clair Road and construction and maintenance difficulties as a result of the proposed deeper (exceeding 10m) than normal reaches of sanitary sewer.

Over the past months MTE has refined a Hybrid Alternative that addresses the issues outlined above.

3.0 Alternative Comparisons

MTE has prepared this technical memo to compare the following sanitary servicing design alternatives for the Clair-Maltby Community: Southgate Hanlon Trunk, Southend Park and Valley Land Trunk, and the MTE Hybrid Solution.

Please refer to the following attachments in conjunction with this technical memorandum:

- MESP Figure 3.2.8;
- MESP Figure 3.2.10;
- MTE Drawing 43742-104-MS1.1;
- MTE Drawing 43742-104-MS1.2;
- MTE Drawing 43742-104-MS1.3, and;
- MTE Profiles K-K and X-X.
- MTE Cost estimates for Alternative 5 and Alternative 8
- Evaluation Matrix of Alternatives

3.1 West Connection – Southgate Hanlon Trunk

Refer to MESP **Figure 3.2.8.** and MTE Drawing **MS1.1** for the Sanitary Catchment Area and Servicing Plan. The overall design strategy demonstrated by this alternative involves:

- Sanitary Catchment 1 is serviced by SPS-1, in the southwest corner of the study area, which pumps to an outlet point on Gordon Street, in the southern end of Sanitary Catchment 3
- Sanitary Catchment 2 is serviced by SPS-2, in the southeast corner of the study area, which pumps to the same outlet point on Gordon Street
- Flows from SPS-1 and SPS-2 are combined with flows from Sanitary Catchment 3 and are directed to SPS-3. SPS-3 pumps to the proposed trunk sewer on Gordon Street at the northern end of the study area
- Sanitary Catchments 4 and 5 are serviced by gravity to existing sanitary infrastructure

The trunk sewer is proposed to flow north along Gordon Street and then west along Clair Road, eventually connecting to the Hanlon Trunk system. This alternative requires double pumping of sanitary flows from Catchments 1 and 2, with a larger overall development area relying on pumping stations.

Based on MTE review of this design alternative the lower portions of the system on Clair Road may need to be lowered due to the depth of infrastructure at the low point of Clair Road near Gordon Street.

3.2 West Connection – Southend Park and Valley Land Trunk

Refer to MESP **Figure 3.2.10.** for the Sanitary Catchment Area and Servicing Plan. The overall design strategy demonstrated by this alternative involves:

- Sanitary Catchment 1 is serviced by SPS-1, in the southwest corner of the study area, which pumps to an outlet point north along Street A
- Sanitary Catchment 2 is serviced by SPS-2, in the southeast corner of the study area, which pumps to the same outlet point on Street A
- Sanitary Catchment 3 is partly serviced by SPS-3 for the lands east of Gordon Street. These flows are pumped back westward to the point where Catchment 3 is serviced by gravity to the Valley Land Trunk sewer
- Sanitary Catchments 4 and 5 are serviced by gravity to existing sanitary infrastructure

The trunk sewer is proposed to flow along the western edge of the South End Community Park, and Bishop Macdonell Catholic High School properties. The trunk crosses over Clair Road, to the north, and is proposed to be conveyed through the Valley Land and connects to the Hanlon Trunk system. This alternative allows for a larger sanitary catchment area to be serviced by gravity, and each pumping station is able to operate independently without the need for double pumping.

The City is not in favour of this alternative due to the cost, challenges of deep construction and maintenance through the greenfield areas, specifically the Valley Lands.

3.3 MTE Proposed Hybrid Solution

MTE proposes a hybrid sanitary service solution which will combine the two aforementioned alternatives. Refer to **MTE Drawing MS1.2** for the Sanitary Catchment Area and Servicing Plans. The overall design strategy demonstrated by this alternative involves:

- Sanitary Catchment 1 is larger than the previously discussed alternatives and is directed to SPS-1. Sanitary flows are pumped north, along Street A, to the proposed 525mm diameter trunk. Sanitary Catchment 2 is smaller than the previously discussed alternatives and is directed to SPS-2. Sanitary flows are pumped west, along Street E, and then north along Gordon Street to the gravity Catchment 3A
- Sanitary Catchment 3A drains all the lands owned by 2021 & 2093 Gordon Street Inc., and 2575950 Ontario Ltd., while also taking flows from the proposed high density development corridor along Gordon Street, all via gravity
- Sanitary Catchment 3B is directed to SPS-3, which pumps flows to Catchment 3A
- Sanitary Catchments 4 and 5 will be serviced by gravity in the same manner as previously outlined in the Southend Park and Valley Land Trunk and Southgate Hanlon Trunk alternatives
- The Trunk sewer will follow an alignment, which is a combination of the Southend Park and Valley Land and Southgate Hanlon alternatives, along Profile X-X and the subsequent Profile K-K as seen on **MTE Drawing 43742-104-MS1.3**

This alternative utilizes the advantages of both the Southend Park, Valley Land and Southgate Hanlon Trunk alternatives. The need for double pumping, as required, in the Southgate Hanlon Trunk alternative is eliminated due to the ability of the proposed trunk sewer to include gravity flows, east of Gordon Street, and therefore pumping station construction and maintenance costs are reduced significantly. The previous City concerns about the depth and alignment of the sanitary trunk sewer are mitigated through the re-design and realignment of the sewer through the Southend Park lands to cap the maximum depth at no more than 10m. The 10m section is only 90m long and has been budgeted as a micro-tunnel trenchless installation. The balance of the trunk sewer is generally 5m to 8m deep. The trunk will no longer be conveyed through the Valley Lands, and instead follow the preliminary preferred alignment, from Station 1+540, onward along Profile K-K.

There is also a potential alignment option which routes the trunk sewer between the High School sports field and the baseball diamond. This option would begin at MH8 on Alignment X-X and convey sanitary flows north-northeast towards the existing Poppy Drive. By aligning the sanitary trunk sewer this way coordination with the school board (requiring any easement within their lands) could be avoided. This option also avoids the naturalized area along the western boundary of the High School, and the pinch point at the High School Building.

3.4 Design Comparisons

Please refer to the cost estimates for Alternative 5 and Alternative 8. Cost estimates were completed for the trunk systems and SPS (including forcemains only). Local sanitary sewer servicing cost were not included in the assessment.

Please refer to the Evaluation Matrix. MTE reproduced the evaluation matrix included in the Clair Malby MESP by simple converting the pie scale to numeric scale. For example; a full pie is 10, ¾ pie is 7.5, ½ pie 5, ¼ pie is 2.5 and hollow pie is 0. We score the Hybrid Alternative 8 relative to how Wood and the City scored the other alternatives. Alternative 8 score better than the City's preliminary preferred Alternative 5.

Alternative 8 is less cost than Alternative 5 by an estimated $7,000,000.

The Hybrid Solution is recommended by MTE, due to the ability for the development lands located at 2021, 2093, 2143 and 2187 Gordon Street to proceed with construction, without the reliance on any municipal pumping stations and providing the most flexibility for staging. As soon as the sanitary trunk sewer is installed along **Profile X-X,** all lands in Sanitary Catchments 1, 2 and 3a can be developed.

Pumping costs and maintenance are a key component of the evaluation of alternatives completed within the MESP. The City preferred alternative incurs the highest pumping costs as a result of the largest amount of catchment area being directed to pumping stations. There is also double pumping occurring for the Southgate Hanlon Trunk alternative, where the sanitary flows from SPS-1 and SPS-2 are directed to SPS-3 where they are pumped again to the trunk sewer on Gordon Street. This creates a high reliance on the pumping stations working as intended at all times, since their operation is interconnected.

The MTE Hybrid solution has a 176ha sanitary catchment area being directed to pumping stations compared to the Southgate Hanlon Trunk alternative of 229ha, which lowers the amount of sanitary flow required to be pumped and ultimately reduces the costs associated with pumping. Both alternatives require an estimated 19L/s sanitary pumping rate at SPS-1 and 123L/s sanitary pumping rate at SPS-2. However, the Hybrid solution only requires a 26L/s sanitary pumping rate at SPS-3 while the Southgate Hanlon Trunk alternative requires a 197L/s sanitary pumping rate as a result of double pumping.

The Hybrid solution does not rely on the operation of SPS-3 in order for SPS-1 and SPS-2 to be effective. All three pumping stations would work independent of each other, resulting in less complications with the maintenance of SPS-3 if it were required.

The MESP states that the Southend Park, and Valley Lands Trunk, is less preferred due to extended sections of deep excavations for the installation of the trunk sewer between Stations 0+700 and 1+100 on **MS1.2**. These sections for this alignment are only considered deep (>10m) along the southwest of the baseball diamonds, and the total length of deep sewer being less than 90m which will be completed by trenchless sewer installation within the greenspace and in between manholes so to minimize maintenance requirements.

The routing of the MTE preferred Hybrid Solution sanitary trunk sewer combines elements of both the Southgate Hanlon Trunk and Southend Park and Valley Land Trunk alternatives. Along **Profile X-X from station -0+170 to 1+697** generally the Southend Park and Valley Land Trunk alignment is used. This section allows for Catchment 3a to be drained via gravity to the trunk sewer, and to allow for development to occur without the need to pump stations. The sewer through this section has been slightly realigned between approximately **Station 0+500 to 1+100** so that the maximum depth of open-cut sewer has been decreased from a maximum of 15m to a maximum of 10m for a 90m section. The balance of the sewer system is generally 5 to 8m deep. This was done so that the sewer would be aligned through the developable lands in order to allow for grading to occur up to Station 0+760, at which point approximately 80m of trenchless construction will be required through the greenspace. Compared to the original Southend Park and Valley Land Trunk, the Hybrid solution will require only 90m of trenchless construction as compared to the 300m required for Alternative 7 through this area.

From **Station 1+540 to 5+200** on Profile K-K the Southgate Hanlon Trunk alignment is used to connect into the existing Hanlon Trunk system at the existing MH I-I south of Kortright Road. This section is beneficial to both natural environment and constructability concerns. The alignment through the Valley Lands was seen by the City as difficult to construct via open cut construction due to the high groundwater levels in the area and the undulating existing topography. Aligning the proposed trunk sewer through existing City ROWs, although causing disruption to traffic, will allow for more standard construction practices as well as ease of the ensuing maintenance.

The existing highpoints along the green space between Catchments 4 and 3 and between 5 and 3 require Catchments 4 and 5 to be serviced independently as illustrated in **MTE Drawings 43742-104-MS1.1** and **43742-104-MS1.2**. These green spaces create a buffer, separating the catchment areas from the rest of the development to the south, and provide an opportunity for these areas to be developed at any time. Catchment 4 can be serviced by gravity using the existing 300mm diameter sanitary sewer along Poppy Drive West, adjacent to the Bishop Macdonell Catholic High School. Catchment 5 can be serviced by gravity using the existing 200mm diameter sanitary sewer at the intersection of Poppy Drive East and Hawkins Drive. The servicing strategy for these sanitary catchment areas is consistent for all three alternatives discussed within this technical memorandum.

4.0 Conclusions and Recommendations

Based on the ongoing analysis, the following conclusions are made:

1. In MTE's opinion, the Hybrid Solution represents the best outlet option for the Clair-Maltby lands based on the alternatives assessed to date. It was concluded in the existing sanitary sewer analysis, published in "*Wastewater Servicing – Clair Maltby*", by The Wood Group, March 6, 2019, that the receiving trunk sewer could accommodate 100% of the Clair-Maltby demands without causing surcharging downstream;

2. The combination of the Southgate Hanlon Trunk and Southend Park and Valley Land Trunk alternatives presented by MTE, as illustrated on **MTE Drawings 43742-104-MS1.1** to **MS1.3**, provides enhancements by allowing a large development area to be drained via gravity and therefore proceed without the requirement of constructing a municipal sanitary pumping station first for the lands within Sanitary Catchment 3A, while still following the City's preferred trunk sewer alignment along Clair Road and Southgate Drive;

3. The Hybrid Solution minimizes costs related to the construction and maintenance of sanitary pumping stations by eliminating the need for double pumping as proposed in the Southgate Hanlon Trunk alternative. The overall catchment areas being directed to pumping stations are also smaller, reducing the size of pumping equipment required for catchment areas that are drained via pumping stations, and

4. Alternative 8 represents a more responsible environmental and sustainable solution as well as being much more cost effective.

All of which is respectfully submitted,

MTE Consultants Inc.

Kevin Kocken, E.I.T.
Designer
519-743-6500 Ext. 1457
kkocken@mte85.com

Steve Peterson, C.E.T.
Senior Project Manager
519-743-6500 Ext. 1223
speterson@mte85.com

Jeff Martens, P.Eng.
Director of Engineering
519-743-6500 Ext. 1231
jmartens@mte85.com

\\mte85.local\mte\Proj_Mgmt\43742\104\02 - Reports\MTE Reports\Sanitary Servicing Tech Memo\December 2021\City Submission Dec 10-2021\43742-104_techmem_2021-12-10_Sanitary Servicing.docx

Figure 3.2.8. Alternative Solution –West Connection – Southgate Hanlon Trunk

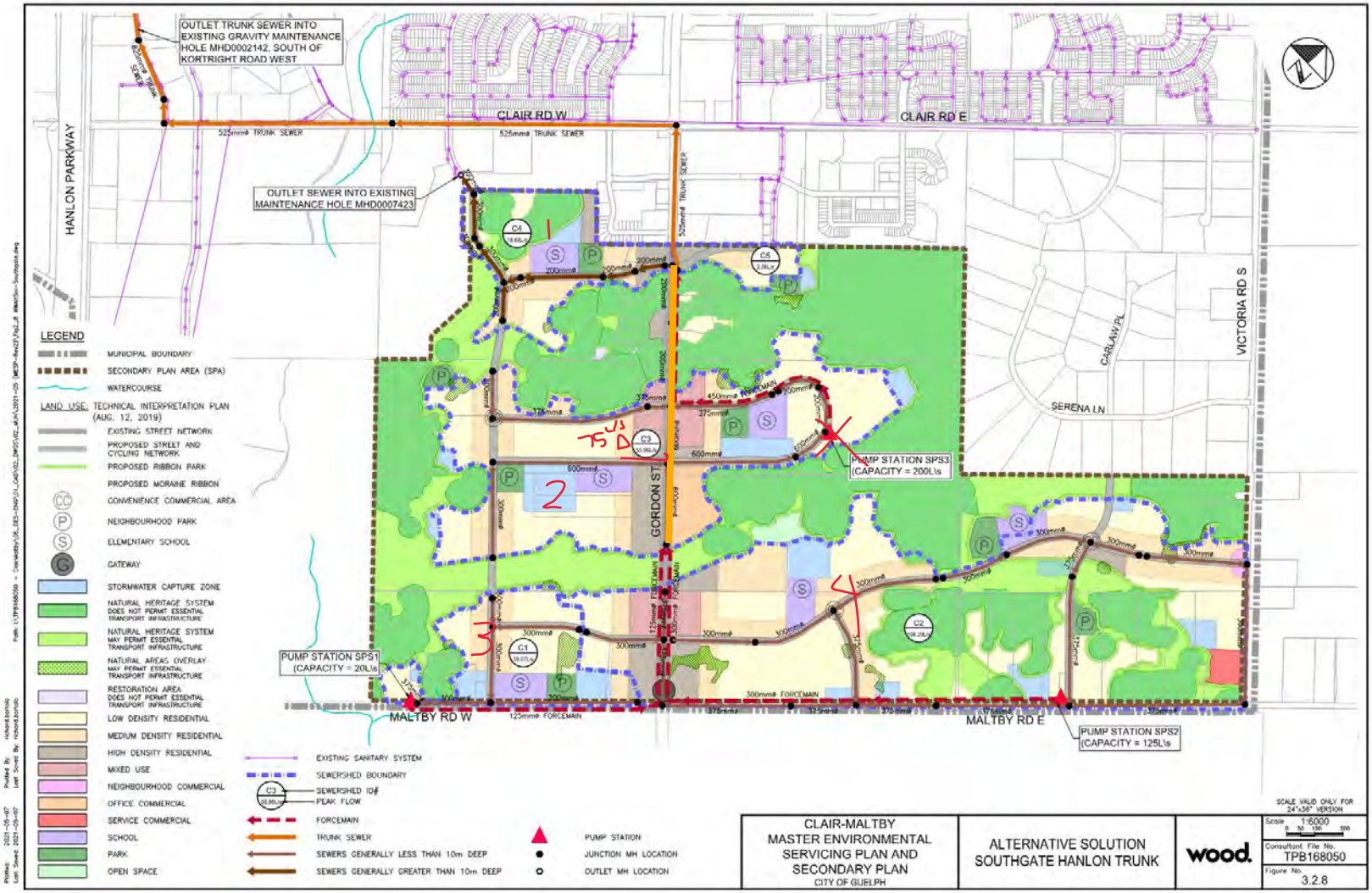
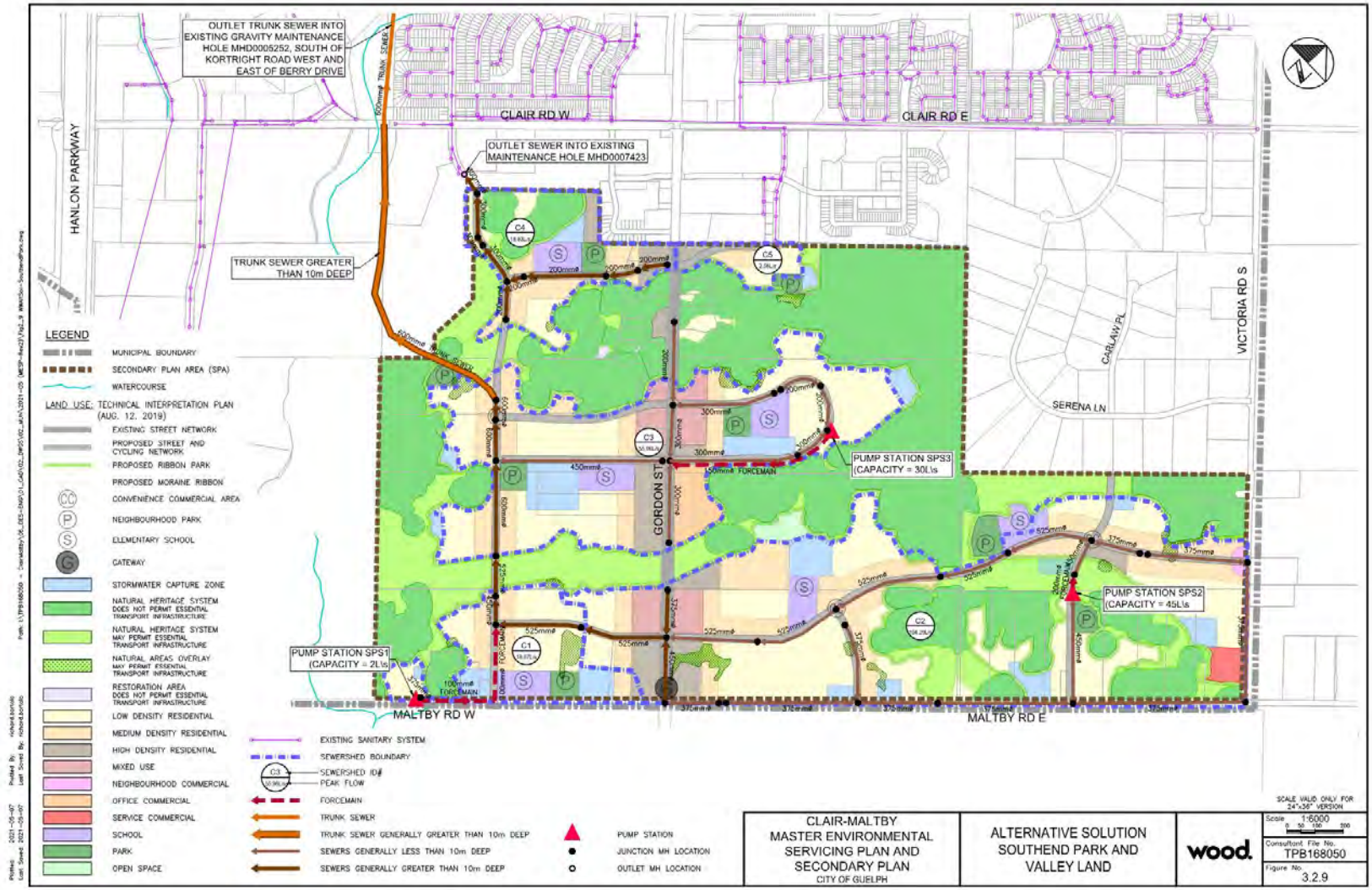
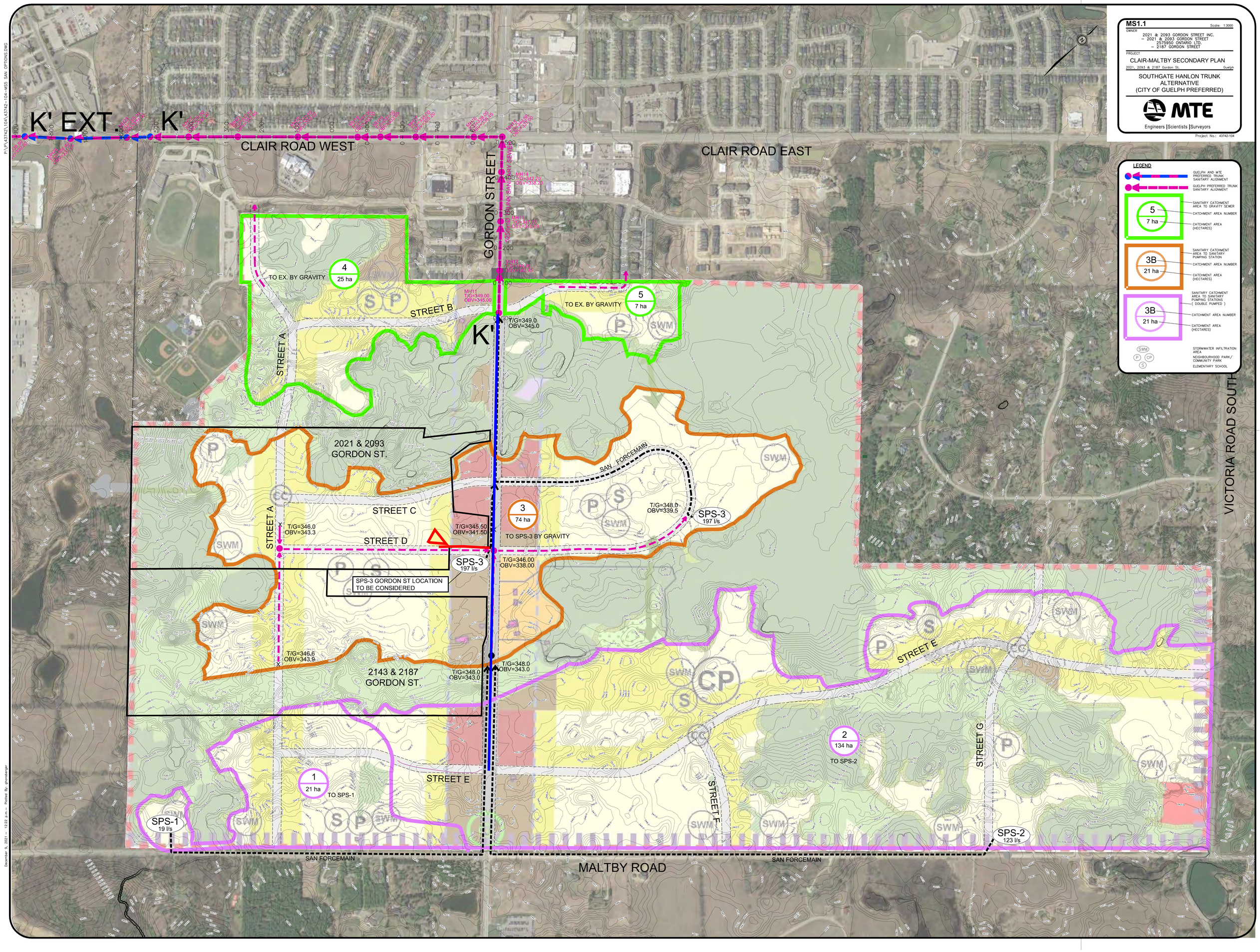


Figure 3.2.10. Alternative Solution – West Connection – Southend Park and Valley Land Trunk





MS1.1
Scale: 1:3000
OWNER
2021 & 2093 GORDON STREET INC.
– 2021 & 2093 GORDON STREET
2575950 ONTARIO LTD.
– 2187 GORDON STREET
PROJECT
CLAIR-MALTBY SECONDARY PLAN
2021, 2093 & 2187 Gordon St.
Guelph
SOUTHGATE HANLON TRUNK ALTERNATIVE
(CITY OF GUELPH PREFERRED)
MTE
Engineers | Scientists | Surveyors
Project No.: 43742-104
LEGEND
GUELPH AND MTE PREFERRED TRUNK SANITARY ALIGNMENT
GUELPH PREFERRED TRUNK SANITARY ALIGNMENT
SANITARY CATCHMENT AREA TO GRAVITY SEWER
CATCHMENT AREA NUMBER
CATCHMENT AREA (HECTARES)
SANITARY CATCHMENT AREA TO SANITARY PUMPING STATION
CATCHMENT AREA NUMBER
CATCHMENT AREA (HECTARES)
SANITARY CATCHMENT AREA TO SANITARY PUMPING STATIONS (DOUBLE PUMPED)
CATCHMENT AREA NUMBER
CATCHMENT AREA (HECTARES)
STORMWATER INFILTRATION AREA
NEIGHBOURHOOD PARK/ COMMUNITY PARK
ELEMENTARY SCHOOL
K' EXT.
K'
CLAIR ROAD WEST
CLAIR ROAD EAST
GORDON STREET
VICTORIA ROAD SOUTH
MALTBY ROAD
STREET A
STREET B
STREET C
STREET D
STREET E
STREET F
STREET G
2021 & 2093 GORDON ST.
2143 & 2187 GORDON ST.
SAN FORCEMAIN
SPS-1 19 l/s
SPS-2 123 l/s
SPS-3 197 l/s
SPS-3 GORDON ST LOCATION TO BE CONSIDERED
TO EX. BY GRAVITY
TO SPS-3 BY GRAVITY
TO SPS-1
TO SPS-2
1 21 ha
2 134 ha
3 74 ha
4 25 ha
5 7 ha
T/G=349.0 OBV=345.0
T/G=346.0 OBV=343.3
T/G=345.50 OBV=341.50
T/G=346.00 OBV=338.00
T/G=348.0 OBV=339.5
T/G=346.6 OBV=343.9
T/G=348.0 OBV=343.0
T/G=348.0 OBV=343.0

P:\P\43742\104\43742-104-MS5 SAN OPTIONS FIX.DWG

MS1.2 Scale: 1:3000

OWNER
2021 & 2093 GORDON STREET INC.
– 2021 & 2093 GORDON STREET
2575950 ONTARIO LTD.
– 2187 GORDON STREET

PROJECT
CLAIR-MALTBY SECONDARY PLAN
2021, 2093 & 2187 Gordon St. Guelph

SOUTHEND PARK TO CLAIR TRUNK

MTE
Engineers | Scientists | Surveyors

Project No.: 43742-104

K' EXT.

X'

CLAIR ROAD WEST

CLAIR ROAD EAST

GORDON STREET

VICTORIA ROAD SOUTH

MALTBY ROAD

525mmØ TRUNK SANITARY SEWER

MH10 T/G=339.39 OBV=332.00

7m MAX DEPTH

MH9 T/G=340.97 OBV=333.05

5m MAX DEPTH

MH8 T/G=340.47 OBV=333.42

POTENTIAL 525mmØ TRUNK SEWER ALTERNATIVE TO CONNECT AT POPPY ST.

7m MAX DEPTH

MH7 T/G=346.61 OBV=338.41

8m MAX DEPTH

MH6 T/G=344.39 OBV=338.79

6m MAX DEPTH

MH5 T/G=345.13 OBV=339.59

6m MAX DEPTH

TRUNK SEWER ALIGNMENT SUBJECT TO CHANGE THROUGH DETAILED DESIGN

10m MAX DEPTH, 90m TRENCHLESS

MH4 T/G=346.00 OBV=339.69

MH3 T/G=346.56 OBV=340.35

MH2 T/G=345.40 OBV=341.20

MH1 T/G=346.50 OBV=343.80

MH1.1 T/G=347.00 OBV=345.00

4 / 25 ha — TO EX. BY GRAVITY

T/G=352.0 OBV=348.75

STREET A

STREET B

STREET C

STREET D

STREET E

STREET F

STREET G

5 / 7 ha — TO EX. BY GRAVITY

2021 & 2093 GORDON ST.

3B / 21 ha — TO SPS-3

T/G=348.0 OBV=338.75

SPS-3 26 l/s

150mmØ SAN FORCEMAIN

T/G=345.5 OBV=341.2

T/G=345.6 OBV=343.0

T/G=346.5 OBV=343.8

3A / 53 ha — TO TRUNK BY GRAVITY

T/G=348.0 OBV=345.3

T/G=347.0 OBV=343.5

2143 & 2187 GORDON ST.

