

# City Council - Planning Meeting Agenda



**Monday, May 13, 2019 – 6:00 p.m.**  
**Council Chambers, Guelph City Hall, 1 Carden Street**

Please turn off or place on non-audible all electronic devices during the meeting.

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[guelph.ca/live](http://guelph.ca/live).

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## **Authority to move into closed meeting**

That the Council of the City of Guelph now hold a meeting that is closed to the public, pursuant to the Municipal Act, to consider:

**CS-2019.57      Acquisition – Speedvale Avenue East**  
Section 293 (2) (c) of the Municipal Act a proposed or pending acquisition or disposition of land by the municipality or local board.

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## **Open Meeting – 6:30 p.m.**

### **Closed Meeting Summary**

O Canada  
Silent Reflection  
First Nations Acknowledgment  
Disclosure of Pecuniary Interest and General Nature Thereof

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## **Items for Discussion:**

The following items have been extracted from the Committee of the Whole Consent Report and the Council Consent Agenda and will be considered separately. These items have been extracted either at the request of a member of Council or because they include a presentation and/or delegations.

**IDE.2019.02      Procedure to Request Temporary Suspension of  
Enforcement of Driveway Regulations: Draft  
Framework Presentation**

### **Presentation:**

Bill Bond, Zoning Inspector III/Senior By-law Administrator

**Recommendation:**

That Report IDE- 2019-02 regarding establishing a procedure to allow individual neighbourhoods to request a temporary suspension of enforcement with respect to driveway widths of semi-detached dwellings or on-street townhouses, as regulated by the City of Guelph Zoning By-law (1995)-14864, be received.

**Council Support of Bill 71, the Paris Galt Moraine Conservation Act, 2019****Presentation:**

Mayor Guthrie will speak to this item.

**Recommendation:**

1. That Guelph City Council supports and endorses the passage of Bill 71, the Paris Galt Moraine Conservation Act, 2019.
2. That a copy of this resolution be forwarded to the Ministry of Municipal Affairs and Housing, MPP Mike Schreiner, Conservation Halton, Credit Valley Conservation Authority, Grand River Conservation Authority, the Regional Municipality of Peel, the Regional Municipality of Waterloo, the Region of Halton, Wellington County, Norfolk County and Brant County for their information.

**IDE.2019.51****Clair-Maltby Secondary Plan: Phase 3 Project Update****Presentation:**

Stacey Laughlin, Senior Policy Planner

**Recommendation:**

1. That the updated Clair-Maltby Secondary Plan Preferred Community Structure, dated May 13, 2019 and included as Attachment 1 to report IDE-2019-51, be approved as the basis for the preparation of the draft official plan amendment, secondary plan policies and Master Environmental Servicing Plan, as well as ongoing detailed technical analysis, including numerical modelling throughout Phase 3 of the project while still allowing for flexibility to respond to updated data, and community engagement.
2. That the Clair-Maltby Secondary Plan Policy Directions Document dated May 13, 2019 and included as Attachment 3 to report IDE-2019-51, be approved to provide direction for the preparation of the draft official plan amendment, secondary plan policies and Master Environmental Servicing Plan.

3. That the feasibility of a Moraine Ribbon as part of the Open Space System in the Clair-Maltby Secondary Plan area be explored throughout the remainder of Phase 3 of the project.
  4. That the Interim Employment Lands Update prepared by Watson & Associates Economists Ltd. dated February 21, 2018 and included as Attachment 6 to report IDE-2019-51 be received.
  5. That the proposed project timeline for the remainder of Phase 3 of the project be approved as outlined in report IDE-2019-51.
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## **Special Resolutions**

### **By-laws**

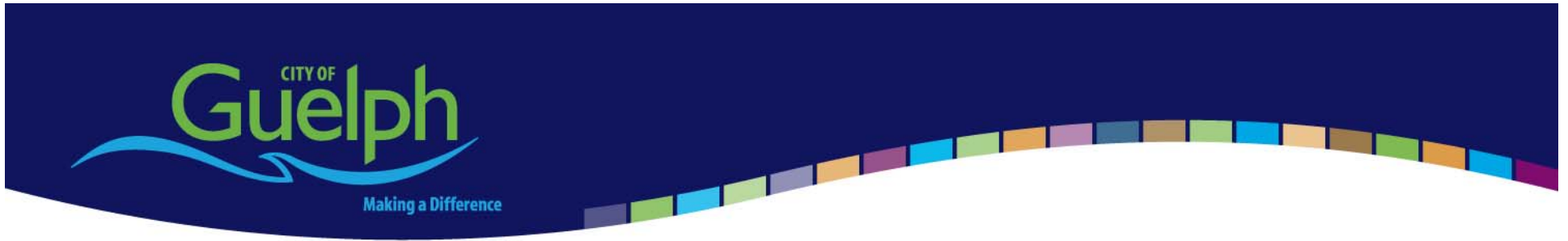
Resolution to adopt the By-laws (Councillor Billings).

### **Mayor's Announcements**

Please provide any announcements, to the Mayor in writing, by 12 noon on the day of the Council meeting.

### **Notice of Motion**

### **Adjournment**



# **Procedure to Request Temporary Suspension of Enforcement of Driveway Regulations: Draft Framework**



# Overview of Presentation

- Background
- General Overview
- Framework of Draft Temporary Suspension Procedure
- Compliance and Enforcement
- Financial Implications



# Background

- Draft framework of a procedure being developed in response to the Motion approved at the September 10, 2018 Council meeting
- Motion directed staff to develop a procedure to allow individual neighbourhoods to request a temporary suspension of enforcement of specific zoning regulations (relating to driveway widths of semi-detached and on-street townhouses), while the City undertakes a comprehensive review of Zoning By-law (1995)-14864



# General Overview

- The draft framework is being presented in order to receive Council and public feedback
- Modeled after an existing City process related to on-street parking reviews
- Being designed to implement a traceable, consistent process to allow affected neighbourhoods to request and potentially receive a temporary suspension of enforcement
- Once all feedback is reviewed, staff will bring forward the final recommended procedure in the third quarter for Council consideration



# Framework of Draft Temporary Suspension Procedure

The framework for the draft procedure consists of the following five (5) components:

- Eligibility
- Review by Staff
- Survey Area
- Survey
- Results





# Framework of Draft Temporary Suspension

## Eligibility

Approved Motion provided guidance to performance standards which are outlined in the report.

Temporary suspension of enforcement would only apply to:

- properties with a semi-detached dwelling or on-street townhouse that can meet the performance standards; and
- that are not currently in legal action.



# Framework of Draft Temporary Suspension Procedure

## Review by City Staff

Upon receipt of a request, staff will review the request to ensure that the eligibility criteria can be met and that a previous survey request had not been already reviewed in relation to a prior survey.

If the eligibility criteria can be met and a previous survey had not been previously completed, a survey will be sent to the property owner(s) of the survey area.



# Framework of Draft Temporary Suspension Procedure

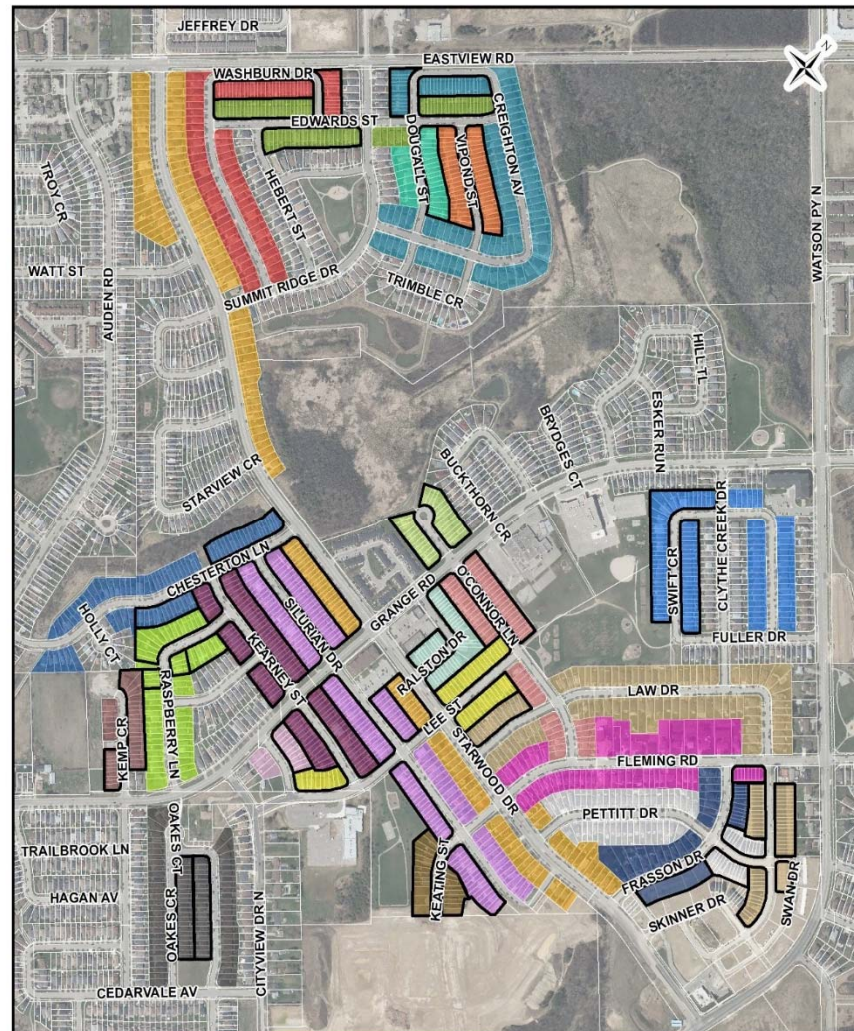
## Survey Area

To determine proposed survey area options, Staff took into consideration the following factors:

- Fairness;
- Understandability of process; and
- Staff administration.

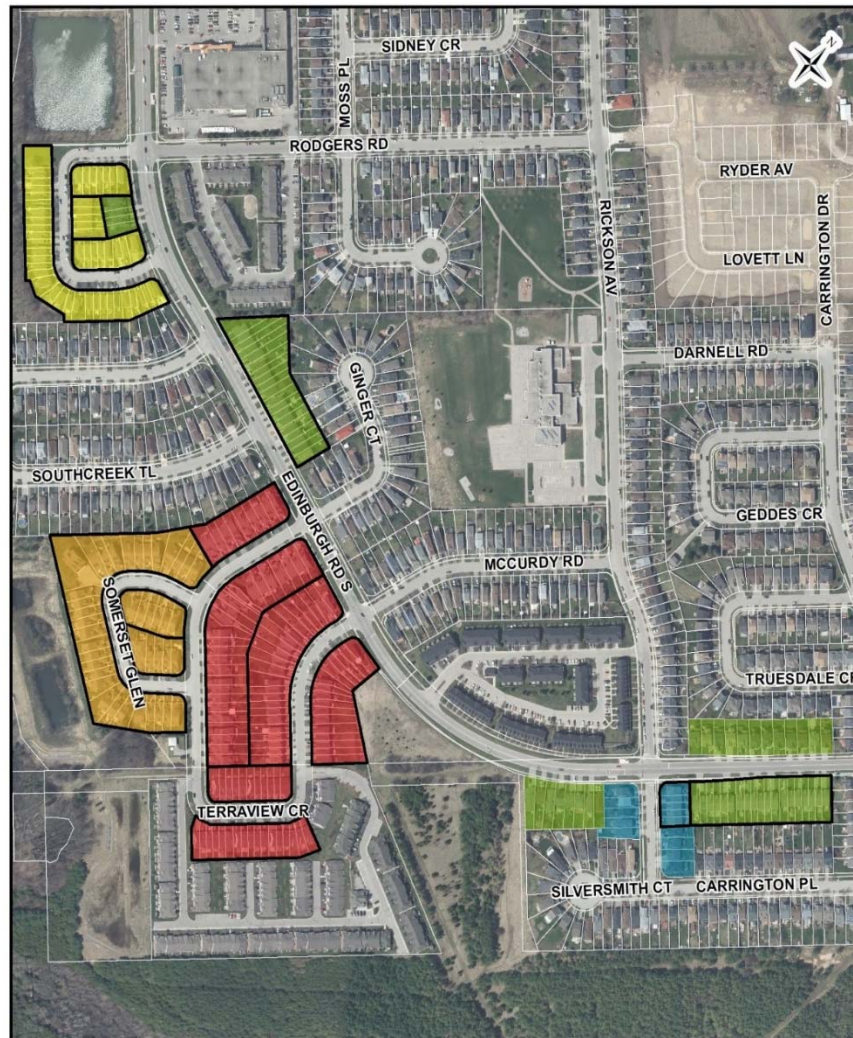
## Option 1 – Street Survey

(including properties with single and semi-detached dwellings and on-street townhouses)



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(including properties with single and semi-detached dwellings and on-street townhouses)



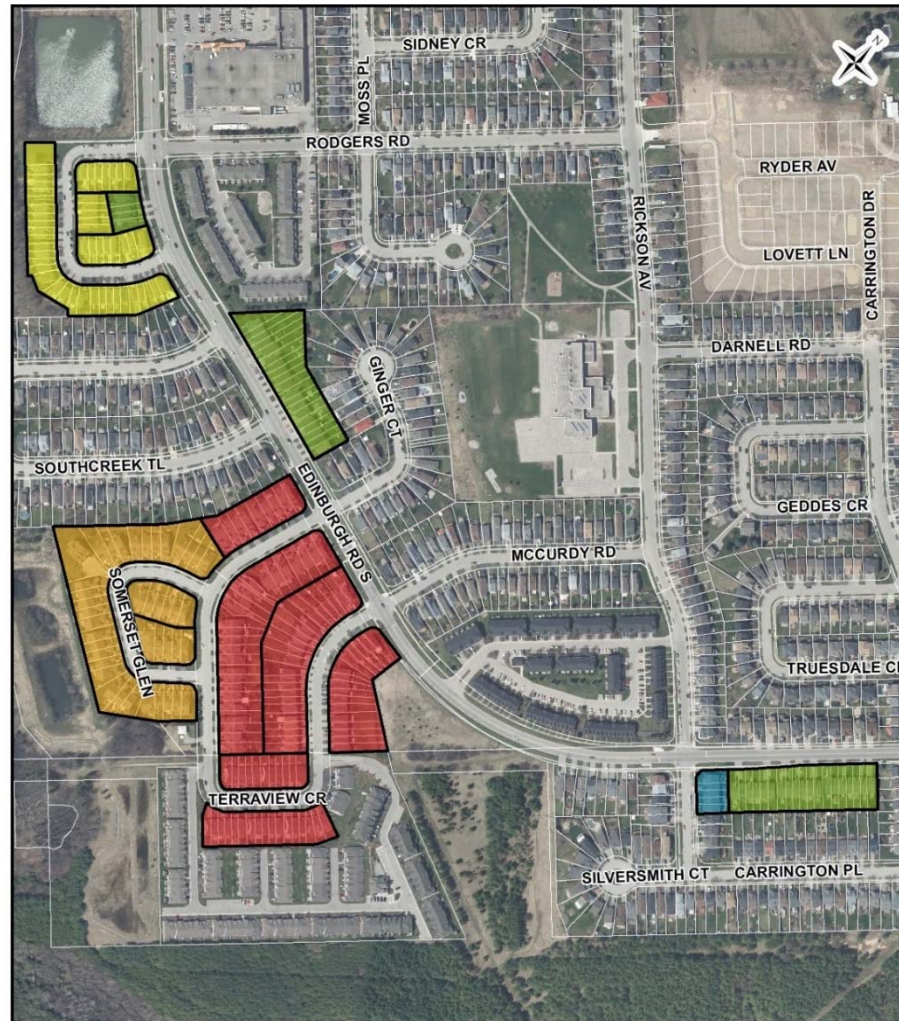


(only including properties with semi-detached dwellings and on-street townhouses)



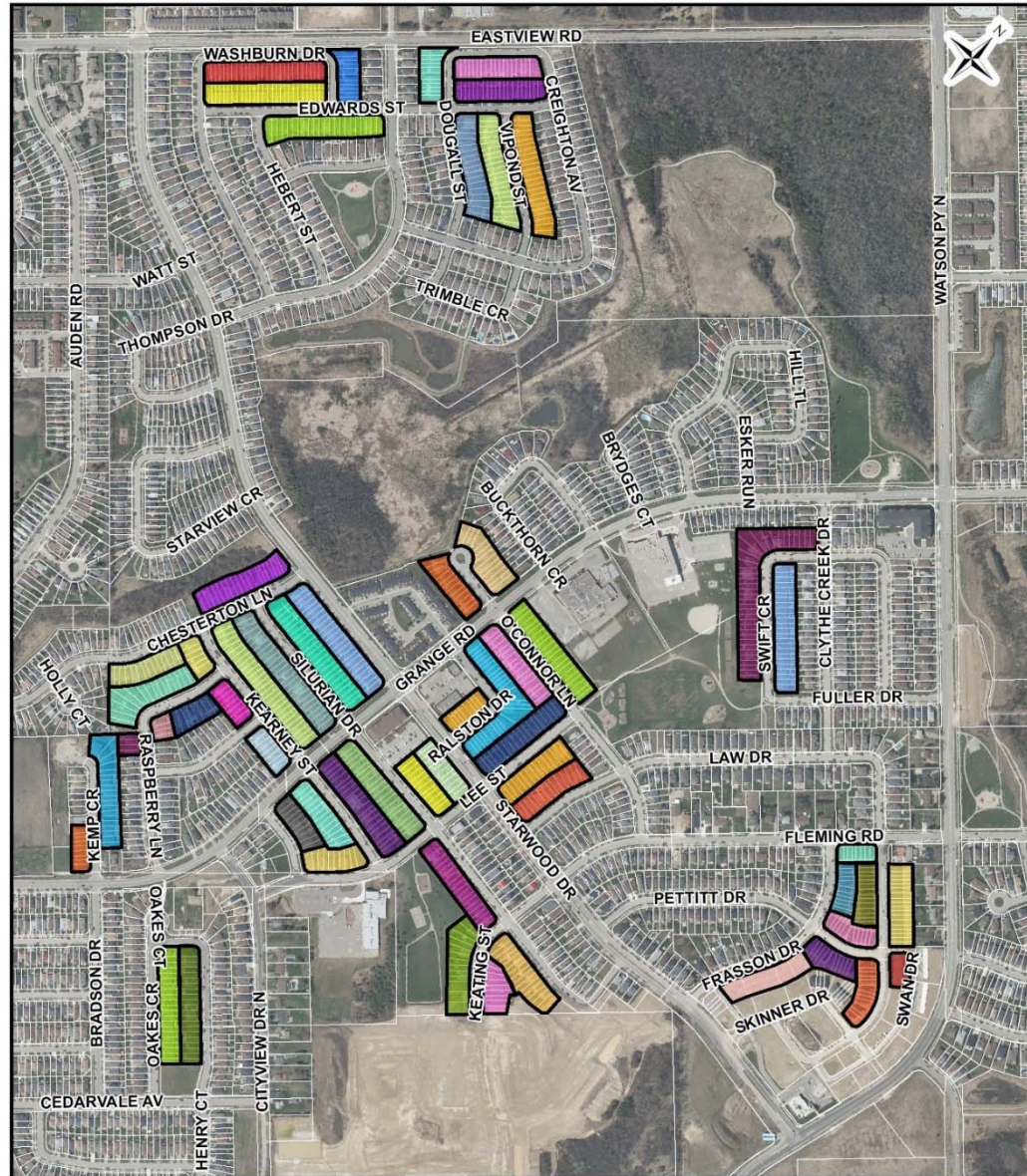
## Option 2 - Street Survey

(only including properties with semi-detached dwellings and on-street townhouses)



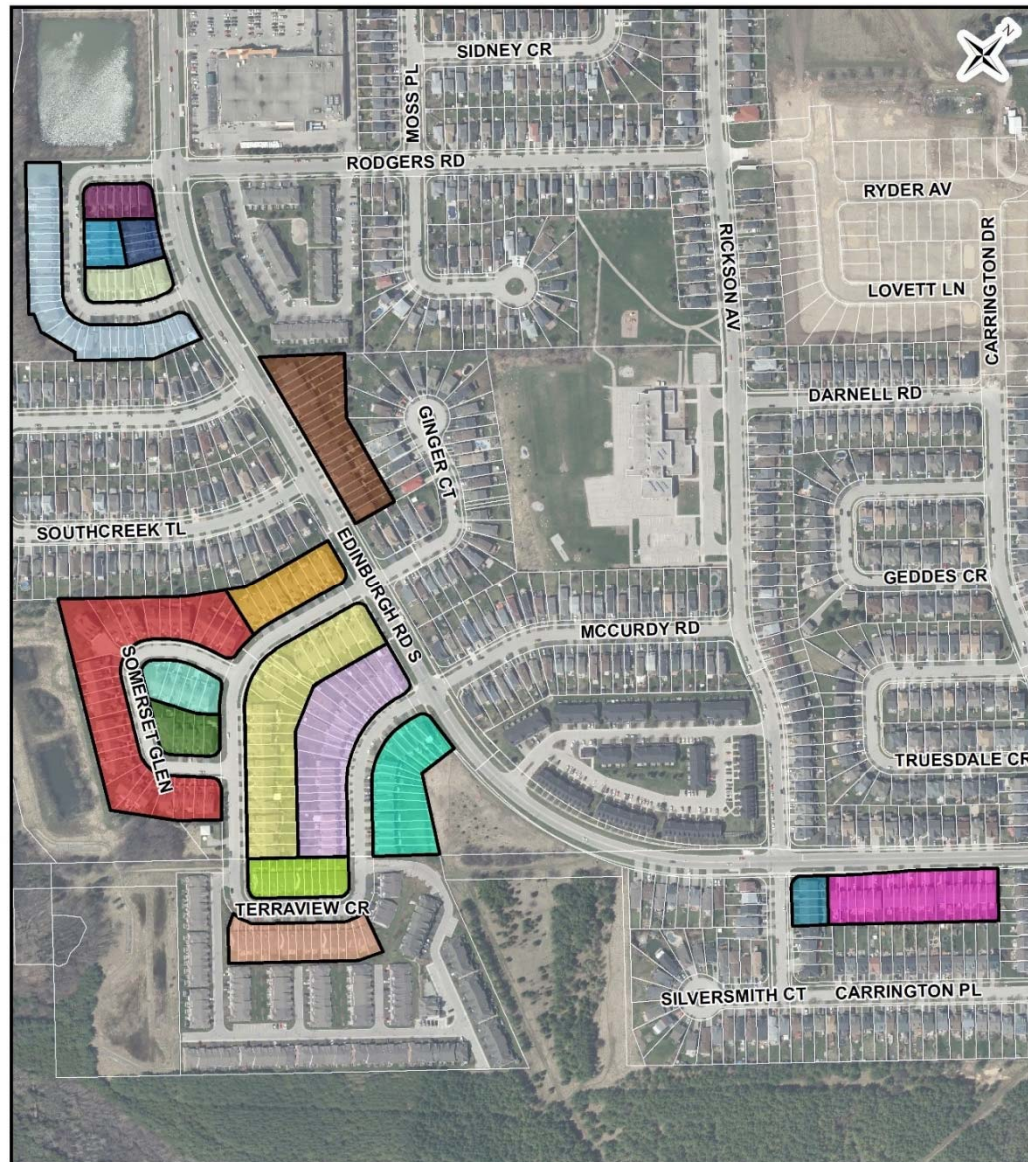


## Option 3 - Block Face Survey





## Option 3 - Block Face Survey



# Matrix – Options and Factors

Factor	Option 1 Street	Option 2 Street (excluding single detached)	Option 3 Block face
Fairness	✓		
Understandability of process	✓	✓	✓
Staff administration	✓	✓	



# Framework of Draft Temporary Suspension Procedure

## Preliminary Recommended Survey Area

After taking the three factors into consideration, staff's preliminary recommendation is that Option 1 be used as the survey area for this procedure.

# Framework of Draft Temporary Suspension Procedure

## Survey

Staff are proposing the following:

- Survey to include a mail out to owners of properties within the survey area
- Online version of survey would be available to owners
- Survey would be open for 15 business days (3 weeks)
- One response per property
- Ward Councillors would be notified of survey

# Framework of Draft Temporary Suspension Procedure

## Results

- In order for a temporary suspension of enforcement to occur, more than 50% of the surveyed area will be required to respond in favour of a temporary suspension
- Temporary suspension would only apply to the eligible sections and only to surveyed properties with a semi-detached dwelling or on-street townhouse that meet the minimum performance standards
- Given the transparency of the procedure and that the decision will be based on majority rule, there will be no appeal process or opportunity to conduct a second survey
- Temporary suspension of enforcement would only be in place until such time as the new ZBL has been passed and is in full force and effect



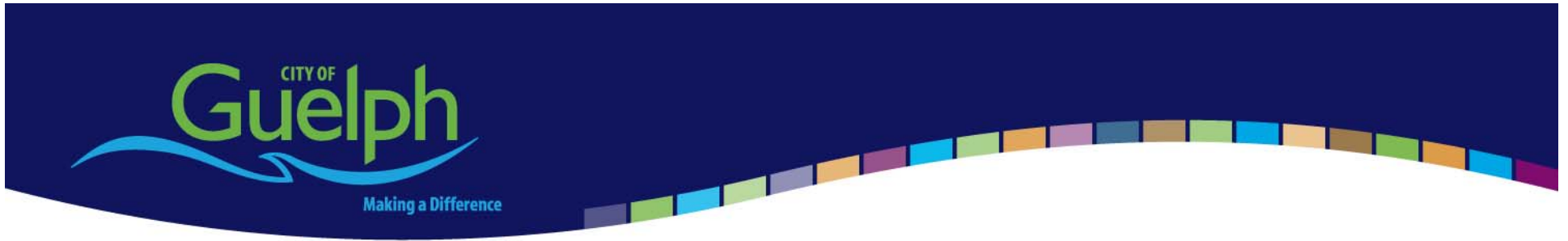
# Compliance and Enforcement

- Staff will not be performing proactive inspections on properties with a semi-detached dwelling or on-street townhouse until the new ZBL is in full force and effect, but will continue to respond to complaints
- Staff has revised the complaint procedure for non-safety related exterior complaints to ensure future mass complaining by individuals will be limited to properties within 60 metres of the complainant's address
- Should a valid suspension request be received, further enforcement action will be held in abeyance until the survey is completed and the results are confirmed



# Financial Implications

- Staff are not proposing a processing fee
- Use of existing staff for design and implementation
- Provided that the recommended survey area is used, the financial impact relating to other additional resources is expected to be minimal



# Questions?



# Staff Report



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To	<b>City Council</b>
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, May 13, 2019
Subject	<b>Procedure to Request Temporary Suspension of Enforcement of Driveway Regulations: Draft Framework</b>
Report Number	IDE-2019-02

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## Recommendation

That Report IDE- 2019-02 regarding establishing a procedure to allow individual neighbourhoods to request a temporary suspension of enforcement with respect to driveway widths of semi-detached dwellings or on-street townhouses, as regulated by the City of Guelph Zoning By-law (1995)-14864, be received.

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## Executive Summary

### Purpose of Report

To provide the draft framework of a procedure being developed in response to the Motion (see ATT-1) approved at the September 10, 2018 Council meeting. This Motion directed staff to develop a procedure to allow individual neighbourhoods to request a temporary suspension of enforcement of specific zoning regulations (which relate to driveway widths of semi-detached and on-street townhouses), while the City undertakes a comprehensive review of Zoning By-law (1995)-14864 (hereinafter referred to as "the ZBL"). The draft framework is being presented in order to receive Council and public feedback. Once all feedback is reviewed, staff will bring forward the final recommended procedure in the third quarter for Council consideration.

### Key Findings

Council received Report IDE-2018-129 on September 10, 2018. That report provided a problem statement; background and rationale for the current regulations; an assessment of the risks/benefits of the proposed Motion; an identification of alternatives, including an assessment of associated risks/benefits; other information requested by Council; and a staff recommendation.

Staff has responded to the Motion with an update on the development of a procedure to potentially allow a temporary suspension that incorporates elements modeled after an existing City process related to on-street parking reviews.

## **Financial Implications**

The temporary suspension of enforcement would result in lost fine revenue during the approved period. There is no estimate of the potential amount due to compliance versus the laying of charges not being a reliable approximation.

Staff are not proposing a processing fee. The development and implementation of the procedure will be completed using existing staff. Provided that the recommended survey area is used, the financial impact relating to other additional resources is expected to be minimal.

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## **Report**

### **Background**

Council received [Report IDE-2018-129](#) on September 10, 2018 in response to a Motion that proposed the temporary suspension of enforcement of specific zoning regulations relating to driveway widths to allow individual neighbourhoods to request a temporary suspension of enforcement of specific zoning regulations which relate to driveway widths of semi-detached and on-street townhouses. The temporary suspension would take place while the City undertakes a comprehensive review of Zoning By-law (1995)-14864 (herein referred to as "the ZBL"). That report provided a problem statement; background and rationale for the current regulations; an assessment of the risks/benefits of the proposed Motion; an identification of alternatives, including an assessment of associated risks/benefits; other information requested by Council; and a staff recommendation.

A Motion (see ATT-1) relating to an alternative to the staff recommendation was approved at the September 10, 2018 Council meeting. This motion directed staff to develop a process to allow individual neighbourhoods to request a temporary suspension of enforcement of specific zoning regulations which relate to driveway widths of semi-detached and on-street townhouses, while the City undertakes a comprehensive review of the ZBL.

The draft framework is being presented in order to receive by Council and public feedback. Once all feedback is reviewed, staff will bring forward the final recommended procedure early in the third quarter for Council consideration.

### **Procedure**

To help create a level of consistency for residents and to utilize an existing administrative model, the procedure is survey based and modelled after "Traffic Services On-street Parking Reviews – Convenience Request Policy".

The Procedure to Request Temporary Suspension of Enforcement of Driveway Regulations (herein referred to as procedure) is being designed to implement a traceable, consistent process to allow affected neighbourhoods to request and potentially receive a temporary suspension of enforcement.

The September 10, 2018 Motion (See ATT-1) directed staff to develop a procedure that would only apply to the following sections of By-law (1995)-14864 (herein referred to eligible sections):

- 4.13.7.2.3 A Driveway (Residential) in an R.2 Zone shall have a maximum driveway width of 3.5 metres;

- 4.13.7.2.4 Despite Section 4.13.7.2.3, a surfaced walk within 1.5 metres of the nearest foundation wall is permitted providing that it is not Used for parking;
- 4.13.7.2.5 The Driveway (Residential) width in an R.3B Zone shall not exceed the Garage width of the unit, as measured from the outside walls of the Garage or no more than 50% of the Front Yard, whichever is less, to a minimum of 3 metres wide. The Front Yard, excepting the Driveway (Residential) shall be landscaped and no parking shall be permitted within this Landscaped Open Space;
- The first sentence of Table 5.2.2, Row 15 (The Front Yard of any Lot, excepting the Driveway (Residential), shall be landscaped and no parking shall be permitted within this Landscaped Open Space. Despite the definition of the Landscaped Open Space, for Buildings that do not have a shared Driveway (Residential) access, a minimum area of 0.6 metres between the driveway and nearest Lot Line must be maintained as landscaped space in the form of grass, flowers, trees, shrubbery, natural vegetation and indigenous species and may include a surfaced walk in accordance with Section 4.13.7.2.4.); and
- 5.3.2.8 Maximum Driveway (Residential) Width of R.3B Zone On-Street Townhouses shall comply with 4.13.7.2.5.

## **Framework of Draft Temporary Suspension Procedure**

The framework for the draft procedure consists of the following five (5) components:

- Eligibility
- Review by staff
- Survey area
- Survey
- Results

### **1. Eligibility**

The approved Motion (see ATT-1) offered guidance to staff on the performance standards of which types of properties would be eligible for a temporary suspension. Temporary suspension of enforcement would only apply to properties with a semi-detached dwelling or on-street townhouse that comply with the ZBL or are non-complying but can meet the following performance standards and are not currently in legal action:

- The Driveway (Residential) is no wider than 5 metres;
- The Driveway (Residential) does not have a negative impact on lot drainage;
- No hard surface is located closer than a 1.5m setback from a municipally owned or boundary tree and there is no loss or damage to the tree;
- The remaining Front Yard, excepting the Driveway (Residential) is landscaped and no parking is occurring within that landscaped Open Space;
- The boulevard portion of the Driveway (Residential) does not exceed 3.5 meters; and
- The City-owned water shut off valve(s) is not located within any portion of the driveway that exceeds the ZBL sections as listed above.

An owner of a semi-detached dwelling or on-street townhouse that can meet the above performance standards may apply in writing on behalf of the “neighbourhood” (see later discussion on survey area) to request a temporary suspension of enforcement.

In addition, a standard form will be made available online and will also be sent to eligible properties with an open enforcement file (providing that legal action has not commenced).

## **2. Review by City Staff**

Upon receipt of a request, staff will review the request to ensure that the eligibility criteria can be met and that a previous survey request had not been already reviewed in relation to a prior survey. A survey request will only be considered once in relation to a survey area. If the eligibility criteria can be met and a previous survey had not been previously completed, a survey will be sent by staff to the property owner(s) of the survey area, and the Ward Councillors will be notified.

## **3. Survey Area**

To determine the area that would be surveyed once a request was received, Staff took into consideration the following factors:

- Fairness;
- Understandability of process; and
- Staff administration.

In considering the fairness, staff took into consideration the fairness to not only to the person requesting the temporary suspension of enforcement, but the fairness to those property owners who may be impacted by such a suspension as well.

When considering understandability of process, staff viewed this from the lens of not only the ease of understanding of the actual process, but the ability for residents to clearly identify suspension or non-suspension areas once communicated, as well as avoiding the potential confusion of options that could result in the same property being included in multiple surveys.

With respect to staff administration, the complexity of the process, number of potential surveys, the corresponding financial impact and impact on overall service levels to residents was taken into consideration.

Taking all of this into consideration, staff have developed and evaluated three options that, to a lesser or greater extent, respond to these factors.

Option 1 – Street Survey (including properties with single and semi-detached dwellings and on-street townhouses)

In general, this option would include a survey area of both sides of a full street, unless the street is intersected by an arterial or collector road. Specifically, it would include properties fronting a street (both sides) with a single-detached, semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the survey area would be between the major intersections of each the collector or arterial roads (as the case may be) (See ATT-2 and ATT-3 for illustrations of how this would work).

### Advantages

- Would include all property owners of the street (as defined above), including property owners of single detached homes who are not required to comply with the eligible sections, but may be affected by a temporary suspension of enforcement by way of a visual impact, on-street parking, etc;
- Easier for residents to understand survey area; and
- Staff administration would be simplified; as larger areas would be covered per survey.

### Disadvantages

- Owners of semi-detached and/or on-street townhouses may think that it is unfair that owners of single-detached properties could participate;
- A larger survey area could result in surveys being completed by some property owners that may not be directly affected (other than driving by a property);

### Option 2 - Street Survey (only including properties with semi-detached dwellings and on-street townhouses)

In general, this option would include a survey area of both sides of a full street (unless the street is intersected by an arterial or collector road) and would only include owners of a semi-detached and/or on-street townhouse (excluding owners of a single detached dwellings). Specifically, it would include properties fronting a street (both sides) with a semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the affected area will be between the major intersections of each the collector or arterial roads (as the case may be) (See ATT-4 and ATT-5 for illustrations of how this would work).

### Advantages

- Owners of a semi-detached or on-street townhouse may think this option is more fair as only those required to comply the eligible sections of the ZBL or who are potentially eligible for a temporary suspension would be participating;
- Remains relatively easy for residents to understand survey area; and
- Staff administration would be simplified; as larger areas would be covered per survey.

### Disadvantages

- Owners of single detached dwellings on the same street that may be affected by a potential temporary suspension of enforcement may think that it is unfair that they do not get to participate in a survey;

### Option 3 - Block Face Survey

Generally, this would include one side of a continuous block face between intersecting streets. It would include property owners of single-detached, semi-detached dwelling, and/or on-street townhouses. Specifically, for the purposes of this report, block face means a continuous block of buildings fronting on one side of

a street between the nearest Streets, intersecting, meeting, or crossing the aforesaid Street. (See ATT-6 and ATT-7 for illustrations of how this would work)

#### Advantages

- May be preferred by persons initiating the survey, as it would only include them and the neighbouring properties of their block face; and
- Remains relatively easy for residents to understand survey area.