DUAL SAN FORCEMAIN

SPS-2 123 l/s

2 / 115 ha — TO SPS-2

T/G=346.0 OBV=342.7

1 / 39 ha — TO SPS-1

T/G=350.8 OBV=347.0

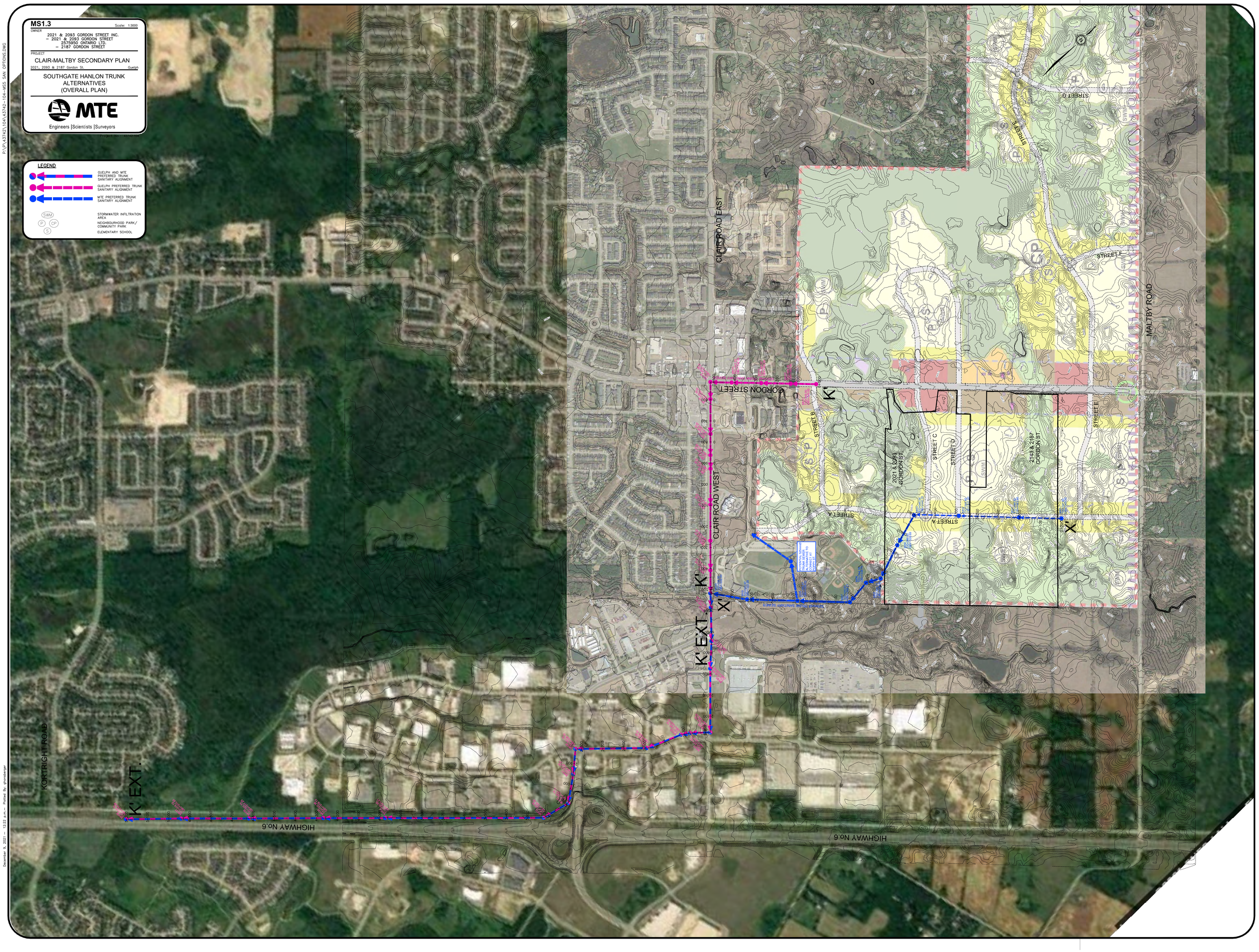
SAN FORCEMAIN

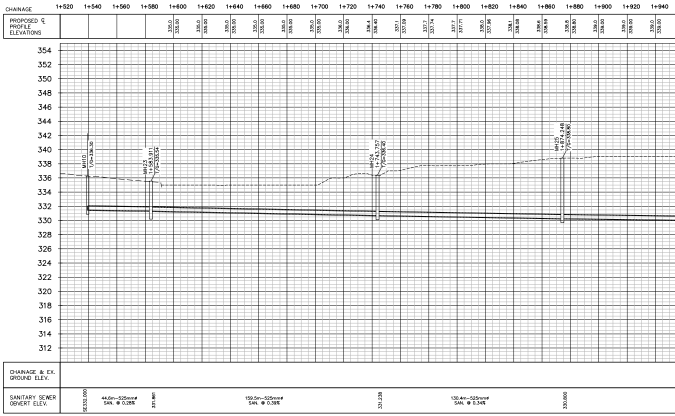
SPS-1 19 l/s

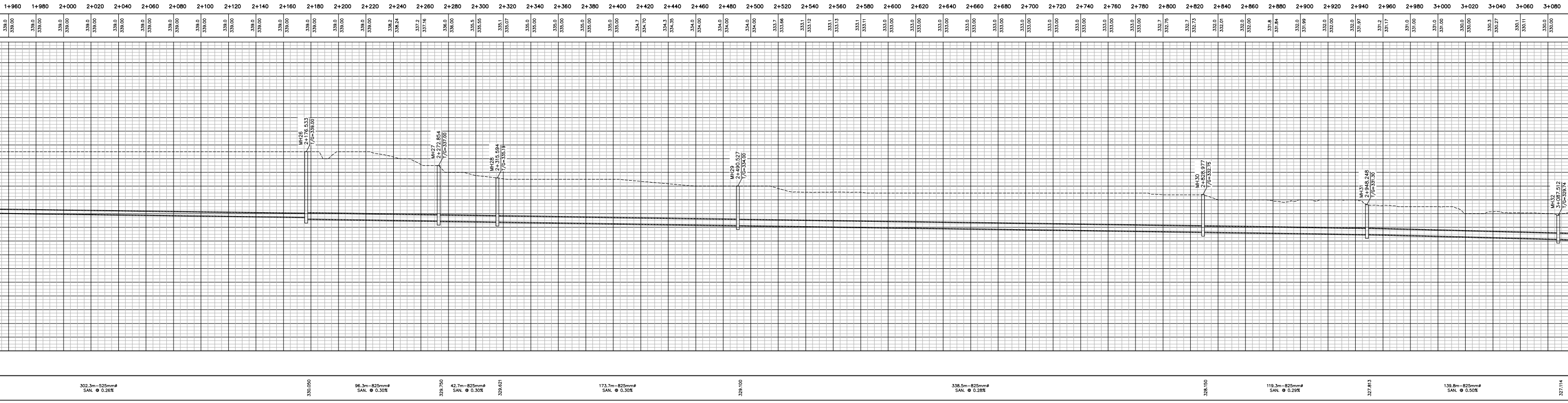
LEGEND

- GUELPH AND MTE PREFERRED TRUNK SANITARY ALIGNMENT
- MTE PREFERRED TRUNK SANITARY ALIGNMENT
- 5 / 7 ha — SANITARY CATCHMENT AREA TO GRAVITY SEWER; CATCHMENT AREA NUMBER; CATCHMENT AREA (HECTARES)
- 3B / 21 ha — SANITARY CATCHMENT AREA TO SANITARY PUMPING STATION; CATCHMENT AREA NUMBER; CATCHMENT AREA (HECTARES)
- STORMWATER INFILTRATION AREA
- NEIGHBOURHOOD PARK/ COMMUNITY PARK
- ELEMENTARY SCHOOL

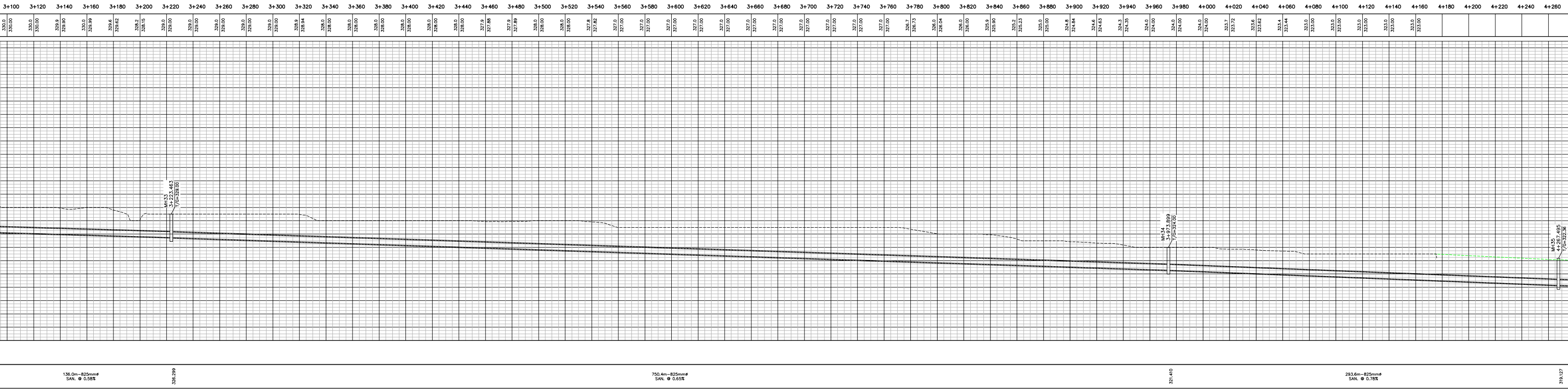
December 9, 2021 – 12:22 p.m. – Plotted By: ghornberger

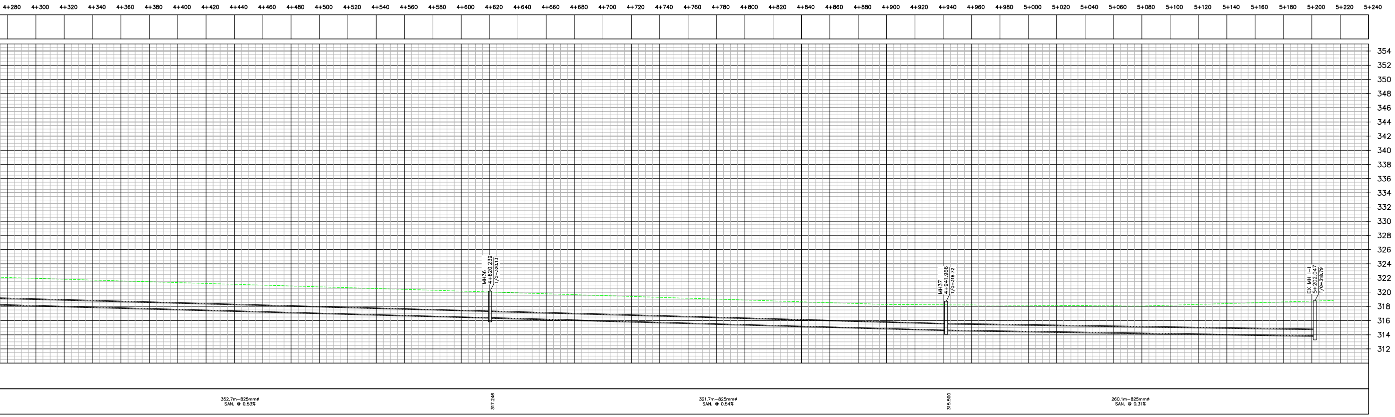

MS1.3
Scale: 1:3000
OWNER
2021 & 2093 GORDON STREET INC.
– 2021 & 2093 GORDON STREET
2575950 ONTARIO LTD.
– 2187 GORDON STREET
PROJECT
CLAIR-MALTBY SECONDARY PLAN
2021, 2093 & 2187 Gordon St.
Guelph
SOUTHGATE HANLON TRUNK
ALTERNATIVES
(OVERALL PLAN)
MTE
Engineers |Scientists |Surveyors
Project No.: 43742-104
LEGEND
GUELPH AND MTE PREFERRED TRUNK SANITARY ALIGNMENT
GUELPH PREFERRED TRUNK SANITARY ALIGNMENT
MTE PREFERRED TRUNK SANITARY ALIGNMENT
SWM
STORMWATER INFILTRATION AREA
P
CP
NEIGHBOURHOOD PARK/ COMMUNITY PARK
S
ELEMENTARY SCHOOL
P:\P\43742\104\43742-104-MS5 SAN OPTIONS.DWG
December 9, 2021 – 12:22 p.m.– Plotted By: ghonsberger
CLAIR ROAD EAST
GORDON STREET
CLAIR ROAD WEST
MALTBY ROAD
KORTRIGHT ROAD
HIGHWAY No.6
HIGHWAY No.6
K' EXT.
K'
K'
X'
X'
STREET A
STREET B
STREET C
STREET D
STREET E
STREET F
STREET G
2021 & 2093 GORDON ST
2143 & 2187 GORDON ST


CHAINAGE
1+520
1+540
1+560
1+580
1+600
1+620
1+640
1+660
1+680
1+700
1+720
1+740
1+760
1+780
1+800
1+820
1+840
1+860
1+880
1+900
1+920
1+940
PROPOSED ℄ PROFILE ELEVATIONS
335.0
335.00
335.0
335.00
335.0
335.00
335.0
335.00
335.0
335.00
335.0
335.00
336.0
336.00
336.4
336.40
337.1
337.09
337.7
337.74
337.7
337.71
338.0
337.96
338.1
338.08
338.6
338.59
338.8
338.80
339.0
339.00
339.0
339.00
339.0
339.00
354
352
350
348
346
344
342
340
338
336
334
332
330
328
326
324
322
320
318
316
314
312
MH10
T/G=336.30
MH23
1+583.911
T/G=335.54
MH24
1+743.757
T/G=336.40
MH25
1+874.248
T/G=338.80
CHAINAGE & EX. GROUND ELEV.
SANITARY SEWER OBVERT ELEV.
SE332.000
44.6m–525mmø
SAN. @ 0.28%
331.861
159.5m–525mmø
SAN. @ 0.39%
331.238
130.4m–525mmø
SAN. @ 0.34%
330.800

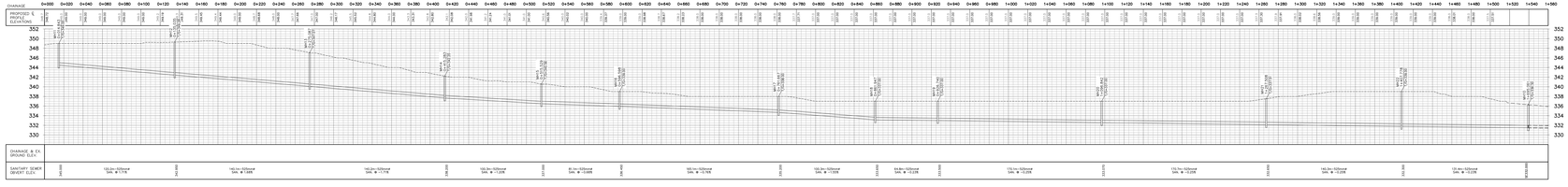

1+960
1+980
2+000
2+020
2+040
2+060
2+080
2+100
2+120
2+140
2+160
2+180
2+200
2+220
2+240
2+260
2+280
2+300
2+320
2+340
2+360
2+380
2+400
2+420
2+440
2+460
2+480
2+500
2+520
2+540
2+560
2+580
2+600
2+620
2+640
2+660
2+680
2+700
2+720
2+740
2+760
2+780
2+800
2+820
2+840
2+860
2+880
2+900
2+920
2+940
2+960
2+980
3+000
3+020
3+040
3+060
3+080
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
339.0 339.00
338.2 338.24
337.2 337.16
336.0 336.00
335.5 335.55
335.1 335.07
335.0 335.00
335.0 335.00
335.0 335.00
335.0 335.00
334.7 334.70
334.3 334.35
334.0 334.00
334.0 334.00
334.0 334.00
333.7 333.66
333.1 333.12
333.1 333.13
333.1 333.11
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
333.0 333.00
332.7 332.75
332.7 332.73
332.0 332.01
332.0 332.00
331.8 331.84
332.0 331.99
332.0 332.00
332.0 331.97
331.2 331.17
331.0 331.00
331.0 331.00
330.0 330.00
330.3 330.27
330.1 330.11
330.0 330.00
MH26
2+176.533
T/G=339.00
MH27
2+272.854
T/G=337.00
MH28
2+315.594
T/G=335.19
MH29
2+490.527
T/G=334.00
MH30
2+828.977
T/G=332.75
MH31
2+948.248
T/G=331.30
MH32
3+087.512
T/G=329.74
302.3m–525mmø
SAN. @ 0.26%
330.050
96.3m–825mmø
SAN. @ 0.30%
329.750
42.7m–825mmø
SAN. @ 0.30%
329.621
173.7m–825mmø
SAN. @ 0.30%
329.100
338.5m–825mmø
SAN. @ 0.28%
328.150
119.3m–825mmø
SAN. @ 0.29%
327.813
139.8m–825mmø
SAN. @ 0.50%
327.114

EX K-K PROFILE

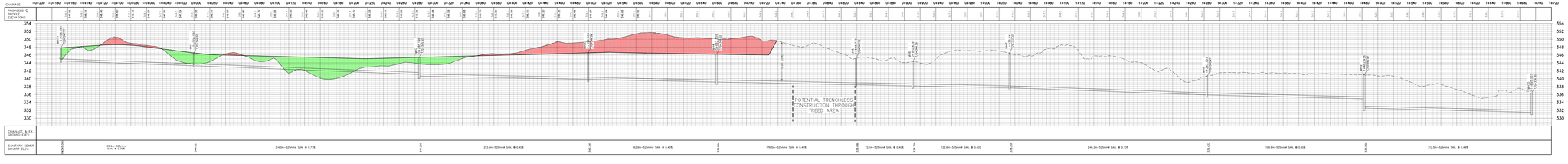

3+100
3+120
3+140
3+160
3+180
3+200
3+220
3+240
3+260
3+280
3+300
3+320
3+340
3+360
3+380
3+400
3+420
3+440
3+460
3+480
3+500
3+520
3+540
3+560
3+580
3+600
3+620
3+640
3+660
3+680
3+700
3+720
3+740
3+760
3+780
3+800
3+820
3+840
3+860
3+880
3+900
3+920
3+940
3+960
3+980
4+000
4+020
4+040
4+060
4+080
4+100
4+120
4+140
4+160
4+180
4+200
4+220
4+240
4+260
330.0
330.00
330.0
330.00
329.9
329.90
330.0
329.99
329.6
329.62
328.2
328.15
329.0
329.00
329.0
329.00
329.0
329.00
329.0
329.00
329.0
329.00
328.9
328.94
328.0
328.00
328.0
328.00
328.0
328.00
328.0
328.00
328.0
328.00
328.0
328.00
327.9
327.88
327.9
327.89
328.0
328.00
328.0
328.00
327.8
327.82
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
327.0
327.00
326.7
326.73
326.0
326.04
326.0
326.00
325.9
325.90
325.2
325.23
325.0
325.00
324.8
324.84
324.6
324.63
324.3
324.35
324.0
324.00
324.0
324.00
324.0
324.00
323.7
323.72
323.6
323.62
323.4
323.44
323.0
323.00
323.0
323.00
323.0
323.00
323.0
323.00
323.0
323.00
MH33
3+223.463
T/G=329.00
MH34
3+973.899
T/G=324.00
MH35
4+267.495
T/G=322.36
136.0m–825mmø
SAN. @ 0.58%
326.299
750.4m–825mmø
SAN. @ 0.65%
321.410
293.6m–825mmø
SAN. @ 0.78%
319.127


4+280
4+300
4+320
4+340
4+360
4+380
4+400
4+420
4+440
4+460
4+480
4+500
4+520
4+540
4+560
4+580
4+600
4+620
4+640
4+660
4+680
4+700
4+720
4+740
4+760
4+780
4+800
4+820
4+840
4+860
4+880
4+900
4+920
4+940
4+960
4+980
5+000
5+020
5+040
5+060
5+080
5+100
5+120
5+140
5+160
5+180
5+200
5+220
5+240
354
352
350
348
346
344
342
340
338
336
334
332
330
328
326
324
322
320
318
316
314
312
MH36
4+620.239
T/G=320.13
MH37
4+941.966
T/G=318.72
EX MH I-I
5+202.047
T/G=318.79
352.7m–825mmø
SAN. @ 0.53%
317.246
321.7m–825mmø
SAN. @ 0.54%
315.500
260.1m–825mmø
SAN. @ 0.31%

EX K–K PROFILE



EX X–X PROFILE



Clair Maltby Secondary Plan
Sanitary Servicing Comparison

Project No: 43472-104
Date: December 7, 2021

Southgate Hanlon Trunk Alternative - Alternative 5 - Preliminary Preferred (MS1.1)

Preliminary Cost Estimate — Southgate Hanlon Trunk

		Dia	Estimated Quantity	Unit	Unit price	Total Price
1.0	**Site Preparation**	*(mm)*				
1.1	Mobilize / Demobilize		1.0	LS	$ 10,500	$ 10,500
1.2	Site Trailer		1.0	LS	$ 10,500	$ 10,500
1.3	Bonding		1.0	LS	$ 25,000	$ 25,000
1.4	Insurance		1.0	LS	$ 1,500	$ 1,500
1.5	Layout		1.0	LS	$ 35,000	$ 35,000
1.6	Locates		1.0	LS	$ 10,500	$ 10,500
					Subtotal	**$ 93,000**
2.0	**Sanitary Sewer**					
2.1	Connect to Ex. MH		2.0	LS	$ 5,500	$ 11,000
2.2	Supply & Install 825mm concrete Sanitary Sewer - North of Clair	825	2932	m	$ 1,000	$ 2,932,000
2.3	Supply and Install 525mm 65D Sanitary Sewer - Clair Road & Gordon Street	525	2160	m	$ 1,500	$ 3,240,000
2.4	Supply and Install 1200mm Manhole	1200	56	Each	$ 10,000	$ 560,000
2.5	Testing		5092	m	$ 11	$ 56,012
					Subtotal	**$ 6,799,012**
3.0	**Sanitary Pump Station**					
3.1	Sanitary Pump Station 3 (SPS3)		1.0	LS	$ 4,700,000	$ 4,700,000
3.2	Forcemain		1175	m	$ 1,500	$ 1,762,500
					Subtotal	**$ 6,462,500**
					Subtotal	**$ 13,354,512**
					30% Contingency & Engineering	$ 4,006,354
					Construction Cost Estimate	**$ 17,360,866**

Notes:

1) Estimate does not include dewatering of sewer using wellpoints
2) Estimate includes removal and restoration of all disturbed areas of Clair Road West and Gordon Street
   - MESP estimate does NOT include Road Restoration
3) Estimate based on proposed finished grade profile as provided.
4) Estimate based on MTE Drawing MS1.1
5) Sanitary Pump Station Costs based on MESP - Appendix B - Wastewater

Hybrid Southend Park to Clair Trunk - Alternative 8 (MS1.2)

Preliminary Cost Estimate — Hybrid Southend Park Trunk

		Dia	Estimated Quantity	Unit	Unit price	Total Price
1.0	**Site Preparation**	*(mm)*				
1.1	Mobilize/ Site Trailer		1.0	LS	$ 5,000	$ 5,000
1.2	Bonding		1.0	LS	$ 35,000	$ 35,000
1.3	Insurance		1.0	LS	$ 1,500	$ 1,500
1.4	Layout		1.0	LS	$ 40,000	$ 40,000
1.5	Locates		1.0	LS	$ 14,000	$ 14,000
1.6	Silt Fence		2124	m	$ 12	$ 25,488
1.7	Landscaping / restoration south of Clair Road		1700	m	$ 200	$ 340,000
					Subtotal	**$ 460,988**
2.0	**Sanitary Sewer**					
2.1	Connect to Ex. MH		1.0	LS	$ 5,500	$ 5,500
2.2	Supply & Install 825mm concrete Sanitary Sewer - North of Clair	825	2932	m	$ 1,000	$ 2,932,000
2.3	Supply and Install 525mm 65D Sanitary Sewer - Open Cut Clair Road	525	640	m	$ 1,500	$ 960,000
2.4	Supply and Install 525mm 65D Sanitary Sewer - Open Cut Clair Road to 1+350	525	1620	m	$ 550	$ 891,000
2.5	Supply and Install 525mm 65D Sanitary Sewer - Trenchless (sta 1+350 to 1+740)	525	80	m	$ 8,000	$ 640,000
2.6	Supply and Install 1200mm Manhole	1200	58	Each	$ 10,000	$ 580,000
2.7	Testing		5272	m	$ 10	$ 52,720
					Subtotal	**$ 6,061,220**
3.0	**Sanitary Pump Station**					
3.1	Sanitary Pump Station 3 (SPS3)		1.0	LS	$ 800,000	$ 800,000
3.2	Forcemain		635	m	$ 700	$ 444,500
					Subtotal	**$ 1,244,500**
					Subtotal	**$ 7,766,708**
					30% Contingency & Engineering	$ 2,330,012
					Construction Cost Estimate	**$ 10,096,720**

Notes:

1) Estimate includes dewatering of sewer using wellpoints south of Clair Road
2) Estimate includes removal and restoration of all disturbed areas of Clair Road West
   - MESP estimate does NOT include Road Restoration
3) Estimate includes removal and restoration of existing topsoil areas.
4) Estimate based on MTE Drawing MS1.2
5) Sanitary pump Station costs based on MESP - Appendix B - Wastewater

November 29, 2021
MTE Project No. 43742-104

Wastewater Alternatives Evaluation Matrix - Clair-Maltby

Category	Criteria	Criteria Indicator	Do Nothing	Limit Community Growth	East Connection - Victoria Road Trunk	Central Connection - Clair Gordon Trunk	Preliminary Preferred - West Connection - Southgate Hanlon Trunk	West Connection - Southgate Hanlon Trunk - Central Pump Station	West Connection - Southgate Industrial	West Connection - South end Valleylands Trunk	Hybrid - Southend Park to Clair Trunk
Natural Environment	Terrestrial/Aquatic Environment Resources	Potential adverse effects on ecological sensitive lands, impacts to water bodies and aquatic species.	No impact as no new lands will have to be developed or utilized.	Minimal impact anticipated, depending on the location and extent of services.	Limited impact anticipated as internal servicing would be along proposed roads. The Victoria Road Forcemain would also be along an existing Road.	Limited impact anticipated as internal servicing would be along proposed roads. Forcemain along Gordon Street.	Limited impact anticipated as internal servicing would be along proposed roads. Forcemain along Gordon Street, and Trunk Sewer along Clair Road.	SPS - 3 is moved away from the naturalized area. Limited impact anticipated as internal servicing would be along proposed roads. Forcemain along Gordon Street, and Trunk Sewer along Clair Road.	Limited impact anticipated as internal servicing would be along proposed roads. Forcemain along Gordon Street, and Trunk Sewer along Clair Road.	Valley Lands are not impacted. Moderate impact anticipated as internal servicing would be along proposed roads. The trunk sewer is not aligned along a proposed road, while the alignment does not encroach on environmentally sensitive areas.	Valley Lands are not impacted. Moderate impact anticipated as internal servicing would be along proposed roads. The trunk sewer is not aligned along a proposed road, while the alignment does not encroach on environmentally sensitive areas.
					7.5	7.5	**7.5**	8.0	7.5	5.0	**6.0**
Social, Cultural Environment	Impact on Local Residents and Businesses	Cultural Heritage and Archaeology	No impact as no servicing will be provided	No impact anticipated	While no upgrades of existing sewers are required, 7 km forcemain may cause odour issues.	Sewers along built up areas will need to be twinned / upgraded causing disruption to local residents and businesses.	Sewers along built up areas will need to be twinned / upgraded. The extent of upgrades is less than that of the Clair Gordon Trunk alternative.	Sewers along built up areas will need to be twinned / upgraded. The extent of upgrades is less than that of the Clair Gordon Trunk alternative.	Sewers along built up areas will need to be twinned / upgraded. The extent of upgrades is less than that of the Clair Gordon Trunk alternative.	Sewers along built up areas will need to be twinned / upgraded. The extent of upgrades is less than that of the Clair Gordon Trunk alternative.	Sewers along Clair / Southgate / Hanlon will need to be twinned.
					10.0	5.0	**7.5**	7.5	7.5	7.5	**8.0**
Social, Cultural Environment	Sustainable Growth	Impacts on Adjacent Properties	No impact to adjacent properties as no servicing will be provided.	Limited impact to adjacent properties due to limited growth and greenfield development.	Limited impact as most of the development is expected to be greenfield development.	Limited impact as most of the development is expected to be greenfield development.	Limited impact as most of the development is expected to be greenfield development.	Limited impact as most of the development is expected to be greenfield development. Scored too highly.	Limited impact as most of the development is expected to be greenfield development.	Limited impact as most of the development is expected to be greenfield development.	Limited impact as most of the development is expected to be greenfield development.
				7.5	7.5	7.5	**7.5**	7.5	7.5	7.5	**7.5**
Social, Cultural Environment	Reliability	Prone to failure/breakdown	Not applicable	Dependent on the system configuration.	Reasonable reliability.	Reasonable reliability.	Reasonable reliability.	Reasonable reliability.	Reasonable reliability.	Most reliable option as large area is served through gravity servicing reducing the chances of breakdown.	Very reliable. No double pumping required.
				5.0	7.5	7.5	**7.5**	7.5	7.5	10.0	**9.0**
Social, Cultural Environment	Regulatory Environment	Compliance with provincial/municipal regulations and standards	Not applicable	Complies with guidelines	Complies with guidelines	Complies with guidelines	Complies with guidelines	Complies with guidelines	Complies with guidelines	Complies with guidelines	Complies with guidelines
				10.0	10.0	10.0	**10.0**	10.0	10.0	10.0	**10.0**
Social, Cultural Environment	Land use	Impact on surrounding land use.	No impact on surrounding land use	Construction Impacts.	Construction Impacts.	Construction Impacts.	Construction Impacts.	Construction Impacts.	Construction Impacts.	Construction Impacts.	Construction Impacts.
				5.0	5.0	5.0	**5.0**	5.0	5.0	5.0	**5.0**

November 29, 2021
MTE Project No. 43742-104

Wastewater Alternatives Evaluation Matrix - Clair-Maltby

Category	Criteria	Criteria Indicator	Do Nothing	Limit Community Growth	East Connection - Victoria Road Trunk	Central Connection - Clair Gordon Trunk	Preliminary Preferred - West Connection - Southgate Hanlon Trunk	West Connection - Southgate Hanlon Trunk - Central Pump Station	West Connection - Southgate Industrial	West Connection - South end Valleylands Trunk	Hybrid - Southend Park to Clair Trunk
Economic	Capital	Design and construction costs	No capital costs, as there is no servicing	Capital costs will be less than the full servicing. However, it won't be proportionally less in accordance with the extent of servicing.	Estimated Capital Cost $30.6 Million.	Estimated Capital Cost $33.7 Million.	Estimated Capital Cost $29.1 Million.	< $29.1M SPS - 3 not as deep.	Estimated Capital Cost $31.9 Million.	Estimated Capital Cost $33.0 Million.	~ $7M less than Southgate Hanlon Trunk Alternative from cost estimate.
				10.0	7.5	0.0	**7.5**	8.0	5.0	0.0	**10.0**
Economics	Maintenance	Asset management costs (lifecycle)	No maintenance cost, as there is no servicing	Maintenance cost similar to full service alternative. Operating cost less than full service alternatives.	Estimated Operation and maintenance cost. $506K	Estimated Operation and maintenance cost. $787K	Estimated Operation and maintenance cost. $720K Scored too highly.	< $720K SPS - 3 is not as deep. Shorter forcemain	Estimated Operation and maintenance cost. $1.9M inclusive of Industrial Park expansion	Estimated Operation and maintenance cost. ~ $575K	Estimated Operation and maintenance cost. ~ $575K
				7.5	7.5	7.5	**7.5**	8.0	0.0	10.0	**10.0**
Economics	Property / Easement Acquisition	Amount of private property required to achieve solution	No property required.	Property requirement similar to the full-service alternatives.	Property requirement for pump stations similar to the Clair Gordon Trunk and Southgate Hanlon Trunk alternatives.	Property requirement for pump stations similar to Victoria Road Trunk and Southgate Hanlon Trunk alternatives.	Property requirement for pump stations similar to the Clair Gordon Trunk and Victoria Road Trunk alternatives.	Property requirement for pump stations similar to the Clair Gordon Trunk and Victoria Road Trunk alternatives.	Property requirement for pump stations similar to the Clair Gordon Trunk and Victoria Road Trunk alternatives.	Property requirement for pump stations is less due to the smaller size of PS-1. Service easement will be required for construction and subsequent maintenance of Valley Land Trunk.	No double pumping. PS - 3 is smaller.
				7.5	7.5	7.5	**7.5**	7.5	7.5	5.0	**7.5**
Functional (Technical)	Ease of Maintenance	Adverse impact on system performance	No maintenance required as there is not infrastructure.	Infrastructure provided will be similar to full growth except of smaller size. Similar maintenance is expected.	Maintenance is expected to be primarily at the lift stations and occasionally for forcemain swabbing / sewer flushing. 7 km forcemain may cause odour issues.	Maintenance is expected to be primarily at the lift stations and occasionally for forcemain swabbing / sewer flushing.	Maintenance is expected to be primarily at the lift stations and occasionally for forcemain swabbing / sewer flushing.	Easier maintenance due to shallower PS-3	Maintenance is expected to be primarily at the lift stations and occasionally for forcemain swabbing / sewer flushing.	Maintenance is expected to be primarily at the lift stations and occasionally for forcemain swabbing / sewer flushing. Due to deeper sewer stretches, requirement for maintenance will be onerous.	Small pump stations. Sewer not overly deep. (10m deep for section <100m).
				7.5	7.5	7.5	**7.5**	8.0	7.5	5.0	**9.0**

Wastewater Alternatives Evaluation Matrix - Clair-Maltby

Category	Criteria	Criteria Indicator	Do Nothing	Limit Community Growth	East Connection - Victoria Road Trunk	Central Connection - Clair Gordon Trunk	Preliminary Preferred - West Connection - Southgate Hanlon Trunk	West Connection - Southgate Hanlon Trunk - Central Pump Station	West Connection - Southgate Industrial	West Connection - South end Valleylands Trunk	Hybrid - Southend Park to Clair Trunk
Functional (Technical)	Impact to Existing Infrastructure	Sewer surcharges, Capacity exceedances at pumping stations and forcemains	No impact to existing infrastructure.	Impact to existing infrastructure is reduced as growth is limited. Impact also dependent on the connection point.	No impact to existing infrastructure based on the chosen connection point.	The identified connection point identified surcharges in the existing sewers, therefore, upgrades will be required.	No impact to existing infrastructure based on the chosen connection point.	No impact to existing infrastructure based on the chosen connection point.	Minor impact to existing infrastructure based on the chosen connection	No impact to existing infrastructure based on the chosen connection point.	No impact to existing infrastructure based on the chosen connection point.
				7.5	10.0	5.0	**7.5**	7.5	7.5	10.0	**10.0**
Functional (Technical)	Ability to Utilize Capacity on Existing Infrastructure	Eliminating / minimizing requirement for upgrade / expansion to existing infrastructure	No ability to utilize existing infrastructure	Limited ability to utilize existing infrastructure due to limited growth.	Existing Victoria Road Trunk downstream of Stone Road will be utilized.	Existing Clair Maltby Road Sewer will be utilized.	Existing Hanlon Gate Trunk will be utilized.	Existing Hanlon Gate Trunk will be utilized.	Existing Hanlon Gate Trunk will be utilized.	Existing Hanlon Gate Trunk will be utilized.	Existing Hanlon Gate Trunk will be utilized.
				5.0	7.5	7.5	**7.5**	7.5	7.5	7.5	**7.5**
Functional (Technical)	Capability of Phased Implementation	Modularity / flexibility of the proposed servicing staging	No capability of being implemented in phases.	No capability of being implemented in phases.	Good capability for phased implementation	Good capability for phased implementation	Good capability for phased implementation	Good capability for phased implementation	Good capability for phased implementation	Better capability for phased implementation due to larger trunk sewer accommodating a large part of CMSP lands.	No double pumping. Less reliance on SPS construction for future phases.
				5.0	7.5	7.5	**7.5**	7.5	7.5	10.0	**10.0**
Functional (Technical)	Ability to be implemented in Concert with the Water Servicing Alternatives	Physical proximity with water servicing	No servicing provided, therefore, no ability for water and water servicing to be implemented together.	Limited servicing, therefore, limited opportunity to implement along with wastewater servicing.	Most services are along road right of ways, therefore, good ability of being implemented along with wastewater servicing.	Most services are along road right of ways, therefore, good ability of being implemented along with wastewater servicing.	Most services are along road right of ways, therefore, good ability of being implemented along with wastewater servicing.	Most services are along road right of ways, therefore, good ability of being implemented along with wastewater servicing.	Most services are along road right of ways, therefore, good ability of being implemented along with wastewater servicing.	The main wastewater trunk is aligned along Valley Lands, where there is no proposal for a watermain. Limited ability for implementation with water servicing.	Only section along Southend Park lands does not have watermain.
				5.0	7.5	7.5	**7.5**	7.5	7.5	5.0	**6.0**
Functional (Technical)	Construction Difficulty	Eliminating / Minimizing locations of difficult construction	No servicing provided	Limited servicing	Standard Construction Techniques and Trades	Standard Construction Techniques and Trades	Standard Construction Techniques and Trades Scored too highly.	Standard Construction Techniques and Trades	Standard Construction Techniques and Trades	Extended section of Deep Excavations	Shallower than Southend Valleylands Alternative.
				5.0	7.5	7.5	**7.5**	7.5	7.5	5.0	**7.5**
				87.5	**117.5**	**100.0**	**112.5**	**114.5**	**102.5**	**102.5**	**123.0**

Technical Memorandum

Project Name:	2021 & 2093 and 2143 & 2187 Gordon Street (Clair Maltby)	**MTE File No.:**	C42311-104D and C43742-104D
To:	Colleen Gammie City of Guelph Engineering and Transportation Services 1 Carden Street, Guelph, ON N1H 3A1	**Date:**	March 29, 2022
cc:	Brad Trussler representing 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Alex Drung, representing 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) Pete Graham, 2021 & 2093 Gordon Street Inc.	**From:**	Jeff Martens, P. Eng. Steve Peterson, C.E.T.