#### Disadvantages

- Owners of single-detached, semi-detached dwellings, and/or on-street townhouses (across the street or on adjacent block faces) that may be affected by a potential temporary suspension of enforcement, may think that it is unfair that they do not get to participate in a survey; and
- Staff administration would be difficult; smaller areas covered per survey, potentially many more surveys.

Table 1, a matrix providing overview of the options against the considered factors:

<b>Factor</b>	<b>Option 1 Street</b>	<b>Option 2 Street (excluding single detached)</b>	<b>Option 3 Block face</b>
<b>Fairness</b>	✓		
<b>Understandability of process</b>	✓	✓	✓
<b>Staff administration</b>	✓	✓	

#### Preliminary Recommended Survey Area Option

While staff brainstormed a number of other options and iterations, they were generally considered to be less responsive to the evaluation factors and the overall intent of the September 10, 2018 Council Resolution. For example, other options could be very difficult for residents to identify potential suspension or non-suspension areas. Additionally, such options could have resulted in some residents receiving multiple surveys for overlapping areas and a potential outcome of more fragmented results. Staff also identified that a blanket city-wide temporary suspension of enforcement would be much easier for residents to understand and to administer, however this would not meet the intent of the approved Motion (see ATT-1). After taking the above factors into consideration, staff's preliminary recommendation is that Option 1 be used as the survey area for this procedure. Including single detached housing types on the same street is considered to be relatively fairer than the other two options, easiest to understand and administer, and generally more consistent with the intent of the Council Motion which references "neighbourhoods".

#### **4. Survey**

Staff are proposing the use of a typical mail out survey to the affected area. The mail out would include a letter explaining the survey and a form that could be filled, signed and returned to City Hall and would be sent to the registered owner of the property (as per MPAC records). These mail outs would also include information on how to complete an online version of the survey (similar to those used for on-street parking reviews). In order to provide an opportunity to respond, owners of the affected area will be provided with fifteen business days (3 weeks) from the time of the mail out to complete and return survey. One response per property will be accepted. Ward Councillors will be notified at the time a survey mail out is conducted.

#### **5. Results**

Once the survey ends, Staff will advise the requestor of the survey, the affected residents, and Ward Councillors of the survey results. In order for a temporary suspension to occur, more than 50% of the surveyed area will be required to respond in favour of a temporary suspension. If more than 50% of the property owners respond in favour of a temporary suspension, the temporary suspension will automatically come into effect. The temporary suspension of enforcement would only apply to the eligible sections and only to surveyed properties with a semi-detached dwelling or on-street townhouse that meet the minimum performance standards. Given the transparency of the procedure and that the decision will be based on majority rule, there will be no appeal process or opportunity to conduct a second survey. Additionally, the temporary suspension of enforcement would only be in place until such time as the new ZBL has been passed and is in full force and effect, at which time owners of affected properties will be notified that the suspension is over.

#### **General**

As noted in Report IDE-2018-129, temporarily suspending enforcement of the eligible sections of the By-law will **not** legalize existing infractions, or make it legal to expand driveways beyond the current By-law regulations. Any decision to pause or temporarily suspend enforcement of part of the By-law does **not** make it legal to do anything that would be illegal today.

Regardless of a temporary suspension of enforcement, the current By-law will remain in effect until it is repealed and replaced with a new ZBL. If a new ZBL results in changes to driveway width regulations, the new regulations would apply from the date that change takes effect. Charges under the existing By-law relating to offences that occurred prior to the date of any such change would not be affected.

Any existing illegal driveways or driveways widened illegally during an interim pause or temporary suspension of enforcement would be evaluated against the new standard, and would not have legal non-conforming status (that is, they would not be "grandfathered in" if they still did not comply with any new standard).

If the ZBL review does not result in a change to the relevant sections of the By-law, enforcement would resume. Existing illegal driveways as well as any driveways illegally widened during an interim pause or temporary suspension of enforcement may be subject to enforcement at that time.

It should also be noted that other uses that are dependent on a provision of additional legal parking (e.g. Lodging Houses, accessory apartments) will not be able to meet these requirements solely as a result of any suspension of enforcement.

## **Compliance and Enforcement**

Staff will not be performing proactive inspections on properties with a semi-detached dwelling or on-street townhouse until the new ZBL is in full force and effect, but will continue to respond to complaints.

Staff has revised the complaint procedure for non-safety related exterior complaints to ensure future mass complaining by individuals will be limited to properties within 60 metres of the complainant's address. This will help limit complaints to persons directly impacted by a violation.

Should a complaint relating to a driveway width of a semi-detached dwelling or on-street townhouse be received by a complainant within 60m of their property, Staff will attend to determine compliance with the ZBL. If the property does not comply with one or more of the eligible sections of the ZBL and can meet the set out performance standards, the property owner may apply in writing to request a temporary suspension of enforcement as outlined in this report. Should a valid suspension request be received, further enforcement action will be held in abeyance until the survey is completed and the results are confirmed.

If the property is not able to meet the performance standards or a request for temporary suspension of enforcement is (or already has been) unsuccessful, the property owner would be given the opportunity to voluntarily comply with the ZBL prior to further enforcement action.

The risks of temporarily suspending enforcement as identified in Report IDE-2018-129 received by Council on September 10, 2018 remain. The closing of all existing enforcement files related to eligible sections and application of the revised complaint procedure to new complaints (limiting accepted complaints to those within 60 metres on a complainant's property) would mitigate such risks and minimize the existing situation.

## **Conclusion**

The Request for Temporary Suspension of Driveway Enforcement Procedure meets the intent of the Motion by allowing a transparent and consistent process for affected residents to apply for, and potentially receive, a temporary suspension of enforcement until a new ZBL has been passed and is in full force and effect.

## **Financial Implications**

The temporary suspension of enforcement would result in lost fine revenue during the approved period. There is no estimate of the potential amount due to compliance versus the laying of charges not being a reliable approximation.

Staff are not proposing a processing fee. The development and implementation of the procedure will be completed using existing staff and the financial impact relating to other additional resources is expected to be minimal. Staff are anticipating a large amount of applications at the onset of the program and there may be a backlog of processing.



## **Consultations**

Staff has not undertaken community consultation in the preparation of this report. Internal Departments/Divisions that were consulted on/contributed to this report includes: Zoning Services; Legal, Realty and Risk Services; Bylaw Compliance, Security and Licensing; Court Services and Traffic Engineering.

## **Corporate Administrative Plan**

### **Overarching Goals**

Service Excellence

### **Service Area Operational Work Plans**

Our Services - Municipal services that make lives better

## **Attachments**

Attachment-1 Council Approved Motion of September 10, 2018

Attachment-2 Example 1 of Option 1 – Street Survey (including properties with single and semi-detached dwellings and on-street townhouses)

Attachment-3 Example 2 of Option 1 – Street Survey (including properties with single and semi-detached dwellings and on-street townhouses)

Attachment-4 Example 1 of Option 2 - Street Survey (only including properties with semi-detached dwellings and on-street townhouses)

Attachment-5 Example 2 of Option 2 – Street Survey (only including properties with semi-detached dwellings and on-street townhouses)

Attachment-6 Example 1 of Option 3 – Block Face

Attachment-7 Example 2 of Option 3 – Block Face

## **Departmental Approval**

Not applicable

**Report Author**

Bill Bond  
Senior By-law Administrator  
Planning and Building Services

**Report Author**

Pat Sheehy  
Program Manager – Zoning  
Planning and Building Services

**Approved By**

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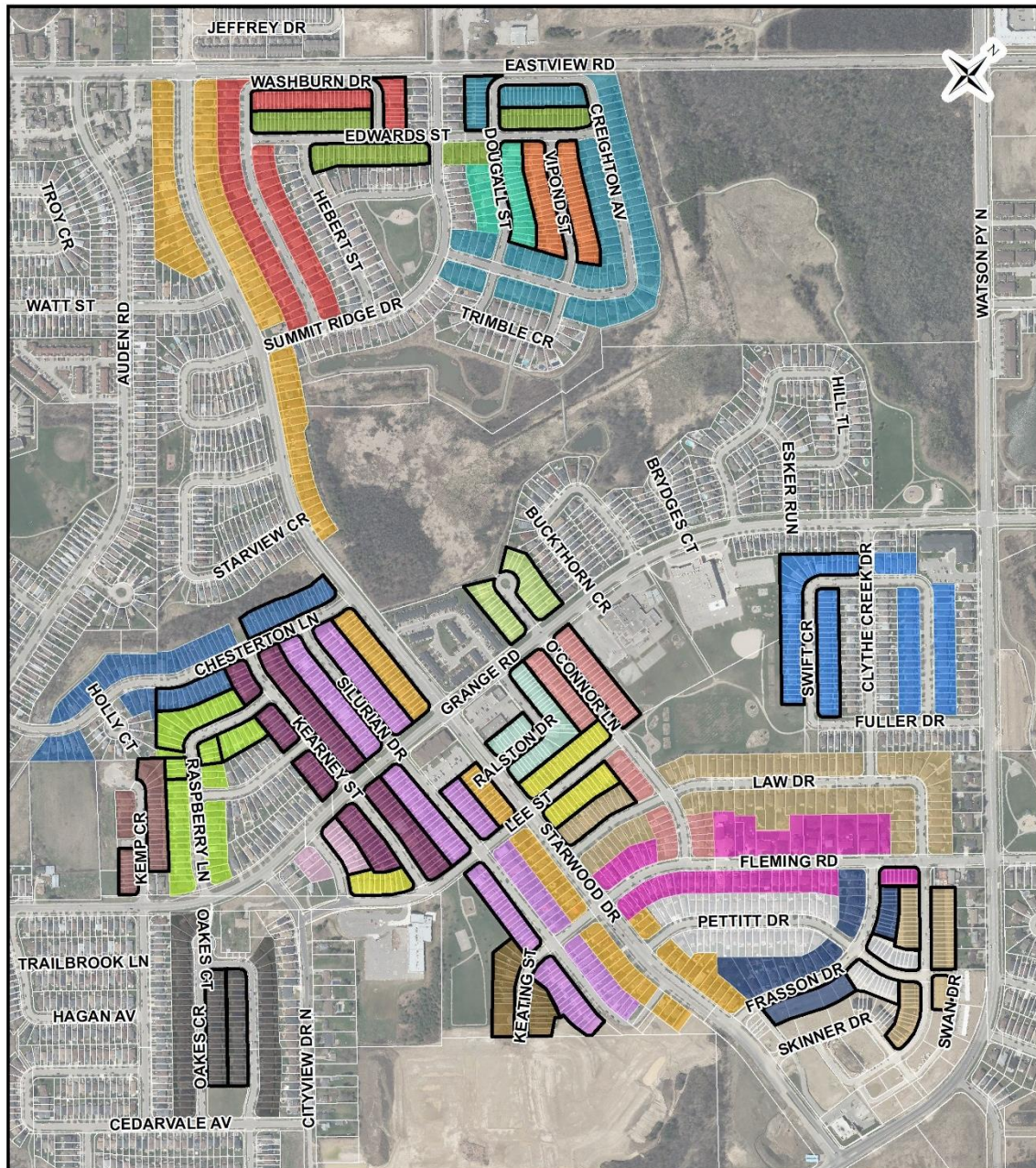
## **Attachment-1 Council Approved Motion of September 10, 2018**

At the September 10, 2018 Council meeting, City Council approved this motion:

### **City of Guelph By-law (1995)-14864 Review and Suspension of Enforcement**

1. That staff be directed to review specifically Section 4.13 of By-law (1995)-14864 as part of the upcoming comprehensive review of the By-law.
2. That staff be directed to develop a procedure and report back to Council to enable neighbourhoods to request a temporary suspension of enforcement of the following sections of By-law (1995)-14864 as they apply to existing residential uses:
  - 4.13.7.2.3;
  - 4.13.7.2.4;
  - 4.13.7.2.5;
  - The first sentence of Table 5.2.2, Row 15; and
  - 5.3.2.8.
3. That the procedure to be developed by staff include the following criteria:
  - That any Driveway (Residential) is no wider than 5 metres
  - That there is no negative impact on lot drainage.
  - That no hard surface shall be located closer than 1.5m setback from a municipally owned or boundary tree and not incur loss or damage to the tree.
  - That the remaining Front Yard, excepting the Driveway (Residential) shall be landscaped and no parking is occurring within this landscaped Open Space.
  - That the boulevard portion of the Driveway (Residential) does not exceed 3.5 meters.
  - That City-owned water shut off valves shall not be located within any portion of the driveway that exceeds the Zoning By-law sections as listed above.
4. That temporary suspension of enforcement shall not be deemed to be a condonation of any contravention of By-law (1995)-14854 or to prevent or stop any future enforcement of that By-law, or any successor to that By-law, by the City.
5. That temporary suspension of enforcement of By-law (1995)-14854 shall not constitute or in any way grant or authorize a variance from that By-law or confer any legal non-conforming or non-complying status in any way whatsoever.
6. That staff be directed to temporarily suspend the laying of charges under the sections of Bylaw (1995)-14864 noted in clause 2, subject to the criteria noted in clause 3, until such time as staff report back to Council on the procedure as directed in clause 2.

## Attachment-2 Example 1 of Option 1 – Street Survey (including properties with single and semi-detached dwellings and on-street townhouses)

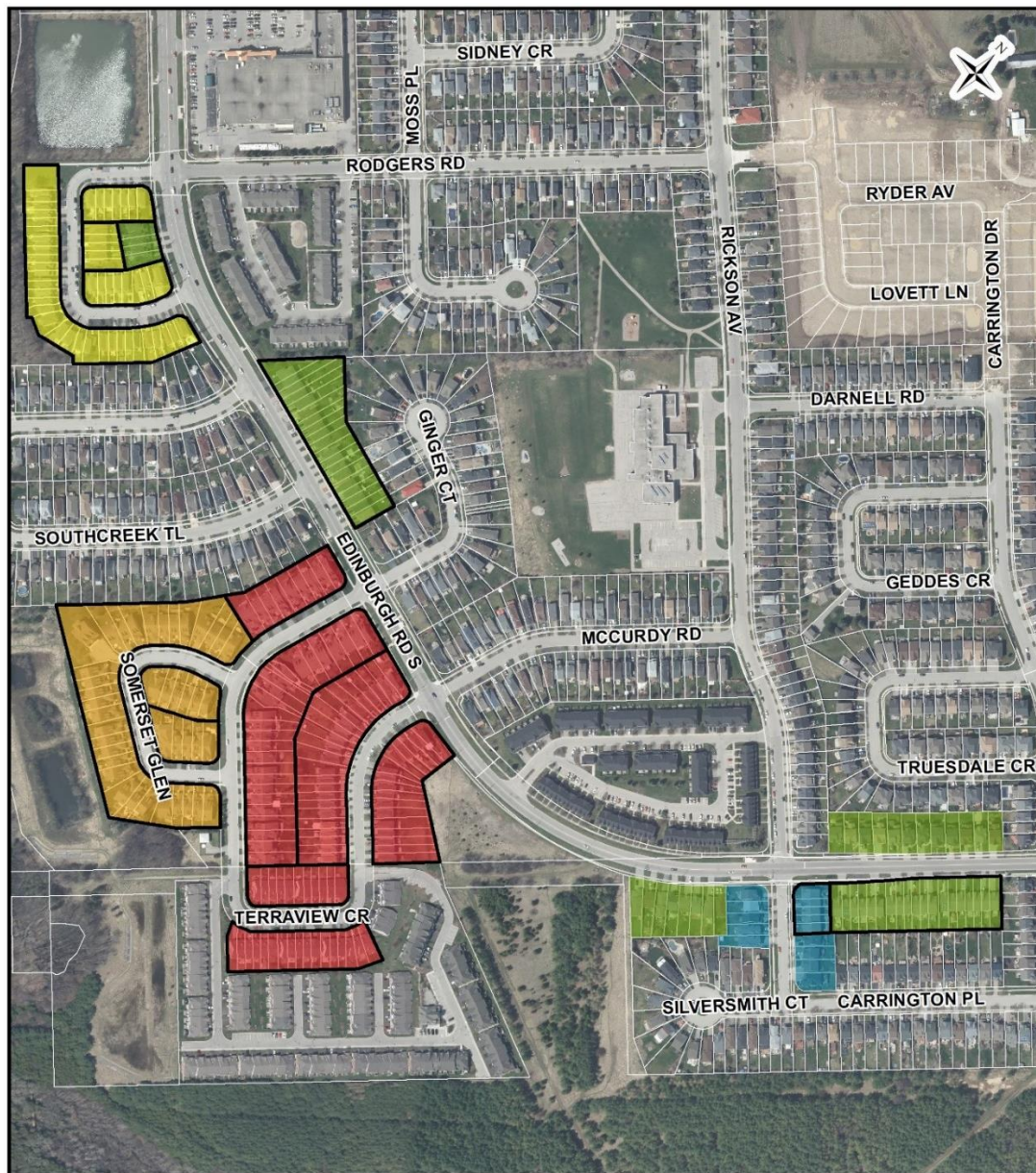


Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses.

In general, this option would include a survey area of both sides of a full street, unless the street is intersected by an arterial or collector road. Specifically, it would include properties fronting a street (both sides) with a single-detached, semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the survey area would be between the major intersections of each the collector or arterial roads (as the case may be).



**Attachment-3 Example 2 of Option 1 – Street Survey**  
**(including properties with single and semi-detached dwellings and on-street townhouses)**

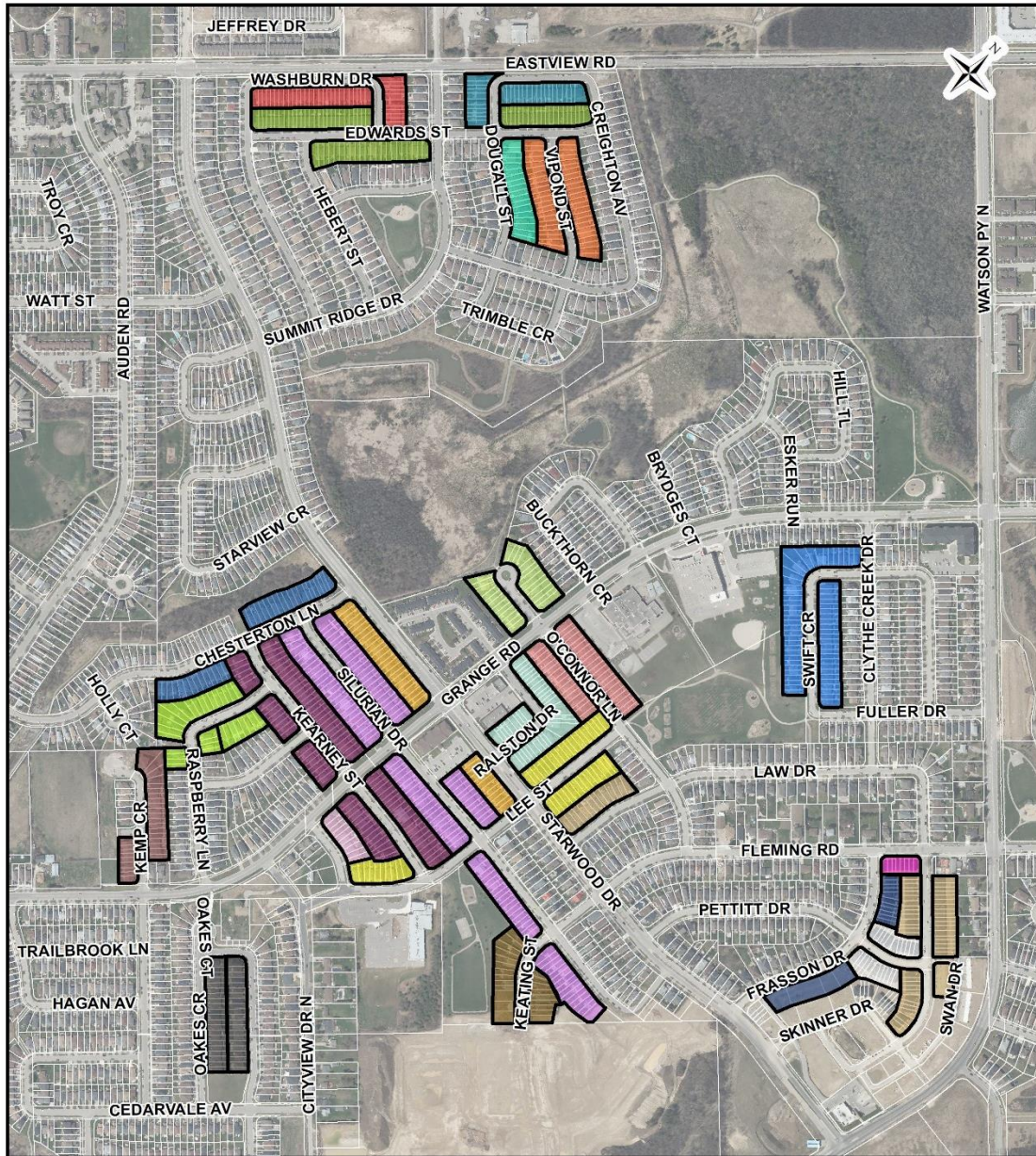


Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses. This illustration captures all potential properties of this option on Edinbrough Road South between the arterial roads of Kortright Road West and Gordon Street.

In general, this option would include a survey area of both sides of a full street, unless the street is intersected by an arterial or collector road. Specifically, it would include properties fronting a street (both sides) with a single-detached, semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the survey area would be between the major intersections of each the collector or arterial roads (as the case may be).



**Attachment 4 - Example 1 of Option 2 - Street Survey**  
**(only including properties with semi-detached dwellings and on-street townhouses)**

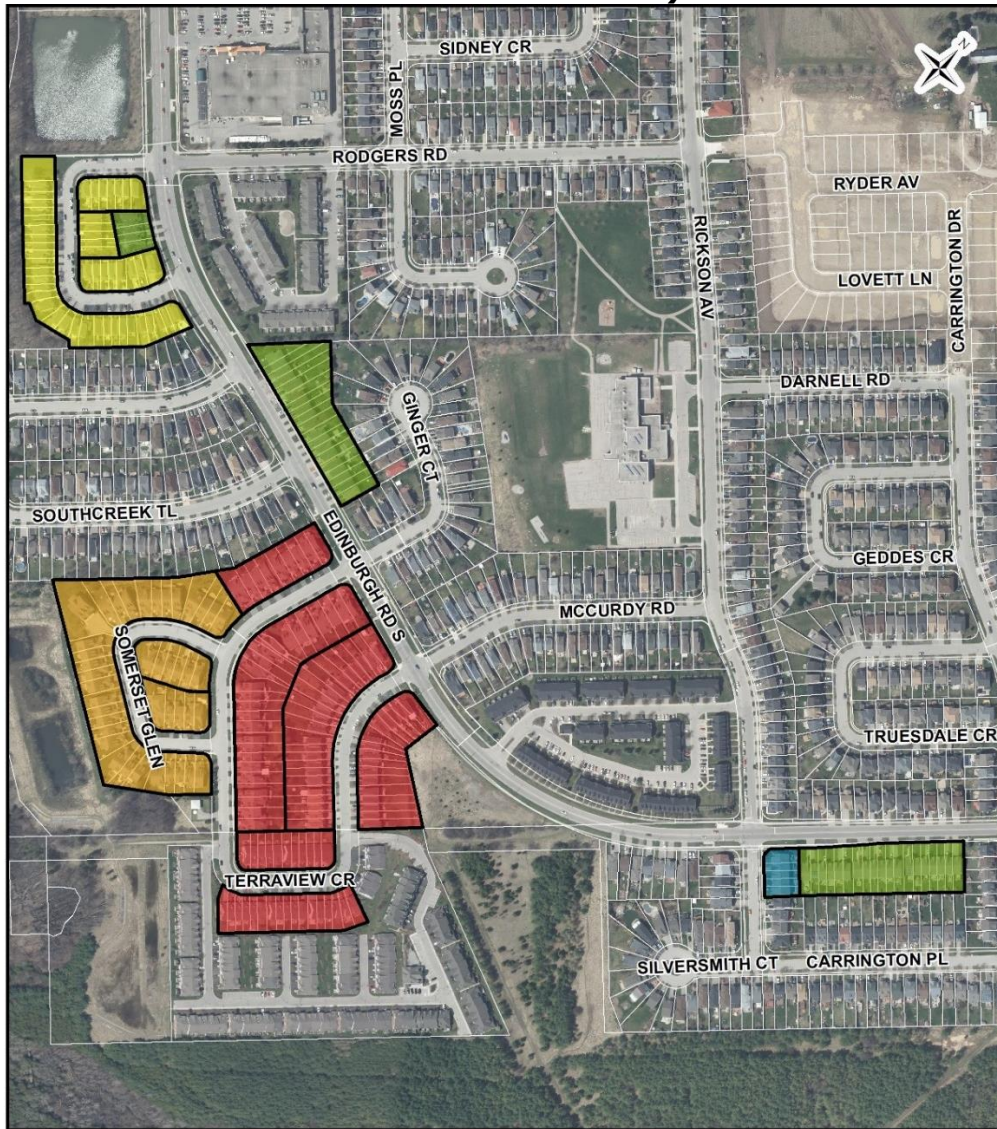


Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses.

In general, this option would include a survey area of both sides of a full street (unless the street is intersected by an arterial or collector road) and would only include owners of a semi-detached and/or on-street townhouse (excluding owners of a single detached dwellings). Specifically, it would include properties fronting a street (both sides) with a semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the affected area will be between the major intersections of each the collector or arterial roads (as the case may be).



**Attachment 5- Example 2 of Option 2 - Street Survey**  
**(only including properties with semi-detached dwellings and on-**  
**street townhouses)**

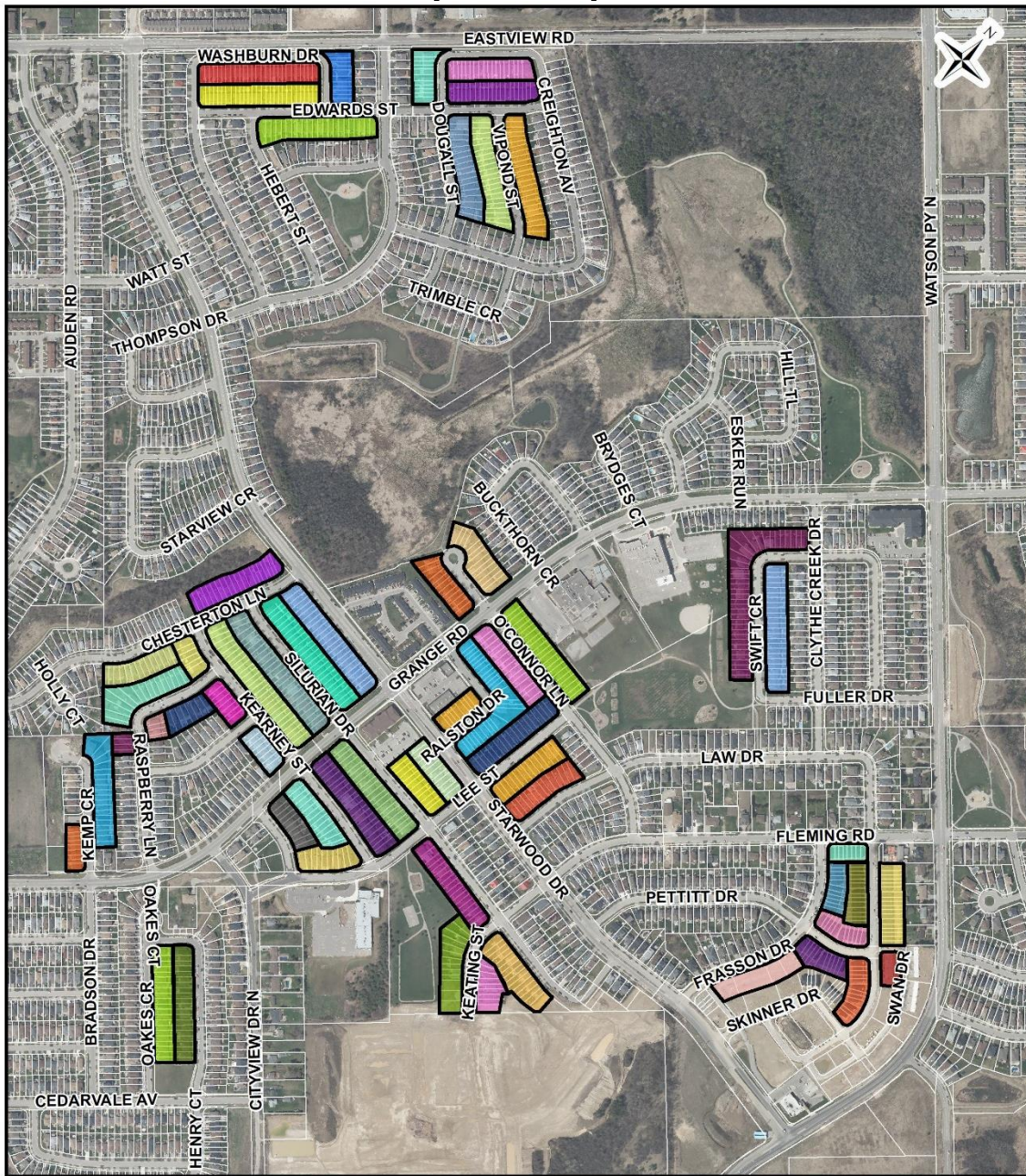


Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses. This illustration captures all potential properties of this option on Edinburgh Road South between the arterial roads of Kortright Road West and Gordon Street.

In general, this option would include a survey area of both sides of a full street (unless the street is intersected by an arterial or collector road) and would only include owners of a semi-detached and/or on-street townhouse (excluding owners of a single detached dwellings). Specifically, it would include properties fronting a street (both sides) with a semi-detached dwelling, or an on-street townhouse. Where the street is intersected by an arterial or collector road (as identified by the Official Plan), the affected area will be between the major intersections of each the collector or arterial roads (as the case may be).



## Attachment-6 Example 1 of Option 3 – Block Face

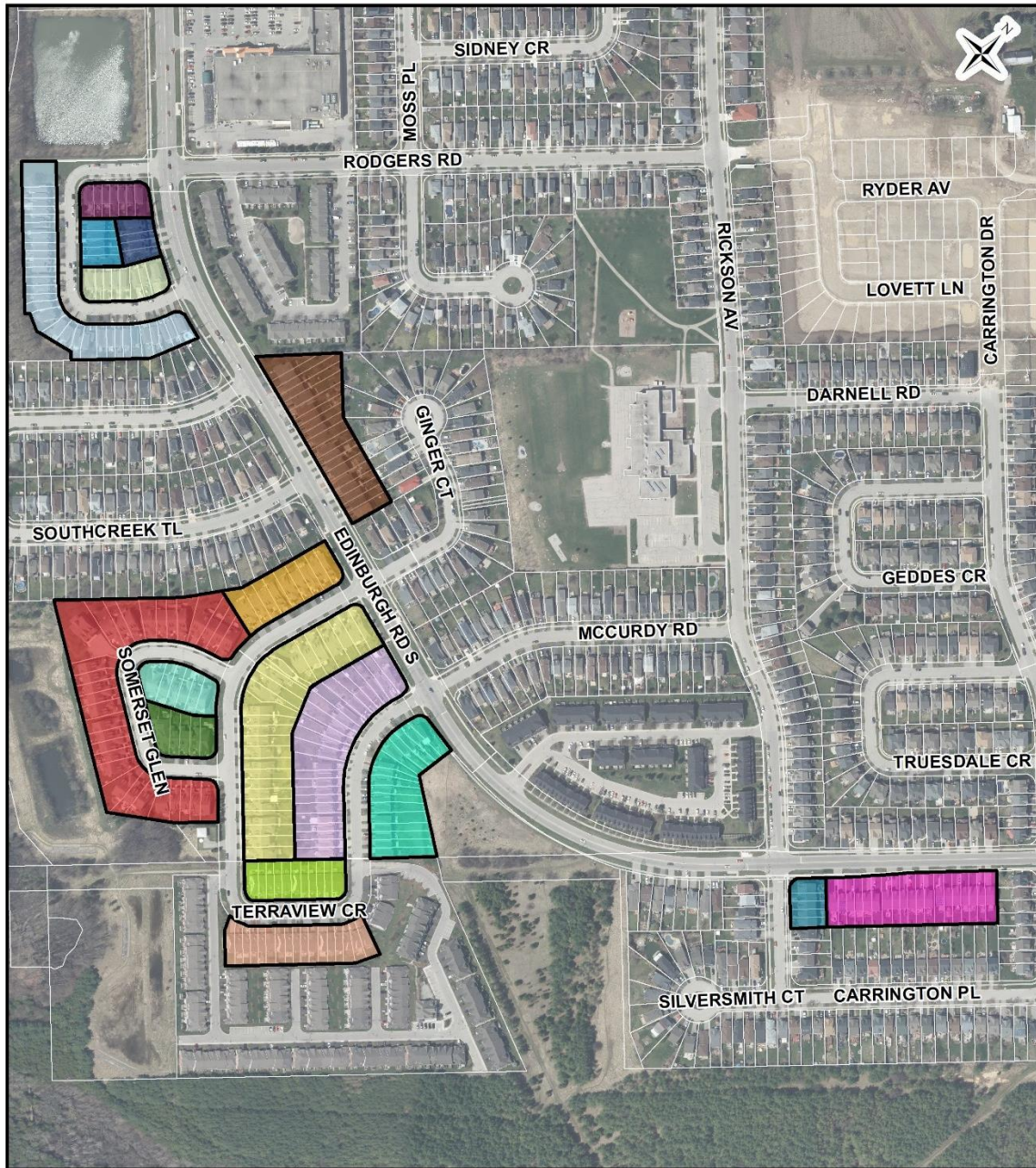


Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses.

Generally, this would include one side of a continuous block face between intersecting streets. It would include property owners of single-detached, semi-detached dwelling, and/or on-street townhouses. Specifically, for the purposes of this report, block face means a continuous block of buildings fronting on one side of a street between the nearest Streets, intersecting, meeting, or crossing the aforesaid Street.

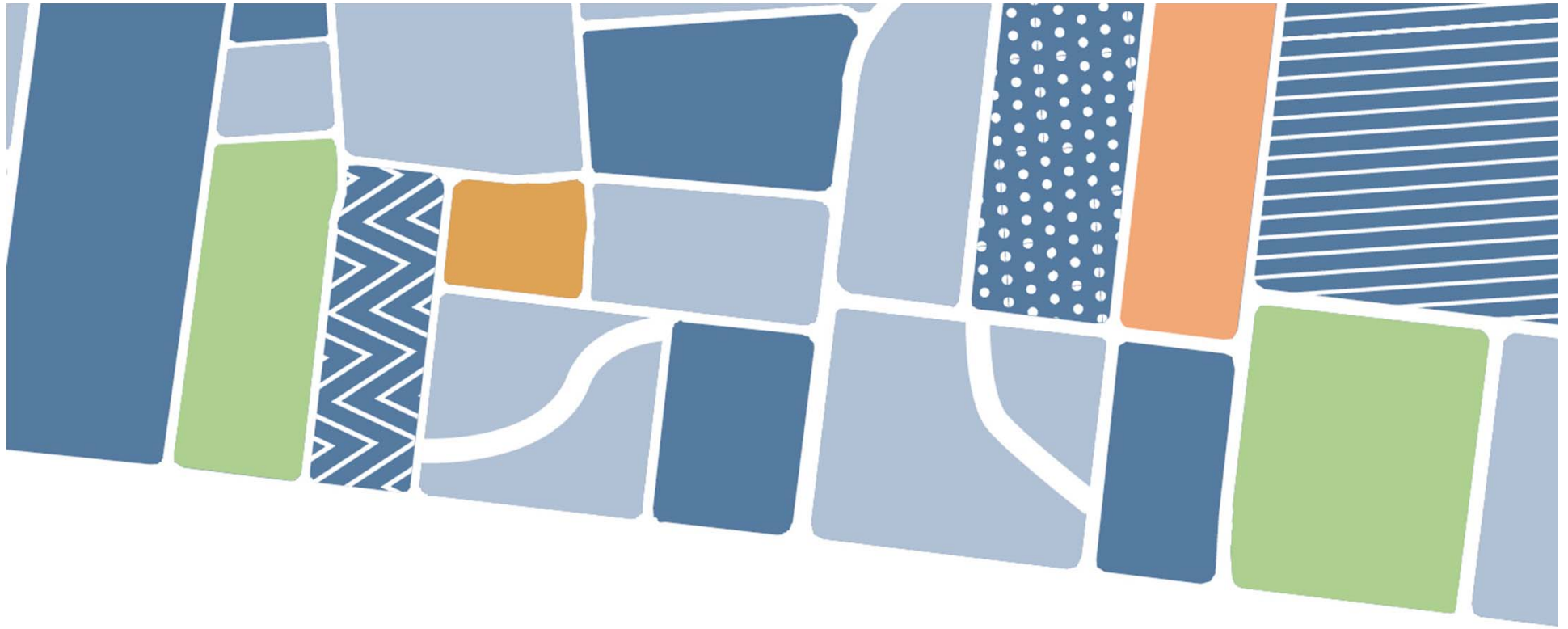


## Attachment-7 Example 2 of Option 3 – Block Face



Each colour represents an individual survey area. Black outline identifies semi-detached or on-street townhouses. This illustration captures all potential properties of this option on Edinburg Road South between the arterial roads of Kortright Road West and Gordon Street.