RE: Clair Maltby Sanitary Servicing Alternatives 8 & 9

1.0 Introduction

MTE has been retained by 2021 & 2093 Gordon Street Inc., and 2575950 Ontario Ltd. (2143 & 2187 Gordon Street) to complete an assessment of the sanitary servicing alternatives 8 and 9 prepared by The Wood Group dated March 18, 2022.

2.0 Background

The City commissioned a Master Environmental Servicing Plan (MESP), for the Clair-Maltby Community, to determine the overall preferred servicing strategy for the study area, which was completed by The Wood Group in June, 2021. Within this study numerous sanitary servicing alternatives were identified and evaluated based on various technical and socio-economic metrics. The City's preferred alternative #5 is referred to as the West Connection – Southgate Hanlon Trunk. This alternative utilizes a series of pumping stations that outlet to a trunk sewer, on Gordon Street, as shown on **Figure 3.2.8** of the MESP. SPS1 and SPS2 have their forcemains outlet to a gravity sewer which flows to SPS3, which in turn pumps to a gravity sewer on Gordon Street.

Through the input process of the MESP, MTE provided comments including details on Alternative #7 - the West Connection – Southend Park and Valley Land Trunk alternative, as seen on **Figure 3.2.10** of the MESP. The South End Park and Valley Land solution was not the preferred solution in the evaluation matrix mainly due to the perceived higher capital costs, environmental constraints downstream of Clair Road and construction and maintenance difficulties as a result of the proposed deeper (exceeding 10m) than normal reaches of sanitary sewer.

On December 10, 2021, on behalf of 2021 & 2093 Gordon Street Inc and 2575950 Ontario Ltd, MTE submitted a technical memo proposing a Hybrid Alternative that addressed the concerns identified in the evaluation matrix with respect to the Southend Park and Valley Land Trunk Alternative.

3.0 Alternative 8 – Optimized Valley Lands / Southgate Trunk & Alternative 9 – Gordon / Southgate Trunk

On March 18, 2022 two new alternatives were presented – referred to as Alternative 8 and Alternative 9. MTE, on behalf of 2021 & 2093 Gordon Street Inc., and 2575950 Ontario Ltd., have reviewed these new alternatives and are supportive of both Alternatives 8 & 9. Both alternatives relocate SPS 3 away from the active golf course property which allows for the development of the west side of Gordon Street (Phase 2 works) to proceed without the need to disrupt or shut down the golf course. Also, both alternatives eliminate the requirement to double pump sanitary flows.

During our review of the alternatives, several items were identified for which we request clarification. These include:

1. Alternative 8 identifies 2.8km of 750mm trunk sewer while Alternative 9 identifies 2.8km of 900mm sewer. Please confirm this is correct as we would have expected that the trunk sewer outlet would be the same size under both alternatives

2. There appears to be a typo in the total cost for Alternative 8 – the individual items total $34.8 Mill while the table includes $35.6 Mill

3. Alternative 8 & 9 include $25.5 Mill and $19.6 Mill in Gravity Sewers of various sizes – Please identify which of these costs are DC eligible

4. The trunk sewer for Alternative 8 transverses through lands that are outside the study area. Does this impact timing for implementation of the trunk sewer should Alternative 8 be deemed the preferred solution.

5. The estimated annual operating and maintenance costs differ by $156,000 per year while the total capacity of the three sanitary pump stations is very similar. Please confirm the Annual O&M costs are accurate.

Thank you for the opportunity to provide our comments on these two new alternatives. In our view both alternatives are an improvement to the current preferred alternative and will better serve the City's needs

MTE Consultants Inc.

Steve Peterson, C.E.T.
Senior Project Manager
519-743-6500 Ext. 1223
speterson@mte85.com

Jeff Martens, P.Eng.
Director of Engineering
519-743-6500 Ext. 1231
jmartens@mte85.com

M:\43742\104\02 - Reports\MTE Reports\Sanitary Servicing Tech Memo\Alt 8 & 9 Assessment\43742-104_techmem_2022_03_29 Alt8 & Alt9.docx

April 7, 2022
Our File: 419064

City of Guelph
Engineering and Transportation Services
1 Carden Street
Guelph, ON N1H 3A1

Attn: Colleen Gammie, P.Eng.
Infrastructure Planning Engineer

Re: Clair-Maltby Secondary Plan
Master Environmental Servicing Plan
Wastewater Servicing Alternative #8 and #9

Dear Ms. Gammie,

On behalf of our client (Thomasfield Homes – 99 Maltby Road and 2054 Gordon Street), we have reviewed the Master Environmental Servicing Plan (MESP) Wastewater Servicing Alternative #8 and #9 and the supplemental information/responses provided by the City of Guelph (email message dated April 5, 2022). Based on our review of Alternative #8 and #9, we offer the following for your information and use:

Wastewater Servicing Alternative #8:

As part of Alternative #8, SPS#3 has been relocated to be on the west side of Gordon Street along Street D (approximately mid-way between Gordon Street and Street A). The majority of the sanitary sewer flows from the east side of Gordon Street (2054 Gordon Street) will be conveyed via a gravity sanitary sewer along Street D to SPS#3, ultimately discharging via a forcemain on Street D to the trunk gravity sanitary sewer along Street A and the Valley Land/Southgate Hanlon trunk sanitary sewer alignment. A small portion of the sanitary sewer flows from the east side of Gordon Street will be conveyed via gravity sanitary sewers to Street C and ultimately the trunk gravity sanitary sewer along Street A and the Valley Land/Southgate Hanlon trunk sanitary sewer alignment.

The relocation of SPS#3 to the west side of Gordon Street and the extension of gravity sanitary sewers to Gordon Street, has eliminated the requirement for SPS#3 to receive flows from SPS#1 and SPS#2. It is our understanding that in Alternative #8, SPS#3 is a standalone system, that would only proceed to design, approval and construction when development of 2054 Gordon Street proceeds.

We are in agreement with the proposed relocation of SPS#3 to the west side of Gordon Street (as illustrated in Alternative #8), as it allows 2054 Gordon Street to continue operating as the Springfield Golf and Country Club until such time as the Owner wishes to re-develop the lands.

Alternative #8 has also proposed the extension of a gravity sanitary sewer along Street A, which is intended to provide a sanitary sewer outlet for SPS#1. SPS#1 and the related forcemain is required to service 99 Maltby Road. This restricts the timeline for development of 99 Maltby Road, as 99 Maltby Road and the design, approval and construction of SPS#1 cannot occur until such time as the gravity sanitary sewer is extended along Street A and terminated at the north boundary of 99 Maltby Road.

This timeline and the requirement that development of 99 Maltby Road can only occur when development of the lands to the north have proceeded **is not acceptable**.

Based on this, we urge the City to reconsider the location of SPS#1 and the proposed outlet for the forcemain from SPS#1. As mentioned in our previous correspondence to the City of Guelph (letter dated October 21, 2020), we recommend that the use of a single sewage pumping station (SPS) servicing both a portion of the Clair Maltby Secondary Plan lands (specifically 99 Maltby Road) and the remainder of the Southgate Business Park lands (lands located immediately adjacent to the Clair-Maltby Secondary Plan area) be considered and evaluated. In our opinion, the use a single SPS servicing a larger contributing area addresses many concerns related to construction costs, capital and operation/maintenance costs of a single SPS, and the schedule/timeline for the development of the lands.

Wastewater Servicing Alternative #9:

Alternative #9 also proposes that SPS#3 be relocated to the west side of Gordon Street along Street D (approximately mid-way between Gordon Street and Street A). In this alternative the majority of the sanitary sewer flows from the east side of Gordon Street (2054 Gordon Street) will be conveyed via a gravity sanitary sewer along Street D to SPS#3, ultimately discharging via a forcemain to the trunk gravity sanitary sewer along Gordon Street. A small portion of the sanitary sewer flows from the east side of Gordon Street will be conveyed via gravity sanitary sewers to Street C and ultimately the trunk gravity sanitary sewer along Gordon Street.
Based on correspondence received from the City of Guelph (email message dated April 5, 2022), we understand that the extension of the trunk sanitary sewer along Gordon Street requires a portion of the sewer to be constructed at depths greater than 10m.

The relocation of SPS#3 to the west side of Gordon Street and the extension of the trunk gravity sanitary sewer along Gordon Street, has eliminated the requirement for SPS#3 to receive flows from SPS#1 and SPS#2. It is our understanding that in Alternative #9, SPS#3 will be required to service the lands on the east side of Gordon Street, and a portion of the lands on the west side of Gordon Street (bound by Street A, Street D, Gordon Street and the Natural Heritage System).

We are in agreement with the proposed relocation of SPS#3 to the west side of Gordon Street (as illustrated in Alternative #9), as it allows 2054 Gordon Street to continue operating as the Springfield Golf and Country Club until such time as the Owner wishes to re-develop the lands. However, we do have concerns with the feasibility and constructability of a trunk sanitary sewer along Gordon Street at depths greater than 10m, when the works are to occur within an existing right-of-way. Additional consideration needs to be given to maintaining access for residents and emergency services, the construction methodology to be applied including any shoring systems to retain private properties, earth excavation operations, trucking and off-site stockpiling of materials and the implementation of dewatering systems during the construction and potential long-term inflow and infiltration impacts.

Alternative #9 has includes for the extension of a trunk gravity sanitary sewer along Gordon Street, which is intended to provide a sanitary sewer outlet for SPS#1. SPS#1 and the related forcemain is required to service 99 Maltby Road. This restricts the timeline for development of 99 Maltby Road, as 99 Maltby Road and the design, approval and construction of SPS#1 cannot occur until such time as the trunk gravity sanitary sewer is extended along Gordon Street.

This timeline and the requirement that development of 99 Maltby Road can only occur when the trunk gravity sanitary sewer is extended **is not acceptable**.

Based on this, we once again urge the City to reconsider the location of SPS#1 and the proposed outlet for the forcemain from SPS#1. As mentioned in our previous correspondence to the City of Guelph (letter dated October 21, 2020), we recommend that the use of a single sewage pumping station (SPS) servicing both a portion of the Clair Maltby Secondary Plan lands (specifically 99 Maltby Road) and the remainder of the Southgate Business Park lands (lands located immediately adjacent to the Clair-Maltby Secondary Plan area) be considered and evaluated.

In our opinion, the use a single SPS servicing a larger contributing area addresses many concerns related to construction costs, capital and operation/maintenance costs of a single SPS, and the schedule/timeline for the development of the lands.

On behalf of Thomasfield Homes, we appreciate the opportunity to provide comments on Alternative #8 and #9 and look forward to working with the City of Guelph to further refine and optimize the wastewater servicing strategy for the Clair-Maltby Secondary Plan area, so that the timely, efficient and cost-effective development of the lands may occur.

Please do not hesitate to call if you have any questions or require additional information.

Yours truly,

GM BLUEPLAN ENGINEERING LIMITED
Per:

Angela Kroetsch, P. Eng.

cc: Mary Angelo, P.Eng., City of Guelph
Melissa Aldunate, City of Guelph
Stacey Laughlin, City of Guelph
Tom Krizsan, Thomasfield Homes Limited
Katherine McLaughlin, Thomasfield Homes Limited
Astrid Clos, Astrid V. Clos Planning Consultants

Colleen Gammie, P.Eng. Infrastructure Planning Engineer Design and Construction
Engineering and Transportation Services
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

November 1 2021

Colleen.Gammie@guelph.ca

Delivered via email

RE: Policy Issues Regarding Street A Crossings of NHS in the Mobility Section of the Clair Maltby CEIS

Greetings:

The Clair Maltby CEIS endorses six street crossings of the NHS, (three on Street A, one on Street D and two on Street F). The Guelph Official Plan prohibits street crossings of the NHS with the exception that crossings are allowed only if "no other reasonable alternatives exist" to the proposed road crossing of the NHS.

The six road crossings of the NHS have been endorsed in the mobility section of the CEIS with no comment on the requirement of the OP to demonstrate that each of the crossings are essential.

I raised this issue at an Open House on the Mobility Section of the CEIS and requested a report setting out the alternatives to the road crossings that had been considered, the assessment of the alternatives considered including financial and environmental impacts, and the criteria used to determine whether any of the alternatives was reasonable as determined by current City of Guelph policy and practice. This request was unanswered at the meeting and remains outstanding.

The three road crossings of Street A are especially problematic. Not only have the crossings been endorsed without a demonstration of being essential Street A has been planned to function as a minor arterial road conveying through traffic, including City buses, from Maltby Road to Clair Road to relieve Gordon Street of some through traffic. Existing City of Guelph traffic policy clearly identifies the function of Collector Roads, the classification assigned to Road A, as conveying local traffic only.

Eliminating the three road crossings of the NHS by Street A will remove the possibility of Street A functioning inappropriately as a minor arterial conveying through traffic and restores the integrity of the designation of Street A as a Collector Road.

There is no uncertainty about whether there is an alternative road pattern to the pattern of Street A being continuous from Maltby to Clair Road. The alternative is eliminating the NHS crossings of Street A and providing loop road connections to Gordon Street, with Gordon Street forming the only north-south route connecting Clair and Maltby Roads between Victoria Road and the Hanlon Expressway. Since Gordon Street is the only north south connection between Stone

Road and Clair Road this alternative road pattern is certainly feasible and appears to be reasonable.

I have raised this issue as a planning matter in a letter to Stacey Lauglin that I append. I am now raising the issue as a deficiency in the CEIS and an environmental impact issue.

Summary

Schedule C of the OPA for Clair Maltby shows six street crossings of the NHS (three on Street A, one on Street D and two on Street F).

None of the street crossings of the NHS has been demonstrated as essential.

Unless these street crossings can be demonstrated as essential with no reasonable alternative available that allows development these crossings must be removed from the Secondary Plan as the crossings are prohibited by the Official Plan.

An additional reason for removing the three crossings of the NHS by Street A is that allowing the crossings converts the function of Street A to a through-traffic street which is contrary to the City's policy for residential collector streets.

I look forward to your response.

Best Regards

H R Whiteley

Hugh Whiteley P.Eng.

2422 115 Cherry Blossom Circle

Guelph ON N1G 0A3

APPENDIX A

Stacy Laughlin MCIP, RPP.
Senior Policy Planner, Planning and Building Services Infrastructure,
Development and Enterprise Services City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

Stacy.Laughlin@guelph.ca .

Delivered via email

September 16 2021

RE: Policy Issues Regarding Street A Crossings of NHS in the Clair Maltby Secondary Plan

Dear Ms. Laughlin:

I thank you for your letter of June 23 2021. I welcome the decision to conduct a Class Environmental Assessment to determine the appropriate design for Gordon Street within the Clair Maltby Study Area.

There remains the issue of the proposed alignment and function of Street A which has three crossings of the NHS and, as proposed by the current version of the Secondary Plan, will function as a minor arterial to relieve through traffic flow on Gordon Street. These three crossings of the NHS are not allowed by the Official Plan unless there is no feasible alternative to these crossings that allows development of all land available for development.

Furthermore, construction of these crossings changes the function of Street A from the local-traffic function appropriate for a residential collector road to a through-traffic function which is contrary to City of Guelph policy for residential collectors.

Official Plan Policies regarding road crossings of the NHS

Notwithstanding the general principles that Official Plan policies should be viewed from the perspective of the intent of the OP as a whole and that where conflict exists among policies there should be consideration given to achieving a balanced outcome that respects the differing objectives, with regard to the differing objectives for protection of the NHS on the one hand and providing connectivity within the road system on the other hand the current Guelph OP has a strong prescriptive content that gives priority to protection of the NHS.

In Section 3.16 the Official Plan declares that an “environment first approach” is used in determining what is needed to “protect maintain enhance and restore” the Natural Heritage System. The OP, in policies 4.1.3. and 4.1.4, sets out the prescriptive requirement that only “essential transportation infrastructure” is permitted within natural heritage features and areas.

In keeping with the "environmental first approach" to considering the intrusion of only essential transportation infrastructure into the NHS the OP policy gives priority to environmental protection and rules out balancing environmental and connectivity impacts. The OP does this by defining essential transportation infrastructure as: "Essential means: (1) there is a demonstrated need; and (2) it has been demonstrated that no other reasonable alternative exists".

Demonstration that Street A crossings of the NHS are essential

I have raised the issue of road crossings of the NHS requiring demonstration that no reasonable alternative exists with City staff in July 2020 and again in March 2021. I raised the issue again during an Open House on Mobility Aspects of Clair Maltby in June 2021.

At the Open House the transportation team member, Emily Ecker, reported that the design team were recommending the Street A crossings of the NHS because if Street A did not continue across the NHS, it would be necessary "to provide extensive improvements to Gordon Street". The design team considered it a better option to route some through traffic between Clair Road and Maltby to Street A rather than making extensive improvements to Gordon Street.

This response of the design team demonstrates that a reasonable alternative with no crossings of the NHS by Street A exists - improvements to Gordon Street. In the absence of demonstration that the NHS crossings of Street A are essential the proposed crossings contravene a central policy of the Official Plan – the Environment First approach – and should be removed from the Secondary Plan.

I also note that in addition to crossings of the NHS by Street A Schedule C of the OPA shows crossings of the NHS by Streets D and F. I have not previously raised the issue of these crossings also requiring justification as being essential but do so now.

Street A as a Collector Road for Local Traffic Only

It is City of Guelph Policy that the function of two-lane collector roads in residential neighbourhoods is to convey locally-generated traffic with through traffic discouraged. This policy is expressed in the City's Traffic Calming Policy (2020) and is supported by the Canadian Guide for Traffic Calming

The CGTC, on which the TCP is based, states that the primary function of local streets is to provide access to property. Local streets are not intended to move through traffic within the overall road system. Residential collector roads provide access to property and in addition collect and distribute traffic moving to and from local streets. "As with local streets, collector streets are generally not intended to be through routes or to move significant amounts of traffic from one part of the road network to another.

Gordon Street and Victoria Road S are the two N/S arterial streets in the Clair Maltby Study Area. Through N/S traffic should be confined to these two arterial streets. Street A should be designed and function as a collector road for locally-generated traffic. Designing Street, A to function as a minor arterial is contrary to the City's Traffic Calming Policy and to the Canadian Guide to Traffic Calming.

The three proposed crossings on the NHS by Street A change the function of Street A, which should be to convey locally-generated traffic only, to a through-traffic function connecting Clair Road with Maltby. Removing the crossings of the NHS on Street A will restore Street A to its proper function as a collector street conveying locally-generated traffic.

The designation of residential collector streets as local-traffic only with through traffic discouraged has been City of Guelph policy since 1975. Prior to 1975 collector roads had been grouped with arterial roads and given the primary function of conveying through traffic. Unfortunately, the definition of the function of collector roads in the Official Plan has not been altered from the definition used in 1969.

I attach a full history of the changes in City Policy that have occurred since 1969 together with a revised definition of the function of residential collector roads that I suggest be included in the updating of the Official Plan that is underway.

Summary

Schedule C of the OPA for Clair Maltby shows six street crossings of the NHS (three on Street A, one on Street D and two on Street F).

None of the street crossings of the NHS has been demonstrated as essential.

Unless these street crossings can be demonstrated as essential with no reasonable alternative available that allows development these crossings must be removed from the Secondary Plan as the crossings are prohibited by the Official Plan.

An additional reason for removing the three crossings of the NHS by Street A is that allowing the crossings converts the function of Street A to a through-traffic street which is contrary to the City's policy for residential collector streets.

Best regards

Hugh Whiteley

2422 – 115 Cherry Bossom Circle

Guelph ON N1G 0A3

EVOLUTION OF FUNCTION OF TWO-LANE COLLECTOR ROADS IN RESIDENTIAL AREAS IN PLANNING POLICIES - CITY OF GUELPH

(1) POLICIES IN PLACE PRE 1970

Prior to a review of roadway function and of the configuration of roads in new subdivisions that was undertaken in the early 1970's the City of Guelph's planning policies grouped all collector streets with arterial streets roads and assigned a through-traffic function to both collector roads. and arterial roads.

The 1969 Official Plan contained the following definition of the function of collector roads:

1969 Official Plan

3.2.2 Major Traffic Streets:

3.2.2.1 Arterial and Collector Streets are intended to serve major traffic movements within the Planning Area and to collect traffic from the local streets and to feed it to the Express way system. This street system shall also serve to move volumes of traffic between various parts of the Planning Are

3.2.2.2 Although these streets will provide a land service function in all future development, the traffic movement function of these streets shall be paramount.

(2) POLICY CHANGE IN 1975 OFFICIAL PLAN

By 1970 urban planners had become aware that through traffic using streets in residential neighbourhoods resulted in unnecessary environmental hazards and degraded the quality of life experienced by residents of the affected neighbourhoods. Responding to the negative impact of through traffic on streets in residential areas the City of Guelph altered the function assigned to two-lane collector roads in residential areas. Instead of grouping this class of collector roads with arterial roads and assigning a through-traffic function to residential collector roads the new policy grouped two-lane collector roads in residential areas with local roads. Under the new policy residential collector roads were given the functions of access to property, a function shared with local roads, and the added function of conveying local traffic generated from trips to/from local roads and from properties on the collector road to/from the arterial road system. Through traffic was discouraged from using residential collectors.

This new definition of the function of residential collector roads was described as follows in the 1975 Official Plan:

1975 Official Plan

With this arterial network, the collector system has been designed. The collector streets must relate to the arterial net, the physical features, the projected population density, the land use, and to the existing contraints while providing convenient access and preventing through traffic in the neighbourhoods and the conservation area. The designated collector streets in the Southview Planning District are:

(3) FUNCTION ON COLLECTOR ROADS IN THE CANADIAN GUIDE FOR NEIGHBOURHOOD TRAFFIC CALMING

In 1998 the Transportation Association of Canada (TAC) published the Canadian Guide for Neighbourhood Traffic Calming. This Guide grouped local roads and residential collectors together and assigned to them the function of conveying locally-generated traffic to and from the arterial road network. The Guide was updated in 2018 as the Canadian Guide for Traffic Calming. The 2018 Guide retained the local-traffic function for residential collector roads as shown in the extract below:

Canadian Guide for Traffic Calming 2018

1.4.1 – LOCAL AND COLLECTOR STREETS

A primary function of local streets is to provide access to adjacent properties. These streets are not intended for use as through routes or as corridors to move traffic within the overall road network. For collector streets, access to adjacent properties is balanced by a need to collect and distribute traffic travelling into and out of an area or neighbourhood. As with local streets, collector streets are generally not intended to be through routes or to move significant amounts of traffic from one part of the road network to another.

(4) RECOGNITION OF THROUGH-TRAFFIC HAZARD IN 2005 TRANSPORTATION MASTER PLAN

The 2005 Guelph-Wellington Transportation Master Plan acknowledged the need to discourage through traffic on residential collectors. One example is the reason stated for rejecting a southerly extension of College Avenue as a future new roadway:

2005 Transportation Master Plan

Through traffic on these residential collector streets and an indirect connection to the Hanlon Expressway will have a significant social and economic impact on area residents.

(5) RECOGNITION OF THROUGH-TRAFFIC HAZARD IN NEIGHBOURHOOD TRAFFIC MANAGEMENT POLICY

In 1998 City Council adopted a Neighbourhood Traffic Management Policy to be applied to local roads and to two-lane collector roads in residential neighbourhoods. The NTMP made explicit the policy of discouraging through traffic on local roads and residential collectors. The NTMP as revised in 2006 retained the local-traffic-only function of residential collector roads as outlined in the following section:

2006 Neighbourhood Traffic Management Policy

This policy document outlines procedures for initiating, reviewing and implementing neighbourhood traffic management plans in residential neighbourhoods to address traffic safety concerns related to speeding and high volumes associated with traffic short-cutting through residential neighbourhoods. This policy shall apply to local and two-lane collector roadways located within primarily residential neighbourhoods.

The use of traffic calming measures can reduce the speed and volume of traffic to acceptable levels, as determined by staff, and restore the roadway to its intended function. Additional benefits are increased traffic safety and liveability of the neighbourhood through the reduction of vehicular and truck traffic, occurrence of excessive speeding, noise, vibration, air pollution and collisions, while providing a safer environment for pedestrians and cyclists.

(6) CURRENT VERSION OF THE CITY OF GUELPH TRAFFIC-CALMING POLICY

In 2020 City Council adopted a revised Neighbourhood Traffic Management Policy under the title Traffic Calming Policy. The revised TCP retained the local-traffic function for two-lane collector roads in residential areas that has been in place in Guelph since 1975.

Traffic Calming Policy 2020

Collector road: Collector roadways with a maximum of 2 travel lanes in either direction. The primary function of a collector roadway is to help circulate traffic from within the neighbourhood out to the arterial road network.

(7) CURRENT OFFICIAL PLAN DEFINITION OF COLLECTOR ROADS

The current Official Plan for the City of Guelph (March 2018 Consolidation) has a definition of function for collector roads that reflects the policy of grouping collector roads with arterial roads and assigning a through-traffic function to collector roads. In 1975 the City removed the through-traffic function from two-lane collector roads in residential areas and adopted a local-traffic-only function for residential collectors. This change in function for residential collector roads has not been recognized in the OP definition of collector roads.

I suggest that as part of the updating of the Official Plan the definition for residential collector roads should be revised to correspond with the TAC (2018) Guide to Traffic Calming and the City of Guelph (2020) Traffic Calming Policy as outlined below.

CURRENT OFFICIAL PLAN

5.7.3 Collector Roads

1. Collector roads are intended to move low to moderate volumes of traffic within specific areas of the city and collect local traffic for distribution to the arterial or Provincial highway system.

IMPROVED DEFINITION OF 2 LANE RESIDENTIAL LOCAL AND COLLECTOR ROADS

Local Road	**A road providing access to property for local traffic; through traffic discouraged.**
Collector Road	**A road for movement of local traffic and for access to property; movement of local traffic and access to property have equal importance; through traffic discouraged.**
Arterial Road	**A road primarily for movement of through traffic; access to property of lesser importance.**

Colleen Gammie, P.Eng. Infrastructure Planning Engineer Design and Construction
Engineering and Transportation Services
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

October 28 2021

Colleen.Gammie@guelph.ca

Delivered via email

RE: Incorrect Precipitation Data used for Hydrological Modelling in the Clair-Maltby Study Renders Results of Stormwater System Performance Testing Presented in the CEIS Unacceptable

Greetings:

This memorandum sets out my appraisal of the accuracy and representativeness of the precipitation data used in the Clair-Maltby Master Environmental Servicing Plan Comprehensive Environmental Impact Study. Based on this appraisal I make recommendations on changes needed in the preparation of the CEIS.

To assess the accuracy and representativeness of the CEIS precipitation data I have compared the summary of the precipitation data used in the CEIS as presented to me in an email from Colleen Gammie of October 19 2021 with the precipitation records for thirteen stations in the vicinity of the Clair-Maltby Study Area.

Summary of Appraisal

- **The current annual Climate Normal Precipitation for the Clair-Maltby Study Area is 920 mm/y.**
- **The period 2006-2017 used in the CEIS to assess stormwater system performance is appropriate since the annual mean precipitation for this period of 980 mm/y is above the Climate Normal Precipitation of 920 mm/y, and thus satisfies the requirement to test the stormwater system under a wetter-than-normal sequence of years.**
- **The precipitation data used for the modelling results shown in the CEIS shows the mean annual precipitation for the period 2006-2017 to be 797 mm/y. This result is attributed to the period 2006-2017 being drier than normal, as indicated by the KW Airport annual mean precipitation for the period being 831 mm/y.**
- **Based on the recorded precipitation for the seven precipitation gauges available for the period 2006-2017, the mean annual precipitation for the Clair Maltby study area is 980 mm/y not 797 mm/y. The KW Airport mean annual precipitation for 2006-2017 (when corrected for missing data) is 924 mm/y not 831 mm/y.**
- **The extent of the discrepancy in the annual mean precipitation data for 2006-2017 used in the CEIS is shown by comparison with the long-term pattern for 10 y moving average annual precipitation. A period with 10 y average P below 800 mm/y was last experienced in the Guelph Area in the 1960's with Great Lake levels at record lows. The actual 2006-2017 annual**

P of 980 mm/y is a record high never previously experienced in the century long period of record.

- **The use of erroneously low precipitation data in the hydrological modelling conducted as part of the CEIS renders both the model calibration and the results obtained from the modelling unacceptable.**
- **To make the CEIS acceptable a correct data set of daily precipitation must be constructed from measured values using all available data from the seven long-term gauges and any short-term gauge records available. Once this data set is assembled, and the annual precipitation totals confirmed to be representative of results at local gauges, allocation of the daily total precipitation between rain and snow and to hourly values is applied using recorded rain gauge data.**
- **Model calibration has to be redone once the correct data set for precipitation is assembled and new results obtained and incorporated in a revised CEIS.**

Precipitation Estimates for Guelph and Surrounding Area

There is no station maintaining a continuing record of daily precipitation anywhere within the City of Guelph. The nearest stations with attended manual gauges are maintained by the GRCA at Guelph Lake, Shades Mill and Laurel Creek Conservation Areas. The University of Waterloo maintains a high-quality weather station. There are Environment-Canada reporting stations at Roseville and at the Waterloo Regional Airport. (The Airport station is now an automated gauge which does not distinguish rain and snow, has frequent missing days and in recent years has lower precipitation recorded than other local gauges).

Since 2006 Environment Canada has stopped estimating missing-day precipitation for stations reported on the Environment Canada website. Unwary users of EC data may not notice the "Incomplete data" marker that appears for monthly totals for months with missing-day records. I have compiled records of monthly totals for all the EC-reporting locations I use taking care to fill in missing days from the nearest location with precipitation records.

In addition to publishing monthly reports showing daily amounts of rain and snow Environment Canada prepares and publishes Climate Normal Reports for thirty-year long periods. The EC website has records for Climate Normals for the periods 1941-1970, 1951-1980, 1961-1990, 1971-2000, 1981-2010, I have compared EC Climate Normal Precipitation with 30-y average values from data sets I have assembled and the two sets correspond very closely. Since both sets have required estimating of missing data this close correspondence is reassuring.

I have also prepared Climate Normal estimates for the most recent period 1991-2020. This was an arduous process since most EC-posted data has numerous missing data for the period since 2006 and many of the previously reporting stations have been discontinued.

As a summary of the available data on trends in precipitation I attach to this memorandum three maps containing the Climate Normal Total Precipitation for three periods 1971-2000, 1981-2010, and 1991-2020 and a map of the mean annual precipitation for the period 2006-2017. There is special variability

in the precipitation as a result of both longer-distance variation in precipitation amounts and very local exposure conditions surrounding each rain gauge. %

For the area surrounding Guelph and including the cities of Cambridge Kitchener and Waterloo there is no evidence of the long-distance spatial variation that produces higher precipitation to the north and west (at Stratford for example) and lower precipitation to the east (at Mississauga for example). Variation between locations is due to local exposure differences (for example the University of Waterloo station consistently records 6% less precipitation than the nearby Laurel Creek GRCA station).

There is also little sign of trend in the Climate Normal Precipitation among the three Climate Normal Periods. In Table I I have summarized the results from the data assembled on the maps. For the Guelph entries the red numbers come from a composite record of monthly precipitation I have assembled from the various Guelph stations (Guelph OAC, Guelph Physics, Guelph Arboretum, Guelph Turfgrass) supplemented by records from GRCA gauges at Guelph Lake and Shades Mill.

The 1981-2010 Climate Normal value shown in black in Table 1 is the Environment Canada Climate Normal for Guelph Arboretum. There are no EC Climate Normals for Guelph for 1971-2000. EC has not yet prepared Climate Normals for 1991-2020.

The Table also includes annual streamflow values for two Environment Canada gauging stations, the Upper Speed River at Armstrong Mills and for the Eramosa River at Watson Road.