Generally, this would include one side of a continuous block face between intersecting streets. It would include property owners of single-detached, semi-detached dwelling, and/or on-street townhouses. Specifically, for the purposes of this report, block face means a continuous block of buildings fronting on one side of a street between the nearest Streets, intersecting, meeting, or crossing the aforesaid Street.



# Clair-Maltby

Transform. Connect. Community.


## Phase 3 Project Update



# Presentation Outline

- Phase 3 work to date
- Updated Preferred Community Structure
- Open Space System Strategy & Moraine Ribbon
- Policy Directions Document
- Project Timeline





# CEIS Phase 3 Impact Assessment

- Urban development can occur without negatively impacting the Paris Moraine, the NHS or water resources
- The Paris Moraine is an important recharge area for local wetlands and headwaters of Hanlon Creek and Mill Creek, but not for the City's drinking water supply

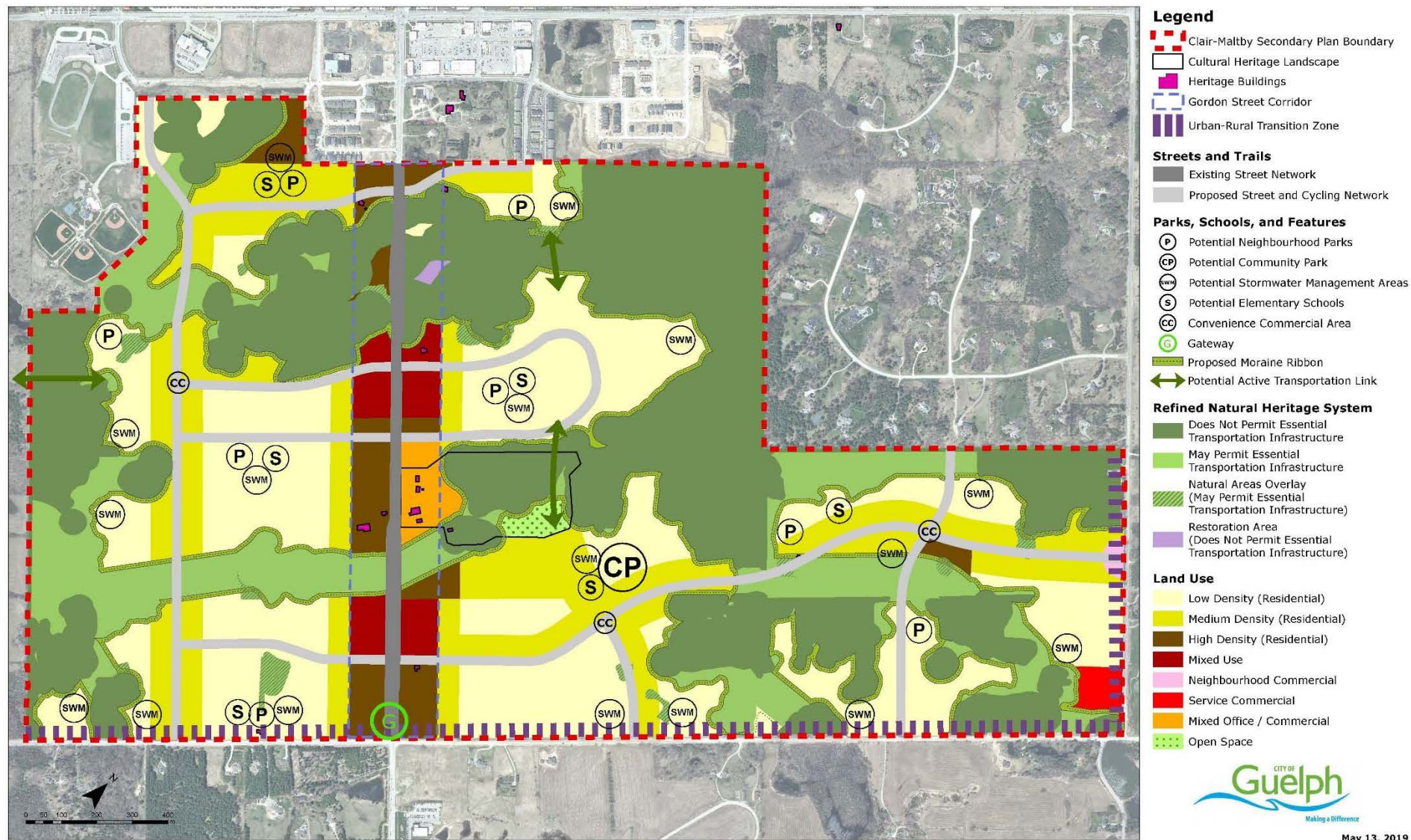


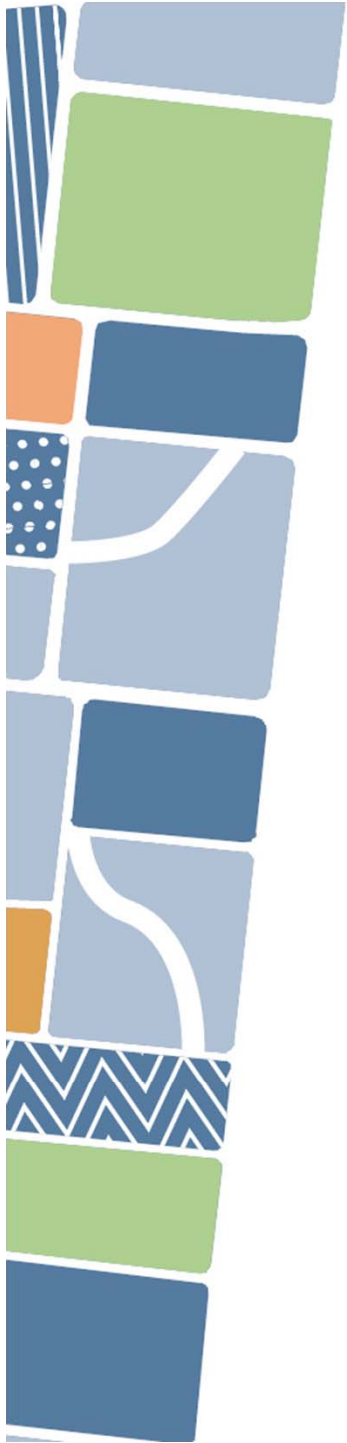
# Phase 3 Technical Work

- Water/Wastewater Servicing Study
- Stormwater Management Plan
- Mobility – Transportation Master Plan Study
- Employment Lands Update



# UPDATED PREFERRED COMMUNITY STRUCTURE





# Policy Directions Document

- Draft released in November 2018
- Public and stakeholder feedback has informed the recommended Directions Document
- Open space strategy and Moraine Ribbon added





# Proposed Project Timelines

Date	Milestone/Deliverable
September 2019	<ul style="list-style-type: none"><li>• Release of the first draft of the secondary plan</li><li>• Public Open House</li><li>• Additional public engagement opportunity</li></ul>
October 2019	Statutory Public Meeting (Council)
November/December 2019	Additional engagement opportunities and stakeholder meetings to inform changes to the draft
November 2019-January 2020	Revisions to the draft to finalize and prepare Recommended Secondary Plan
Q1 2020	Council Decision Meeting for Recommended Secondary Plan

\*Tentative timeline dependent upon changes occurring to  
Provincial Policy and Legislation\*

# Staff Report



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To	<b>City Council</b>
Service Area	Infrastructure, Development and Enterprise Services
Date	Monday, May 13, 2019
Subject	<b>Clair-Maltby Secondary Plan: Phase 3 Project Update</b>
Report Number	IDE-2019-51

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## Recommendation

1. That the updated Clair-Maltby Secondary Plan Preferred Community Structure, dated May 13, 2019 and included as Attachment 1 to report IDE-2019-51, be approved as the basis for the preparation of the draft official plan amendment, secondary plan policies and Master Environmental Servicing Plan, as well as ongoing detailed technical analysis, including numerical modelling throughout Phase 3 of the project while still allowing for flexibility to respond to updated data, and community engagement.
  2. That the Clair-Maltby Secondary Plan Policy Directions Document dated May 13, 2019 and included as Attachment 3 to report IDE-2019-51, be approved to provide direction for the preparation of the draft official plan amendment, secondary plan policies and Master Environmental Servicing Plan.
  3. That the feasibility of a Moraine Ribbon as part of the Open Space System in the Clair-Maltby Secondary Plan area be explored throughout the remainder of Phase 3 of the project.
  4. That the Interim Employment Lands Update prepared by Watson & Associates Economists Ltd. dated February 21, 2018 and included as Attachment 6 to report IDE-2019-51 be received.
  5. That the proposed project timeline for the remainder of Phase 3 of the project be approved as outlined in report IDE-2019-51.
- 

## Executive Summary

### Purpose of Report

The purpose of this report is to provide Council with:

1. A summary of the Phase 3 work completed to date.
2. The Updated Preferred Community Structure (see Attachment 1) for approval as the basis for the preparation of the draft secondary plan policies and official plan amendment and the Master Environmental Servicing Plan (MESP).
3. The final Policy Directions Document (see Attachment 3) for approval.

4. The concept of a Moraine Ribbon as part of the Open Space System in the Clair-Maltby Secondary Plan area and receive direction from Council to explore the feasibility of this concept.
5. The timeline for the remainder of the project for approval.
6. The Interim Employment Lands Update (see Attachment 6) for receipt.

## **Key Findings**

The Updated Preferred Community Structure and the policy directions conform to the approved Vision and Guiding Principles for the Clair-Maltby Secondary Plan (CMSP) project. The updated structure and policy directions are:

- Green and Resilient
- Healthy and Sustainable
- Vibrant and Urban
- Interconnected and Interwoven
- Balanced and Liveable

The Updated Preferred Community Structure and Policy Directions puts protection of the Paris Moraine and the City's natural heritage and water resources first. Further, the Updated Preferred Community Structure and Policy Directions create a framework to enable carbon neutral policies to be developed for this area in line with the City's goal of being a Net Zero Carbon Community by 2050.

The changes to the Preferred Community Structure were informed by the detailed technical work that has been undertaken to date in Phase 3, including data analysis and numerical modelling, as well as public and stakeholder feedback.

The technical work completed as part of the Comprehensive Environmental Impact Study (CEIS) has concluded that urban development can occur in the Clair-Maltby area without negatively impacting the Paris Moraine, the Natural Heritage System or water resources.

The modelling completed confirms the City's understanding that the Paris Moraine is not a significant recharge area for the City's drinking water supply, however, is an important recharge area for the local wetlands and headwaters of creeks in the surrounding area.

The feasibility of including a Moraine Ribbon as part of the Open Space System in the CMSP area should be explored throughout the remainder of the CMSP project and recommendations will be provided with the draft secondary plan.

The Updated Preferred Community Structure and the Policy Directions Document will be the basis for the preparation of the draft secondary plan policies. The Updated Preferred Community Structure will be refined in the land use schedule and associated schedules as part of the draft Secondary Plan in response to ongoing community and stakeholder engagement and additional technical information.

## **Financial Implications**

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

The financial implications of future growth for this area will be assessed through the fiscal impact assessment to be completed as part of preparing the draft Secondary Plan and Master Environmental Servicing Plan (MESP).

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## Report

### Purpose

The 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 MESP component of the study will determine preferred municipal infrastructure and servicing related to water, wastewater, stormwater management and mobility for the secondary plan area.

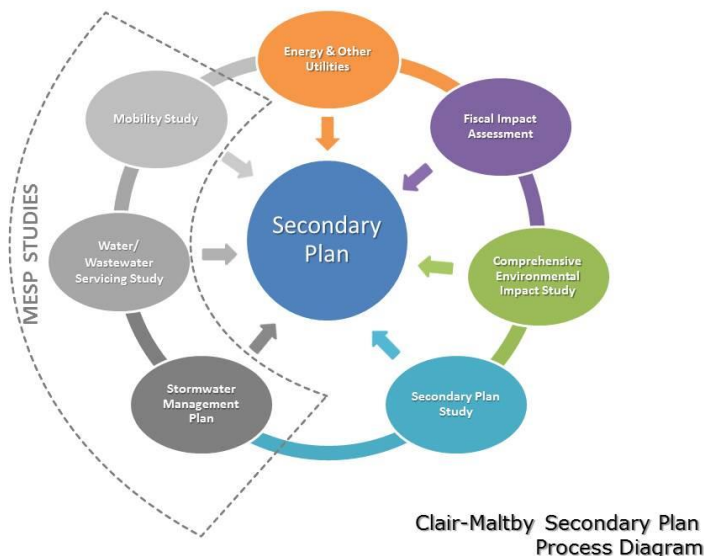
### Background

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

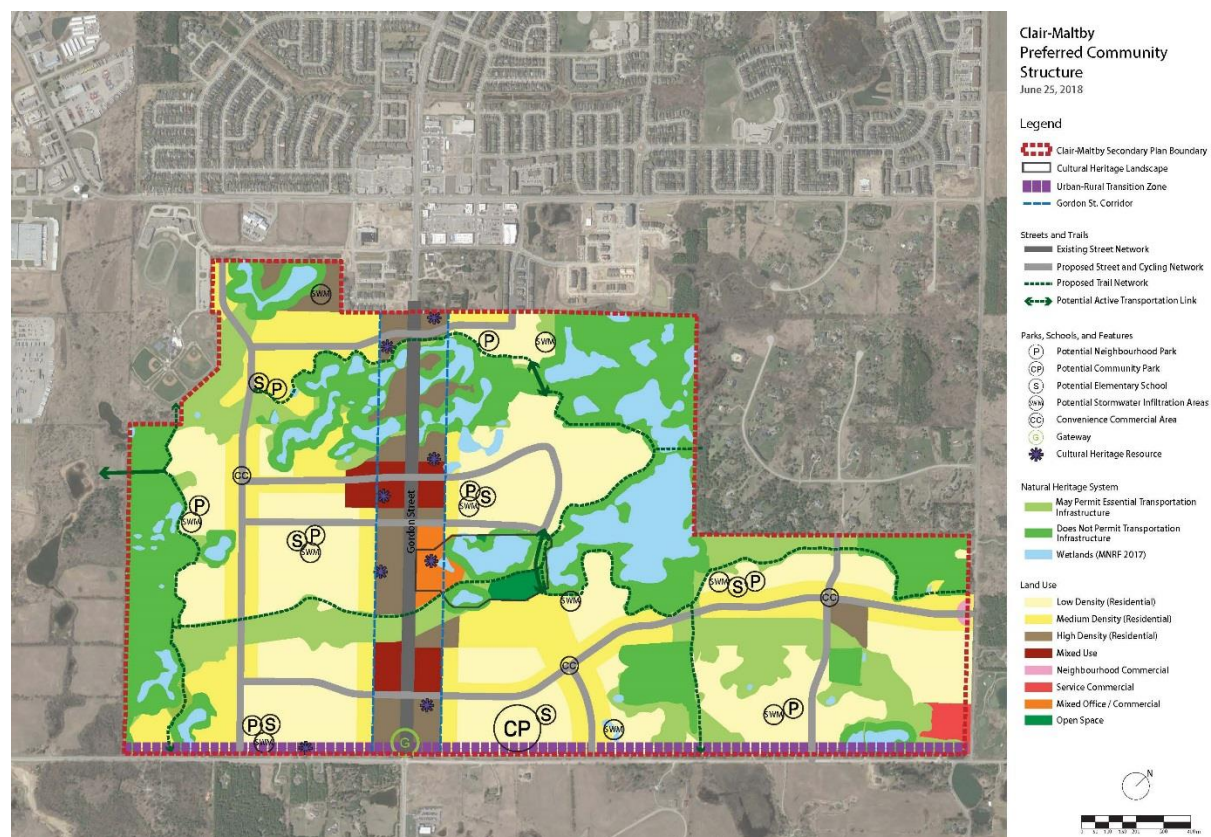
The MESP component of the study includes the water/wastewater servicing study, stormwater management plan and the mobility study. Collectively, the project is referred to as the CMSP – see Figure 1.

Figure 1: Clair-Maltby Secondary Plan Process Diagram



On June 25, 2018 Council approved the Preferred Community Structure (see Figure 2) as the basis for detailed technical analysis, numerical modeling and the development of draft policies and the draft land use schedule throughout Phase 3 of the project while allowing for maximum flexibility to respond to updated data and enhanced community engagement.