Table 1 Annual Precipitation and Annual Streamflow for Guelph and Surrounding Area

LOCATION	1971-2000 P mm	1981-2010 P mm	1991-2020 P mm	2006-2017 P mm	(2006-2017)/ (1991-2020) %
GUELPH	902	923	922	983	107
WATERLOO REGION	920	928	925	978	106
	Q mm	Q mm	Q mm	Q mm	
SPEED RIVER	391	402	398	439	110
ERAMOSA RIVER	353	346	345	372	108

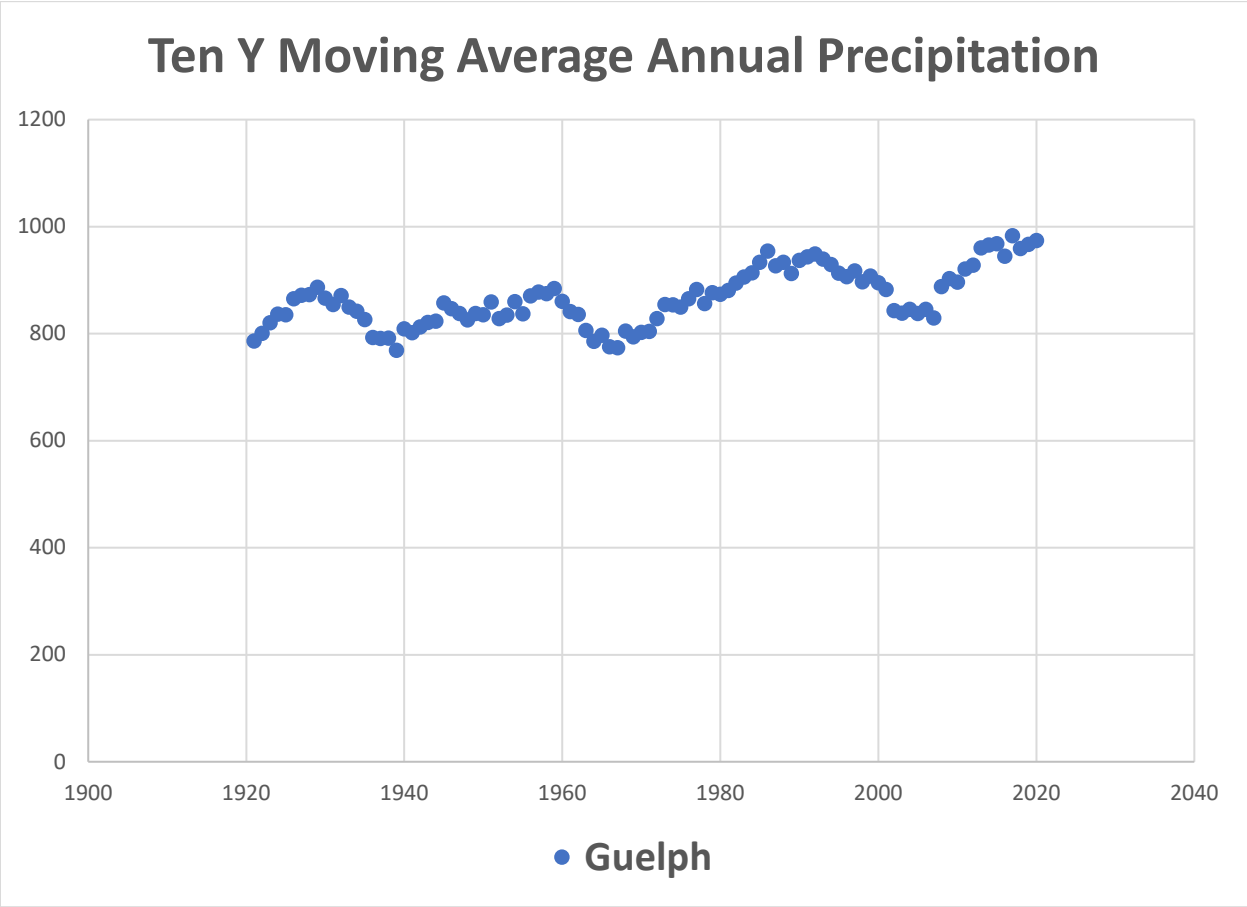
The data summarized in Table 1 establishes the following:

- The current annual Climate Normal Precipitation for the Clair-Maltby Study Area is 920 mm/y with no apparent time trend.
- The annual precipitation for the period 2006-2017 is a recorded high of 980 mm/y, at least 6% above the Climate Normal.
- Annual streamflow for the period 2006-2017 is 8 to 10 % above 30-y normal, confirming that the period 2006-2017 is an unusually wet period.

Long Term Trends in Annual Precipitation

In order to assess how significant, the difference in annual precipitation is is between the 795 mm/y used in the CEIS modelling and the recorded value of 980 mm/y I present below a graph showing the trend in the ten-year moving average of precipitation beginning with the period 1912-1921.

Figure 1 Plot of the 10-y moving average of annual precipitation at Guelph



Note: Data is plotted at the end year of the ten-year averaging period.

The pattern shown by the plot has minimum 10-y precipitation for periods ending in 1939, 1967 and 2007 and maximums in periods ending in 1929, 1959, 1992, and 2017. For this period of record the lowest minimum was 774 mm/y for the period ending in 1967 and the highest maximum was 983 mm/y for the period ending in 2017.

The CEIT estimated precipitation of 797 mm/y for the period 2006-2017 is not only far removed from the correct value of 980 mm/y it is only 20 mm/y above the value of 774 mm/y set during the prolonged dry spell of the 1960's.

Using precipitation representing the driest period of record as if it was an accurate representation of the precipitation during the record-highest period in the period of record is a major error and renders all modelling results void.

Effect of Error in Precipitation Input on Modelling Calibration

A major step forward in the calibration of modelling of groundwater flow was made in Ontario as part of the Source Water Protection program. For the first time in Ontario the Sourcewater Studies were conducted on a watershed basis using some form of integrative modelling in which both watershed outflows to measured surface water streamflow and measured groundwater levels had to be matched during model calibration.

Previously most modelling of groundwater in Ontario had been conducted using models calibrated against measured waterlevels only with recharge input specified independently from streamflow modelling. In waterlevel-only calibration of groundwater models it is possible for erroneously high or low estimates of recharge to be used and the model successfully calibrated for levels by choosing hydraulic properties for the bedrock to give waterlevel matching despite the properties being incorrect.

Under integrative modelling calibration requires the model matches observed baseflow in streams receiving groundwater outflow. This matching of observed outflow requires recharge values used in the groundwater portion of the model have to be accurate. Any large discrepancy between actual and estimated precipitation input to the model will be detected as an inability to match observed outflows and the error in precipitation corrected.

I am puzzled by the absence of detection of the large error in precipitation input that has been revealed in the CEIS data set. It was my understanding that the study area modelled would be large enough to include the established GRCA measuring station on Mill Creek at Aberfoyle and the model calibrated to match observed baseflow in Mill Creek. If baseflow matching was not included in model calibration I think this is contrary to the terms of reference for the modelling and certainly does not correspond to the standards for modelling set by the Sourcewater Study protocol.

In any case the model as calibrated to 2006-2017 observed conditions using erroneously small precipitation values cannot be trusted to represent the hydrological response of the Clair-Maltby area and must be recalibrated using correct precipitation data before the testing of the proposed stormwater control system is conducted and the CEIS completed and approved.

Steps to Correct Clair-Maltby Precipitation Data File

To create an accurate precipitation file for hydrologic modelling of the Clair-Maltby study area the first step is to establish a reference file of daily precipitation, preferably separated into daily rain amounts and daily snow amounts for the entire study period using a single station with attendant measured amounts from standard AES ground-surface gauges. I suggest the Shades Mill GRCA data for this standard file using daily records from Guelph Dam, Laurel Creek, Roseville and Univ of Waterloo as checks for any missing days or days with questionable data.

Once this reference file is created examine records from all gauges with daily readings that are closer to the study area than location of the reference file. Create a study-area file of daily precipitation

substituting the best reliable local gauge reading for the reference file daily value for all days when a reliable local reading is available. When this substitution is complete confirm that the 2006-2017 period average of the composite file is within the scatter of individual location averages I have presented.

In this compilation use great caution in using WWA daily totals in the period 2015-2017 as I believe there is undercatch at this automatic gauge. Also note that the gauge placed on a roof in the C-M study has an apparent undercatch of 10% and an adjustment should be made accordingly in all daily readings of this gauge.

Once the data set for the study-area daily precipitation totals is established and confirmed as representative adjust the hourly rain and snow amounts in the existing data set to yield the correct daily precipitation total. I expect there will be some days in which precipitation was missed in the current data set and hourly values for these days should be set from existing records – the University of Waterloo weather station appears to have 15-minute totals available for example.

If I can be of assistance in any of these steps I offer any assistance I can give.

I look forward to your response to these findings and suggestions.

Yours respectfully

Hugh Whiteley P.Eng.

2422 115 Cherry Blossom Circle

Guelph ON N1G 0A3

Colleen Gammie, P.Eng. Infrastructure Planning Engineer Design and Construction
Engineering and Transportation Services
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

February 15 2022

Colleen.Gammie@guelph.ca

Delivered via email

RE: Erroneous Results from Mike-She Hydrological Modelling Render the June 16 2021 Comprehensive Environmental Impact Study Phase 3 Impact Assessment and Management Plan Unacceptable

Greetings:

On October 28 2021 I emailed you a comprehensive assessment of the grossly deficient precipitation data file used in the CEIS as input to the MIKE SHE modelling platform to assess the viability of the proposed development of the Clair Maltby Lands as regards environmental impacts of the proposed development on water balance and groundwater flow.

The sensitivity of the groundwater system of the Paris moraine to negative impacts from development has been a well-recognized hazard throughout the Clair Maltby Planning process. The *Comprehensive Environmental Impact Study Phase 3 Impact Assessment and Management Plan Final Draft for Community Engagement June 16 2021* purports to assess the impacts of development on the sensitive groundwater system by way of results obtained by use of the MIKE SHE integrative surface and groundwater system model.

It is a well-recognized principle of proper use of computer-based digital modelling that use of erroneous input data invalidates the results obtained from a model. This principle, nicknamed GIGO applies to every level of digital model from the simplest to the most complex.

The information I provided on October 28 2021 establishes that the precipitation data input used for the MIKE SHE model in the CEIS was severely erroneous. Consequently, both the results obtained from the MIKE SHE model and the calibration of the model are erroneous and must be redone before the CEIS is approved.

The following actions by the City of Guelph are necessary to remedy the deficiencies in the CEIS created by the use of erroneous precipitation data in the MIKE SHE model.

(1) The authors of the CEIS must be informed that the MIKE SHE model must be recalibrated using correct precipitation data for the Clair Maltby Project area and the recalibrated model rerun to evaluate the effects of proposed development on the water balance, groundwater hydroperiod and groundwater flux rates.
(2) To assure that accurate precipitation data is used in the model recalibration and in the scenario-evaluation the City should provide the authors of the CEIS with a reference precipitation record

at a daily scale for the study period (2006-2017) for the Clair Maltby Area and require, as part of the resubmission of the CEIS, the submission of a comparison table of the precipitation data used in the model recalibration and the City's reference precipitation record with an explanation of any significant deviation in monthly total precipitation between the precipitation data used in the model and the City's reference precipitation table.

(3) Once the revised CEIS is provided it must be recirculated for public comment including providing recirculation to a joint meeting of TAG/CWG.

The justification for including a check of the precipitation data set used in the MIKE SHE model runs against a City-supplied reference daily precipitation data set rainfall is the fact that the consultants were unaware of the severe deficiencies in availability of trustworthy precipitation data for the Clair Maltby project area. As a result, the consultants produced a data set grossly deficient in precipitation. Given this past error it is incumbent on the consultants to prove they have corrected this error.

I have included correspondence about the deficiencies in precipitation measurement in the Mill Creek watershed to illustrate that problems with precipitation measurement have been recognized and dealt with in other studies. I attach a candidate data set of daily precipitation for the Clair Maltby project area for the period 2006-2017 in case the City does not already have a reference data set available.

I look forward to your response outlining what steps the City is taking to have a correct CEIS prepared and circulated for comment.

Yours respectfully

H R Whiteley

Hugh Whiteley P.Eng.

2422 115 Cherry Blossom Circle

Guelph ON N1G 0A3

Colleen Gammie, P.Eng. Infrastructure Planning Engineer Design and Construction
Engineering and Transportation Services
City of Guelph
1 Carden Street
Guelph, Ontario N1H 3A1

April 8 2022

Colleen.Gammie@guelph.ca

Delivered via email

RE: Errors in Mike-She Hydrological Modelling Render the June 16 2021 Comprehensive Environmental Impact Study Phase 3 Impact Assessment and Management Plan Unacceptable

Greetings:

This is the third notification I have sent to the City of Guelph informing you that, in my professional judgement as a Professional Engineer specializing in hydrological modelling of watersheds, the procedures and data that have been used in the Mike-She hydrological modelling section of the Clair-Maltby MESP contain gross errors which render these portions of the MESP unacceptable.

On October 28 2021 I emailed you a comprehensive assessment of the grossly deficient precipitation data in the file used in the MECP as input to the MIKE SHE modelling platform in the assessment of the viability of the proposed development of the Clair Maltby Lands as regards environmental impacts of the proposed development on water balance and groundwater flow.

On February 15 2022 I provided a more detailed explanation of the deficiencies contained in the precipitation file and explained why these errors in an input file rendered the results of the modelling worthless as proof that the proposed Clair-Maltby development could be undertaken without causing unacceptable alteration to the hydrological system of the Clair-Maltby project area.

In this third notification I will provide additional details on the defects of the modelling and specify more clearly what steps must be taken by the City to respond to this notification of possible breach in professional practice in the preparation of the MECP and in the acceptance of a defective report by the City of Guelph.

<u>Purpose of the Mike-She Model</u>

As stated on page ES-v of the MECP the first purpose of the calibrated Mike-She model is to represent accurately the linkage of surface and subsurface features and hydrological processes that determine the location, direction and flow volumes of surface and subsurface water in the project area under existing conditions. A properly-calibrated model will accurately represent quantities of precipitation arriving at the watershed surface, the rates and amounts of overland runoff and infiltration to the subsurface, evapotranspiration return to the atmosphere, distribution of recharge to the overburden and bedrock aquifers, groundwater discharge to streams and extraction of groundwater by pumping.

The understanding of the hydrological functions of the project area provided by the Mike-She model is important to the assessment of environmental impacts imposed by development but only properly calibrated models provide useable insight. Once successfully calibrated for existing conditions the Mike-She model is used to test the impacts on the hydrology of the project area of various proposed patterns of development. The intention of these tests is to establish whether or not proposed development alternatives create any unacceptable environmental impacts on hydrological functions in the project area. Errors in the calibration of the model result in errors in the environmental assessment of alternative development scenarios. Use of an erroneously calibrated model for environmental assessment is a breach of standards of professional practice.

The decision by the consultants to use the Mike-She model to assess the impacts of the proposed Clair-Maltby development on the hydrological environment of the study area is an excellent example of sound engineering judgement. The Mike-She model fully integrates surface and subsurface hydrological processes. This integration is essential to the understanding of impacts of land use change on hydrological processes in the Clair Maltby project area because of the importance of subsurface hydrological processes in an area lacking appreciable surface flow.

There are two major challenges to be overcome in producing accurate results from Mike-She or any other modelling approach that fully links surface and subsurface flow processes. One challenge is to represent accurately the configuration and properties of the subsurface flow system from extremely sparse data sources. The second challenge is to assemble from sparse point data an accurate representation of the atmospheric conditions, including precipitation amounts, that establish the inputs of mass (water) and energy to the model. These inputs control the amounts, and the temporal and spatial pattern, of water movement within the study area.

The study team has succeeded in the development of a model of the subsurface system that accurately represents the flow processes of the project area. Unfortunately, the precipitation data set used as input to the model is grossly inaccurate and use of this precipitation data set has produced results with major errors that invalidate use of the model results to assess the environmental impacts of the proposed development.

Errors in the Clair Maltby Precipitation Data

The 15-y period 2003-2017 was chosen for simulation of the Mike-She model. This period is well chosen. It is long enough to show effects of intra-year persistence of both wet and dry periods, the period contains an adequate sampling of weather extremes. In particular the period as a whole had above-average precipitation. Since a major impact of urbanization of previously vegetated land areas is the creation of a large increase in stormflow volumes to be accommodated, an especially-wet period is a good choice to assess environmental impacts.

The best source of precipitation data for integrated watershed modelling is a set of carefully sited and maintained precipitation gauges within the watershed area. To provide continuity of coverage during periods when an individual precipitation gauge is out of service, and to allow assessment of possible bias in precipitation catch due to differences in site exposure to wind effects, a minimum of at least three-gauge locations is preferred.

For the Clair Maltby project area, and indeed for the City of Guelph as a whole, there are no reliable long-term precipitation gauge records available for the period 2003-2017. {The last reliable long-term precipitation gauge location in the City of Guelph closed in 1997).

Lacking precipitation gauge records within the watershed, or within the City, precipitation must be estimated from the nearest available reliable long-term precipitation gauges. On a storm-by storm basis precipitation estimates from locations outside the watershed necessarily vary from the precipitation that occurs on the watershed due to the spatial variability of storm-event precipitation. This spatial variability is especially high for convective rainstorms.

Fortunately, in the long-term, averaging smooths out the random spatial variations in individual-storm precipitation caused by individual-storm patterns. Use in modelling of somewhat remote precipitation gauge data produces accurate long-term mean measures of hydrological response provided that the long-term mean precipitation at the remote gauge is closely similar to the true long-term mean precipitation for the watershed under test.

For the Clair-Maltby study area there are four reliable long-term precipitation gauges available in Waterloo Region and Wellington County that have continuous complete records of daily precipitation for the period 2003-2017. All four locations have 30-y Climate Normal Precipitation Totals for the period 1981-2010 that are very closely similar to each other and to the estimated Climate Normal Precipitation for Guelph.

In Appendix 1 (attached) I provide the mean precipitation for 2003-2017 as recorded at these four locations. As you will see the range of mean annual precipitation for these four locations is very small – from 949 mm/y to 958 mm/y with a mean value of 954 mm/y.

The 15-y mean annual precipitation value of 954 mm for the period 2003-2017 stands out as the highest 15-y mean value recorded up to 2017 in the record of annual precipitation for the Guelph area, a record that extends over 100 years, beginning in 1917. {The 15 y mean values for precipitation for the periods ending in 2018, 2019, and 2020 have set even higher records for 15-y mean precipitation.}

The 2003-2017 mean precipitation is about 40 mm/y above the Climate Normal precipitation for these locations, a further indication of the unusually high mean precipitation for this period.

The unusually high mean precipitation for the 2003-2017 period as shown by the four gauges is confirmed as representing the conditions on watersheds in the Guelph area, including on the Clair-Maltby project area, by the high mean-annual streamflow for the watersheds of the Upper Speed River and the Eramosa River shown in Appendix 1. As was the case for precipitation the mean-annual streamflow for 2003-2017 for the Upper Speed River is the highest for any 15-y period in the period of record beginning in the 1960'sand extending up to 2017. Once again, the 15 y periods ending in 2018. 2019, and 2020 had even higher mean-annul streamflow than the 2003-2017 period.

The amount by which the 2003-2017 annual-mean streamflow exceeds the 1981-2010 Climate Normal streamflow is roughly half the amount by which 2003-2017 mean annual precipitation exceeds Climate Normal precipitation. This helps confirm the accuracy of both precipitation and streamflow data since it has been my experience that "extra" annual precipitation above normal has been shown to be about equally divided between extra streamflow and extra evapotranspiration.

The consistency of the precipitation data for 2003-2017 from four long-term gauges and the long-term streamflow record from two watersheds confirm with no chance of error than this period has record-high precipitation and produced record-high annual water flows on the Clair -Maltby study area. The suggestion that there is any appreciable uncertainty about the 955 mm of mean annual precipitation for this period for Clair-Maltby is conspicuously false.

Further confirmation of the accuracy of my analysis of precipitation records for the period 2003-2017applicable to the Clair-Maltby Study Area is provided by a precipitation data set prepared by Golder and Associates for modelling of recharge in the Mill Creek watershed. This data set is reported in Appendix I of the 2021 Monitoring Report for the Blue Triton Aberfoyle Site. This data set for precipitation for the period 2003-2017 for the Mill Creek watershed has a mean-annual value of 952 mm/y.

Given the consistency of the precipitation and streamflow records which demonstrate above-normal 15-y mean precipitation for Clair Maltby of 955 mm/y for the period 2003-2017 the statement in the MECP that the mean annual precipitation for the period 2003-2017 is 794 mm/y reveals a high level of technical incompetence in the preparation of the data set on which this false statement is based. A later justification for the 794 mm/y figure as being appropriate given the abnormally dry conditions in the period 2003-2017 is further evidence of technical incompetence and of failure to conduct quality checks on the data used.

To confirm how reasonable a 15-y mean annual precipitation amount of 794 mm for the 2003-2017 period is I searched the available 105 y record of annual precipitation for Guelph. There is no 15-y mean precipitation below 800 mm/y at any time. The two prolonged dry-year sequences centred on 1940 and on 1970 produced 15-y mean precipitation just above 800 mm/y but both of these periods are well known as extremely dry periods with record low levels of the Great Lakes. In contrast, by 2017 it was widely known that Southern Ontario was experiencing an extremely wet period with record high levels of Lake Ontario. Anyone with experience with watershed modelling in Southern Ontario would have recognized that 794 mm/y as a period mean precipitation for the Guelph area for 2003-2017 must be in error.

<u>Calibration errors resulting from the use of erroneous precipitation data</u>

There are two components to the calibration and validation of integrated surface/groundwater watershed models such as Mike-She. One component of calibration is achieving good matching between computed and observed patterns of groundwater levels in observation wells and groundwater-connected wetlands. The second component of calibration and validation is achieving good agreement between the computed and observed overall water balance of the watershed.

Earlier groundwater-only models were calibrated for groundwater levels only. The lack of calibration for mass balance resulted in a high level of uncertainty in the validity of estimates of water quantities estimated by groundwater only modelling. The dual calibration for both groundwater levels and for mass balance greatly improves the validity of results from integrated models.

It appears from the limited discussion of the calibration and validation of the Mike-She model provided in the MECP that while extensive calibration was done to achieve matching with observed water levels in observation wells and groundwater-connected wetlands there was not equivalent effort to calibrate

mass balance. Mass-balance calibration involves achieving good matches between the computed and the observed patterns of baseflow in the stream systems receiving the outflow from the watersheds. Had the mass-balance calibration been done the gross error in the precipitation input being used in the simulation of 2003-2017 conditions would have become apparent and the error in precipitation input corrected.

As is well established (see previous sections) the correct mean annual precipitation input for the Clair-Maltby Project area for the period 2003-2017 is 955 mm/y +/- 5 mm/y. The mean-annual precipitation used in the Mike-She modelling is reported in the draft MECP as 794 mm/y. The large deficiency in precipitation input of 160 mm/y results in two large errors in the formulation of the Mike-She model parameters.

First Error in Mike-She model Parameters

Table 6.2.6 (page 101 of MECP) provides inflow and outflow amounts in mm/y for the Secondary Plan Area for existing conditions. Inflow amounts shown include 49 mm/y entering the SPA control volume as groundwater inflow. The pattern of groundwater levels for the SPA are shown in Figure GW2 in Appendix 2. The groundwater pattern in the SPA shows a peak in groundwater levels in the centre of the SPA with downward slopes in groundwater levels radiating outward in all directions to the SPA boundary.

There cannot be groundwater input through the SPA perimeter as the direction of flow is everywhere outward. Thus the 49 mm/y of groundwater inflow appears to be entirely erroneous.

Second Error in Mike-She Parameters

In Table 6.2.6 a continuous year to year decrease in groundwater storage of 12 mm/y is shown. Over the 15-y period this amounts to a total decrease of 180 mm. The maximum active groundwater storage volume for the SPA is approximately 200 mm. The inclusion of a continuous 12 mm/y depletion of groundwater storage volume in the water balance, if correct, would require large reductions in average groundwater levels each year, beginning in 2003 at the maximum levels ever observed and ending in 2017 with levels at record lows.

There is ample monitoring of groundwater levels in and around the Clair Maltby area for the period 2003-2017 that confirms the absence of any long-term trend in average groundwater levels. The inclusion of a continuing 12 mm/y depletion of groundwater storage is clearly erroneous.

Errors in Mike-She Model Outputs

In Table 6.2.6 the Mike-She model estimate for existing-condition evapotranspiration for the SPA is 493 mm/y. From long-term water balance study of the Upper Speed River watershed and the Eramosa River watershed I have established the annual-mean evapotranspiration of the watersheds to be 550 mm/y. The Mike-She estimated evapotranspiration is thus about 55 mm/y too low.

The overall amount of overland flow and groundwater flow forming output from the SPA is shown as 368 mm/y in Table 6.2.6. Based on the correct values for precipitation of 955 mm/y and evapotranspiration of 550 mm/y the correct outflow amount of surface and groundwater flow is 405 mm/y. The Mike-She estimate for outflow is thus about 35 mm/y too low.

In Table 6.2.8 the estimate for recharge to groundwater in the SPA under current conditions for the period 2003-2017 is shown as 308 mm/y. The actual water surplus of 405 mm/y for the SPA, derived from water balance of adjacent watersheds, is recharged to groundwater in the case of the SPA, with the exception of 5 mm/y of overland runoff leaving the area. Thus Mike-She- estimated recharge is too low by 90 mm/y. The error in recharge to groundwater in the modelling results is larger than the error in overall water surplus because the latter error is reduced by the erroneously assumed inputs to groundwater from external inflow and depletion of storage made in the modelling.

To summarize the results for existing conditions the mean annual precipitation used in the Mike-She model simulations for 2003-2017 is 160 mm too low. To compensate for this undetected error erroneous inputs of 50 mm/y of external groundwater and 10 mm/y of stored-groundwater depletion are assumed. This reduces the error in input to 100 mm/y. Model outputs show under estimates of 55 mm/y for evapotranspiration and 35 mm/y for surface plus groundwater outflow accounting for 90 mm/y, roughly equaling the remaining 100 mm/y deficit arising from the error in precipitation.

The error in the modelling of recharge to groundwater is 90 mm/y, a larger error than the error in surplus water.

In Table 6.2.7 the Mike-She model estimate for future conditions lists evapotranspiration for the SPA as 472 mm/y. The change in evapotranspiration is caused by a conversion in future conditions of 30% of the watershed from vegetated surfaces to impermeable surfaces with low evapotranspiration. My estimate of future evapotranspiration is also 470 mm/y.

The overall amount of overland flow and groundwater flow forming output from the SPA is shown as 383 mm/y in Table 6.2.7. Based on the correct values for precipitation of 955 mm/y and evapotranspiration of 470 mm/y the correct outflow amount of surface and groundwater flow is 485 mm/y. The Mike-She estimate for outflow is thus about 100 mm/y too low.

In Table 6.2.8 the estimate for recharge to groundwater in the SPA under future conditions for the period 2003-2017 is shown as 336 mm/y. The actual water surplus of 485 mm/y for the SPA for future conditions, reduced by overland runoff of 5 mm/y yields 480 mm/y of recharge to groundwater. Thus Mike-She- estimated recharge to groundwater for future conditions is too low by 150 mm/y. The error in recharge to groundwater in the modelling results is larger than the error in overall water surplus because the latter error is reduced by the erroneously assumed inputs to groundwater from external inflow and depletion of storage made in the modelling.

An additional note on evapotranspiration calculations is that the Mike-She modelling estimates the annual evapotranspiration from open-water wetlands such as Halls Pond in the range of 500 – 550 mm/y. According to Environment Canada publications, which I have confirmed, the annual evapotranspiration rate for open-water areas is in the range 800-850 mm/y.

To summarize the results for future conditions the mean annual precipitation used in the Mike-She model simulations for 2003-2017 is 160 mm too low. To compensate for this undetected error erroneous inputs of 50 mm/y of external groundwater and 10 mm/y of stored-groundwater depletion are assumed. This reduces the error in input to 100 mm/y. Model outputs show under estimates of 100 mm/y for surface plus groundwater outflow.

The error in the modelling of recharge to groundwater for future conditions is 150 mm/y, an error of about 45% which brings into question the impact such a large increase in recharge will have on the hydrological processes in Clair-Maltby.

I conclude that the representation of the subsurface flow system in the Mike-She model is sound. Model recalibration using correct precipitation data, with adjustments in model parameters to increase evapotranspiration and remove erroneous groundwater inflows, will produce fully acceptable results.

Required Response from the City of Guelph

In this letter I have documented what I see as large flaws in the application of the Mike-She model to the characterization of the hydrology of the Clair-Maltby project area and to the assessment of the environmental impact of the proposed development of the Clair-Maltby Secondary Plan area.

If the errors I have documented are confirmed by a peer review the Mike-She model must be recalibrated and validated and model runs redone with an accurate precipitation file in order to produce valid results for inclusion in the MECP for the Clair-Maltby project.

Because the use of complex integrated watershed models such as Mike-She is a recent innovation in Ontario the Province of Ontario found it necessary and productive to require peer reviews of all watershed studies being conducted in Ontario that used integrated watershed modelling. Peer reviews of studies conducted in the Sourcewater Protection programme resulted in identification of defects in the initial modelling in several cases. Corrections introduced as a result of peer reviews resulted in significant improvement in the study findings in these cases and added credibility to the findings of the study.

More recently at least one practitioner has adopted peer reviews voluntarily as standard practice for hydrogeological studies receiving public scrutiny as part of their duty of care. For example, Golders and Associates now engage an outside consultant to peer review their monitoring reports for commercial clients before submission to MOECP.

I strongly recommend that the City of Guelph adopt the peer review process in this case to evaluate this notification of potential violation of profession standards of practice in the preparation of the MECP.

I await your response to this third notification.

Yours respectfully

H R Whiteley

Hugh Whiteley P.Eng.

2422 115 Cherry Blossom Circle

Guelph ON N1G 0A3

APPENDIX 1

PRECIPITATION AND STREAMFLOW 2003-2017 COMPARED TO CLIMATE NORMAL 1981-2010

ANNUAL PRECIPITATION mm

STATION	1981-2010	2003-2017	DIFF
Guelph Dam	901	958	57
WWA	917	949	32
Shades Mill	920	957	37
Roseville	919	952	33
AVERAGE	914	954	40

ANNUAL STREAMFLOW mm

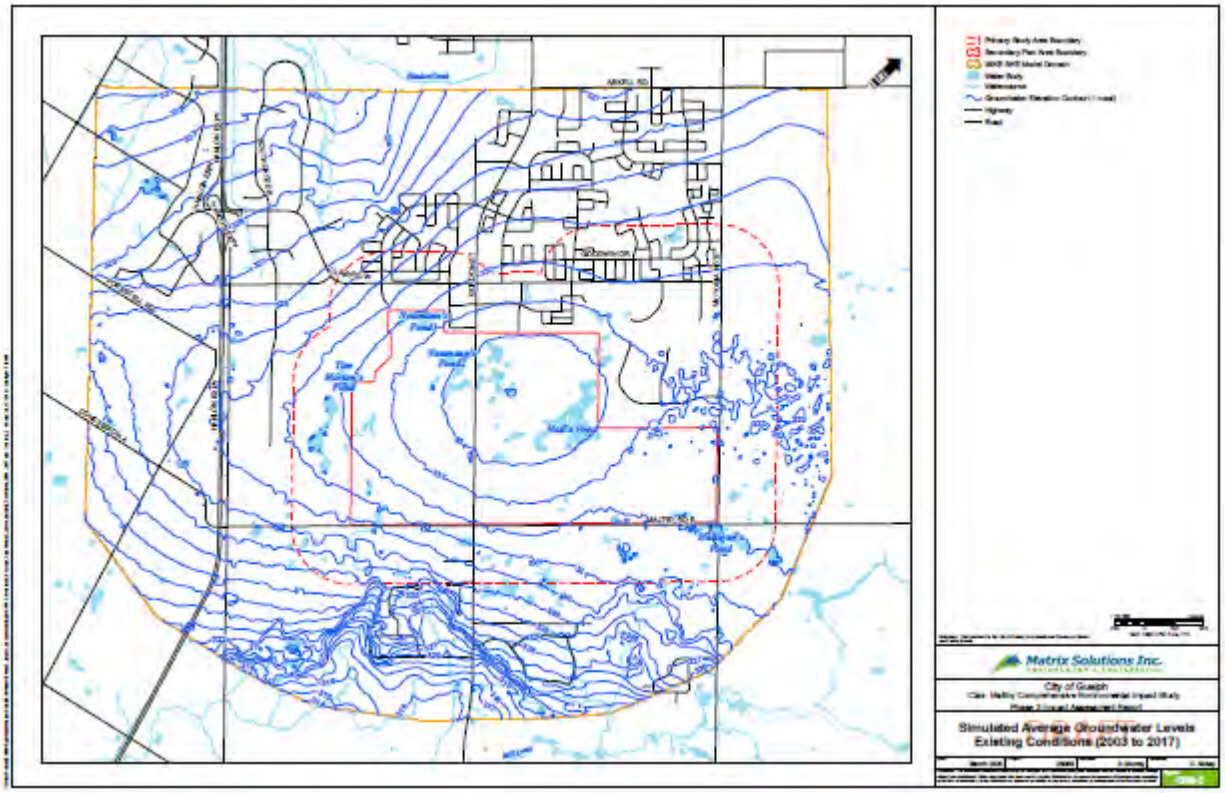
STATION	1981-2010	2003-2017	DIFF
Speed R	402	426	24
Eramosa R (*)	386	401	15

(*) Note: 40 mm/y added to measured flows of the Eramosa River to account for City of Guelph water-supply pumping

Prepared by Hugh Whiteley April 4 2022

APPENDIX 2

FIGURE GW2 FROM MECP



Version 4.0
May 6, 2022 Matrix 23089-528

Colleen Gammie, P.Eng.
Infrastructure Planning Engineer
Design and Construction
Engineer and Transport Services
CITY OF GUELPH
1 Carden St.
Guelph, ON N1H 3A1

Subject: Response to Comments on the Clair-Maltby Comprehensive Environmental Impact Study Provided by Hugh Whiteley, April 8, 2022, City of Guelph

Matrix Solutions Inc., as part of the Wood Team, has reviewed the commentary provided by Dr. Hugh Whiteley regarding the integrated hydrologic modelling conducted as part of the Clair-Maltby Comprehensive Environmental Impact Study (CEIS) and Master Environmental Servicing Plan (MESP) shared with the City of Guelph (the City). Dr. Whiteley's comments were provided in three different memoranda (October 10, 2021, February 15, 2022, and April 8, 2022). The comments included in the October 2021 memorandum were discussed in a phone call in November 2021 with Daron Abbey from Matrix. Comment responses to the October 2021 and February 2022 memoranda were provided with updated CEIS and MESP documents in March 2022 but based on some of the most recent commentary from Dr. Whiteley may not have been received prior to his last memorandum. This current letter and attached comments provide a detailed response to Dr. Whiteley's comments in his April 8, 2022, memorandum.