Figure 2 Preferred Community Structure (June 25, 2018)



## Water Supply and Source Water Protection

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

- Assessments of water budgets to define and maintain recharge and infiltration targets to protect the hydrological functions of the moraine

- Balancing water quality and water quantity in stormwater management to achieve infiltration targets while preventing water quality impacts
- Conformity with existing Source Protection water quality policies and proposed water quantity policies for the protection of existing and future municipal water supplies

## **Project Update: Phase 3 project work**

Phase 3 work is currently underway and since June 2018 the following has been undertaken:

### **1. Comprehensive Environmental Impact Study**

- A Public Information Session to present the Phase 1 and 2 CEIS Characterization Report was held on September 26, 2018
- The [CEIS Phase 3 Impact Assessment](#) has been completed and presented at a Public Information Session on March 28, 2019. Using the Preferred Community Structure and related technical information, this report documents the assessment of the impacts of the proposed land use/development scenario and advances preliminary mitigation and restoration recommendations. This report has been informed by the terrestrial, wildlife and water monitoring data, as well as the outputs of the integrated ground and surface water modelling. All of this information has been used to determine and demonstrate that this area of the City can be developed for urban uses without negatively impacting the City's water resources or natural heritage resources.
- It is expected that ongoing environmental monitoring will be recommended as part of the final MESP and Secondary Plan. The ongoing monitoring will rely on the three years of monitoring that has been completed to date as baseline data. Accordingly, the scope of the secondary plan project is being modified to include environmental monitoring for this year (2019) to avoid having gaps in the data between the project and the anticipated monitoring program.
- See Attachment 5 for a summary of the CEIS Phase 3 Impact Assessment

### **2. Water/Wastewater Servicing Study**

- Alternative water and wastewater servicing solutions have been developed based on the Preferred Community Structure. Detailed analysis and consultation regarding these alternatives is underway. The water and wastewater models will be updated and the preferred water and wastewater servicing solutions will be recommended as part of the draft MESP. The detailed technical reports can be found at the following links:
  - [Wastewater Servicing: Existing Conditions Design Criteria & Level of Service Objectives Report](#)
  - [Wastewater Servicing: Alternative Servicing Strategies Development Report](#)
  - [Water Servicing: Existing Conditions Design Criteria & Level of Service Objectives](#)
  - [Water Servicing: Alternative Servicing Strategies Development Report](#)

### **3. Stormwater Management Plan**

- Alternative stormwater management solutions based on the Preferred Community Structure have been considered and evaluated as part of the CEIS.



Further formal analysis and consultation regarding the stormwater management alternatives is underway. A stormwater management model has been developed for this area and the preferred stormwater management solution will be recommended as part of the CEIS and draft MESP.

#### **4. Mobility Study**

- The [Transportation Master Plan Study](#) for this area has been completed based on the Preferred Community Structure and including general roadway cross-sections. Building on that work, detailed roadway cross-sections are proposed to be developed for roads within the CMSP area.

#### **5. Secondary Plan Study**

- A Draft Directions Consultation Document was developed and released for public review and comment. A public workshop was held in December 2018, along with an online survey which was available immediately following the workshop until January 2019. The final version of the Policy Directions Document is attached to this report (see Attachment 3) and was modified to incorporate and to respond to the available technical information as well as stakeholder feedback received at and following the December 2018 public workshop.

#### **6. Energy and Other Utilities Study**

- The updated Preferred Community Structure creates a framework to enable carbon neutral supportive and energy efficiency policies. The next step is to continue with a more detailed energy analysis of the updated Preferred Community Structure. The energy analysis will make recommendations to: improve the energy efficiency of the plan; provide a preliminary high-level analysis of the feasibility of district energy; and, provide direction with respect to how the plan can meet the City's goal of being a net zero carbon community by 2050. The energy analysis will inform the draft secondary plan policies.

### **Open Space System Strategy**

The CMSP area is located on the Paris Moraine, which is a unique natural feature in the City and as such, innovative approaches to achieving the City's open space objectives are required.

Approximately 40-45% of the Clair-Maltby Secondary Plan area is within the City's Natural Heritage System. This system is made up of significant natural areas, linkages and restoration areas. The Open Space System being planned for CMSP is being designed to be supportive of and complementary to this extensive protected NHS, and will be comprised of a range of elements including traditional parkland and innovative features such as stormwater management (SWM) areas and a 'ribbon'.

Throughout the CMSP project, the City heard from residents and stakeholders that there is a strong desire to protect the Moraine as well as natural heritage and water resources. There is also a desire for connected, off-road sustainable transportation routes (i.e. for pedestrians and cyclists), an alternative approach to SWM including green infrastructure and Low Impact Development (LID) SWM areas. Stakeholders have also requested that in addition to the planned neighbourhood and community parks, opportunities for passive recreation and access to the NHS be provided. The



area is also to be planned to achieve the amount of parkland set out in the Official Plan targets; this point has been highlighted by public input.

The City's open space system accommodates a variety of recreational pursuits while having regard for and complementing the City's natural areas. The open space system consists of parks, trails and open space areas that are not part of but may be interconnected with or supportive of the NHS and conservation lands. The open space system plays an important role in defining the character of the City and promoting community health and wellness.

The Preferred Community Structure endorsed by Council in June 2018 plans for a Community Park and eight neighbourhood parks. The intent is that these parks will meet the design criteria outlined in the Official Plan. As such, the Community Park is planned to provide a minimum of 10 ha of open space and each Neighbourhood Park is planned to be approximately 1 ha in size.

In addition to the above-noted parkland, and in order to respond to the public and stakeholder feedback received to date, the City will be investigating the following:

### **Designing and/or engineering SWM areas to be multi-functional**

The opportunity to use SWM areas as multi-functioning facilities is unique to Clair-Maltby (within the City) because it anticipated that these areas will be dry except in extreme weather conditions. This potential opportunity may allow the City to provide additional parkland inventory separate from the parkland dedication process. Identifying these opportunities and how these areas would be considered within the City's parkland inventory requires further investigation.

### **Co-location of schools, park and SWM areas**

The co-location of these uses has been identified through this process as something that should be pursued in order to efficiently use land and share resources where feasible. Through the remainder of Phase 3 of the study, the opportunity to share resources, including parking areas, will continue to be explored.

### **The introduction of a Moraine Ribbon as part of the Open Space System**

The Moraine Ribbon is a unique feature that is proposed to be a connected linear open space system that runs along the NHS throughout the CMSP area and provides the following:

- A compatible/complementary land use adjacent to the NHS to assist in transitioning to future urban land uses such as residential or commercial uses;
- Reduced pressure for recreation opportunities such as trails to be provided within the NHS which may have a negative impact on NHS features, buffers and functions;
- Visual access to the NHS, including Significant Landforms, so that future residents can benefit from exposure to nature;
- Increased amount of land functioning as parkland;
- Potential additional plantable spaces, areas for naturalization and/or areas to accommodate pollinator habitat and increase tree canopy cover;
- The facilitation of sustainable transportation through the provision of an interconnected trail system; and,

- Additional opportunities to implement LIDs for SWM.

### **What is the Moraine Ribbon?**

The Moraine Ribbon is proposed to be comprised of a series of generally continuous linear interconnected open spaces. These open spaces will run adjacent to the NHS and may include and interconnect park areas, stormwater management areas, cultural heritage resources, natural areas that do not meet the criteria to be included within the NHS, and other open spaces. This Ribbon Feature will accommodate a trail, or its equivalent, throughout in order to accommodate active recreational movement, and may accommodate Active Transportation routes in locations where it corresponds with identified Active Transportation routes. Resting and/or gathering areas, as well as opportunities to provide views of the natural environment and the Paris Moraine, will add to the enjoyment of the Moraine Ribbon.

The City's Open Space System is made up of trails, parks and open space areas that are not part of, but may be interconnected with or supportive of, the Natural Heritage System. The current Park Hierarchy, as identified in Section 7.3.2 of the Official Plan (OP), includes Urban Squares, Neighbourhood Parks, Community Parks and Regional Parks. The proposed Moraine Ribbon will be a new component of the City's Open Space System and may be seen as a hybrid of trail, park and open space areas that builds on and complements the morainal topography of the area. Accordingly, it will need to be defined as something unique to the Clair-Maltby area with area specific policies incorporated into the Secondary Plan. The City will need to determine how this will be defined, how it will be conveyed and how it will form part of the trail, park and SWM inventories.

### **Next steps regarding the Open Space System for the CMSP area**

An overall open space system strategy for the CMSP area will be developed in the next steps of Phase 3 to more fully detail how the City's open space objectives will be achieved. The open space system strategy for the CMSP area will inform the detailed policies of the secondary plan and subsequent implementation measures.

If Council is supportive of the feasibility of a Moraine Ribbon being explored as part of an overall open space system strategy for the CMSP area, a more detailed analysis of the proposed Moraine Ribbon will be completed to better understand the following:

- How much additional land would potentially be required for the Moraine Ribbon after understanding the portions of the Feature that would be:
  - acquired for stormwater management purposes;
  - located within a neighbourhood or community park;
  - located on a potential future school block and whether this land would have to be acquired or could be used for the Moraine Ribbon by way of an agreement; and,
  - located within a right-of-way and therefore acquired as part of the road;
- How different sections of the Moraine Ribbon would be included in the City's SWM, trail and park inventories;

- The financial implications of planning for a Moraine Ribbon including the cost of and options for acquiring the land and, further the cost of developing the Moraine Ribbon; impacts to future development charges and anticipated parkland dedication within the secondary plan area; and,
- The impact, if any, to the population and density numbers for Clair-Maltby.

Additional information regarding the Open Space System for the CMSP area, including the proposed Moraine Ribbon is included in Attachment 2 to this report. The open space system strategy for the CMSP area will be outlined in a future public discussion paper.

## **Policy Directions Document**

The [Policy Directions Document](#) is Attachment 3 to this report and has been updated based on the feedback received in late 2018 and early 2019. The purpose of the Policy Directions Document is to provide high-level direction for the first draft of the secondary plan policies.

A number of comments were received in response to the draft directions document that was released in November 2018. These comments were received at the public workshops in early December, as part of an online survey and submitted via email. All of the comments received have been compiled and included as Appendix C to the Policy Directions Document. In addition, Attachment 4 to this staff report provides high-level responses to the themes that emerged from the public and stakeholder comments.

The draft directions were generally aligned with many of the comments received from the public and stakeholders, except in instances where conflicting comments were received. Because the Policy Directions Document includes high-level directions, only minor refinements and clarifications were required in response to comments received. In addition, the detailed comments received from the public and stakeholders will inform the development of the detailed policies.

A notable amendment to the Policy Directions Document is the introduction of the Moraine Ribbon and a direction that the feasibility of this concept be explored.

Appendix D has also been added to the Policy Directions Document. This Appendix outlines what assumptions have been made in conjunction with the density ranges included in the Directions Document for each land use to determine a more refined estimate of the future population of the CMSP area. With these assumptions, it is estimated that Clair-Maltby will have a population in the range of 16,000 residents.

## **Updated Preferred Community Structure**

The Updated Preferred Community Structure conforms to the approved Vision and Guiding Principles for the CMSP project. The updated plan is:

- Green and Resilient
- Healthy and Sustainable
- Vibrant and Urban
- Interconnected and Interwoven
- Balanced and Liveable

The Updated Preferred Community Structure continues to be 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. A multi-modal mobility network, including major roads, bicycle infrastructure and trails, is planned to provide strong connectivity throughout the Clair-Maltby area and to the rest of the City. A connected system of parks, open spaces and trails are proposed to provide both active and passive recreation opportunities. The updated Preferred Community Structure creates a framework to enable carbon neutral policies to be developed for this area in line with the City's goal of being a Net Zero Carbon Community by 2050.

### **Natural heritage and water resources will not be impacted**

The Updated Preferred Community Structure continues to put protection of the Paris Moraine and the City's natural heritage and water resources, including the City's drinking water supply, first.

The updates to the Preferred Community Structure have been informed by detailed technical work, including data analysis and numerical modelling. The technical work and modelling completed as part of the CEIS has concluded that urban development, with appropriate and contemporary management practices in place, can occur in this area without negatively impacting the moraine, the Natural Heritage System or water resources. Further, the modelling confirms the City's previous understanding that the Paris Moraine is not a significant recharge area for the City's drinking water supply; however, it is an important recharge area for the local wetlands and headwaters of Hanlon Creek and Mill Creek. See Attachment 5 for a Summary of the CEIS Phase 3 Impact Assessment. The Updated Preferred Community Structure illustrates the refined NHS.

### **The Moraine Ribbon is conceptually shown on the plan**

The Updated Preferred Community Structure illustrates the conceptual location of the proposed Moraine Ribbon as part of the Open Space System in the CMSP area with the understanding that the feasibility, as well as the configuration, of this feature is to be further explored.

### **The location of the proposed Community Park has changed**

It is proposed that the Community Park be moved so that it nestles beside the southerly edge of Halls Pond and the surrounding NHS.

As outlined above, a significant amount of work has now been completed for the stormwater management plan for this area. With a more detailed understanding of the size and extent of required stormwater management areas, the Community Park is proposed to be located where a larger stormwater management area is required. Following the direction to pursue the co-location of parks and stormwater management areas, this allows for lands that are acquired for stormwater management purposes to be designed and/or engineered to be multi-functional. Depending on the level of engineering proposed, these areas may provide passive or active recreation opportunities complementary to adjacent park uses. The opportunity to use stormwater management areas as multi-functioning facilities is unique to Clair-Maltby (within the City) because it is anticipated that these areas will be dry except in extreme weather conditions.

Moving the Community Park also addresses some of the public and stakeholder feedback received that suggested the Community Park or another park should be

located beside Halls Pond in order to provide visual access to it and that the Community Park should not be located on an arterial road. It is important that appropriate access be provided to the Community Park for both active and vehicular transit, therefore it is proposed to be connected to the proposed east-west collector road, the Moraine Ribbon and/or a future trail network to facilitate that access.

### **Modifications to the low and medium density residential lands**

The amount of medium density residential has been decreased in order to increase the amount of low density residential areas. This has been done to improve the balanced mix of unit types to be provided within the CMSP area. The low density residential land use is proposed to accommodate a range of 20 to 60 units per hectare. This range allows for most low-rise housing types and, therefore creates flexibility for development to respond to the changing needs of the community over the next 20 years and beyond.

In addition, it is assumed that low density residential areas will have more pervious areas, allowing for more infiltration. Creating the opportunity for more infiltration will further assist in ensuring that development in this area will not impact the moraine, natural heritage or water resources.

### **General amendments to the plan have been made**

The following outlines a list of general amendments that have been made to the Updated Preferred Community Structure Plan:

- The urban-rural transition zone has been extended along both Maltby Road and Victoria Road. The urban-rural transition will ensure that low-rise buildings are located in proximity to the surrounding rural area including the area shown as high density along Gordon Street at the entrance to the City;
- A high density residential area just south of Poppy Drive has been changed to low density residential in order to assist with the mitigation of potential impacts to the wetland in that area;
- Stormwater management areas have been shifted and modified as a result of more detailed analysis being completed. The stormwater management areas are still largely co-located with parks and schools in most instances;
- Potential school and park locations have been shifted to remain co-located with stormwater management areas; and,
- Conceptual road alignments have been modified in response to refinements to the NHS and stormwater management area locations.

The Updated Preferred Community Structure and the Policy Directions Document will be the basis for the preparation of the draft secondary plan policies. The approval sought from Council will still allow for refinements to the concept in response to ongoing community and stakeholder engagement and additional technical information.

### **Project Timelines**

In February 2019 Council and project stakeholders were advised that although it was originally anticipated that the final Policy Directions Document would be released at the end of January 2019, release of the document was being delayed until May 2019 for the following reasons:

- To allow additional time to carefully review and consider the feedback received in December 2018/January 2019 and assess how it impacts the Policy Directions Document;
- To carefully consider the implications of the proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe (2017) which was released by the Province on January 15, 2019; and,
- To ensure that the community has the updated technical information before the Policy Directions are finalized.

With the above timing shift for the final Policy Directions Document, the remainder of the project timing needed to be modified. To allow for sufficient time for community and stakeholder input into the secondary plan policies, the following timeline is being proposed:

September 2019	Release of the first draft of the secondary plan Public Open House Additional Engagement Opportunity (may include a workshop, or focused/facilitated conversations regarding the draft policies, etc.)
October 2019	Statutory Public Meeting – the same draft that is presented at the Public Open House will be presented to receive Council, agency and further community input
November/December 2019	Additional engagement opportunities and stakeholder meetings to inform changes to the draft secondary plan
November 2019 – January 2020	Revisions to the draft Secondary Plan in order to finalize and prepare a Recommended Secondary Plan
Q1 2020	Council Decision Meeting on the Recommended Secondary Plan

If needed, a second Public Open House may be held. This will be dependent upon the extent of the changes to the draft secondary plan.

The revised timeline is dependent upon several factors including changes that are occurring to Provincial policy and legislation. The province released [Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017](#) on January 15, 2019. The implications of the changes to the Growth Plan on the timing for the CMSP project cannot be fully evaluated until Amendment 1 is finalized. Further, it is the City's understanding that the provincial government is also

considering changes to the Planning Act and the Provincial Policy Statement and these changes may impact planning decisions and the review of major planning documents, including this Secondary Plan.

## **Employment Lands**

Watson & Associates Economists Ltd. (Watson) was retained to prepare an Interim Employment Lands Update for the City. The analysis provides an assessment of long-term employment land needs through 2041, in accordance with forecast employment land demand and available employment lands supply. This interim update revises key elements of the City's 2010 Employment Lands Strategy with respect to forecast employment growth and employment land needs in accordance with the 2017 Growth Plan for the Greater Golden Horseshoe (prior to Amendment 1), while having regard for the Guelph Innovation District (G.I.D.) Secondary Plan. The study also considers and recommends areas for employment land conversions from a planning and economic perspective.

The study serves as a background document to the CMSP and informs the decision to convert the employment lands in the CMSP area to other uses and for Clair-Maltby to be primarily residential in character.

The study is also considered to be an interim update to provide background information and support for the City's next Official Plan update to conform to the Growth Plan, also known as the Municipal Comprehensive Review (MCR).

## **Summary of relevant findings**

The key findings of the Interim Employment Lands Update are summarized below:

- Employment lands form a vital component of Guelph's land-use structure and are an integral part of the local economic development and employment growth potential.
- The City of Guelph has a relatively large, stable and diverse employment lands base highly oriented to manufacturing that has evolved significantly over the past decade with respect to the mix of uses and location of new development.
- Guelph has experienced strong employment growth and development activity over the past decade, about half of which was accommodated on employment lands.
- Guelph is expected to have a surplus of employment land in 2041. Accordingly, the City should consider the redesignation of approximately 50 hectares of employment lands to non-employment uses. This includes approximately 40 net hectares of land currently designated for employment uses within the CMSP area.

## **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 approved budget.

Modifications to the scope of the project are being considered which would require additional funds. These modifications include the development of road cross-sections that include details for both above ground needs, as well as below-ground needs. In addition, it is expected that ongoing environmental monitoring will be



recommended as part of the final MESP and Secondary Plan using the three years of monitoring that has been completed to date as the baseline data. Accordingly, additional funds are being allocated to this project to fund the ongoing monitoring program beginning this year (2019) to avoid having gaps in the data.