The key themes to Dr. Whiteley's comments relate to the quality of climate input data that were used in the numerical modelling and the approach to model calibration. It is unclear from Dr. Whiteley's comments as to whether he reviewed the detailed model setup and calibration description included in Appendix B of Phase 1 and 2 of the CEIS (Wood 2022b) and updates as part of the Impact Assessment (Phase 3; Wood 2022a).

Ms. Colleen Gammie summarized Dr. Whiteley's comments in an April 12, 2022, email to the project team. Matrix has formatted those comment themes into a tabular structure and prepared responses to each theme (ref. Table 1 attached). It is considered that these responses and the existing model documentation cited earlier address the questions raised by Dr. Whiteley and demonstrate that an appropriate level of expertise, care, and professionalism was applied in the development and application of the integrated model to evaluate the potential impacts from planned future land use in Clair-Maltby and also test efficacy of alternative stormwater management approaches. Notably, this work has been reviewed by multiple stakeholders and agencies as part of the CEIS and MESP.

We wish to state that we value the climate analysis and additional insights provided by Dr. Whiteley. The additional dataset provided an opportunity to further test the efficacy of the proposed stormwater plan based on the preferred land use analysis. This supplemental testing is documented in a memorandum in Appendix H of the CEIS and Appendix G of the MESP, which has been updated based on the recent

comments. This additional work demonstrated the level of the existing conditions model calibration and the ability of the proposed stormwater management approach to maintain existing groundwater and surface water function, accounting for higher precipitation dataset.

In summary, our responses to the additional comments provided by Dr. Whiteley are as follows:

- The use of both the original and higher precipitation datasets demonstrates the stormwater management approach achieves the management objectives of maintaining depth to water table, water balances, and groundwater and surface water function support for aquatic habitat. As documented in the Phase 3 CEIS Appendix H and MESP Appendix G *Sensitivity and Uncertainty Analysis of Clair Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset*.

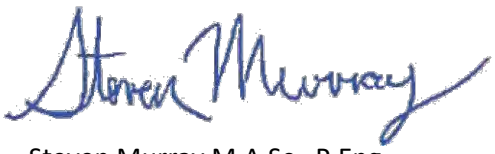
- The model calibration completed in the regional scale model and local scale model is appropriate, as simulated depth to water table, ponded water levels, baseflows and groundwater levels are demonstrated to be maintained within the observed range using the original and higher precipitation datasets. Further calibration is not considered warranted for the CEIS and MESP. Future planning projects and site-specific studies will collect additional data that can be used to refine the calibration and model representation of existing and future conditions. This requirement for model updates is included in the CEIS and MESP and includes the expectation that additional climate data will be collected by the City.

- A key recommendation in the CEIS and MESP is for the City to install year-round permanent climate stations within the City to provide additional local climate datasets to support future planning. These climate stations could be developed with the support of Environment Canada and GRCA to provide data consistent with the current best standard.

We trust that this letter suits your present requirements. If you have any questions or comments, please call either of the undersigned at 519.772.3777.

Yours truly,

MATRIX SOLUTIONS INC.



Steven Murray M.A.Sc., P.Eng.
Water Resource Engineer

Reviewed by

Daron Abbey M.Sc., P.Geo.
Principal Hydrogeologist

Attachments

DISCLAIMER

Matrix Solutions Inc. certifies that this report is accurate and complete and accords with the information available during the project. Information obtained during the project or provided by third parties is believed to be accurate but is not guaranteed. Matrix Solutions Inc. has exercised reasonable skill, care, and diligence in assessing the information obtained during the preparation of this report.

This report was prepared for the City of Guelph. The report may not be relied upon by any other person or entity without the written consent of Matrix Solutions Inc. and of the City of Guelph. Any uses of this report by a third party, or any reliance on decisions made based on it, are the responsibility of that party. Matrix Solutions Inc. is not responsible for damages or injuries incurred by any third party, as a result of decisions made or actions taken based on this report.

CONTRIBUTORS

Name	Job Title	Role
Steve Murray, M.A.Sc., P.Eng.	Water Resources Engineer, Matrix Solutions Inc.	Primary author
Daron Abbey, M.Sc., P.Geo.	Principal Hydrogeologist, Matrix Solutions Inc.	Technical reviewer
Ron Scheckenberger, M.Eng. P.Eng.	Principal Engineer, Wood plc	Project director/lead
Steve Chipps, P.Eng.	Associate Water Resources Engineer, Wood plc	Surface water and stormwater lead

VERSION CONTROL

Version	Date	Issue Type	Filename	Description
1.0	03-May-2022	Final	23089-528 HW Response April 2022 LR 2022-05-03 final V1.0.docx	Issued to client
2.0	05-May-2022	Final revised 1	23089-528 HW Response April 2022 LR 2022-05-05 final V2.0.docx	Revisions issued to client
3.0	06-May-2022	Final revised 2	23089-528 HW Response April 2022 LR 2022-05-06 final V3.0.docx	Revisions issued to client
4.0	06-May-2022	Final revised 3	23089-528 HW Response April 2022 LR 2022-05-06 final V4.0.docx	Revisions issued to client

REFERENCES

Wood Environment & Infrastructure Solutions. 2022a. Draft Phase 3 -Second Iteration for Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS). Prepared for the City of Guelph. March 2022.

Wood Environment & Infrastructure Solutions. 2022b. Phase 1 and 2 Characterisation Report. Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS). Prepared for the City of Guelph. March 2022.

TABLE 1 MIKE SHE Model Comments and Responses

Element	Dr. Whiteley's Comment	Dr. Whiteley's Expected Observations	Comment Response (Based on original precipitation rates)	Insights from Higher Precipitation Evaluation	What Did We Conclude/Simulate?	Where is it Documented?	Edits Completed in the CEIS and MESP
Precipitation Data							
	Precipitation rates are too low for the period of the impact assessment (2003-2017).	Precipitation rates should be 955 mm/year for the period of 2003-2017 for the Clair Maltby Area based on his personal assessment of climate data from the Grand River Conservation Authority (GRCA) and Environment Canada (EC) sources near the site.	We acknowledge that the precipitation applied in the model may underestimate observed precipitation for the study area for the period of 2003-2017. Further to this, we acknowledged uncertainty in the estimation of hourly precipitation rates for the study and have conducted additional analysis of model calibration and stormwater management (SWM) approach using higher precipitation rates provided by Dr. Whiteley. An original precipitation dataset for the study area was generated based on available Environment and Climate Change Canada (ECCC) and Grand River Conservation Authority (GRCA) precipitation data. GRCA precipitation data used in the model was evaluated against nearby ECCC stations to determine whether observed precipitation rates were consistent with nearby ECCC data. The Clair-Maltby precipitation dataset estimated an average precipitation rate of 794 mm/year for 2003-2017. The impact assessment scenarios were evaluated in terms of model calibration and SWM plan performance under the original precipitation dataset and the alternative higher precipitation dataset and documented. At this point in reporting uncertainty was acknowledged in the precipitation rates within the text and recommended best precipitation datasets avaialble at the time of future site-specific studies be used for assesing system performance.	The model was evaluated using the higher precipitation dataset and found to achieve the SWM objectives while achieving a similar degree of calibration. The evaluation of both precipitation datasets, under existing and future conditions, with the model accounts for uncertainty in precipitation data and provides confidence in the ability of the proposed SWM approach to maintain surface water and groundwater function and maintain or enhance groundwater recharge in the Special Policy Area (SPA) and adjacent areas. The original and higher precipitation datasets represent a range of possible precipitation rates and provide an evaluation of the sensitivity of the existing conditions calibration to precipitation and an evaluation of if/how the uncertainty in input data may impact the proposed stormwater management approaches.	The use of both datasets demonstrates the SWM approach achieves the management objectives of maintaining groundwater and surface water function. Future planning work and model updates should use the best precipitation datasets available at that time when evalua. ng proposed SWM approaches. A key recommendation in the CEIS and MESP is for the City to install year-round permanent climate stations within the City to provide additional local climate datasets to support future planning. These climate stations could be developed with the support of Environment Canada and GRCA to provide data consistent with the current best standard.	Climate Data is described in Section B2.2 of Appendix B in Phase 1 & 2 CEIS Reporting. Analysis of the alternative higher climate dataset and supporting sensitivity/uncertainty evaluation is documented in Phase 3 CEIS appendix document entitled *Sensitivity and Uncertainty Analysis of Clair Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset.*	We have demonstrated that the SWM approach is effective considering either precipitation dataset. We recommend in the CEIS and MESP that the City install year-round permanent climate stations within the City to provide additional local climate datasets to support future planning. These climate stations could be developed with the support of Environment Canada and GRCA to provide data consistent with the current best standard.
Calibration Approach							
	Integrated hydrologic models require dual calibration to groundwater levels and streamflow values (Mass balance is referenced in Dr. Whiteleys comments to refer to streamflow calibration).	Streamflow observations should be used to constrain the model calibration in addition to groundwater levels.	We agree that calibration to both groundwater levels and streamflow values is appropriate to constrain integrated hydrologic models. Calibration to heads and streamflow was completed in the initial regional scale model. Calibration to heads and spot stream baseflows was also completed for the more detailed SSA scale model used to represent the existing and future conditions in the SPA. Evaluation of initial larger regional model against continuous streamflow observations at GRCA Upper Mill Creek (Aberfoyle) gauge was completed. A larger regional scale MIKE SHE model was initially constructed which captured the upper portion of the Mill Creek watershed and allowed model calibration to streamflow observations at the Upper Mill Creek GRCA flow gauge. Continuous and monthly simulated monthly flows were evaluated at this gauge for the period of 2009-2013. A good representation of flow was achieved the Mill Creek at Aberfoyle gauge over the period of evaluation with average annual flows calibrated to -4% of observed flows for the period. Some misfit in streamflow representation was attributed to the potential influence of simplified representation of aggregate pits/ponds in the vicinity of the gauge and the proximity of the gauge to the edge of the regional model domain. Overall a reasonable representation of streamflow had been achieved and additional spatial resolution was required to evaluate the impacts of the development of the SPA. Therefore a local scale SSA model was developed at increased spatial resolution which did not include all of Mill Creek above Aberfoyle, only some headwaters of Mill Creek were represented. Subsequent to this the local SSA scale model was evaluated against groundwater spot flow measurements and groundwater levels during calibration.	Calibration for the existing conditions scenario applying the higher precipitation rates was checked against the spot baseflow measurements collected as part of the project. The simulated baseflows were higher than the simulated values with the original climate data but still within the range of observed baseflows demonstrated that the model was still calibrated with these precipitation rates.	Additional streamflow calibration is not warranted for the SSA model. Future planning work using the model should consider available groundwater level and flow data as part of calibration. Where possible gauge data should be used in addition to spot baseflows.	Appendix B of Phase 1 & 2 CEIS describes the calibration of the model to both groundwater levels and to spot baseflow measurements. For regional and SSA scale models. Section B3 of Appendix B in the Phase 1 & 2 report describes the calibration of the baseline model. Spot Baseflow observed values are shown in Phase 1 & 2 Report Figure GW-2.	Calibration completed in the regional model and local model are appropriate for model application and further calibration is not warranted. Future planning steps and site-specific studies will conduct additional model refinement and calibration incorporating site specific observation data to further increase confidence in model predictions.
Water Balance Components							
Evapotranspiration overall and Halls Pond Evapotranspiration	Dr. Whiteley expects higher evapotranspiration rates within the SPA and at Halls Pond.	Overall actual evapotranspiration should be 550 mm/year in SPA based on a long-term water balance study of Upper Speed River and Eramosa Watershed (Study unnamed, presumably modelling work he was involved in.). Dr. Whitely has an expectation of actual evapotranspiration rates of 800-850 mm/year for open water features which he considers representative of wetlands and therefore Halls Pond.	Reference evapotranspiration rates were generated using FAO 56 Penman Monteith Method. Potential evapotranspiration rates estimated for the study area for 1988-2017 were 830 mm/year (similar to those open water estimates of evaporation provided by Dr. Whiteley.) Actual evapotranspiration in the model are is estimated using the Kristensen and Jensen evapotranspiration model with consideration for root depth, density, leaf area index and crop coefficient and available water within the surface and subsurface. For the purposes of evaluating the actual evapotranspiration rates the model was compared to a long term estimate of actual evapotranspiration rates for 1981-2010 for the area which estimated actual evapotranspiration rates in the range of 500-600 mm/year. The actual estimates of evapotranspiration for the SSA model, in it's revised form (Phase 3 reporting), estimates 460 mm/year evapotranspiration. This was acknowledged as being below the estimated range of actual evapotranspiration however the presence of 17% of the SSA area being impervious/developed area land use featuring lower evapotranspiration rates, as a result of reduced vegetation and increased imperviousness, was considered a mitigating factor and the evapotranspiration rates were considered reasonable in this context (See Phase 1&2 Reporting Appendix B 3.1). Actual Evapotranspiration rates estimated for SPA were computed as 492 mm/year for 2003-2017 in Phase 3 reporting. Representation of Halls Pond was evaluated based on observational data (e.g. ponded extent, water levels, gradients) through the course of calibration. The evapotranspiration rates for the Halls Pond Catchment was estimated to be 497 mm/year for 2003-2017 (See Phase 3 reporting) using the original climate data set. Halls Pond was characterised as a wetland feature in land use and given vegetation features not simply represented as an open water feature. Vegetated wetlands are subject to crop coefficients which limit Evapotranspiration. Model parameters such as subsurface conductivities and vegetation crop coefficients were adjusted during model calibration to better represent conditions at wetlands. At higher values of crop coefficient wetland features such as Halls Pond were ponded less frequently and to a lesser degree than observed data. A balance between high evapotranspiration rates and representation of observed wetland ponding was chosen during calibration. In contrast Neumann's Pond which was characterised as an open water feature rather than wetland features an actual evapotranspiration > 800 mm/year in the open water pond area and the overall evapotranspiration rate to the Neumann's pond catchment is estimated to be 541 mm/year for 2003-2017 in Phase 3 reporting.	The higher precipitation dataset result in higher evapotranspiration in range of 473 and 505 mm/year for SSA and SPA domains respectively for the period of 2003-2017. These values are closer to those suggested by Dr. Whiteley. Higher precipitation simulations also resulted in higher ponded water levels but are within the range of observed water levels. Crop coefficient adjustments may be possible to further improve fit and would likely increase evapotranspiration further - overall. Much of the additional precipitation occurs during the winter months therefore the increase in evapotranspiration is small when compared to the original precipitation rates.	Higher precipitation runs are more consistent with Dr. Whiteley's expectations. Additional model calibration would not improve our confidence in the proposed stormwater approach and the SSA model is appropriately calibrated to high and original datasets for the CEIS and MESP objective's. We have demonstrated that the SWM approach is effective and that the model is appropriate for use. We recommend that model refinements and further model calibration be undertaken in future planning steps when additional data can be used to refine local calibration.	Phase 1&2 CEIS - Appendix B. and MESP - Water Balance Section - Phase 3 Third Iteration Impact Assessment And Management. See also Tables 3.3.28 to 3.3.35	We have demonstrated that the SWM approach is effective and that the model is appropriate for use. We recommend that further model refinements, including incorporating refined climate data when available, be taken in future planning steps and associated site specific studies as required in in the CEIS/MESP implementation.
Groundwater inflow to the SPA area.	Dr. Whiteley interprets that there is no regional flow in and out of the SPA based on water table map GW-2 in Phase 3 CEIS reporting.	Water table map (GW-2) indicates radial flow generally out of the SPA so no inflow should occur but the water balance for SPA indicates 49 mm/year inflow (SPA water balance) in Phase 3 CEIS reporting.	We acknowledge that shallow groundwater flow into the SPA area is limited based on the water table contour map referenced by Dr. Whiteley. However, the groundwater inflow and outflows expressed in the water balance consider all layers of the hydrostratigraphic column and considers flow on all lateral faces of the SPA area. The water table mapping only maps the groundwater flow directions within the shallowest overburden unit. While a net inflow of 49 mm/year is predicted for the SPA as a whole the inflow predominantly occurs within bedrock units (representing 90% of inflow to the SPA respectively). Inflow in all other layers are predicted to be 5% each or less of the net inflow volume for each of the other overburden and bedrock layers. Thus, while there is generally radial flow outwards from the SPA at the water table the directions of groundwater vary with depth and do provide inflow into the SPA area in other layers.	There is an increase in groundwater flow in and out as described in Table 2 of the Sensitivity and Uncertainty Analysis of Clair-Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset Memo. An increase in groundwater inflow and outflow is predicted for the SPA with increased precipitation rates under existing conditions of 5 mm/year and 119 mm/year respectively for 2003-2017. The increase groundwater outflow from the SPA occurs predominantly within the bedrock units of with 84% of the increased outflow occurring within these units.	The current model representation is appropriate	Dr. Whiteley is referencing the simulated average groundwater levels from the local scale model - Figure GW-3 from the Phase 3 CEIS Impact assessment report.	None
Storage change in Existing Conditions model SPA shows a storage loss of -12 mm/year for 2003-2017.	Dr. Whiteley feels this change is erroneous because this isn't reflected in long term groundwater levels. Dr. Whiteley estimates that the 'active groundwater storage' in the SPA is approximately 200 mm (unclear how this number is derived).		The storage change listed in the existing conditions average annual water balance does not equate to a decrease of 12 mm/year of groundwater storage. The water balance referenced in this comment refers to the entire hydrologic cycle thus change in overland water storage as well as changes in subsurface storage in both variable saturated and saturated portions of the subsurface are reflected by this balance. Available long term monitoring within the SPA suggests water levels are stable with some year to year fluctuations upwards and downwards. It is unclear which well hydrographs are being references by Dr. Whiteley and how the has estimated the active groundwater storage volume he references for the SPA.	In the alternative simulation of future conditions for the SPA using higher precipitation rates an average storage increase of 20 mm/year is predicted.	Current model representation is appropriate, and original dataset results in a decrease in storage over simulated period, and higher precipitation results in increase in storage over same simulated period.		None

Appendix F

Halls Pond Assessment

MEMORANDUM

TO: Stacey Laughlin, MCIP, RPP, City of Guelph

CC: Ron Scheckenberger, M.Eng., P.Eng., Wood plc
Steve Chipps, P.Eng., Wood plc
Margot Ursic, M.Sc., Beacon Environmental
Rob Aitken, B.Sc., Beacon Environmental
Bill Blackport, M.Sc., P.Geo., Blackport and Associates

FROM: Steve Murray M.Sc., P.Eng., Matrix Solutions Inc.
Daron Abbey, M.Sc., P.Geo., Matrix Solutions Inc.

SUBJECT: Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

DATE: May 11, 2021

VERSION: 2.0

The following memo summarizes the findings of the Halls Pond Water Level Uncertainty Analysis and Mitigation Measures work plan undertaken by the project team as supplemental work in support of the Clair-Maltby Comprehensive Environmental Impact Study (CEIS) on behalf of the City of Guelph over the fall of 2020 and early winter 2021.

1 INTRODUCTION

The Clair-Maltby Secondary Plan (CMSP) area is located within the hummocky headwaters of several watersheds on the Paris Moraine. Due to its topography and geology, the primary surface water features across the areas are isolated wetlands of various sizes scattered across the CMSP area. While all wetlands can be impacted by urbanization directly through physical modification (e.g., grading, filling), isolated wetlands are particularly sensitive to changes within the surface water catchment and/or areas contributing groundwater to the wetland.

Urbanization tends to change the hydrologic regime of the wetland by increasing stormwater runoff and decreasing groundwater recharge, while also increasing pollutant loading, thereby reducing water quality. Changes in the hydrologic regime of wetlands can impact their vegetative structure and composition as well as their biological functions (e.g., amphibian breeding grounds, etc.) as well as some of the associated functions in the adjacent areas (e.g., waterbird nesting areas; TRCA 2011).

The hydrology of wetlands tends to vary naturally over the course of the season and can also vary from year to year depending on the climactic conditions. To maintain the biological functions of wetland areas, changes in the hydrologic regime (i.e., quantities, frequency, and quality of water inputs and outputs) due to urbanization must be managed to maintain the hydroperiod (i.e., length of time and portion of the year a wetland holds ponded water) comparable to its pre-urbanization condition. Specifically,

> *Maintaining hydrological regimes and hydroperiods means the volume, duration, frequency, timing and spatial distribution of water does not cause a negative impact to wetlands, their ecological functions, and the larger natural heritage system* (TRCA 2011).

For this project, the future conditions (i.e., urbanized) scenario was simulated using the MIKE SHE model, first in relation to the Initial Preferred Community Structure (May 2018) and then using the Updated Preferred Community Structure (May 2019). The initial long term (2003-2017) simulations undertaken using the Updated Preferred Community Structure found that, in general, pre- and post-development conditions were comparable from a surface/groundwater perspective with the proposed management measures. However, one unexpected and somewhat localized impact that was identified from the wetland water balance assessments was a projected slow but cumulative increase in water levels for the Halls Pond provincially significant wetland (PSW) complex in the center of the CMSP area. The modelling predicted that water levels in the Halls Pond PSW could increase as much as 26 cm over a 15-year period.

In addition, the Updated Preferred Community Structure (May 2019) was further refined with the primary update being the confirmed location of the Community Park in the lands immediately adjacent to the Halls Pond PSW as part of the Final Preferred Community Structure (March 2020).

The projected water level increases combined with the revised location of the Community Park in the same catchment, together were considered significant enough to warrant supplemental analyses that would (a) focus on the Halls Pond catchment while also refining the various parameters being input to the model (including the new location for the Community Park) to increase the understanding of the wetland water level dynamics, and (b) explore and test a range of potential mitigation measures applied to this catchment to confirm how best to mitigate any residual impacts.

The additional analyses specific to the Halls Pond catchment involved intensive multi-disciplinary and iterative work over 2020 (as described in this memo).

2 OVERVIEW OF THE MODELLING WORK UNDERTAKEN

As described in Phase 1, 2, and 3 of the CEIS an integrated surface water-groundwater model was developed and calibrated using the MIKESHE modelling software and applied to assess and compare existing or “pre-development” conditions with the anticipated Future or post-development conditions following implementation of the Preferred Community Structure as identified through the study process.

The modelling required the creation of an existing conditions or pre-development scenario calibrated to observed conditions (e.g., groundwater levels and wetland surface water levels) to simulate time-varying conditions based on existing land use and climate data for the period of 2003 through 2017 (i.e., Existing Conditions Model). The model domain encompasses the broader Primary Study Area (i.e., the Secondary Plan Area plus a 500 m zone around it), and represents surface water and groundwater processes, including wetlands and watercourses outside the CMSP area but still within the broader Secondary Study Area.

Future Conditions simulations were completed for the Initial Preferred Community Structure (Iteration 1 -May 2018) and Updated Preferred Community Structure (Iteration 2 - May 2019).Future conditions simulated represented 1) land use changes (e.g., changes to extent of imperviousness, grading and vegetation), and (2) stormwater management alternatives (e.g., LID BMP source controls and locations of Storm Water Capture Areas [SWCAs]).

For the Initial and Updated PCS simulations, impacts to the groundwater function (i.e., recharge, depth to groundwater, groundwater discharge to streams outside the CMSP area) and to wetland water balances within the CMSP area were assessed by comparing the future conditions to the existing conditions. Impacts to the hydrologic regime of wetlands was assessed for the three largest wetlands holding ponded water throughout the year across the CMSP area (i.e., Halls, Neumann's and Halligan's Ponds) by examining both: (a) changes in the simulated wetland water balance and (b) the potential for impacts to the hydroperiod of each of those features based on changes in the wetland water levels.

Although the Initial PCS, which was based on a shorter duration (i.e., 5 years rather than 15) did not identify any significant impacts in under future conditions, the Updated PCS (second iteration) projected a cumulative increase in the Halls Pond average annual water level of about 26 cm over the course of the 15-year simulation period (2003-2017) based on the Updated Preferred Community Structure (PCS) and the proposed stormwater management approach. The change in water level was attributed primarily to increased groundwater discharge to Halls Pond and decreased leakage from the Pond.

Some small increases in Neumann's Pond average annual water levels were projected in the Initial and Updated PCS iterations of the impact assessment. However, it is anticipated that these relatively minor increases could however be mitigated through the implementation of refined grading to help manage the volume of increased surface water flows from the adjacent developed lands during a given event. Therefore, no additional work was required in this catchment.

However, the larger projected increase in the Halls Pond average annual water levels over time has the potential to increase both the areal extent of ponding and the hydroperiod of ponded area associated with Halls Pond despite the pre- and post-development water balances being comparable. Therefore, supplemental work providing a more area-specific assessment in the Halls Pond catchment was undertaken to try and resolve this new and unexpected issue.

This memo describes additional MIKE SHE model simulations that were undertaken with more detailed, area-specific input parameters and analysis of simulated difference between the existing and future conditions of Halls Pond hydrologic regime and hydroperiod supporting the biological functions of the wetland. The simulations incorporated revised land use changes of the Final Preferred Community Structure (Iteration 3 - May 2020) and the relative effectiveness of different measures/strategies to mitigate a potential increase in water levels under future conditions.

The modelling assessment of the Final PCS was divided into two phases to (a) evaluate the various factors contributing to the wetland water level increases on an area-specific basis and (b) explore the effectiveness of different management approaches to mitigate any projected impacts and support the maintenance of the pre-development hydroperiod of Halls Pond.

- Phase 1: Phase 1A involved updates to the model used in Updated PCS (iteration 2) to reflect the Final Preferred Community Structure (iteration 3) (approved May 2020) including the location of the Community Park and evaluate the effect on Halls Pond water levels and hydroperiod.

- Phase 1: Phase 1B consisted of a site-specific evaluation of model assumptions influencing the simulated existing and future hydroperiod of Halls Pond. The set of simulations tested how changes in key model inputs have the potential, in isolation and in combination with other parameters, to influence the water levels and hydroperiod of Halls Pond. The inputs tested were wetland buffer extent of grassed / herbaceous versus treed vegetation, pond bathymetry, pond subsurface material properties, and impervious conductivity adjustment.

- Phase 2: evaluated the ability of different management scenarios, in isolation or in combination, able to sustain average wetland water levels and hydroperiod under post-development conditions. The management scenarios adopted the refined parameters identified in Phase 1 (including refined wetland bathymetry and buffer zone vegetation to further test and refine the stormwater management approach near Halls Pond. Additional strategies simulated included: the relocation of identified storm water capture areas (referred to as SWCAs), expanded naturalized buffers, increased low impact development (LID) best management practice (BMP) capture volumes, and changes to SWCA drainage area.

In the final combined management scenario, the simulated change in water balance for the wetland provides insight to or context for how the hydrologic regime (inflows and outflows) is expected to change under future conditions. The potential impacts to Halls Pond water levels and hydroperiod were assessed based on: the simulated changes in average annual water levels (volume alone), monthly pond levels (volume, duration and timing), and duration and frequency with which areas within the mapped wetland and its associated 30 m buffer are ponded (duration/frequency/spatial distribution).

3 PHASE 1A - COMMUNITY PARK UPDATE

Figure GW-1 shows the simulated groundwater levels for existing and future conditions (Iteration 2 - Updated PCS) highlighting the groundwater level mounding around the SWCAs thought to be contributing to Halls Pond water level increases under future conditions. Also shown on the Figure GW-1 is the location of the Community Park approved by Council (May 2020) that is part of the Final Preferred Community Structure within the CMSP). These park lands were previously represented as medium density residential lands with a SWCA in the first two iterations (Initial PCS and Updated PCS).

In this initial phase of the Halls Pond impact assessment the new Community Park location and removal of the SWCA in the new park area was simulated using MIKESHE with all other inputs to the future conditions simulation unchanged from iteration 2 (i.e. same stormwater management approach in other land uses). Updating the location of the park and the associated stormwater measures in the park, resulted in a small reduction of projected average annual water level increase from 26 cm in the second iteration to 24 cm (reduced by 2 cm) in Halls Pond over a 15-year period.

4 PHASE 1B - UNCERTAINTY ANALYSIS

The following describes the model inputs that were modified one at a time to assess impacts on average annual pond level to inform a refined combined management scenario in Phase 2.

4.1 Consideration of Naturalized Buffers

Vegetation parameters used in naturalized wetland buffers (e.g., rooting depths, leaf area indices) in the vicinity of Halls Pond influence the rate of evapotranspiration. Increased evapotranspiration rates from changes in vegetation parameters might reduce pond level increases by consuming water otherwise discharging to the pond. The refined configuration of a wetland buffer and the modelled representation of this area and the adjacent Morraine Ribbon is shown Figure GW-2.

Vegetation representation around Halls Pond was refined from the previous modelling (which assumed the buffers would be lawn) to assume the 30 m buffers to the wetlands would be naturalized with woody and herbaceous vegetation that would mature and contribute to evaporation over time. This parameter was evaluated to determine how sensitive the predicted pond level increases would be to changes in vegetation types. To address this question the project team conducted a review of the vegetation characteristics and representation in the MIKE SHE model. A revised vegetation profile for the planned wetland buffer (i.e., 30 m wide) adjacent to the wetland was included. This revised vegetation profile assumed about 75% cover with trees and shrubs and 25% cover with grasses and other herbaceous plants.

Overall evapotranspiration rates increased in the vicinity of the pond by 1% and resulted in a decrease in future pond water levels by 0.03 m compared to the Updated PCS impact assessment (Iteration 2).

4.2 Halls Pond Bathymetry Refinement

The bathymetry of Halls Pond was evaluated to determine the sensitivity of Halls Pond water level increases to the geometry of the pond itself. The geometry of Halls Pond in terms of its overall volume, slope of the pond bottom and perimeter all influence the change in ponded water under land use changes. The original representation of Halls Pond bathymetry was approximated, based on historical data, aerial photographs, and limited field observations, as actual bathymetric data could not be collected due to the lack of access. This approximation was appropriate for the impact and water balance assessment at the CMSP area-wide scale.

The original representation of Halls Pond resembled a simple “bathtub” shape with near vertical sides (shown in the dark blue lines on Figure GW-5). In future conditions additional groundwater discharge and runoff to the pond resulted in elevation increases as the vertical sides prevented lateral spreading and the ‘bathtub’ was not full. Average annual water level changes alone simple bathymetry did not provide enough detail to assess the potential changes in hydroperiod (frequency, duration, extent of ponding) but provided a good indicator for the potential impact warranting the more detailed analysis based on refined bathymetry.

A refined representation of Halls Pond bathymetry was developed through closer examination of wet and dry year air photographs since 2006 supplemented by field observations of pond conditions at a few accessible locations, site photographs, and four years of water level data from stations at the southern and northern ends of the wetland complex. The wet and dry year aerial photographs and field observations provided a visual understanding of the distribution of duckweed vegetation within Halls Pond. Duckweed is known to grow at depths up to 3 m (Leng et al., 1999). Figure GW-4 shows the refined bathymetry that was informed by areas with and without duckweed growth.

A map of the revised estimated average depths of Halls Pond under existing conditions is presented in Figure GW-5 along with three cross sections which illustrate the changes in bathymetry from the original representation and the refined representation. The refined bathymetry is shallower overall, has more

gradual slope transitions in the south and southwest areas, and deeper pockets within the northern portion of the pond.

The revised bathymetry was represented in the MIKESHE model by updated top surface elevations (topography). Other model parameters such as vegetation, overland flow and unsaturated and saturated properties were updated to be consistent with the refined bathymetry of Halls Pond.

Simulation of the existing conditions with the refined bathymetry resulted in a new base/existing conditions average annual water level within Halls Pond of 337.38 m asl, compared to 337.03 m asl originally. The increase in existing conditions ponded level is due to reduced overall pond volume and depth when compared to the original existing conditions model. Both of these water levels are consistent with average pond levels monitored as part of the monitoring program and long-term average values. The calibration of the existing conditions model with this bathymetry revision is as good or slightly better than the original based on comparison of simulated and observed pond level and groundwater levels.

Simulation of the future conditions with the refined bathymetry resulted in a substantially smaller average annual pond level increase compared to the original bathymetry. The refined bathymetry future conditions average annual water level was 337.45 m (or a pond level increase of 0.07 m) compared to the refined existing conditions water level. The original bathymetry water level increase under future conditions was 0.26 m.

The smaller increase in ponded water level under future conditions with the revised bathymetry is attributable to:

- more gradual slopes within the south and southwest portions of the pond allowing spreading of water laterally during wet periods
- reduced surface area of the sides of the pond (as in shallower) resulting in less groundwater discharge to the pond and increased recharge in the Halls Pond catchment (from 295 to 201 mm/year)
- more gradual slopes and a larger overall ponded area footprint promoting more leakage through the bottom of the pond during wet periods

Further evaluation of the water balance of Halls Pond catchment under future conditions demonstrated that while overland and subsurface inflows were predicted to increase, these increases were largely compensated for by increases in subsurface outflows and evapotranspiration and no change in overland storage is present (see Table A).

4.3 Subsurface Material Properties

Subsurface material properties (e.g., hydraulic conductivity, porosity) in the vicinity of Halls Pond were evaluated to determine the sensitivity of pond levels to changes in theses properties. The hydraulic conductivity and porosity of materials have been interpreted from drilling and testing in wells at two locations around the pond and available surficial mapping, including correlation with more distant wells, which has been informed/tested by water level calibration. These material properties influence the position of the groundwater water table and the rates of discharge and recharge which occur to features within the NHS including Halls Pond.

In the case of Halls Pond and other wetlands in the study area, a low hydraulic conductivity layer is interpreted at the base of the pond from the accumulation of fine sediments. This layer which was identified in the existing conditions modelling as critical to the occurrence of ponding at Halls Pond. A set of alternative hydraulic conductivity values were evaluated which increased the conductivity of the sediment deposits by a factor of 5 and 10 times to evaluate the effect on predicted water levels and Halls Pond. In both scenarios the Halls Pond wetland slowly drained into the surrounding subsurface materials because of these conductivity increases. These results support the highly critical nature of a low conductivity layer present at the base of these wetland features and support the low conductivity value used in the existing conditions model. Any significant increases to the hydraulic conductivity values result in a model which does not represent ponding at Halls Pond and is therefore not calibrated in this area.

4.4 Initial Conditions

The initial conditions of the model define the amount of water stored within the model domain at the start of simulation. These include subsurface water levels or moisture content and surface water levels (e.g., in wetlands, lakes, and rivers). The initial conditions applied in the model were evaluated to determine if using different initial conditions affected the predicted changes in water levels at Halls Pond. A period of model equilibration from initial conditions to those dynamically determined by climate was applied in previous modelling to mitigate initial conditions bias. The existing conditions model was run through a full simulation period (1996-2017) and the final conditions of that simulation formed the initial conditions of the impact assessment scenarios for both existing and future conditions scenarios. In this way both scenarios start from the same condition for impact assessment.

The simulated climate conditions run from September 1996 to 2017 but the impact assessment was focused on the period of 2003-2017. The initial 6.25 years were not considered as they are less consistent with current land use and this also reduced the potential for initial conditions bias. To further address any potential initial conditions bias the model scenarios were initiated from the same initial condition and were run for a full simulation period (September 1996-2017) and the final conditions of the previous run are used to initiate the second full simulation period. Finally, as before the initial 6.25 years from September 1996 to December 2002 are not considered in the impact analysis as before. This provides more than 27 years of equilibration time for the model before impacts are assessed. In previous scenarios the initial conditions were taken from a previous existing conditions model in 2017 which represented a relatively dry period. The water levels simulated in Halls Pond were evaluated and the conditions simulated in 2008 were found to represent a more average condition as compared to those previously used. A future conditions scenario was evaluated using 2008 conditions as the initial conditions and the two climate cycles approach designed to eliminate initial conditions bias. The results of this scenario showed Halls Pond water levels approaching impact levels like those simulated with the previous initial condition within the first climate cycle, 1996-2017, of the model. This result demonstrates that the substantial warm up period provided by the two full climate cycles is sufficient to remove any initial conditions bias in the predicted impacts to Halls Pond.

4.5 Impervious Areas - Conductivity Adjustment

In the future conditions scenario, the vertical conductivity of soils in the developed areas was reduced to account for increased imperviousness in developed land areas. (This adjustment is described in detail in Appendix B - Hydrogeology (Groundwater) of Iteration 2 of the CEIS).

The vertical conductivity adjustment was established conservatively with respect to the assumed reduction in infiltration rates and generation of runoff associated with development. However, this adjustment may underestimate the efficacy of the LID BMPs planned for the CMSP area. The sensitivity of the pond level increase to the vertical conductivity was assessed by varying this value.

A less conservative impervious vertical conductivity adjustment (higher conductivity) may allow for more recharge to occur on the urban lands through natural processes and source controls and reduce the amount of runoff to SWCAs. This in turn may potentially result in a more diffuse groundwater recharge which would then reduce the projected increase in groundwater levels in proximity to Halls Pond and the associated pond level increases.

To evaluate this possibility, the impervious conductivity adjustment was changed so that impervious areas were represented by a hydraulic conductivity value 10 times larger than previously used (1E-08 m/s vs. 1E-09 m/s) when adjusting conductivity values. This scenario resulted in water level increases to Halls Pond which were approximately 3 cm lower on average than water level increases to Halls Pond compared to the 2nd iteration. Given that a substantial increase in the conductivity associated with impervious areas has yielded only a limited change in pond level increases and may be less conservative with respect to efficacy of source control for maintaining recharge in developed areas original representations were used in subsequent simulations.

4.6 Phase 1 Summary

Table B summarizes all the methods and learnings from all Phase 1 scenarios. A revised existing conditions scenario was created by incorporating the refined bathymetry estimate to the previous existing conditions scenario. Model parameters such as vegetation, overland flow and unsaturated and saturated flow properties were updated to be consistent with the refined bathymetry and extent of Halls Pond.

The results of the uncertainty scenarios provide insights on how model inputs may affect water levels and hydroperiod of Halls Pond and are summarized below and in Table B.

- The equilibration of multiple climate cycle approach to minimizing initial conditions effects in the simulated was demonstrated to have no effect on predicted water level increase at Halls Pond.

- Increasing the vertical conductivity of materials at the base of Halls Pond was not supported by the available field observations as higher conductivities resulted in the pond being fully dry year-round in the existing conditions simulation.

- Wetland buffer vegetation refinements showed a small benefit of increasing evapotranspiration and reducing the simulated average annual pond level increase under future conditions.

- Reducing imperviousness associated with developed areas shows a small reduction in water level increases but results in a less conservative approach with respect to source control.

- Finally, a refined bathymetry estimate for Halls Pond results in a more representative hydroperiod (natural expansion and contraction with wet and dry periods) and reduces predicted water level increases in Halls Pond under future conditions and is more likely to maintain the existing conditions hydroperiod.

5 PHASE 2 HALLS POND WATER LEVEL MANGEMENT AND MITIGATION

Phase 2 of the assessment evaluates the effectiveness of combined management scenarios designed to mitigate predicted pond level increase and maintain the simulated existing conditions hydroperiod of Halls Pond. The management scenarios adopted the best representation of the refined wetland bathymetry in Phase 1 and insights on alternative vegetation buffers to further test and refine the stormwater management provided approach near Halls Pond. Additional strategies simulated the relocation of the SWCAs, expanded naturalized buffers, increased LID/BMP capture volume, SWCA drainage area change, and a combination of these methods.

The following describes the strategies simulated to identify the best management approaches to maintain Halls Pond hydroperiod under future conditions while still meeting the other objectives for the CMSP area. A summary of the findings of the Phase 2 simulations is provided in Table B.

5.1 SWCA Relocation

Groundwater level mounding associated with SWCAs located in areas of shallow depth to water table adjacent to Halls Pond were interpreted to be contributing to the simulated future pond level increase. The relocation of the SWCAs to areas with a larger depth to water table under existing conditions (i.e., areas with more available soil storage volume) could reduce predicted increases in future pond levels.

Several locations for relocation of the SWCAs were considered that are farther away from Halls Pond, with deeper water tables and higher infiltrations rates, but still located downslope of the development areas providing runoff.

A proof-of-concept simulation of SWCA relocation was conducted which tested routing of all flow directed to the SCWAs in subcatchments 42 and 61 out of the model, preventing recharge at the SWCAs (Figure GW-6). This scenario demonstrated the relocation to be an effective strategy as the water levels of Halls Pond were maintained at or below existing conditions. While actual relocation would not be expected to have as dramatic an effect (as groundwater recharge will still occur at the SWCAs) the results of this scenario supported the further testing of the SWCA relocation management strategy.

The SWCA relocation management strategy was further evaluated as part of the combined management scenario. The subcatchments directly adjacent to Halls Pond (42 and 61) were evaluated to determine alternative locations for their SWCAs which would maximize distance from Halls Pond, maximize depth to groundwater, and maintain stormwater runoff routing and catchment grading requirements. The revised SWCA locations and resulting updated PCS are shown in Figure GW-6.

5.2 Expanded Vegetative Buffers

The 30 m wide naturalized buffers were included to maximize evapotranspiration within the combined scenarios. The naturalized buffers were simulated at about 75% tree and shrub cover and 25% grass and herbaceous cover was shown to have some benefit to mitigating future increases in pond water levels in Phase 1B.

5.3 Increased LID/BMP Capture Volume

Management scenarios were simulated where the LID/BMP source control capture rate were varied in the subcatchment adjacent to Halls Pond from 5 to 20 to 35 mm. The simulations provided insight on the effectiveness of different levels of capture to mitigate water level increases at Halls Pond as part of the combined management scenario. Increasing capture from the 20 mm simulated in iteration 2 to 35 mm reduced future pond level increases by less than 1 cm. The simulated reduction in capture to 5 mm had minimal impact on the pond level future pond level increases by less than 1 cm.

5.4 SWCA Drainage Area Changes

The functional grading plan was evaluated to determine the extent to which the drainage areas contributing to the SWCAs in the vicinity of Halls Pond could be reduced by Wood. Through this analysis it was determined that the contributing areas had already been minimized to the degree that was possible and further reductions were not feasible.

5.5 Combined Management Scenario

A combined management scenario was simulated based on the refined bathymetry and final PCS (Community Park Update) which incorporated the following mitigation measures:

- expanded vegetated buffer surrounding Halls Pond
- relocated SWCAs in subcatchment 42 and 61
- a refined stormwater drainage configuration in subcatchment 42

The stormwater drainage was refined within subcatchment 42 so that the north two thirds of the drainage area routed runoff in excess of LID/BMP capacity to the north edge of the relocated SWCA and the remaining south third of the drainage area routed excess runoff to the south edge of the SWCA. Directing the larger proportion of the drainage area to the north of the SWCA serves to move groundwater level increases further away from Halls Pond that are associated with the SWCA.

The combined management scenario was evaluated in terms of its effectiveness at maintaining existing average annual pond levels and the existing hydroperiod for Halls Pond. The evaluation compared the average water levels at Halls Pond, monthly water levels, the frequency of ponded water at Halls Pond and the surrounding buffer area as well as the water budgets of the Halls Pond Catchment.

This combined scenario results in an average water level increase at Halls Pond of approximately 4 cm for the period of 2003-2017 (337.38 vs. 337.42 m) compared to existing conditions (depth/volume). The monthly variation of water levels (duration/frequency) in Halls Pond of 2003-2017 is maintained as presented in Figure A.

Frequency analysis of the ponded water levels at Halls Pond and a buffer area of 42.5 m which captures the area of the wetland vegetative buffer and the Ribbon Park (where present) is presented in Figure 8. The results of the ponding frequency analysis indicate that the spatial location and frequency of ponding at Halls Pond and surrounding areas is maintained within the combined management approach. A comparison of water levels under existing and future conditions (PCS) along cross sections at Halls Pond is presented in Figure 5. The cross-sections demonstrate the minimal change in footprint/extent pond

conditions (Level/spatial location). Finally, a comparison of the water budgets of the Halls Pond catchment in existing conditions and future conditions (PCS) is presented in Table A.

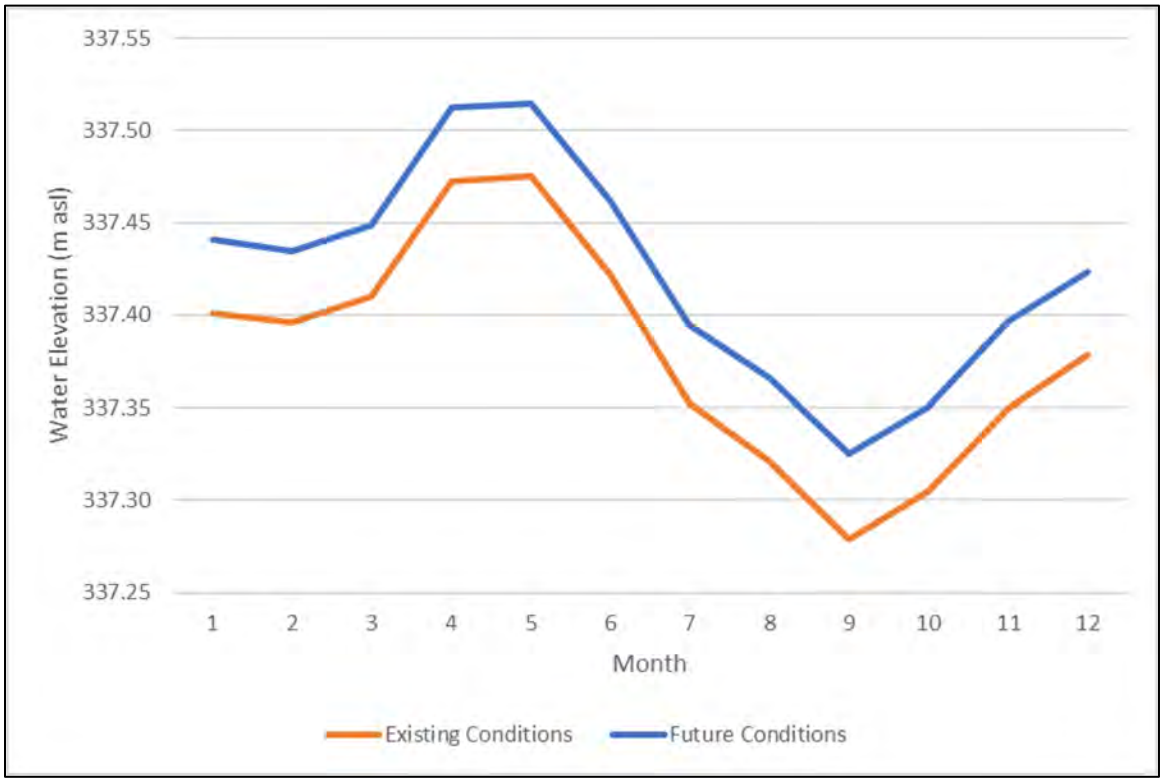


FIGURE A Mean Monthly Water Levels at Halls Pond (2003-2017)

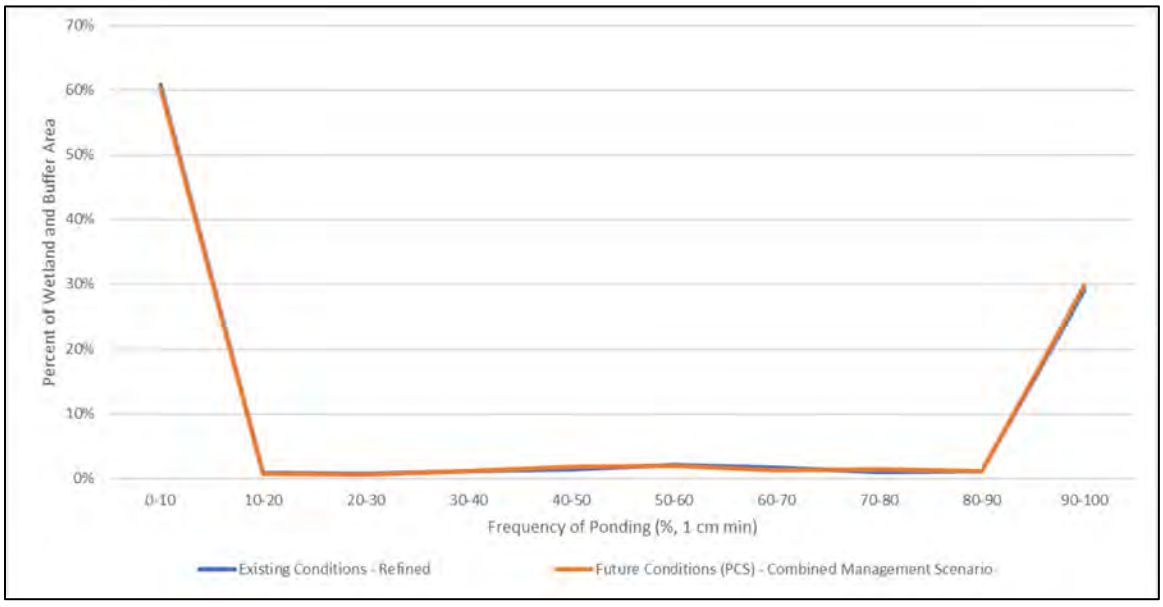


FIGURE B Halls Pond and Buffer Area Ponding Frequency >1 cm (2003-2017)

TABLE A Combined Management Scenario - Average Annual Water Budget 2003-2017

Water Budget Component	Annual Average 2003-2017 (mm/year)	
	Existing Conditions	Future Conditions
Precipitation	794	794
Evapotranspiration	497	501
Overland Flow In	5	15
Overland Flow Out	4	5
Subsurface Flow In	137	141
Subsurface Flow Out	447	457
Overland Storage Change	3	3
Subsurface Storage Change	10	10

Note: recharge increases from 295 mm/year to 301 mm/year.

A review of the simulated Halls Pond water balance between existing and future conditions represented in the combined scenario shows minimal change in the hydrologic regime. Additional overland inflow is simulated in future conditions, attributed to the smaller catchments contributing to Halls Pond which permit runoff to the NHS. The increased runoff is mitigated through increases in evapotranspiration and groundwater recharge. Overall, the water budget comparison results are consistent with the limited changes in water levels indicated by analysis of ponding water level and frequency. The combination of water level and water budget change comparison indicate that the combined management scenario is effective at mitigating water level changes and maintaining hydroperiod at Halls Pond.

Varying LID/BMP capacities of 5, 20, and 35 mm capture in catchments adjacent to Halls Pond were evaluated for this scenario but differences in pond level increases were limited to approximately 1 cm with 35 mm providing the most benefit and 5 mm providing the least benefit. Given concerns regarding the constructability of 35 mm and the limited benefit, a 20 mm capture is recommended.

As part of the combined management scenario model updates to the topography near Neumann's was updated to be more reflective of future grading and the increased overland runoff predicted in Iteration 2 of the CEIS is mitigated. As a result of this the predicted pond level change at Neumann's Pond is now approximately less than 4 cm in the combined management scenario and not interpreted to impact the hydroperiod of the Neumann's Pond.

TABLE B Summary of Uncertainty Analysis and Management Scenario Findings

Simulation	Methods	Learnings	Pond Level Increase Compared to Existing Conditions*
Phase 1A/B - Community Park and Uncertainty Analysis			
Community Park Refinement	Future Land Use under the Final Preferred Community Structure updated to reflect the approved Community Park location. Previously, park area was medium density residential. Storm water capture area (SWCA) was removed from the Halls Pond catchment and low impact development (LID) best management practice (BMP) source controls were increased to capture 100-year storm events and encourage diffuse recharge.	Increased evapotranspiration and reduced recharge in the Halls Pond catchment and resulted in reduced water level increases by about 2 cm.	24 cm **
Vegetation Refinement	Existing vegetation mapping in Halls Pond vicinity was reviewed and a vegetated buffer of 30 m around Halls Pond, designed to increase evapotranspiration was developed. This wetland buffer was comprised of 25% grasses / herbaceous and 75% trees and shrubs (woody).	This largely wooded wetland buffer was shown to increase evapotranspiration rates over time and reduce water level increases by about 2 cm.	23 cm **
Bathymetry Update	Access to Halls pond central area was not provided at any time during this study. Original estimated bathymetry assumed Halls Pond was generally shaped like a shallow bathtub. Closer analysis of air photos since 2006 at different times of the year and of the extent of aquatic vegetation cover provided a basis for a more refined estimate of depths resulting in a more hummocky bathymetry and an overall shallower, smaller pond volume based on more gently sloped pond margins in south and southwest compared to the original coarser estimate.	The refined bathymetry resulted in existing conditions with an average annual water level increase at Halls Pond of 35 cm due to refinement of pond bathymetry. Still representative as a long-term average water level based on 2016-2019 water level monitoring. Pond is more hummocky below water surface than originally assumed. Better representation of existing hydroperiod including increase in ponded area footprint (lateral spreading) in wet periods and less groundwater inflow to the pond.	N/A
		With the refined bathymetry, under Future Conditions with Final Preferred Community Structure land uses and mitigation the projected increase is much less.	7 cm ***

Simulation	Methods	Learnings	Pond Level Increase Compared to Existing Conditions*
Subsurface Material Properties	Increases in hydraulic conductivity of fine-grained sediments conceptualized at the base of Halls Pond were evaluated at factors of 5x and 10x to determine if less impacts to Halls Pond might occur with more pervious materials at the Pond bottom.	These scenarios resulted in Halls Pond draining and under Existing Conditions, but did not correlate with observed conditions, and therefore provided support for the low conductivity value used in the current model.	N/A Pond dries up**
Impervious Areas Conductivity Adjustment	Evaluated decreasing hydraulic conductivity reductions in developed areas, designed to account for increase imperviousness, by a factor of ten.	This change resulted in reduced water level increases by about 2 cm..	23 cm***
Phase 2 - Halls Pond Water Level Management and Mitigation			
SWCA Relocation	Subcatchments directly adjacent to Halls Pond were evaluated to determine alternative locations for their SWCAs (see Figure GW-6) to maximize distance from Halls Pond, depth to groundwater and still maintain feasibility in terms of stormwater runoff and catchment grading. A revised PCS configuration with relocated SWCAs was constructed and was evaluated as part of the combined management scenario. The feasibility of this management method was established in a proof-of-concept scenario which routed runoff to SWCAs adjacent to Halls Pond out of the model.	In this scenario Halls Pond water levels were maintained at or below Existing Conditions levels.	See combined scenario
Naturalized buffers	Under the previous modelling conducted at a coarser scale, the planned 30 m buffers to the wetlands were assumed to be lawn. Under the refined modelling, the wetland buffer was assumed to be naturalized with woody and herbaceous vegetation, as anticipated.	Naturalized buffers increase evapotranspiration and provide some reduction in water level increases over time as the vegetation matures. This mitigation was incorporated as part of the combined management scenario.	See combined scenario
Increased LID BMP capture volume	Evaluated effect of LID/BMP capture increasing from 20 to 35 mm in subcatchments adjacent to Halls Pond.	This had no effect on the long-term water level increases in the Halls Pond catchment.	~26 cm***
SWCA Drainage Area change	Evaluation of the contributing drainage areas to the SWCAs adjacent to Halls Pond and the functional grading plan.	No alterations of the contributing drainage area were practical.	Not a feasible option

Simulation	Methods	Learnings	Pond Level Increase Compared to Existing Conditions*
Combined Management Scenario	A combined management scenario with the Final Preferred Community Structure with SWCA relocation and naturalized buffers was evaluated.	This scenario resulted in a cumulative average water level increase of approximately 4 cm relative to existing condition and a frequency of ponding and catchment water balance similar to Existing Conditions.	4 cm***

*Average annual pond level increases under Updated Future Conditions (second iteration) resulted in a cumulative increase of 26 cm after 15 years.
**Compared to original bathymetry existing conditions simulation.
*** Compared to revised bathymetry existing conditions simulations

6 RECOMMENDED MANAGEMENT STRATEGY

The supplemental work described in this memo ultimately found that a combination of more refined modelling inputs and analysis along with changes to both naturalization and stormwater management approaches were able to mitigate the previously projected long-term water level increases. The supplemental simulations provided the Wood Team and the City with a greater understanding of the wetland hydrologic regime/dynamics. The additional understanding supports increased confidence in the effectiveness of the proposed management measures to maintain the biological functions of Halls Pond under the Final Preferred Community Structure (March 2020) for the Clair-Maltby Secondary Plan.

The modelled SWCA and source controls of the combined management scenario demonstrate strategies designed to mitigate potential water budget deficits, balance land use constraints, and development densities. Further this scenario adequately mitigates the predicted water level increases at Halls Pond supporting the maintenance of existing pond hydroperiod and aquatic and terrestrial habitat in the vicinity of Halls Pond.

A series of recommendations for measures to help avoid, minimize, and manage potential negative impacts to the NHS at the Secondary Plan scale are included in here:

- Site-specific studies:
  - As part of the implementation of the Secondary Plan, site-specific impacts will need to be addressed as part of area or site-specific studies undertaken as part of the development process. These studies should consider the functional insights provided in this report when designing site-specific SWCA and source controls after confirming site-specific conditions (e.g., infiltration capacities).
- Ongoing monitoring:
  - Ongoing observation of surface water levels in key wetlands within the SPA (e.g., Halls Pond), and groundwater levels in the SPA is recommended to provide data to avoid, manage, or minimize potential impacts to the NHS. This could occur through continuing to monitor the observation locations created as part of the Field Program.
  - Reviewing aerial imagery is recommended as a supplemental form of impact monitoring to evaluate potential changes in wetland extent and additional changes in aquatic and terrestrial habitat.
- Final Preferred Community Structure:
  - The Final PCS enables relocation of SWCAs to increase distance from Halls Pond, increases depth to groundwater, and maintains constructability regarding grading in subcatchments 42 and 61 is recommended, as described in Phase 2 of this document.
  - The final location of Community Park west of Halls Pond had minimal ability to mitigate impacts to the Halls Pond water levels without other management measures.

- Naturalized Vegetative Buffer:
    - An enhanced 30 m vegetative buffer along the border of Halls Pond is recommended to increase evapotranspiration and reduce pond impacts.

MATRIX SOLUTIONS INC.

Steve Murray, M.A.Sc., P.Eng.
Water Resources Engineer

Reviewed by

Daron Abbey, M.Sc., P.Geo.
Practice Lead, Geosciences

May 11, 2021

SM/vc
Attachments

REFERENCES

Leng R. A. 1999 Duckweed: A tiny aquatic plant with enormous potential for agriculture and environment. Animal Production and Health Division, University of Tropical Agriculture Foundation, PhnomPenh (Cambodia). FAO Rome (Italy). 108 p. http://www.fao.org/ag/AGAinfo/resources/documents/DW/Dw2.htm

Wood Environment & Infrastructure Solutions. 2020. Draft Phase 3 -Second Iteration for Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS). Prepared for the City of Guelph. March 31, 2020

Wood Environment & Infrastructure Solutions. 2020. Draft Master Environmental Servicing Plan (MESP) for Clair-Maltby Secondary Plan. Prepared for the City of Guelph. July 10, 2020.

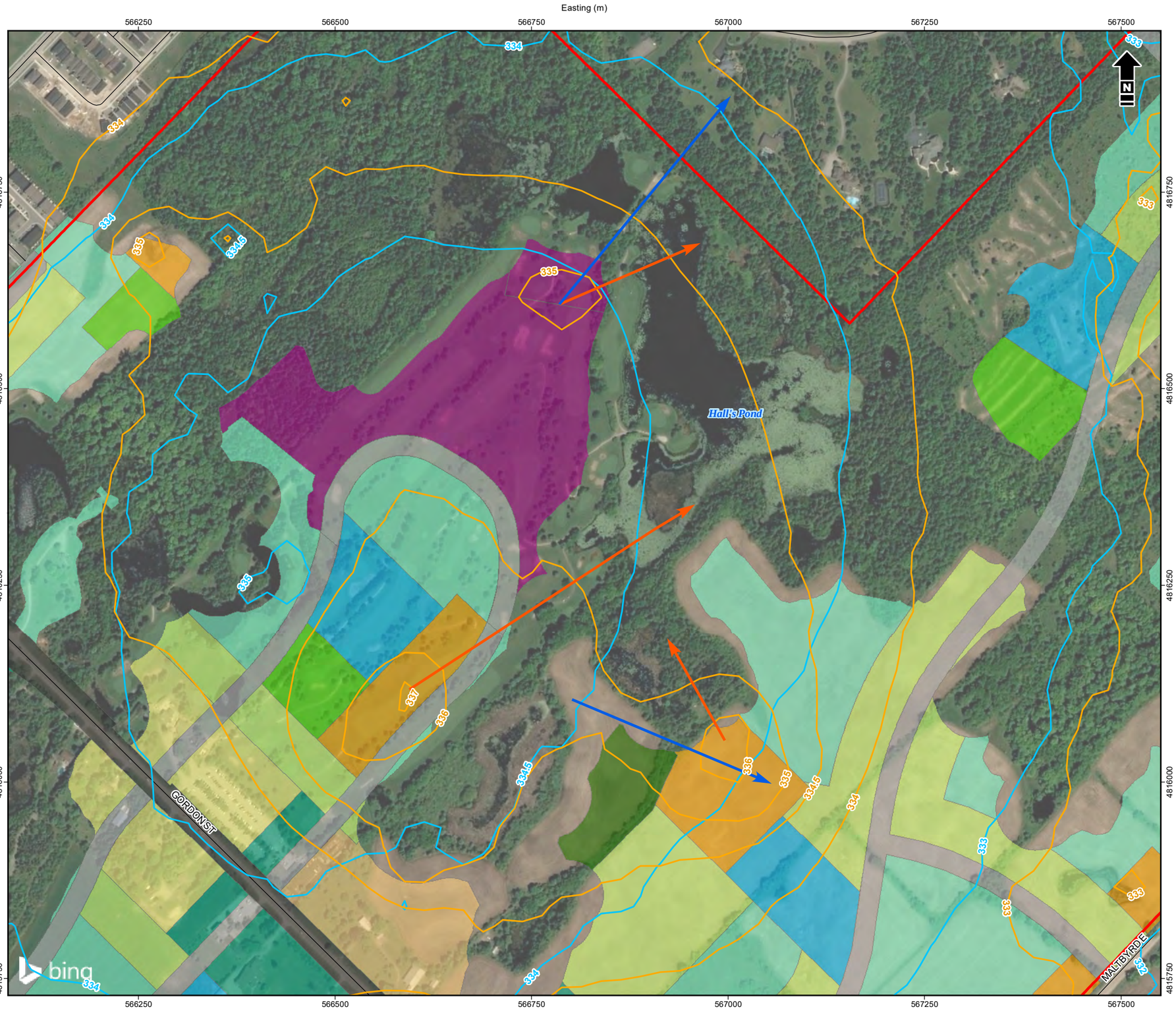
VERSION CONTROL

Version	Date	Issue Type	Filename	Description
V0.1	20-Feb-2021	Draft	20389-528 Halls Pond Tech Memo LR 2021-02-20 draft V0.1.docx	Issued to contributors
V1.0	24-Feb-2021	Final	20389-528 Halls Pond Tech Memo M 2021-02-24 final V1.0.docx	Issued to contributors
V2.0	11-May-2021	Final revised	20389-528 Halls Pond Tech Memo M 2021-05-11 final V2.0.docx	Issued to contributors

DISCLAIMER

Matrix Solutions Inc. certifies that this report is accurate and complete and accords with the information available during the project. Information obtained during the project or provided by third parties is believed to be accurate but is not guaranteed. Matrix Solutions Inc. has exercised reasonable skill, care, and diligence in assessing the information obtained during the preparation of this report.

This report was prepared for the City of Guelph. The report may not be relied upon by any other person or entity without the written consent of Matrix Solutions Inc. and of the City of Guelph. Any uses of this report by a third party, or any reliance on decisions made based on it, are the responsibility of that party. Matrix Solutions Inc. is not responsible for damages or injuries incurred by any third party, as a result of decisions made or actions taken based on this report.