### **Consultations**

September 26, 2018	Public Information Session to present the Phase 1 and 2 CEIS Characterization Report
December 4, 2018	Two Public Workshops were held to receive feedback and input with respect to the policy directions
December 5, 2018 – January 9, 2019	Online survey to receive feedback and input with respect to the policy directions
March 28, 2019	Public Information Session to present the Phase 3 CEIS Impact Assessment

### **Corporate Administrative Plan**

#### **Overarching Goals**

Innovation

Service Excellence

Financial Stability

#### **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**

Attachment-1 Updated Preferred Community Structure

Attachment-2 Open Space System Strategy Framework

Attachment-3 Policy Directions Document for the Clair-Maltby Secondary Plan

Attachment-4 Response to Community and Stakeholder input on the Draft Directions Consultation Document

Attachment-5 Summary of the CEIS Phase 3 Impact Assessment

Attachment-6 Interim Employment Lands Update dated February 21, 2018

### **Departmental Approval**

Not Applicable

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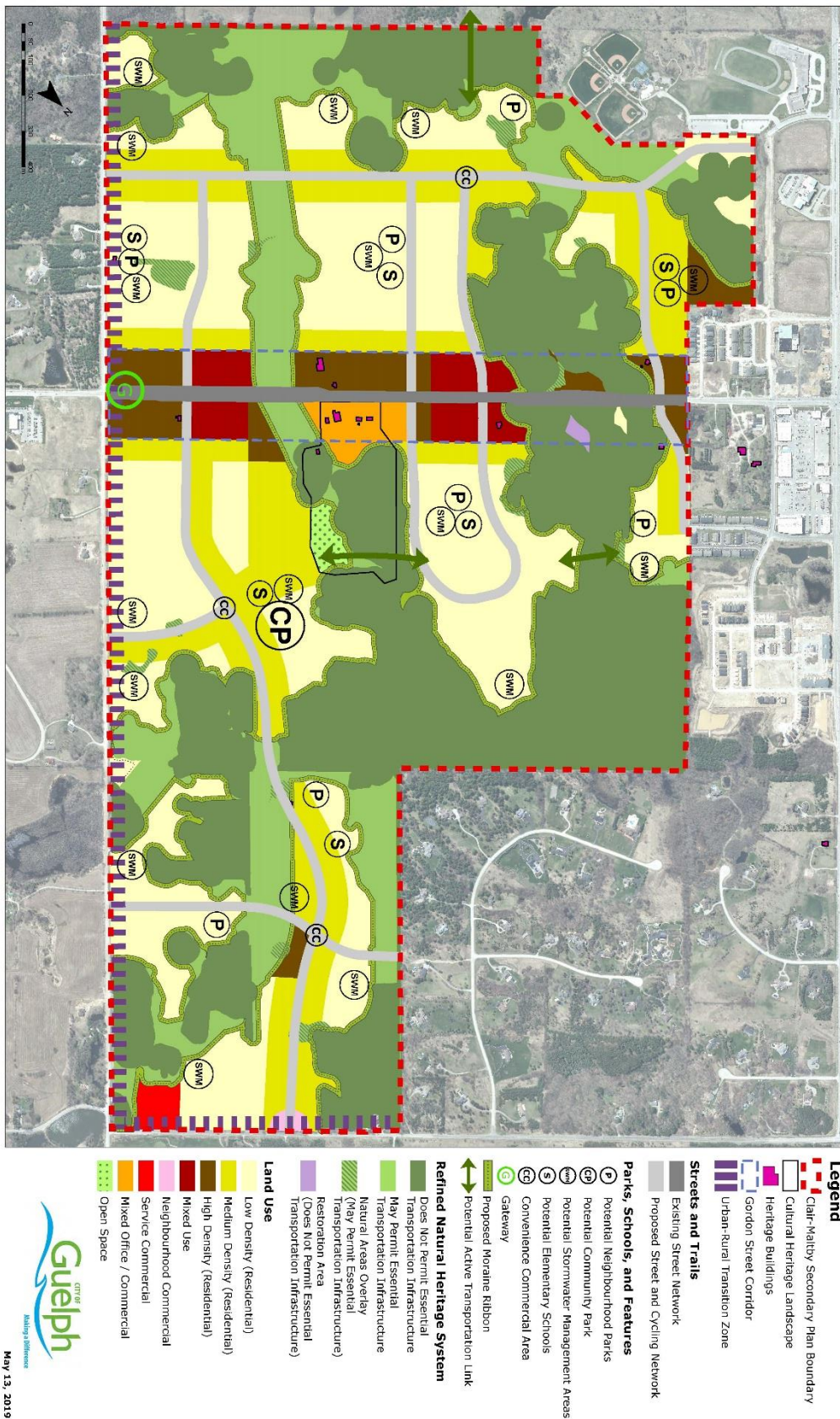


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# UPDATED PREFERRED COMMUNITY STRUCTURE



## **Attachment 2 – Open Space System Strategy Framework**

The CMSP area is located on the Paris Moraine, which is a unique natural feature in the City and as such, innovative approaches to achieving the City's open space objectives are required.

Approximately 40-45% of the Clair-Maltby Secondary Plan area is within the City's Natural Heritage System. This system is made up of significant natural areas, linkages and restoration areas. The Open Space System being planned for CMSP is being designed to be supportive of and complementary to this extensive protected NHS, and will be comprised of a range of elements including traditional parkland and innovative features such as stormwater management (SWM) areas and a 'ribbon'.

Throughout the CMSP project, the City heard from residents and stakeholders that there is a strong desire to protect the Moraine as well as natural heritage and water resources. There is also a desire for connected, off-road sustainable transportation routes (i.e. for pedestrians and cyclists), an alternative approach to SWM including green infrastructure and Low Impact Development (LID) SWM areas. Stakeholders have also requested that in addition to the planned neighbourhood and community parks, opportunities for passive recreation and access to the NHS be provided. The area is also to be planned to achieve the amount of parkland set out in the Official Plan targets; this point has been highlighted by public input.

The City's open space system accommodates a variety of recreational pursuits while having regard for and complementing the City's natural areas. The open space system consists of parks, trails and open space areas that are not part of but may be interconnected with or supportive of the NHS and conservation lands. The open space system plays an important role in defining the character of the City and promoting community health and wellness.

The Preferred Community Structure endorsed by Council in June 2018 plans for a Community Park and eight neighbourhood parks. The intent is that these parks will meet the design criteria outlined in the Official Plan. As such, the Community Park is planned to provide a minimum of 10 ha of open space and each Neighbourhood Park is planned to be approximately 1 ha in size.

In addition to the above-noted parkland, and in order to respond to the public and stakeholder feedback received to date, the City will be investigating the following:

### **Designing and/or engineering SWM areas to be multi-functional**

The opportunity to use SWM areas as multi-functioning facilities is unique to Clair-Maltby (within the City) because it anticipated that these areas will be dry except in extreme weather conditions. This potential opportunity may allow the City to provide additional parkland inventory separate from the parkland dedication process. Identifying these opportunities and how these areas would be considered within the City's parkland inventory requires further investigation.

### **Co-location of schools, park and SWM areas**

The co-location of these uses has been identified through this process as something that should be pursued in order to efficiently use land and share resources where feasible. Through the remainder of Phase 3 of the study, the opportunity to share resources, including parking areas, will continue to be explored.

## **The introduction of a Moraine Ribbon as part of the Open Space System**

The Moraine Ribbon is a unique feature that is proposed to be a connected linear open space system that runs along the NHS throughout the CMSP area and provides the following:

- A compatible/complementary land use adjacent to the NHS to assist in transitioning to future urban land uses such as residential or commercial uses;
- Reduced pressure for recreation opportunities such as trails to be provided within the NHS which may have a negative impact on NHS features, buffers and functions;
- Visual access to the NHS, including Significant Landforms, so that future residents can benefit from exposure to nature;
- Increased amount of land functioning as parkland;
- Potential additional plantable spaces, areas for naturalization and/or areas to accommodate pollinator habitat and increase tree canopy cover;
- The facilitation of sustainable transportation through the provision of an interconnected trail system; and,
- Additional opportunities to implement LIDs for SWM.

### **What is the Moraine Ribbon?**

The Moraine Ribbon is proposed to be comprised of a series of generally continuous linear interconnected open spaces. These open spaces will run adjacent to the NHS and may include and interconnect park areas, stormwater management areas, cultural heritage resources, natural areas that do not meet the criteria to be included within the NHS, and other open spaces. This Ribbon Feature will accommodate a trail, or its equivalent, throughout in order to accommodate active recreational movement, and may accommodate Active Transportation routes in locations where it corresponds with identified Active Transportation routes. Resting and/or gathering areas, as well as opportunities to provide views of the natural environment and the Paris Moraine, will add to the enjoyment of the Moraine Ribbon.

The Moraine Ribbon may be narrower or wider in specific locations in order to respond to site-specific context, grading challenges or to provide open areas for various passive recreational opportunities. It will generally be located outside of any required NHS buffer with the final location and configuration being determined based on an Environmental Impact Study carried out as part of future development applications.

The overall width and program of the feature will be explored as part of the investigation; however, the designed width will ideally accommodate a trail and some or all of the identified programming. The width shown on the Updated Preferred Community Structure is 12m for illustration purposes only.

### **Open Space System: Trails and Parks**

The City's Open Space System is made up of trails, parks and open space areas that are not part of, but may be interconnected with or supportive of, the Natural



Heritage System. The current Park Hierarchy, as identified in Section 7.3.2 of the Official Plan (OP), includes Urban Squares, Neighbourhood Parks, Community Parks and Regional Parks. The proposed Moraine Ribbon will be a new component of the City's Open Space System and may be seen as a hybrid of trail, park and open space areas. Accordingly, it will need to be defined as something unique to the Clair-Maltby area with area specific policies incorporated into the Secondary Plan. The City will need to determine how this will be defined, how it will be conveyed and how it will form part of the trail, park and SWM inventories.

### **Why should there be a Moraine Ribbon in Clair-Maltby?**

The Moraine Ribbon, as described above, will provide a range of benefits. In particular, users will have visual access to the City's NHS and the Paris Moraine, as well as opportunities for both active and passive recreation. As a connected linear open space system, it will allow users to move throughout the area using a system that is separate from the road network.

In addition, Clair-Maltby has the unique opportunity to use SWM areas as functioning park areas. While it is necessary that the SWM areas be acquired for SWM purposes, they can be designed and/or engineered to provide functioning parkland as they will be primarily dry areas. Recognizing the gap that exists between the maximum amount of parkland dedication that can be acquired through development applications in accordance with the Planning Act and the City's parkland targets, using lands acquired for other purposes (i.e. SWM) as functioning parkland will assist in meeting the needs of residents with less financial burden to acquire lands. It is recognized that the cost to develop an area to function as both a SWM area and a park may cost more than if it is being developed for only one function, however, this additional cost is anticipated to be less than the cost of acquiring additional land.

### **Benefits to Stakeholders**

#### **Council**

- Potential increased amount of land functioning as parkland in Clair-Maltby with the ability to acquire lands that can function as parkland through means other than parkland dedication or purchase;
- Increased amount of potential plantable spaces to assist in increasing our urban tree canopy cover;
- Potential opportunities for the creation of pollinator habitat in keeping with our Bee City designation and OP policy direction (4.1.7.4);
- Protect the NHS through the provision of an intact buffer that is not compromised by the installation of trail surfaces and human impacts, and by surrounding the NHS with a 'softer' less impactful land use;
- Access to nature through a well-designed open space system, thereby mitigating potential 'people' impacts to the NHS; and,
- The scale and extent of the Moraine Ribbon can be varied to respond to constraints, including financial constraints. The width of the Moraine Ribbon can be increased or decreased and its location could be limited to one side or another of the NHS if necessary provided connectivity is maintained.

## **Public**

- Potential increased amount of land functioning as parkland in Clair-Maltby;
- Opportunities for various types of recreation in addition to the planned Community Park, Neighbourhood Parks and Urban Square(s); and,
- Visual access to the NHS, the Paris Moraine and/or exposure to nature.

## **Development Community**

- Potential increased amount of land functioning as parkland in Clair-Maltby to market to future home buyers/residents;
- Increased certainty with respect to where main trails will be located which enable pedestrian routes and trails to be more easily identified within individual plans of subdivisions; and,
- The potential opportunity to receive credit toward a development's parkland dedication requirement for that land depending on its planned function or program.

## **Next steps regarding the Open Space System for the CMSP area**

An overall open space system strategy for the CMSP area will be developed in the next steps of Phase 3 to more fully detail how the City's open space objectives will be achieved. The open space system strategy for the CMSP area will inform the detailed policies of the secondary plan and subsequent implementation measures.

If Council is supportive of the feasibility of a Moraine Ribbon being explored as part of an overall open space system strategy for the CMSP area, a more detailed analysis of the proposed Moraine Ribbon will be completed to better understand the following:

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

The open space system strategy for the CMSP area will be outlined in a future public discussion paper.

## **Attachment 3 – Policy Directions Document**

[Policy Directions: Framework for the Clair-Maltby Secondary Plan](#)

## **Attachment 4 – Summary of Responses to input on the Draft Directions Consultation Document**

Included as Appendix C to the Policy Directions Document is a compilation of the feedback the City heard at the December 2018 public workshop, as well as through online survey responses and email submissions following the workshop. What follows is a high-level summary of the key feedback themes and a brief description of how the updated Preferred Community Structure or revised policy directions respond to the feedback.

### **Energy and Climate Change**

Several comments were received encouraging the use of: renewable energy sources, electric vehicles and charging stations; policies that support or require environmental buildings (i.e. LEED, net zero, One Planet, Passivhaus, etc.); and, incentive programs to encourage sustainable development within the Clair-Maltby area. In addition, consideration for extreme weather and climate change adaptation and mitigation measures was also encouraged in the design of the secondary plan area.

The updated Preferred Community Structure creates a framework to enable carbon neutral supportive and energy efficiency policies. The next step is to continue with a more detailed energy analysis of the updated Preferred Community Structure. The energy analysis will make recommendations to: improve the energy efficiency of the plan; provide a preliminary high-level analysis of the feasibility of district energy; and, provide direction with respect to how the plan can contribute to meeting the City's goal of being a net zero carbon community by 2050. The energy analysis will inform the draft secondary plan policies.

The stormwater management system is being tested under various future projected climate conditions to ensure the sizing is adequate to provide a level of resiliency to potential changes in design conditions.

### **Mobility**

The majority of the comments received with respect to mobility encouraged a focus on designing for pedestrian, cycling and transit movement. However, some comments identified a need to accommodate personal vehicles both in road design and in the provision of parking.

The updated Preferred Community Structure creates a framework for a balanced approach to be taken with respect to mobility. The conceptual road cross-sections are intended to accommodate pedestrian, cyclist, transit and personal vehicles. The proposed trail network as well as the Moraine Ribbon will allow for the safe movement of pedestrians and cyclists whether it is for destination-oriented travel or recreational travel. The proposed road network, as well as accompanying policy directions, are intended to provide a well-connected network that will accommodate all modes of travel.

### **Land Use**

Comments were received about the concentration of higher density uses along Gordon Street. Some of the comments encourage the concentration of high density in this location. Further comments were received requesting that the maximum

permitted density in high density areas be increased from 200 to 250 units per hectare. In contrast, comments were received suggesting that high density should be avoided along Gordon Street generally because of traffic concerns and that the proposed permitted density range for all residential land uses should be significantly lowered.

The updated Preferred Community Structure continues to propose a higher density corridor along Gordon Street to allow this corridor to be transit supportive. It is also intended that Gordon Street will be designed to accommodate all modes of travel including pedestrian, cyclist, transit and personal vehicles to ensure people can move through this area to other parts of Clair-Maltby, to the rest of the City and outside of the City. Built form policies will ensure there is an appropriate transition in height from the high density residential area to surrounding areas including the rural area to the south.

## **Parks**

Comments related to parks were varied and in some instances may be considered opposing:

- Provide additional parkland and consider adding a regional park in this area
- The community park should be integrated with Halls Pond
- Reconsider the need for a Community Park in this area due to the proximity to the South End Community Park
- Parks should be adjacent to, but separated from the NHS by fencing
- Parks should facilitate access to the NHS and some parts of the NHS can meet recreation needs
- Parks should not be located near arterial roads
- Parks should be located along a corridor or at prominent high points

In addition, comments were received requesting that different types of parks be considered and should include trails, playgrounds, passive benches, community gardens, picnic tables, etc.

As outlined above, it is proposed that a fulsome strategy for the Open Space System within the CMSP area be developed. The strategy would include: exploring the feasibility of a Moraine Ribbon; designing and/or engineering SWM areas to be multi-functional in order to increase the amount of land functioning as parkland; and, co-location of schools, parks and SWM areas.

The updated Preferred Community Structure also proposes that the Community Park be moved so that it can benefit from co-location with a larger stormwater management area as well as provide visual access to Halls Pond.

## **Urban Design**

Comments were received both in favour and opposed to the implementation of architectural control, specifically a request to not impose architectural control for low-rise housing. Other comments included:

- Ensure the built form considers Guelph's character and honours the agricultural history and local architecture.



- Consider local style materials such as brick and stone.
- Avoid creating a 'tunnel' effect on Gordon Street.
- Maintain the topography of the area.
- Incorporate green infrastructure into urban design.
- Encourage on-street parking, except for on arterial roads.
- Consider more flexibility regarding cul-de-sacs.

In general the above comments do not conflict with or are explicitly supported by the draft policy directions. The detailed comments provided will assist with informing the draft policies which will be more detailed than the policy direction.

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

The comments that were received included how stormwater management would be integrated with land use, the implementation of low impact development best management practices as well as climate change considerations.

As previously noted, the updated Preferred Community Structure includes opportunities for stormwater management areas to be designed and used as multi-functional facilities. The updated Preferred Community Structure also proposes that the Community Park be moved so that it can benefit from co-location with a larger stormwater management area, as well as provide visual access to Halls Pond. With respect to the implementation of low impact development (LID) measures, as part of the preliminary management strategies, it has been recommended to mimic the performance and function of the existing depressional features, through a distributed approach of public and private realm LID best management practices (BMPs). By capturing 27 mm runoff at source (addresses up to 90% of all storm events) site impacts can be mitigated and water budgets maintained. Furthermore, the Stormwater Management Capture Areas (SWCA), as identified in the CEIS, have been sized to provide a buffer of approximately 5% to 10% area, to allow for climate change resilience and for extreme conditions, such as frozen ground during back to back significant events. A proposed relief or overflow system (since the SWCA are fully internally draining systems) will protect public safety by discharging excess drainage under extreme conditions to the existing NHS, while maintaining existing drainage patterns.