Secondary Plan Area Boundary
Road
Groundwater Flow Direction - Existing Conditions
Groundwater Flow Direction - Future Conditions

Future Land Use

- Community Park
- Existing Roads
- Future Road
- High Density
- Low Density
- Medium Density
- Mixed Use
- Neighbourhood Commercial
- Office Commercial
- Open Space
- Park
- Storm Water Catchment Area
- School
- Service Commercial

Simulated Groundwater Level - Existing Conditions

- 1m Contour (2003-2017)

Simulated Groundwater Level - Future Conditions

- 1m Contour (2003-2017)

1:5,000 metres
50 0 50 100
NAD 1983 UTM Zone 17N

Reference: Data provided by the City of Guelph, Geo Base® and Province of Ontario used under license. Imagery (2019) © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

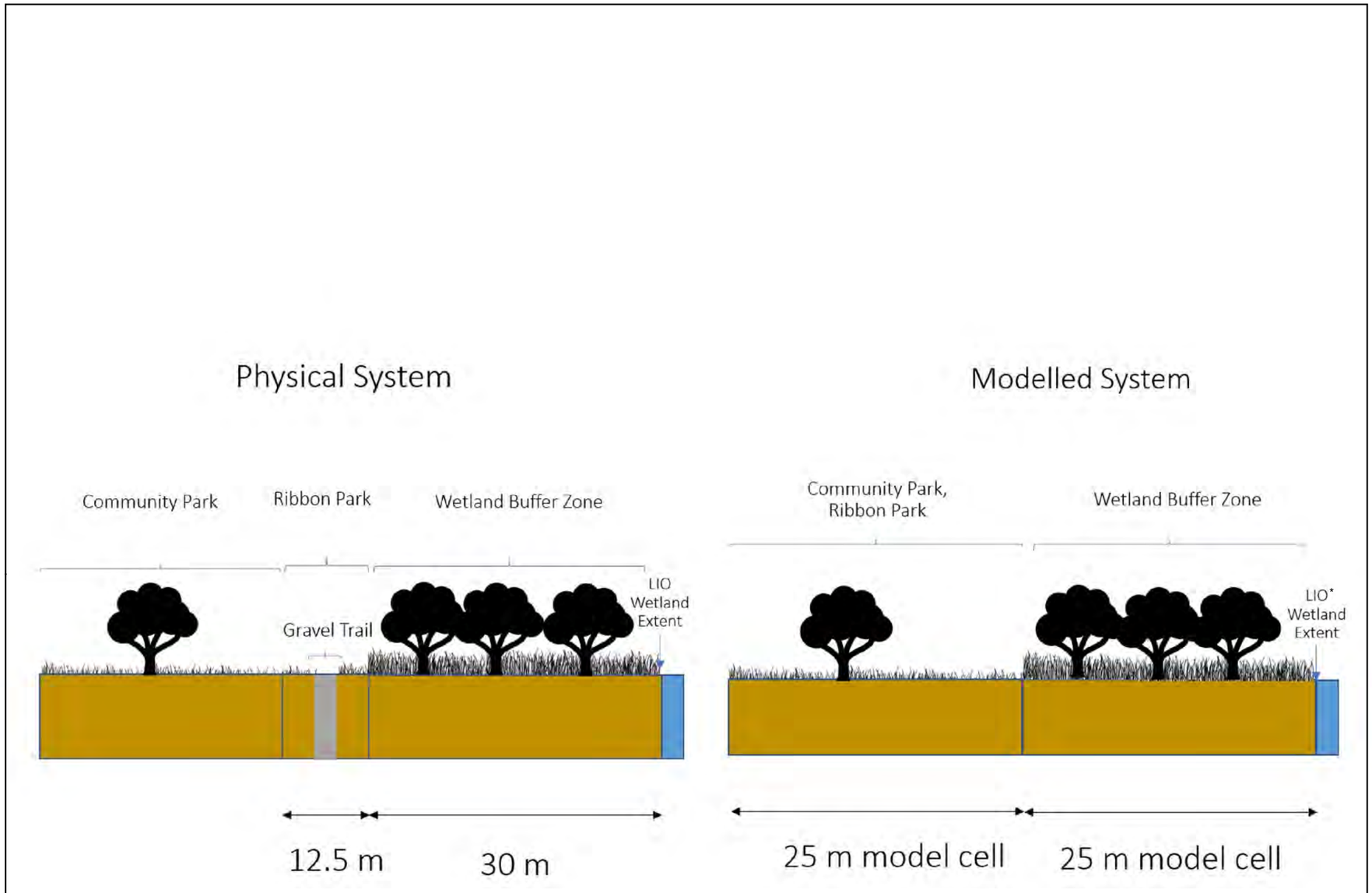
Simulated Groundwater Levels - Existing vs. Future Conditions (PCS Iteration 2)

Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure GW-1

I:\City of Guelph\23089\Figures and Tables\GIS\2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-1-Iteration_2_Groundwater_Levels.mxd - Tab:lyd_L - 18-Feb-21, 12:24 PM - lmwright - TID005



Physical System Description: A wetland buffer zone of 30 m with 25% grass and 75% tree cover planting is adjacent to the wetland. Adjacent to the buffer area is the 12.5 m Ribbon Park and then the community park.

Modelled System Description: The wetland buffer zone is represented by a model cell adjacent to the wetland. Vegetation properties in this cell were updated with an area weighted representation of properties for 25% Grass and 75% trees. Adjacent to this the Ribbon Park and Community Park are represented by a 25 m cell with park vegetation characteristics.

* Land Information Ontario

Reference: Data provided by the City of Guelph and Province of Ontario used under license.

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

Vegetation Refinement

Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure GW-2

I:\Clyde\Guelph\23089\FiguresandTables\GHG2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-2-Vegetation_Refinement.mxd - Tadziod_L - 18-Feb-21, 12:37 PM - mwright - TID005

Easting (m)

566400 566600 566800 567000 567200 567400

Northing (m)

4816800 4816600 4816400 4816200 4816000

Hall's Pond

A

B

N

Secondary Plan Area Boundary
Bathymetry Cross Section
Road

Elevation Contour (m asl)

335
336
337
338
339
340
341
342
343
344
345+

Reference: Data provided by the City of Guelph, Geo Base® and Province of Ontario used under license. Imagery (2019) © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

1:4,000

35 0 35 70 metres

NAD 1983 UTM Zone 17N

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

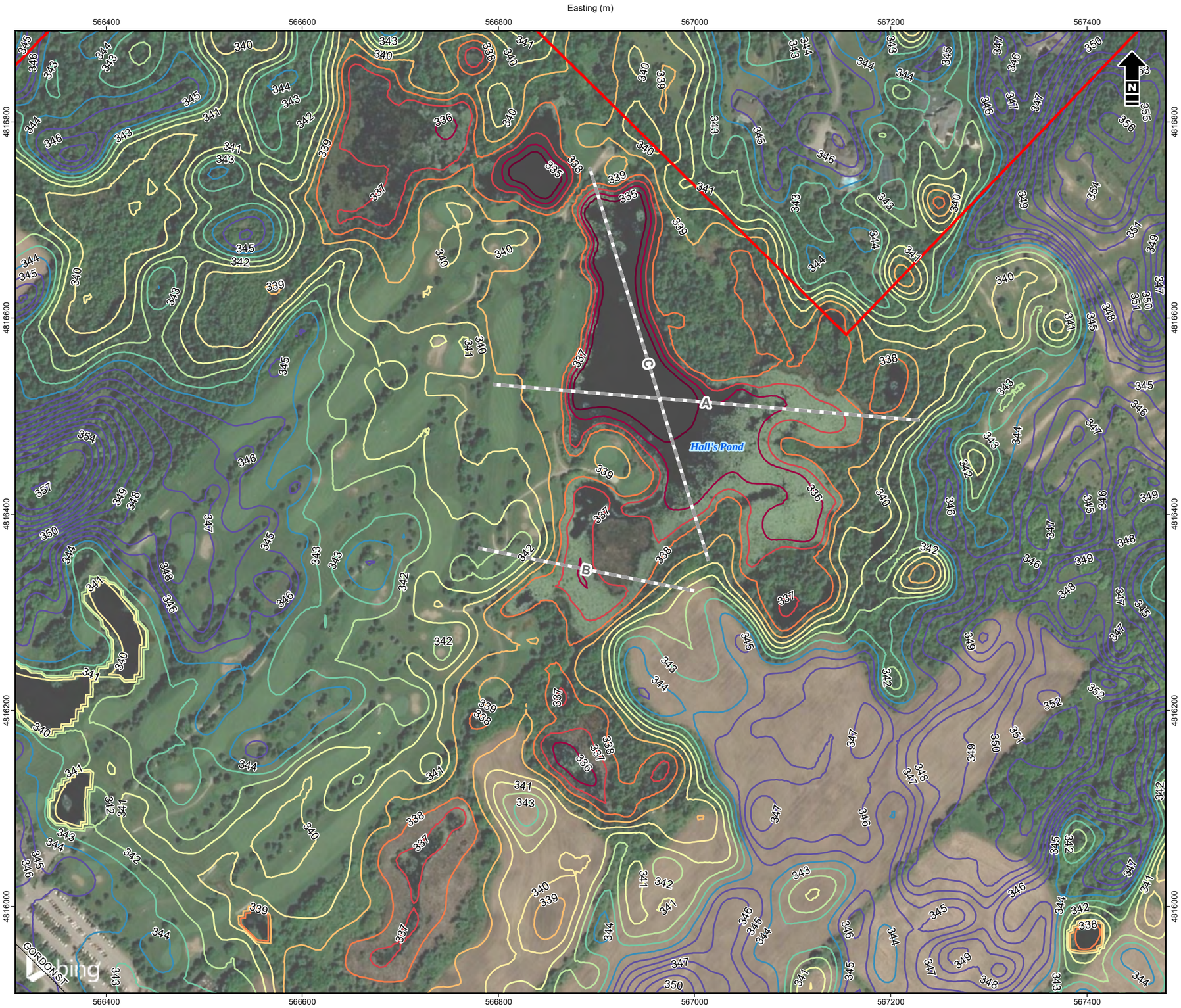
Halls Pond Bathymetry - Original

Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure GW-3

I:\City of Guelph\23089\Figures and Tables\GIS\2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-3-Halls_Pond_Bathymetry_Original.mxd - Tabbod_L - 18-Feb-21, 01:40 PM - lmwright - TD005



Secondary Plan Area Boundary
Bathymetry Cross Section
Road

Elevation Contour (m asl)

335
336
337
338
339
340
341
342
343
344
345+

Reference: Data provided by the City of Guelph, Geo Base® and Province of Ontario used under license. Imagery (2019) © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

1:4,000
metres
35 0 35 70
NAD 1983 UTM Zone 17N

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

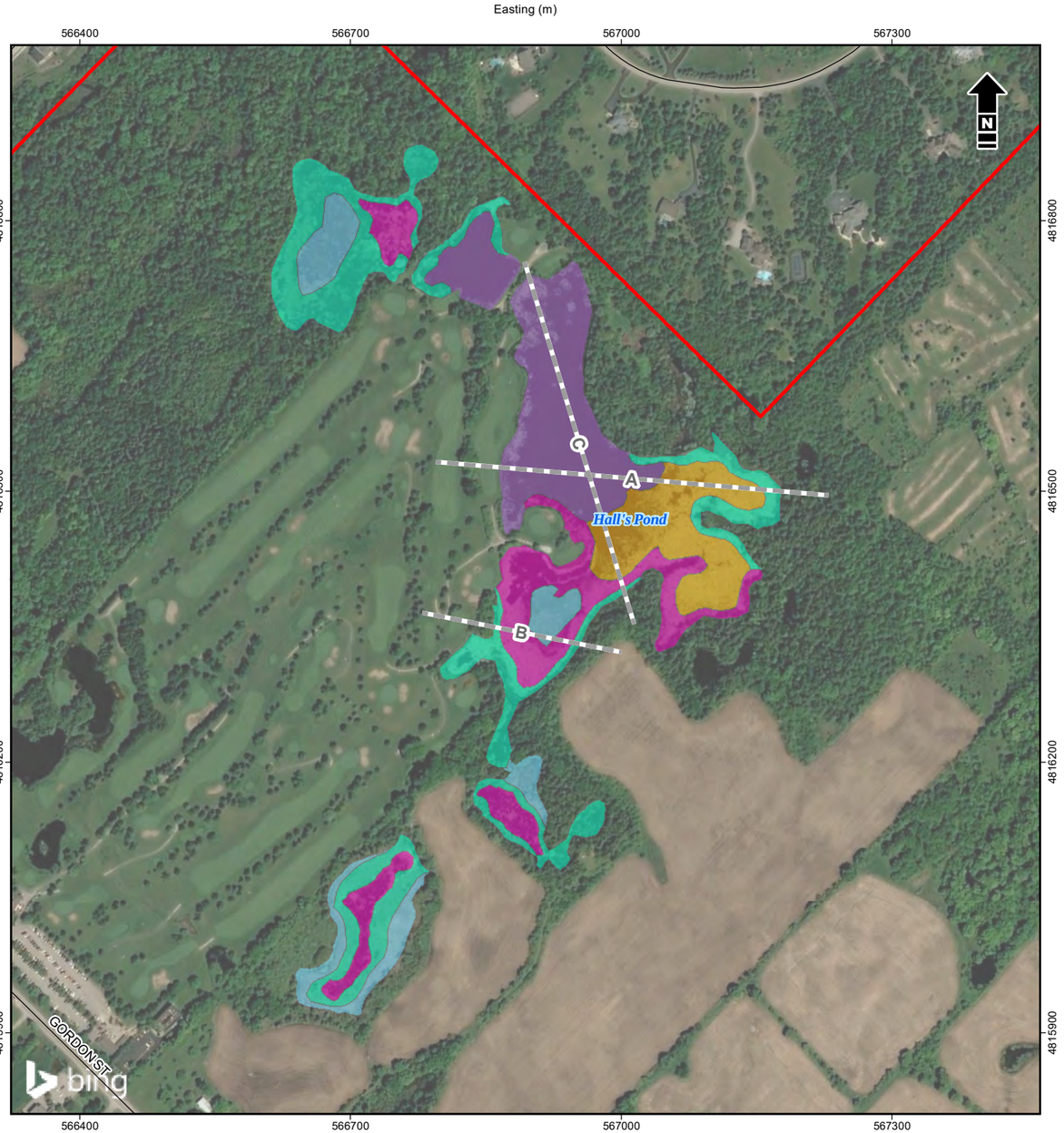
Halls Pond Bathymetry - Refined

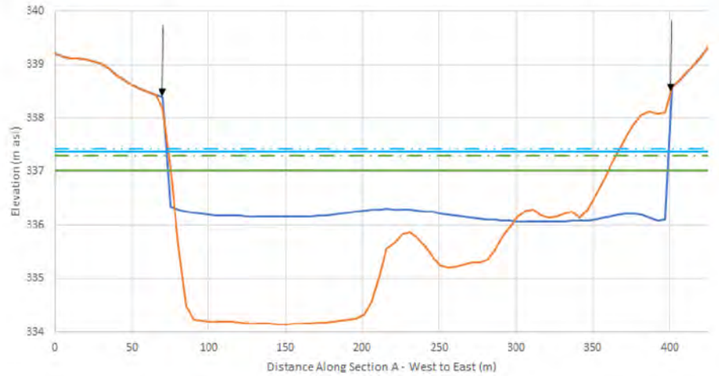
Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

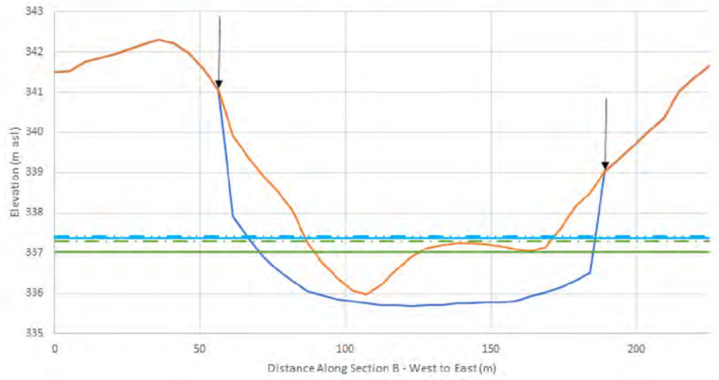
Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

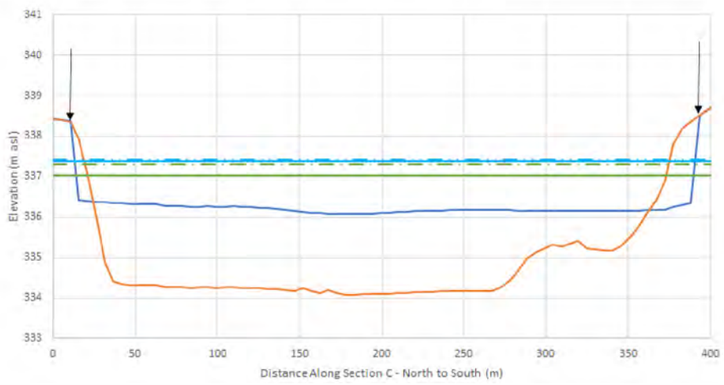
Figure GW-4

I:\City of Guelph\23089\Figures and Tables\GIS\2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-4-Halls_Pond_Bathymetry_Refined.mxd - Talsod_L - 18-Feb-21, 01:47 PM - lmwright - TD005









- Secondary Plan Area Boundary
- Bathymetry Cross Section
- Road

Bathymetry - Interpreted Depth

- 0-0.5 m
- 0-1 m
- 1-2 m
- 2-3 m
- > 3 m

- Original Bathymetry
- Refined Bathymetry
- Existing Conditions, Original Bathymetry - Average Water Level
- Existing Conditions, Refined Bathymetry - Average Water Level
- Future Conditions, Original Bathymetry (Iteration 2) - Average Water Level
- Future Conditions, Refined Bathymetry (Combined Management Scenario) - Average Water Level
- Approximate Mapped Wetland Extent (Land Information Ontario)

1:6,000 metres
60 0 60 120
NAD 1983 UTM Zone 17N

Reference: Data provided by the City of Guelph, Geo Base® and Province of Ontario used under license. Imagery (2019) © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

Halls Pond Bathymetry - Interpreted Depths

Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure GW-5

I:\City\Guelph\23089\FiguresandTables\GW\2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-5-Halls_Pond_Bathymetry_Interpreted_Depths.mxd - Tabbod_L - 18-Feb-21, 01:59 PM - imwright - TID004

Easting (m)

566250 566500 566750 567000 567250 567500

Northing (m)

4816750 4816500 4816250 4816000 4815750

Hall's Pond

SWCA Relocated

SWCA Relocated

CORDON ST

MALTBY RDE

bing

N

- Secondary Plan Area Boundary
- Development Subcatchment
- Previous SWCA Location
- SWCA Relocation Arrow
- Road

Future Land Use

- Community Park
- Existing Roads
- Future Road
- High Density
- Low Density
- Medium Density
- Mixed Use
- Neighbourhood Commercial
- Office Commercial
- Open Space
- Park
- Storm Water Catchment Area
- School
- Service Commercial

Reference: Data provided by the City of Guelph, Geo Base® and Province of Ontario used under license. Imagery (2019) © 2021 Microsoft Corporation © 2021 Maxar ©CNES (2021) Distribution Airbus DS

1:5,000 metres

50 0 50 100

NAD 1983 UTM Zone 17N

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair- Maltby Comprehensive Environmental Impact Study
Halls Pond Water Level Uncertainty Analysis and Mitigation Measures

Combined Management Scenario

Date:	Project:	Submitter:	Reviewer:
February 2021	23089	S. Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure GW-6

I:\City\of Guelph\23089\Figures and Tables\QA\G2021\Report\Halls_Pond_Impact_Assessment\Figure-GW-6-Combined_Management_Scenario.mxd - Tablo\d_L - 16-Feb-21, 12:29 PM - mwright - TID005

Appendix G

Sensitivity Analysis of Clair-Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset

Version 3.0
May 6, 2022 Matrix 23089-502

Colleen Gammie, P.Eng.
Infrastructure Planning Engineer
Design and Construction
Engineer and Transport Services
CITY OF GUELPH
1 Carden St.
Guelph, ON N1H 3A1

Subject: Sensitivity and Uncertainty Analysis of Clair-Maltby CEIS Stormwater Management Approach using Higher Precipitation Dataset

1 INTRODUCTION

A MIKE SHE integrated surface water-groundwater model was developed in Phase 1 and 2 of the Clair-Maltby CEIS to simulate existing conditions in the SPA and adjacent areas. The model was calibrated to existing conditions using an hourly precipitation dataset that was compiled from best available hourly gauge data (Appendix B, CEIS Phase 1 and 2 Characterization Report). The calibrated existing conditions model was then modified to represent potential future land use conditions and storm water management approaches and simulate changes to groundwater and surface water function as part of the Phase 3 Impact Assessment (CEIS Phase 3 Impact Assessment). The impact to groundwater function in supporting aquatic habitat and municipal groundwater supply was assessed based on simulated changes in groundwater levels, pond/wetland elevations and extents and groundwater discharge.

Recognizing the uncertainty in hourly precipitation data and stakeholder feedback that the hourly climate data used to evaluate proposed SWM management approach may underestimate monthly and annual precipitation totals the Project Team developed an alternative (higher) precipitation hourly dataset. The alternative precipitation dataset was used to evaluate the sensitivity of the existing conditions model calibration and the uncertainty in simulated future conditions impacts considering a higher precipitation. The analysis was completed without changing any of the input parameters for the existing or future conditions models other than precipitation. The analysis was designed to provide an evaluation of the efficacy of the proposed stormwater management approach (CEIS Phase 3, iteration 3 and MESP) accounting the uncertainty in hourly precipitation data.

2 PRECIPITATION DATA

The original continuous hourly precipitation dataset 1996-2017 (Appendix B, CEIS Phase 1 and 2) was derived from available hourly data. No single climate station had continuous hourly data for this time period. Environment Canada Station (e.g., Guelph Turfgrass) data were available for 1996-2007, and GRCA hourly station data were used for 2008 through 2015 for the spring, summer, and fall while the Kitchener-Waterloo Airport station provided winter data. The 2016 and 2017 hourly data were provided

by the Clair-Maltby project precipitation stations for spring, summer and fall and the K-W Airport data for the winter.

When the original hourly dataset was compared to a separate daily dataset from the GRCA Shades Mills station provided by Dr. Hugh Whiteley (emailed to the City of Guelph February 15, 2022), the annual and monthly totals are larger than the original dataset. The average annual precipitation rates during the 2000-2017 period are shown in Figure A1 are 796 and 941 mm/year for the original hourly dataset and the Shades Mills daily precipitation (GRCA Shades Mills Station) dataset respectively. The average precipitation rates for Shades Mills climate station are approximately 18% higher than the original precipitation for the period of comparison. Evaluation of mean monthly precipitation rates indicates that while differences exist in all months the larger differences are in the fall and winter months. This trend suggests differences in snowfall measurement may be responsible for a significant portion of the differences in total precipitation as well as the differences in hourly and daily precipitation measurement techniques.

For numerical modelling purposes an alternative higher hourly precipitation dataset was generated by scaling the original hourly precipitation dataset, by the monthly totals from the daily Shades Mills dataset for the period of 2000-2017. This alternative (higher) precipitation dataset has monthly volumes identical to those observed at Shades Mills climate station but the timing and duration of hourly precipitation events are identical to the original dataset, only their volume has been altered.

The higher precipitation dataset was used as input for additional simulations of existing and future conditions using the integrated MIKE SHE model scenarios from the third iteration of the impact assessment, including the updates to Halls Pond representation and final SWM management approach (e.g. LIDs with 20 mm capture per impervious hectare and final locations of Stormwater Capture Areas (SWCAs)). The results of this analysis are summarised in the following sections.

Given the uncertainty in climate data and the potential differences associated with extrapolating daily data to hourly data from nearby stations to the study area, neither dataset is considered more “correct” than the other.

3 EXISTING CONDITIONS CALIBRATION SENSITIVITY

The sensitivity of the existing conditions model calibration to uncertainty in hourly precipitation input dataset was evaluated for the period of 2003-2017 using the alternative (higher) precipitation dataset and comparing to the calibration using the original (lower) precipitation dataset (Appendix B, CEIS Phase 1 and 2 Characterization Report). The calibration was evaluated based on the simulated groundwater levels, surface water levels and ponding in wetland areas (e.g. Hall’s Pond) and groundwater discharge. A water balance comparison was also completed to evaluate how the water balance of the Secondary Plan Area (SPA) changed in response to this alternative higher precipitation dataset.

As expected, the increased precipitation volumes resulted in generally wetter simulated conditions within the SPA including higher groundwater levels and increased ponding extent. However, the simulated conditions generated by this higher precipitation dataset were within the range of observed/measured conditions for the SPA and provided a similar calibration or degree of fit to the observed data as the original dataset. Therefore, both versions of the model are considered calibrated to a level that enables the model to be used to simulated conditions in the SPA and complete and impact analysis and evaluation of storm water management approaches. Additional details on the calibration are provided below.

3.1 Groundwater Levels

The calibration of groundwater levels to observed water levels using the alternative (higher) precipitation dataset was examined at the seventeen shallow and deep monitoring wells commissioned for the study (MW-01 through MW-09), the same wells used to evaluate calibration with the original precipitation dataset (CEIS Phase 1 and 2 Characterisation Report). Comparison of simulated groundwater levels between the original and alternative precipitation simulations showed an increase in average annual simulated groundwater water levels of less than 30 cm to just over one metre (1.2 m). The timing and magnitude of seasonal and year to year variation in groundwater levels was largely the same. Under the high precipitation rates some simulated water levels became closer to observed conditions while others moved further away from observed conditions relative to the water levels simulated with original precipitation rates. Overall, the degree of calibration was found to be like that achieved under existing conditions with the original precipitation data (Appendix B, CEIS Phase 1 and 2 Characterization Report). A quantitative comparison groundwater level calibration is presented in Table 1 (Shallow and Deep Monitoring Wells - October 2016 to December 2017).

TABLE 1 Existing Conditions Calibration Sensitivity - Original and High Precipitation (Shallow and Deep Monitoring Wells - October 2016 to December 2017)

Precipitation Rates	Period of Evaluation October 2016 - December 2017			
	Observation Count	Mean Residual (m)	Absolute Residual (m)	Root Mean Squared Error (m)
Original	17	-0.3	1.1	1.4
Higher	17	1.5	1.6	2.0

3.2 Halls Pond Extent

A comparison of simulated Halls Pond ponded extent for 2003-2017 the original and alternative precipitation datasets shows as slightly larger extent as expected under existing conditions as shown in Figure A2. The larger spatial extent is within the range of conditions observed in aerial imagery for Halls Pond for that time period. Further, a spatial comparison of other ponded areas (e.g., Neumans Pond) predicted under existing conditions throughout the Secondary Study area (SSA) with original precipitation rates and the discharge areas predicted using the higher precipitation rates demonstrate similar spatial extents. These differences are within the range of observations, therefore the simulated ponded water levels using both precipitation datasets are considered representative of existing conditions.

3.3 Discharge Conditions in Mill Creek and Hanlon Creek

An analysis of simulated groundwater discharge to streams in Mill Creek and Hanlon Creek that originate in the Secondary Study Area (SSA) using the alternative precipitation data shows an increase for the period of 2003-2017 compared to the original precipitation dataset. The increase in discharge corresponds with expectations given the higher rates of precipitation under this scenario with an increase in discharge of approximately 30% in Mill Creek and 40% in Hanlon Creek. The changes in discharge to these head waters areas are within the range of observed spot baseflow measurements and the change is within the measurement error of spot baseflow measurements. Therefore, the degree of calibration for groundwater discharge is like that with the original precipitation.

3.4 SPA Water Balance

The simulated water balance within the SPA for existing conditions under the original and alternative (higher) precipitation datasets is summarised in Table 2.

TABLE 2 SPA Water Balance Existing Conditions - Original and Higher Precipitation Rates

Water Balance Component	Simulated: Annual Average 2003-2017 (mm/year)		
	Original Precipitation	Higher Precipitation	Difference
Precipitation	794	957	163
Evapotranspiration	492	505	13
Overland Flow In	5	9	3
Overland Flow Out	9	16	8
Subsurface Flow In	49	54	5
Subsurface Flow Out	358	477	119
Pumping	2	2	0
Storage Change	-12	20	32
Error	0	0	0

The comparison of the water balance demonstrates that the principal change introduced by the higher precipitation rates is an increase in subsurface outflow from the SPA to the surrounding areas and an increase in groundwater storage. These changes were expected as the largest differences in the precipitation datasets are in winter months and contribute to increased snow pack accumulation. Given the highly permeable surficial materials in the SPA the excess water in the snow pack is able to infiltrate into the subsurface, become groundwater recharge and exit the SPA through subsurface outflow (groundwater flow). Changes in recharge under high precipitation conditions are presented in Section 4.

3.5 Existing Conditions Calibration Sensitivity Summary

The higher precipitation dataset has resulted in increased groundwater levels simulated within the SPA under existing conditions however these simulated levels are still similar observed groundwater levels. Similarly ponded water extents and groundwater discharge rates are predicted to increase under existing conditions using the higher precipitation dataset however these increases are within the range of observed conditions and uncertainty of measurement for these properties.

It is important to note that the existing conditions model was run with the higher precipitation dataset with no updates to model parameters and no additional calibration. The changes in the model calibration evident using the high precipitation dataset could be improved through small changes model parameterisation such as slight increase hydraulic conductivity of subsurface materials or evapotranspiration rates. However, we consider the existing conditions model using the original precipitation and higher precipitation to be calibrated sufficiently to be used to evaluate the stormwater management options accounting for the uncertainty in hourly precipitation.

4 IMPACT ASSESSMENT SENSITIVITY ANALYSIS

An assessment of the impacts of the final Preferred Community Structure (PCS), referred to as the Future Conditions Scenario, was conducted to evaluate the efficacy of the proposed stormwater management and Low Impact Development strategies in maintaining the existing water balance, groundwater discharge and maintaining or enhancing groundwater recharge using the high precipitation dataset.

4.1 SPA Water Balance and Groundwater Recharge

Analysis of the change in water balance under existing and future conditions for the period of 2003-2017 is presented in Table 3. These results indicate that the change in water balance which occurs under the higher precipitation rates is very similar to those predicted using the original precipitation rates. The principal changes in water balance in both higher and original precipitation is a decrease in in evapotranspiration resulting from a decrease in vegetation cover associated with development and an increase in subsurface outflow resulting from increased groundwater recharge occurring within the SPA. These results demonstrate that the stormwater management approaches implemented in the Future Conditions scenario is similarly able to maintain the SPA water balance under both original and higher precipitation rates.

TABLE 3 SPA Water Balance - Existing and Future Conditions - Higher Precipitation Rates (2003-2017)

Water Budget Component	Annual Average 2003-2017 (mm/year)		Change	Change (Original Precipitation)
	Existing Conditions	Future Conditions		
Precipitation	957	957	0	0
Evapotranspiration	505	455	50	49
Overland Flow In	9	7	2	2
Overland Flow Out	16	12	4	4
Subsurface Flow In	54	51	3	5
Subsurface Flow Out	477	529	-52	-48
Pumping	2	0	2	2
Storage Change	20	21	-1	-1
Error	0	2	-2	-2

An evaluation of the transient changes in groundwater recharge and evapotranspiration under existing conditions and future conditions considering original and higher precipitation rates is presented in Figure A3 and A4. These figures demonstrate the range of potential change in recharge and evapotranspiration rates within the SPA under the original and higher precipitation rates. The figures demonstrate what the water balance analysis indicates, namely that the relative change in recharge and evapotranspiration rates between existing and future conditions within the SPA is very similar between the two precipitation datasets. That is the impacts predicted to occur because of the PCS (Future Conditions Scenario) are very similar in either precipitation scenario.

A comparison of groundwater recharge rates occurring within the SPA under original precipitation and higher precipitation is presented in Table 4.

TABLE 4 SPA Groundwater Recharge - Existing and Future Conditions - Original and High Precipitation

Scenario	Annual Average 2003-2017 (mm/year)		Change (%)
	Precipitation Rate	Recharge Rate	
Existing Conditions	Original	302	
Future Conditions	Original	356	18
Existing Conditions	Higher	450	
Future Conditions	Higher	513	14

This comparison demonstrates that the stormwater management approach is effective at maintaining or enhancing groundwater recharge under either precipitation dataset under the Future Conditions (Final PCS) scenario.

4.2 Halls Pond

The impacts of the Future Conditions scenario were also evaluated in terms of the effect on the elevation, ponded extent and hydroperiod of Halls Pond. For the period of 2003-2017 the average water level within Halls Pond is predicted to rise approximately 11 cm with elevated precipitation rates as compared to 4 cm under original precipitation rates. The change in ponded extent under future conditions using high precipitation rates is shown in Figure A5. Analysis of the figures indicates that change in the spatial extent of Halls Pond is limited and similar in magnitude to those predicted using the original precipitation rates. Further analysis was conducted by assessing the frequency of ponding of occurring within the Halls Pond extent and it's planned buffer area with other planned land use areas, see Figure A6. This analysis demonstrates that while pond elevation is predicted to rise under future conditions the relative effect on ponding and the hydroperiod of Halls Pond is limited and not considered significant.

5 SUMMARY

The higher precipitation simulations were completed for 1996 through 2017 for both existing and future conditions models. The impact analysis approach used for iteration 3 of the impact assessment was repeated which focussed on 2003-2017. The higher precipitation simulations (average annual precipitation of 957 mm/year) resulted in slightly higher groundwater levels and ponded water levels for both existing and future conditions. The increased water levels are within the range of what was observed and provide a similar level of calibration as provided by the original precipitation dataset (average annual precipitation of 796 mm/year). Under future conditions groundwater recharge in the SPA is maintained and enhanced by 14% with higher precipitation compared to existing conditions, while the existing conditions ponded water level variability for Halls Pond is also considered to be maintained. Under the lower (original) precipitation simulations the recharge increased by 18% under future conditions and the existing conditions ponded water level and variability for Halls Pond was also considered to be maintained.