# **Attachment 5 – Summary of the Comprehensive Environmental Impact Study**

## **Introduction**

The Comprehensive Environmental Impact Study (CEIS) establishes the existing environmental conditions within the CMSP area, models and predicts the environmental impacts from the Preferred Community Structure and then recommends mitigative and management measures to prevent and/or manage impacts. The CEIS is being conducted by the Wood Team, comprised of Wood Environment & Infrastructure Solutions, Matrix Solutions and Beacon Environmental.

A Master Environmental Servicing Plan (MESP) is also being prepared concurrently. The MESP is intended to concurrently satisfy the requirements of the Municipal Engineers Environmental Assessment Act and the Planning Act. The MESP will determine the preferred servicing strategies (water, wastewater, stormwater and mobility) required for the CMSP area.

The purpose of the CEIS is to serve as a comprehensive and strategic document to address natural heritage and water resource protection and management based on a subwatershed scale assessment to inform environmental, land use and infrastructure planning and associated decision making, as part of a broader integrated development framework for informing the Secondary Plan and its policies.

## **Summary of Phase 1 and 2 Characterization**

The Phase 1 and 2 Characterization and Integration Report was presented at a Public Information Session on September 26, 2018. This report provided a summary of existing conditions associated with each discipline and a related integrated process to established guidance in developing and assessing various Community Structure Alternatives. The following provides a summary of key information from the Phase 1/2 Characterization discipline findings.

### **Hydrology (Surface Water)**

The purpose of assessing the surface water systems for urbanizing subwatersheds is to provide a better understanding of the operative factors which influence the amount and movement of water in the system, both under existing land use and proposed future land use conditions. By developing representative numerical models, which reasonably predict seasonal and storm-based runoff response, the impacts of proposed future urbanization can be better quantified and thereby appropriate management strategies can be established in the future, as part of integrated management plans. Through this process, a hydrologic model was developed (PCSWMM) that determines the peak flows, runoff volumes, infiltration and evaporation that occurs within the existing drainage system in the CMSP area.

The CMSP area is located at the headwaters of the Hanlon Creek, Torrance Creek and Mill Creek and is characterized by a significant number of depressional features and a general lack of overland drainage routes and watercourses. Surface runoff is predominantly infiltrated or evaporated. Each creek system, within the CMSP area, annually has a loss (infiltration and evaporation) of 93% to 98% of the total precipitation, with Torrance Creek infiltrating the least, due to some existing

development within its limits. The remaining surface water (not infiltrated or evaporated) ends up as discharge/runoff from the system, which for Hanlon Creek is 0.4% and Mill Creek is 9%. Each creek system exhibits high annual infiltration, due to the depressional features and greenways, which will need to be considered within the CMSP area.

## **Hydrogeology**

A background review of existing hydrogeological data and documentation, including regional and local scale information was completed to provide a preliminary understanding of the local and regional hydrogeological setting. The conceptual understanding derived from existing information was used to inform the groundwater field program and modelling for simulating existing and future conditions.

The conceptual model of groundwater flow developed in Phase 1 and 2 provides a summary of the existing spatial and temporal understanding of the groundwater flow system in the CMSP area and the linkage with intermediate and regional flow system connections with the Primary Study Area (PSA) and Secondary Study Area (SSA). The conceptual model was informed by existing information and reports on regional and local hydrogeology.

The CMSP area is predominantly within the Horseshoe Moraine physiographic region and transitions into the Guelph Drumlin Field to the north in proximity to Clair Road. The main features of the Horseshoe Moraine are the Paris and Galt Moraines occurring as a broad composite moraine through the CMSP area and are responsible for the rough, hummocky terrain and often steep, irregular slopes. As noted earlier, streams and creeks are absent in the CMSP area reflecting the high infiltration capacity of the area. The headwaters of Hanlon, Mill and Torrance Creek form on the north and south slopes of the moraine. Flow measurements, seep observations, and presence of riparian wetlands in these headwater areas, indicate the groundwater discharge supports these creeks.

A groundwater field program was completed to support refinements to the understanding of groundwater function within the CMSP area and PSA. The understanding of the groundwater flow systems under existing conditions provided support for the design of future land use plans to minimize potential impacts to the groundwater system function. In Phase 2 the conceptual model of existing groundwater flow system was represented in an integrated surface water and groundwater flow model (MIKESHE).

The MIKESHE model represents all the relevant processes to represent existing and future conditions including rainfall, snow melt, runoff, infiltration, evapotranspiration, flow above and below the water table and ponding of water. The model inputs include surface and subsurface conditions in three-dimensions, using a 25 x 25 m grid and daily time step to represent spatial variation in spatial properties and rainfall and snowmelt events. The inputs were calibrated based on field measurements such as hydraulic conductivity and comparison of simulated water levels, groundwater discharge, or ponding to observed conditions.

The calibrated model simulation represents linkage of features and processes and provides a three-dimensional and time-varying understanding of infiltration, recharge, evapotranspiration, recharge, groundwater flow directions, and

groundwater discharge. Based on the conceptual model and calibrated integrated model recharge (water table, shallow and deep bedrock amounts) within in the CMSP area and regional groundwater flow provides the following groundwater functions:

- Groundwater discharge to wetlands and headwaters in Mill Creek outside the CMSP area.
- Groundwater discharge to wetland north of Hall's pond within the CMSP area.
- Groundwater flow and discharge to Hanlon, Torrance, Mill Creeks.
- Recharge to the water table, shallow (Guelph Formation) and deep (Gasport Formation) bedrock aquifers.

The permeable nature of the surficial sediments, as well as the interconnected permeable nature throughout the thickness of overburden allows for significant infiltration, subsequent recharge to the water table (overburden aquifer) and shallow and deep bedrock aquifers. Groundwater flow tends to radiate out from the CMSP area to contribute groundwater flow to the Mill Creek and Hanlon Creek watersheds.

Closed depressional features are shown to provide enhanced infiltration and recharge.

Water budget analysis of Neumann's Pond, Hall's Pond and Halligan's Pond indicate these features are predominantly maintained by direct precipitation and minor overland flow contribution to these features which reflects the lower groundwater levels near these wetlands. Groundwater discharge appears to be derived locally and during spring melt or longer-term precipitation events. Wetlands within the CMSP area can exhibit perched conditions such as Neumann's Pond (i.e. unsaturated zone beneath the pond) or be connected to the water table such as Hall's Pond, Halligan's Pond (i.e. saturated zone beneath the pond) and other wetland/pond features within the CMSP area (i.e. northwestern portion of CMSP area).

Groundwater quality analysis indicates the overburden water consistently represents a calcium-magnesium carbonate system with no significant difference in most basic anions and cations between the shallow and deeper groundwater in the overburden monitoring wells. In addition, the basic anions and cations within the two PGMN bedrock wells appears to be like the overburden monitoring wells. Localized elevated levels of chloride and nitrate reflect potential quality degradation related to winter de-icing or agricultural applications.

The thick overburden provides a degree of groundwater quality protection from potential contaminant sources particularly those species that are considered conservative (i.e. those that do not biodegrade or are not adsorbed such as chloride). The Vinemount aquitard provides greater protection for the municipal aquifer.

### **Surface Water Quality**

The purpose of the water quality assessment has been to characterize the water quality health of the CMSP area based on both available (desktop) information from the associated subwatershed studies and also study data collection with respect to contaminant loadings under existing land use conditions. Most of the surface water

drains to depressional features including natural features (i.e. wetlands and woodlots), as such surface water impacts from land use change could impact groundwater quality; that said it should be noted that Guelph's water supply is not linked to the groundwater sourced within the CMSP area.

A three (3) year water quality monitoring program commenced as of June 2016 and extended to late 2018. As part of the monitoring program, surface water quality monitoring has been conducted at key locations within the CMSP area and beyond to characterize the surface water chemistry under existing land use conditions. Based on the monitoring results, existing surface water quality within the CMSP area and immediately downstream is generally of reasonable quality, with exceedances to Provincial and Federal water quality guidelines in parameters linked to agricultural and golf course land uses and roadways.

### **Natural Heritage**

As part of Guelph's Natural Heritage Strategy, Natural Heritage System (NHS) mapping and policies were developed for the entire City, including the CMSP Area. These NHS policies and maps were included in the City's updated Official Plan in 2010, refined through the Ontario Municipal Board process, and finalized in June 2014.

From a natural heritage perspective, the CMSP Area is unique in the City because it is dominated by the Paris Moraine. This area has no watercourses and is dominated by hummocky topography that supports woodlands, wetlands and transitional habitats scattered among lands that are currently being farmed.

As part of the CMSP project, the natural heritage experts on the consulting team were asked to:

- a. make refinements to the NHS mapping and characterization in the CMSP area based on a combination of existing and new information collected, and current environmental legislation/policies/guidelines;
- b. help design the Community Structure and Land Use Plan to avoid and minimize negative impacts to the NHS to the greatest extent possible while still accommodating the various Secondary Plan requirements; and
- c. provide recommendations for avoiding, minimizing and managing impacts anticipated in relation to the final Community Structure and Land Use Plan, including identification of, measures specifically tailored to the CMSP Area to protect, enhance and restore the unique natural heritage features and areas in the CMSP area.

The natural heritage work undertaken between June 2016 and December 2018 in support of this project within and adjacent to the CMSP Area included:

- Assessments of the range of water levels, water temperatures and water quality in selected wetlands;
- A review and analysis of current air photos to help refine vegetation community mapping;
- A review of background from all available environmental studies undertaken since about 2004; and



- Scoped field surveys of plants, wildlife and their associated habitats to further refine mapping and inform analyses of the significance of the various natural heritage features and areas.

The results of this natural heritage work (as documented in annual Monitoring Reports and in the CEIS completed for this project) have resulted in a Refined NHS consisting of the following components:

- i. Significant Natural Areas (including Significant habitat for Provincially Endangered and Threatened species; Surface Water Features and Fish Habitat (warm water) plus a 15 m minimum buffer; Provincially Significant Wetlands (PSWs) plus minimum 30 m buffer); Significant Woodlands plus minimum 10 m buffers; Significant Landform; Confirmed Significant Wildlife Habitat (SWH);
- ii. Ecological Linkages; and
- iii. Potential Natural Areas (mapped as an Overlay) (including Candidate SWH; Cultural Woodlands plus minimum 10 m buffers; and Habitat of Significant Species).

A "Draft 1" Refined NHS based on information collected through to the end of 2017 was presented the spring of 2018. The Phase 3 Impact Assessment Report includes the "Draft 2" Refined NHS based on information collected through to the end of 2018. This version is expected to be very close to the Final Refined NHS to be used as a primary development constraint for the Secondary Plan.

### **Phase 3 Impact Assessment and Management**

A detailed assessment of the Preferred Community Structure has been completed to determine the potential impacts of the future planned development to the local and neighbouring environmental systems and features, and to establish preliminary management requirements accordingly, as detailed in the following sections. The key findings of this assessment serve as input to the land use refinement process to update and finalize the Preferred Community Structure and ultimately establish the recommended (preferred) management strategies.

#### **Hydrology (Surface Water)**

The hydrologic model (PCSWMM) has been used to assess the hydrologic impacts from the Preferred Community Structure. Typical impacts from urbanization include additional runoff, less infiltration and higher peak flows. As noted, the CMSP area is characterized by a significant number of depressional features, with certain features providing over 300 mm capture of runoff, which is greater than the Regional Storm (Hurricane Hazel) at 285 mm of precipitation. To mimic the existing depressional features, a distributed approach has been advanced of using low impact development (LID) best management practices (BMPs) capturing 27 mm runoff (captures up to 90% of all storm events) and designated surface water capture areas (SWCAs), for capturing and infiltrating drainage not captured by the LID BMPs. Hydrologic modelling results indicate that peak flows (external to the SPA) within Hanlon Creek and Mill Creek would be maintained at predevelopment levels. In addition, the amount of water available for infiltration would match existing drainage conditions.

## Hydrogeology

The conceptual understanding of groundwater flow conditions within the CMSP area and PSA was used to inform the location of future land use types found in the Preferred Community Structure. This understanding also informed the development of the Stormwater Management (SWM) plan and associated LID BMPs plan for the Preferred Community Structure. As noted above, the SWM plan takes advantage of the high infiltration capacity of the soils and thick unsaturated zone to replicate the function of existing depression features in the landscape which would be removed in development. Additional depression storage depth is incorporated into all development areas, outside of the NHS, to facilitate infiltration. Centralized SWM infiltration facilities or Stormwater Management Capture Areas (SWCAs) are planned to capture excess runoff and infiltrate additional runoff during precipitation events within the development area.

The Preferred Community Structure future conditions scenario was simulated using the MIKE SHE model developed as part of the Existing Conditions Characterization. The representation of the development area was updated to reflect changes in topography, imperviousness, reduced vegetation and new stormwater management practices. Additional depression storage was incorporated to all development areas to represent the role of onsite LID and BMP practices which facilitate infiltration. Stormwater volumes in excess of local depression storage were simulated to be routed to the centralized Storm Water Capture Areas (SWCAs) consistent with the proposed SWM plan.

Impacts of the Preferred Community Structure future conditions scenario and effectiveness of the LID BMPs and SWM measures were assessed by comparison to the existing conditions simulations for the period of 1998-2002. The impacts of the future land use change associated with the PCS were based on changes to:

- Water budgets in the CMSP area, PSA and key NHS features in, and adjacent to, the CMSP area
- Groundwater flow directions and depth to water table
- Recharge to the water table, shallow and deep bedrock aquifers
- Groundwater discharge to streams and wetlands

The LID BMP and SWCA as simulated, combined with reductions in evapotranspiration due to reductions in vegetation in future land uses, are predicted to result in slight increases in recharge within the SPA and lateral groundwater outflow to Mill Creek subwatershed. A small reduction in groundwater outflow to Hanlon Creek subwatershed overall. While localised increases and decreases in groundwater recharge to the water table are predicted within the SPA the distributed detention storage in development areas and the additional capture capacity provided by the SWCA is predicted to maintain or slightly increase recharge and maintain overall groundwater flow directions and recharge to shallow and deep bedrock aquifers by infiltrating water as close to source as possible. By maintaining groundwater flow, gradients and linkages between recharge and discharge areas the PCS with LID BMP and SWCA, is predicted to maintain groundwater function within the study areas.

## **Surface Water Quality**

Water quality from urban land uses has been characterized by various studies that runoff from roads, agriculture and golf courses, as having the highest contaminant loadings. The Preferred Community Structure includes various densities of residential land uses, commercial, institutional (schools) and parks, instead of the existing predominant agriculture land use and one golf course. As such, contaminant loadings typically associated with agriculture and golf courses, should be reduced, but contaminants from urban areas (typically from road areas) will increase.

To address the water quality impacts of the urbanized land use, drainage will be conveyed through a series of LID BMPs, with the overflow being directed towards surface water capture areas that will infiltrate the captured drainage. The foregoing approach has been described below:

- i. Apply a distributed approach for 27 mm capture within LID BMPs
- ii. Separate 'clean' water (rooftop and landscaped areas runoff) from dirty water, with dirty water typically resulting from roadways and parking areas
- iii. Apply water quality measures in series to protect the surface water capture area's function of infiltration
- iv. LID BMP selection and locations to be determined based on land ownership, land use, development form and grading (public and private realm)
- v. Reduce the use of salt through the City of Guelph Salt Management Plan
- vi. Low impact development measures and other stormwater quality management measures would need to be reviewed and refined through the MESP/EA process

## **Natural Heritage**

The identified NHS is a well-connected system that occupies more than 45% of the land base in the CMSP Area. "Environment first" strategies that have influenced the development of the Community Structure to date and will be carried forward into the final Community Structure and Land Use Plan include:

- Respecting the limits of the NHS by excluding all proposed land uses from identified natural heritage features and areas, and their applicable minimum buffers;
- Keeping municipal roads from crossing through Significant Wetlands and Significant Woodlands and generally limiting road crossings of the NHS to the greatest extent possible;
- Keeping the proposed trail network along the outer edges of the NHS (i.e., largely outside of the buffers to protected features and the features themselves) and limiting trail crossings of NHS features and buffers while still accommodating connectivity for active transportation;
- Co-location of stormwater capture areas (SWCAs) with schools and parks to maximize infiltration in existing closed depressions and sustain local hydrologic and hydrogeologic functions; and
- Placement of SWCAs / parks / schools adjacent to the NHS where possible to provide some open spaces in the immediately adjacent lands, further "buffering" the NHS from more intensive residential and commercial land uses.

In addition, "Restoration Areas" as defined in the City's Official Plan have not yet been identified in the CMSP Area, and opportunities will be explored as part of the Community Structure and Land Use Plan finalization process, and other opportunities for habitat naturalization and restoration in other components of the NHS will be strongly supported through the Secondary Plan policies.

Although the strategies listed above will help avoid and mitigate most major potential development-related impacts to the NHS, there are still some anticipated unavoidable impacts related to implementation of the Secondary Plan. The primary challenges to maintaining and enhancing existing NHS functions in the CMSP Area are expected to be related to:

- Maintaining the local amphibian and reptile populations as population density and traffic increases;
- Effectively integrating the protected Significant Landform into the CMSP Area so that its visual uniqueness and hydrologic functions are maintained;
- Protecting the NHS from encroachments from adjacent land uses while supporting community connectivity and access to nearby natural areas.

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 this Phase 3 Report. In addition, 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.

The Refined NHS is expected to undergo one more round of minor edits based on feedback from the City, Grand River Conservation Authority (GRCA), Ministry of Natural Resources and Forestry (MNR), Technical Advisory Group, Technical Steering Committee, stakeholder groups, and the public. The final Refined NHS will then be integrated in the final version of the Community Structure to be developed over 2019.

## **Next Steps**

The Phase 3 Impact Assessment has been reviewed and updated based upon input from the City and GRCA. Further review from the Technical Advisory Group, Technical Steering Committee, stakeholder groups and the public, may result in additional revisions, with the input to be considered into the revised Draft Secondary Plan.

## **Attachment 6 – Interim Employment Lands Update**

See [guelph.ca/clair-maltby](http://guelph.ca/clair-maltby) for the [Guelph Interim Employment Lands Update](#)