The results of the higher precipitation run demonstrate that proposed management approach will maintain or enhance the water balance, recharge and groundwater discharge function of groundwater and the hydroperiod for Halls and other ponds in the SPA.

The original and higher precipitation datasets represent the range of possible precipitation and provide an evaluation of the sensitivity of the existing conditions calibration to precipitation and an evaluation of if/how the uncertainty in input data may impact the proposed stormwater management approaches. Given the uncertainty in climate data and the potential differences associated with extrapolating daily data to hourly data from nearby stations to the study area, neither dataset is considered more "correct" than the other. The use of both datasets to evaluate the impacts accounts for the uncertainty in precipitation data as it relates to the evaluating stormwater management approaches and provides confidence in the ability of these proposed approach to maintain or enhance the groundwater recharge and discharge function in the SPA and adjacent areas.

Future planning work and model updates should use the best precipitation datasets available at that time.

6 CLOSURE

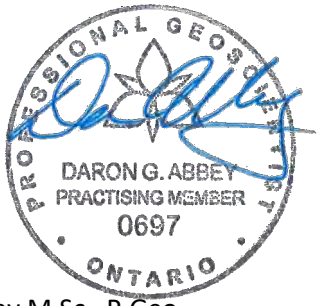
We trust that this letter report suits your present requirements. If you have any questions or comments, please call either of the undersigned at 519.772.3777.

Yours truly,

MATRIX SOLUTIONS INC.

Steven Murray M.A.Sc., P.Eng.
Water Resource Engineer May 6, 2022

Reviewed by



Daron Abbey M.Sc., P.Geo.
Principal Hydrogeologist May 6, 2022

Attachments

DISCLAIMER

Matrix Solutions Inc. certifies that this report is accurate and complete and accords with the information available during the project. Information obtained during the project or provided by third parties is believed to be accurate but is not guaranteed. Matrix Solutions Inc. has exercised reasonable skill, care, and diligence in assessing the information obtained during the preparation of this report.

This report was prepared for the City of Guelph. The report may not be relied upon by any other person or entity without the written consent of Matrix Solutions Inc. and of the City of Guelph. Any uses of this report by a third party, or any reliance on decisions made based on it, are the responsibility of that party. Matrix Solutions Inc. is not responsible for damages or injuries incurred by any third party, as a result of decisions made or actions taken based on this report.

CONTRIBUTORS

Name	Job Title	Role
Ron Scheckenberger, M.Eng. P.Eng.	Principal Engineer, WOOD PLC	Project Director/Lead
Steve Chipps, P.Eng.	Associate Water Resources Engineer, WOOD PLC	Surface Water and Stormwater Lead
Margot Ursic, M.Sc.	Principal, Grounded Solutions.	Natural Heritage Lead
Bill Blackport, M.Sc., P.Geo.	Consulting Hydrogeologist, Blackport and Associates	Hydrogeology Advisor

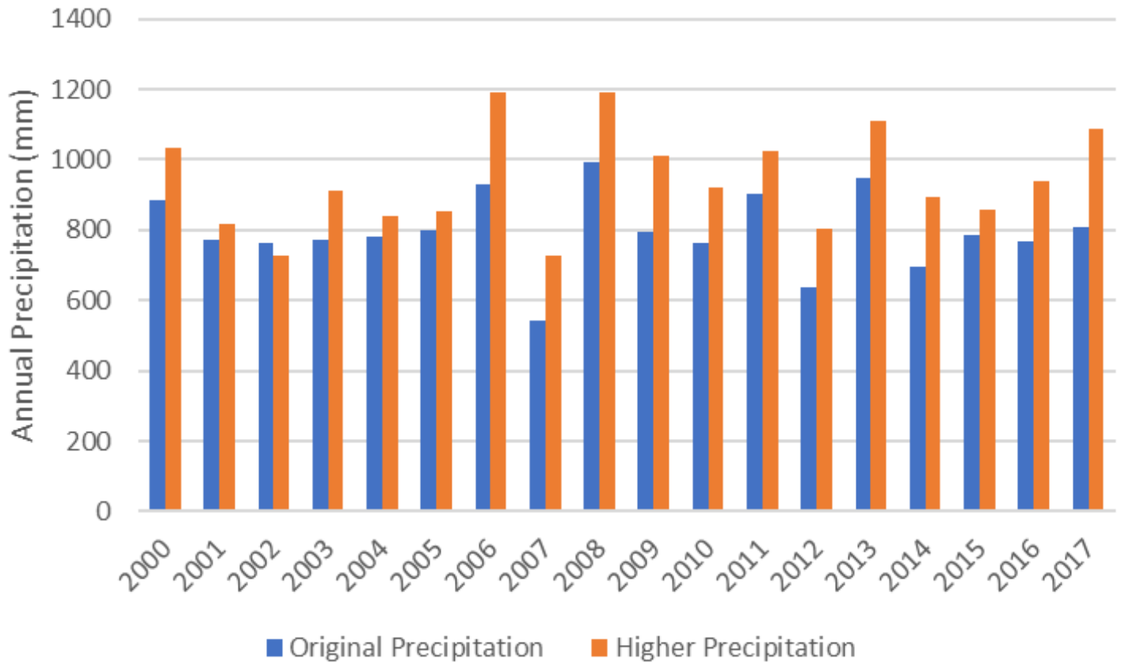
VERSION CONTROL

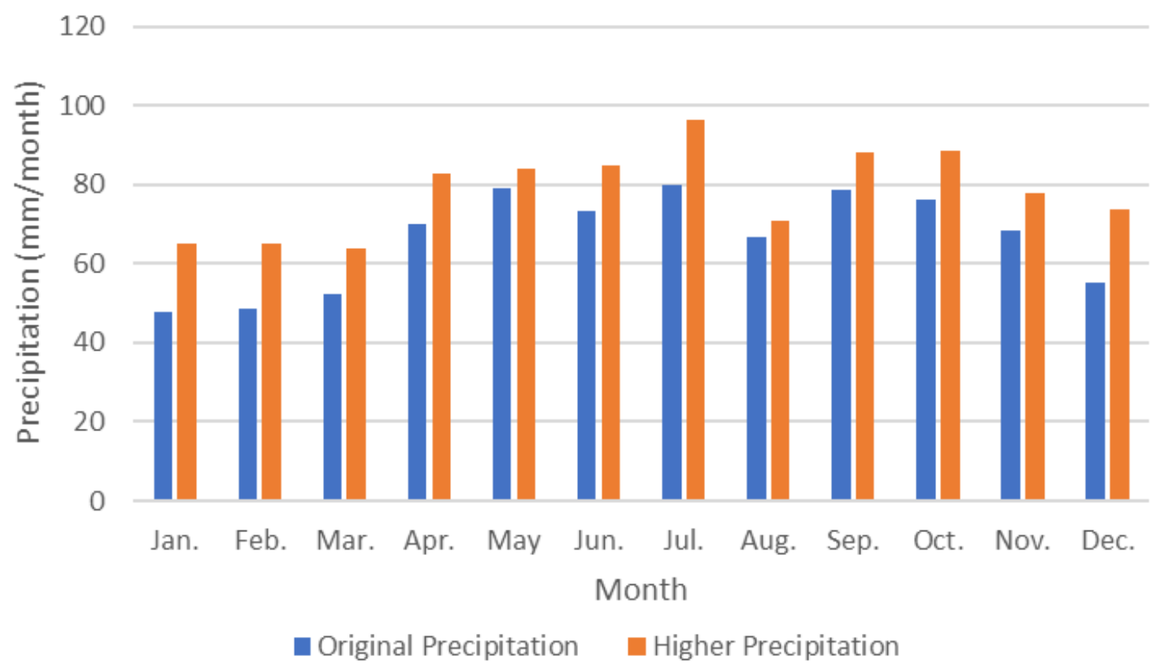
Version	Date	Issue Type	Filename	Description
V1.0	28-Mar-2022	Final	23089-528 Higher_Precip_LR_2022-03-28_V1.0.docx	Issued to client
V2.0	02-May-2022	Final revised 1	23089-528 Higher_Precip_LR_2022-05-02_V2.0.docx	Revisions issued to client
V3.0	06-May-2022	Final revised 2	23089-528 Higher_Precip_LR_2022-05-06_V3.0.docx	Revisions issued to client

REFERENCES

Wood Environment & Infrastructure Solutions. 2022a. Draft Phase 3 -Second Iteration for Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS). Prepared for the City of Guelph. March 2022.

Wood Environment & Infrastructure Solutions. 2022b. Phase 1 and 2 Characterisation Report. Clair Maltby Secondary Plan and Master Environmental Servicing Plan (CMSP/MESP) Comprehensive Environmental Impact Study (CEIS). Prepared for the City of Guelph. March 2022.





Data Sources:
Original Hourly Precipitation Data: Wood 2022a, 2022b
Higher Daily Precipitation Data: GRCA Shades Mills Daily Station values provided by Dr. Hugh Whiteley (February 15, 2022)

Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair Maltby Impact Assessment

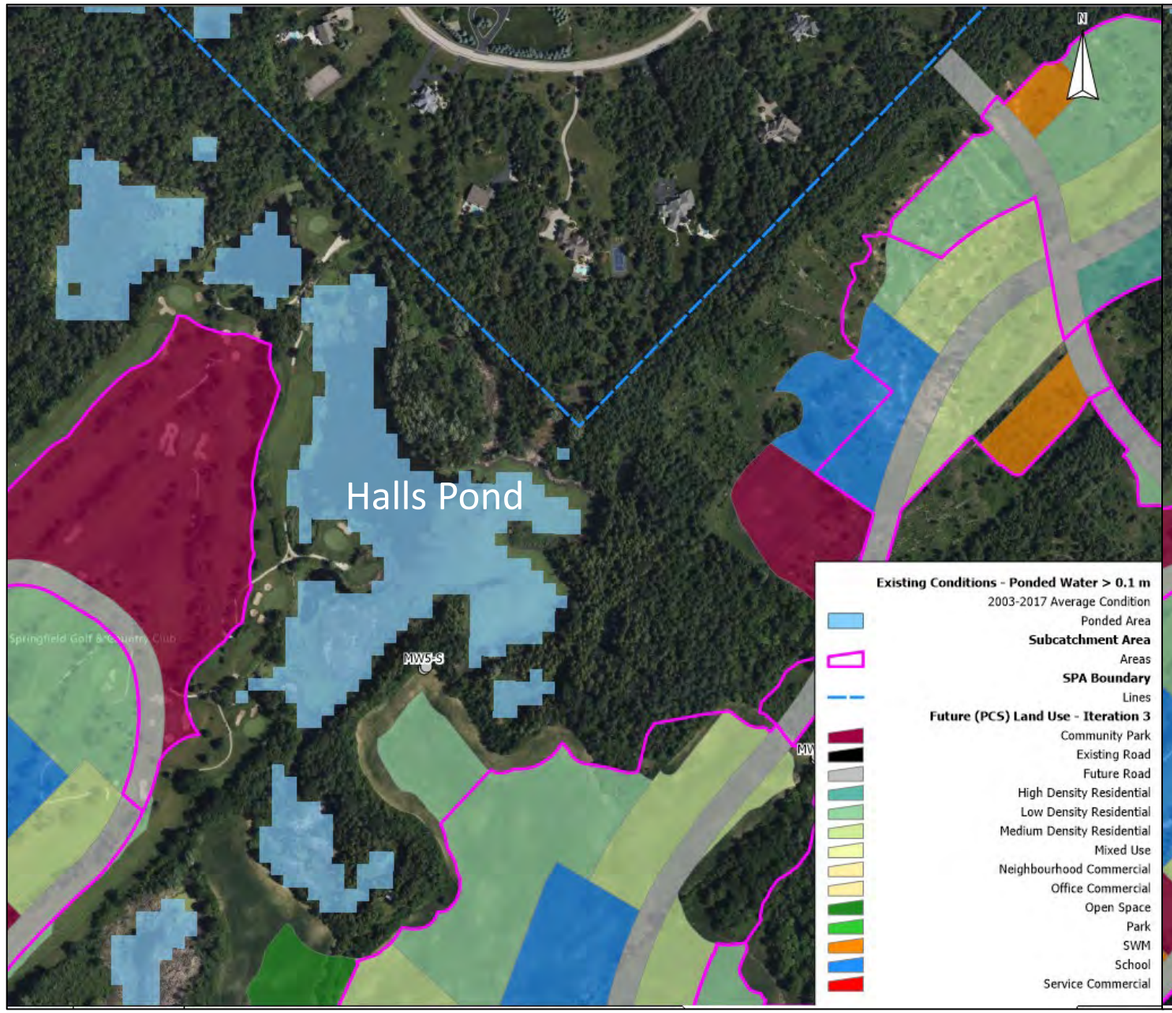
Average Annual and Monthly Precipitation Rates – 2000-2017

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

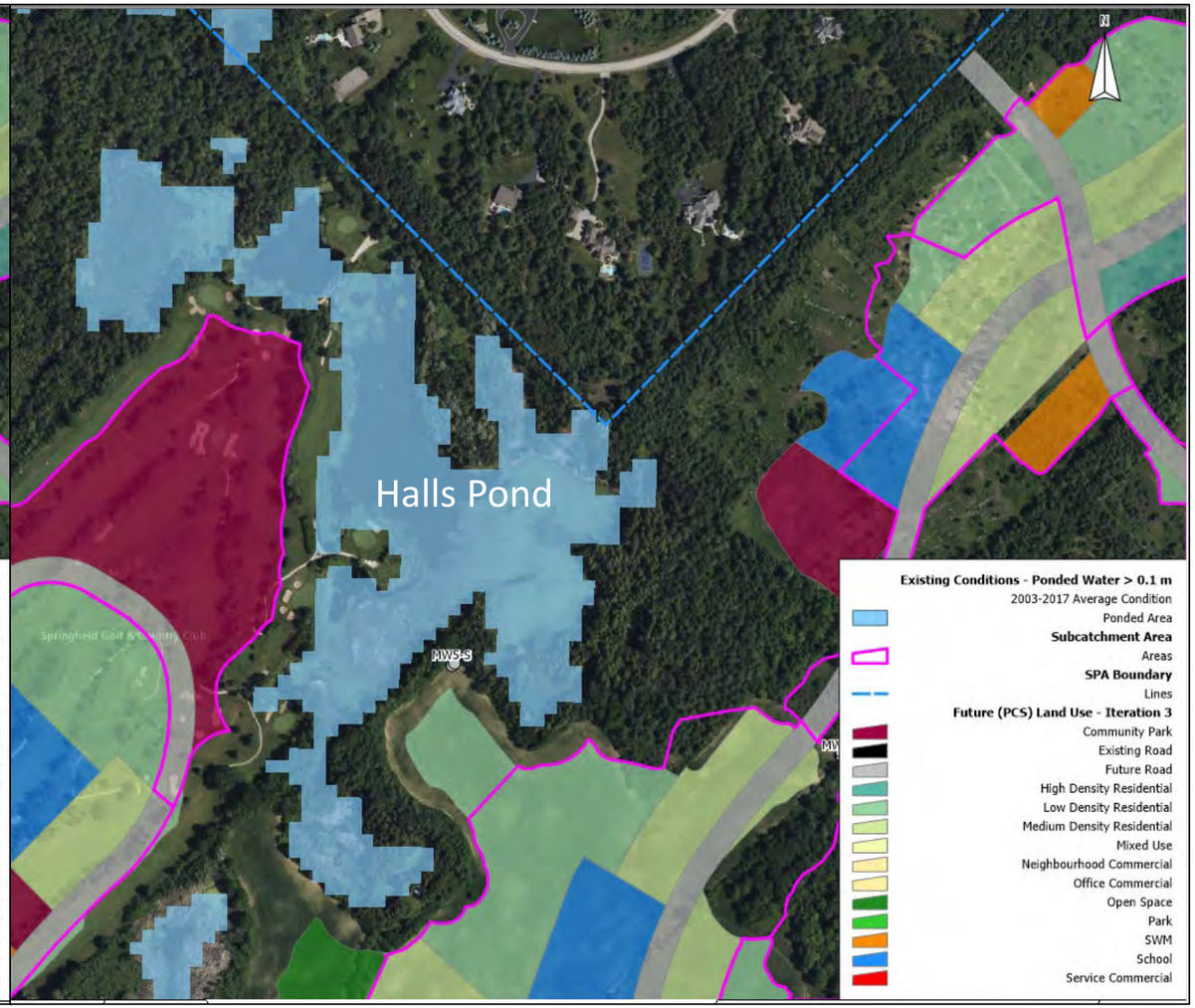
Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A1

Original Precipitation



Higher Precipitation



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

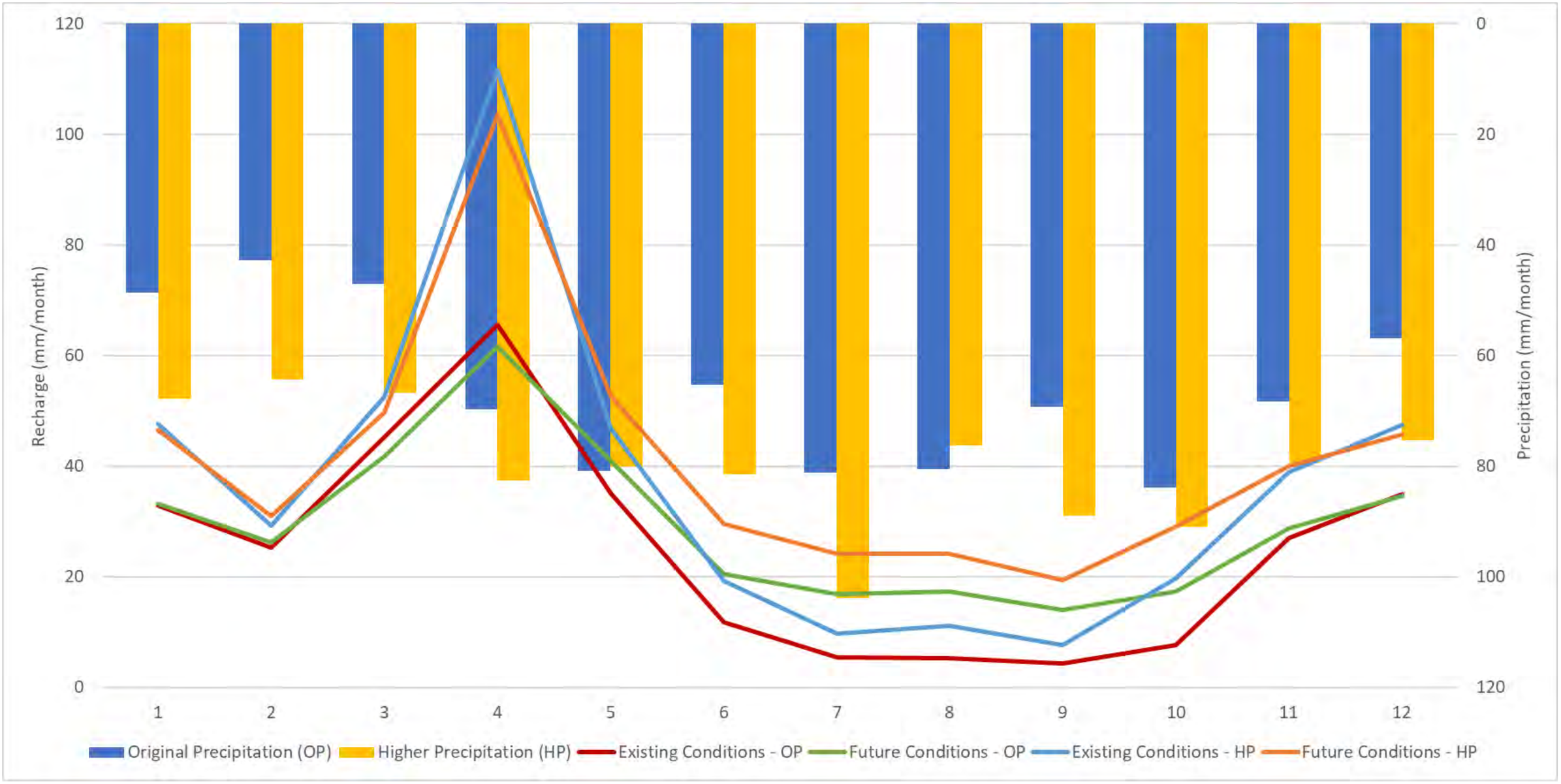
City of Guelph
Clair Maltby Impact Assessment

Halls Pond – Ponded Water Extent > 0.1 m depth (2003-2017)

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A2



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

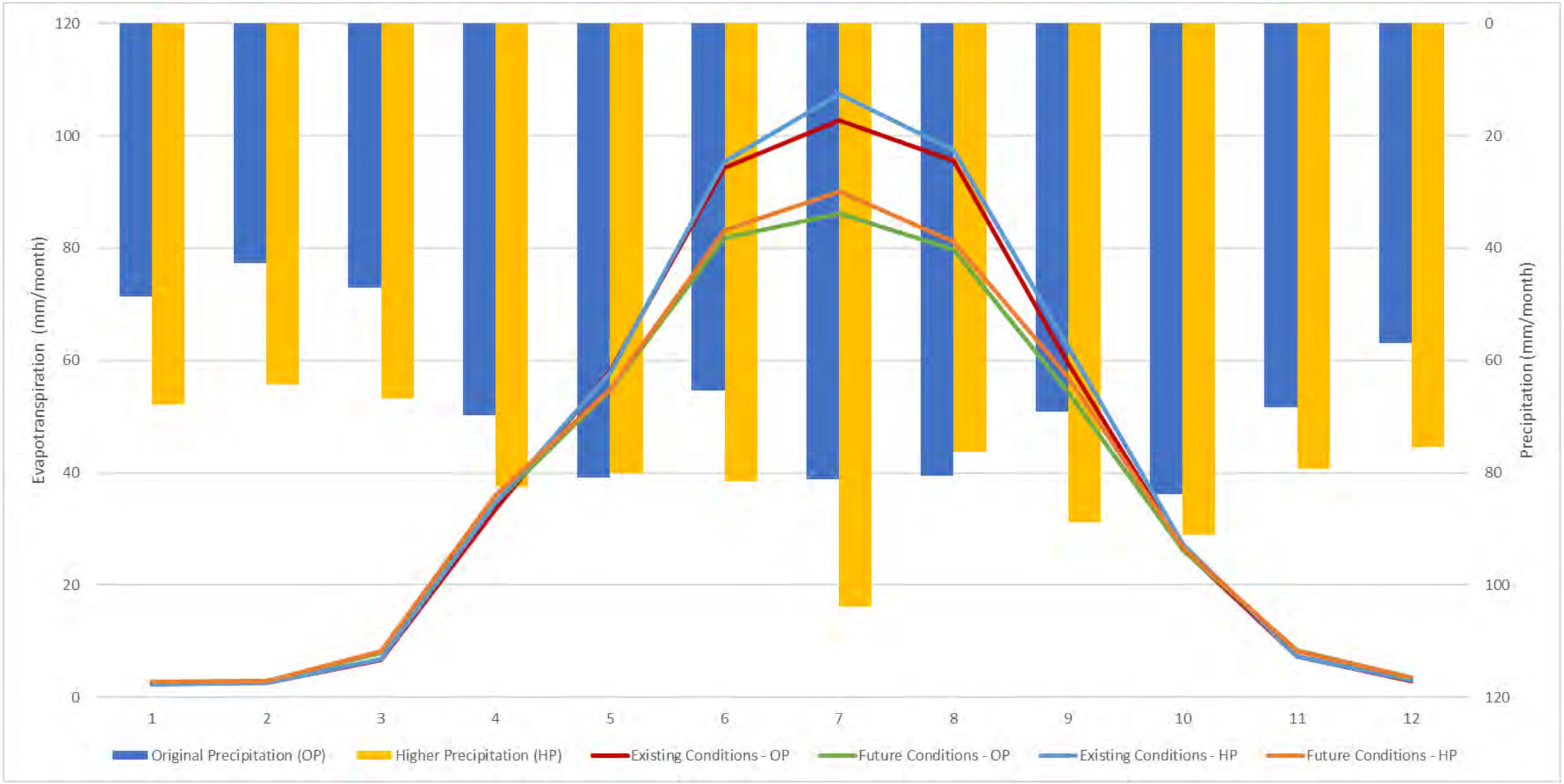
City of Guelph
Clair Maltby Impact Assessment

SPA Mean Monthly Groundwater Recharge Original and Higher Precipitation Rates: Existing and Future Conditions (2003-2017)

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A3



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

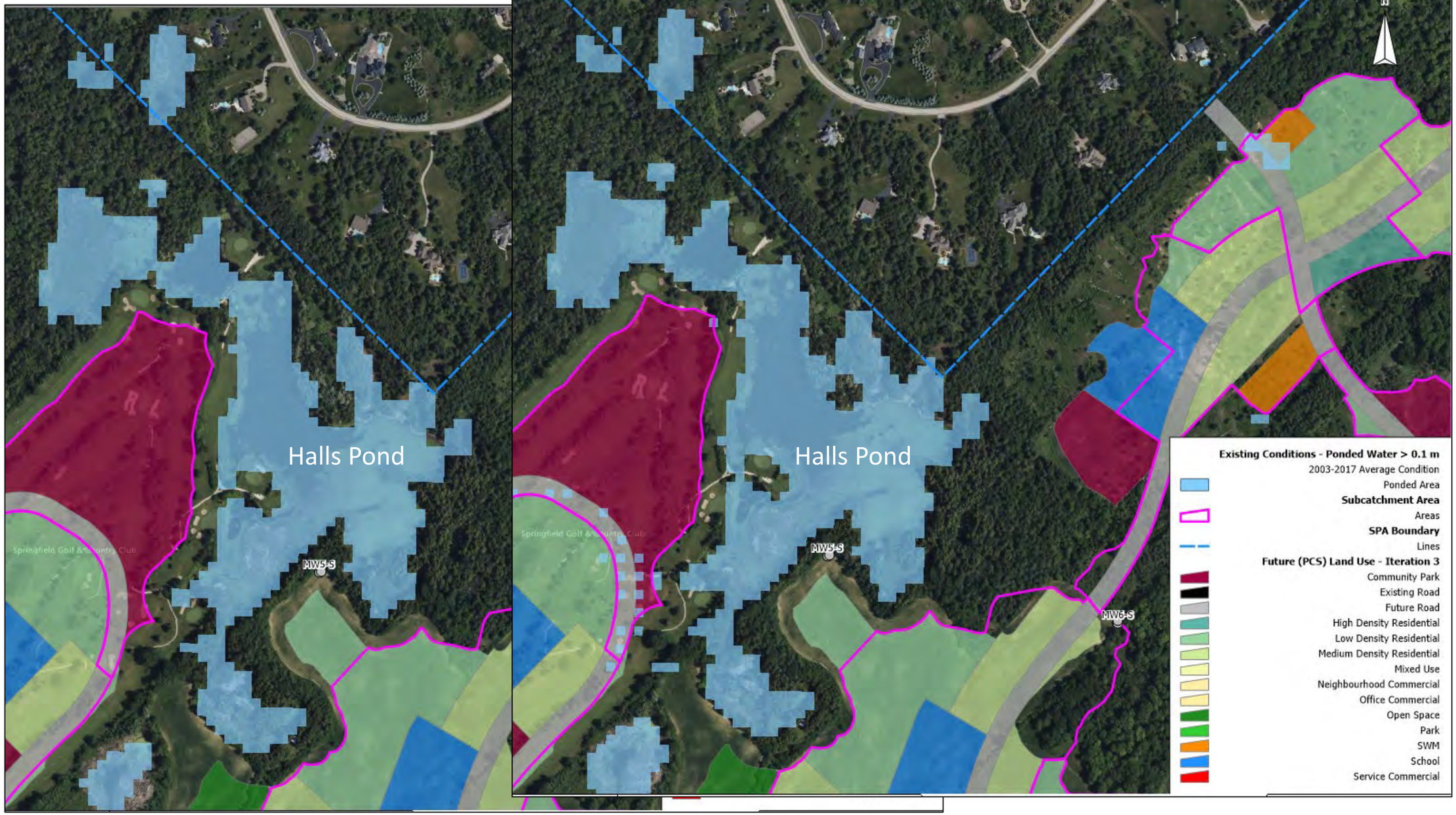
City of Guelph
Clair Maltby Impact Assessment

SPA Mean Monthly Evapotranspiration Original and Higher Precipitation Rates: Existing and Future Conditions (2003-2017)

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A4



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

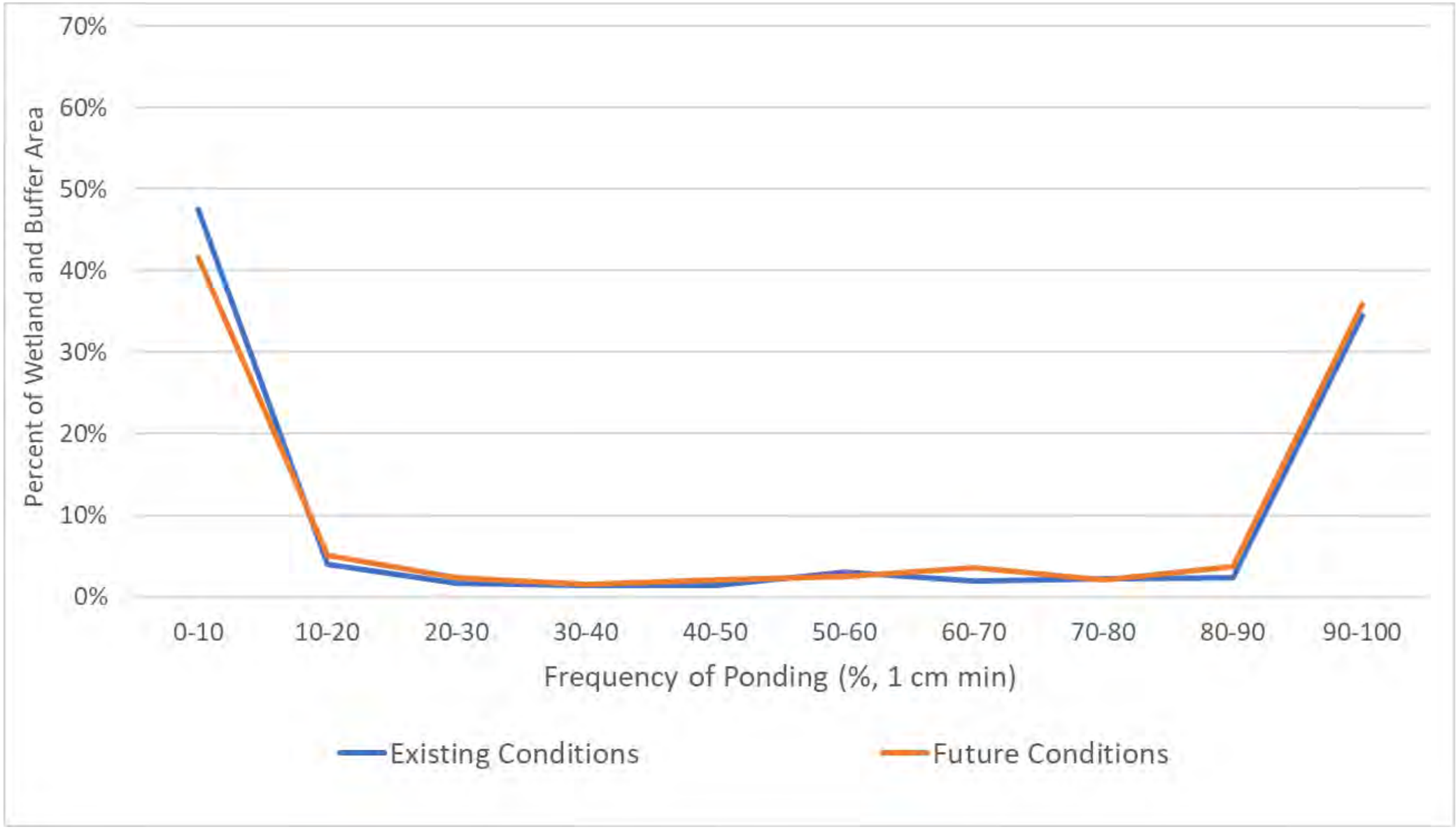
City of Guelph
Clair Maltby Impact Assessment

Halls Pond – Ponded Water Extent 2003-2017
Existing and Future Conditions (High Precipitation)

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A5



Matrix Solutions Inc.
ENVIRONMENT & ENGINEERING

City of Guelph
Clair Maltby Impact Assessment

Halls Pond Ponding Frequency
Cells > 0.01 m (2003-2017)

Date:	Project:	Submitter:	Reviewer:
15/03/2022	23089	S.Murray	D. Abbey

Disclaimer: The information contained herein may be compiled from numerous third party materials that are subject to periodic change without prior notification. While every effort has been made by Matrix Solutions Inc. to ensure the accuracy of the information presented at the time of publication, Matrix Solutions Inc. assumes no liability for any errors, omissions, or inaccuracies in the third party material.

Figure A6