

Clair-Maltby Secondary Plan Planning & Design Charette Consultation Summary and Charrette Book

April 2018



Clair-Maltby
Transform. Connect. Community.

BrookMcIlroy/

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INTRODUCTION

Purpose of the Charrette

As part of the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan (MESP), the City of Guelph hosted a five day design charrette from April 3 through April 9, 2018. The purpose of the charrette was to create an implementable Preferred Community Structure for the Secondary Plan Area that reflects good planning and input from stakeholders, community members, and the project team.

A charrette is an intensive, multi-disciplinary workshop with the aim of developing a design or vision for a project or planning activity. Charrettes are often conducted to design such things as parks and buildings, or to plan communities or transportation systems.

Clair Maltby Secondary Plan Study

servicing were considered.

The Clair-Maltby Secondary Plan Study and MESP will plan the last unplanned greenfield area within the City of Guelph. The Secondary Plan will establish an appropriate range and mix of land use designations to help achieve the City's vision to plan a complete and healthy community and support future urban growth.

Through the secondary plan, a vision for a complete and healthy community will be created including:

- an integrated mix of land uses (residential and commercial);
- appropriate building heights, densities and built

The charrette evaluated three Community Structure Alternatives in order to develop a Preliminary Preferred Community Structure. Through further refinement, the charrette established the recommended Preferred Community Structure Plan which was presented to City Council on April 9, 2018. As part of the charrette process potential versions of all elements required for the Preferred Community Structure Plan including mobility, urban design and




form to contribute to a vibrant community of neighbourhoods;


- the preservation of environmental features and functions;
- parks and open space;
- an integrated transportation network to promote transit, walking and cycling; and
- servicing and infrastructure (e.g. watermains, sanitary sewers, stormwater management).

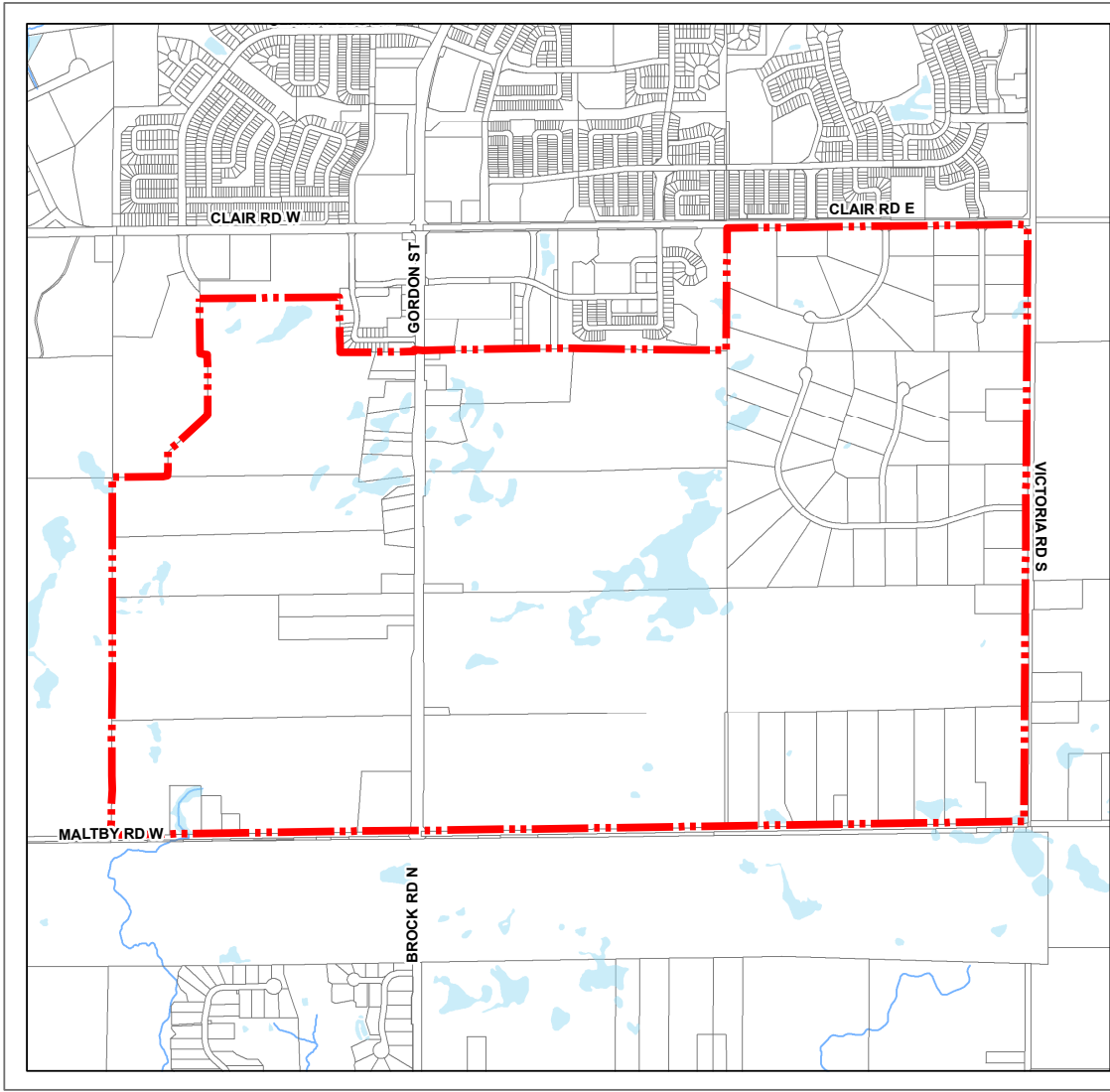
The study area is approximately 520 hectares and is generally located between Clair Road and Maltby Road in the southeast corner of Guelph.

A map of the project area and a diagram depicting the project process can be found on the following pages.

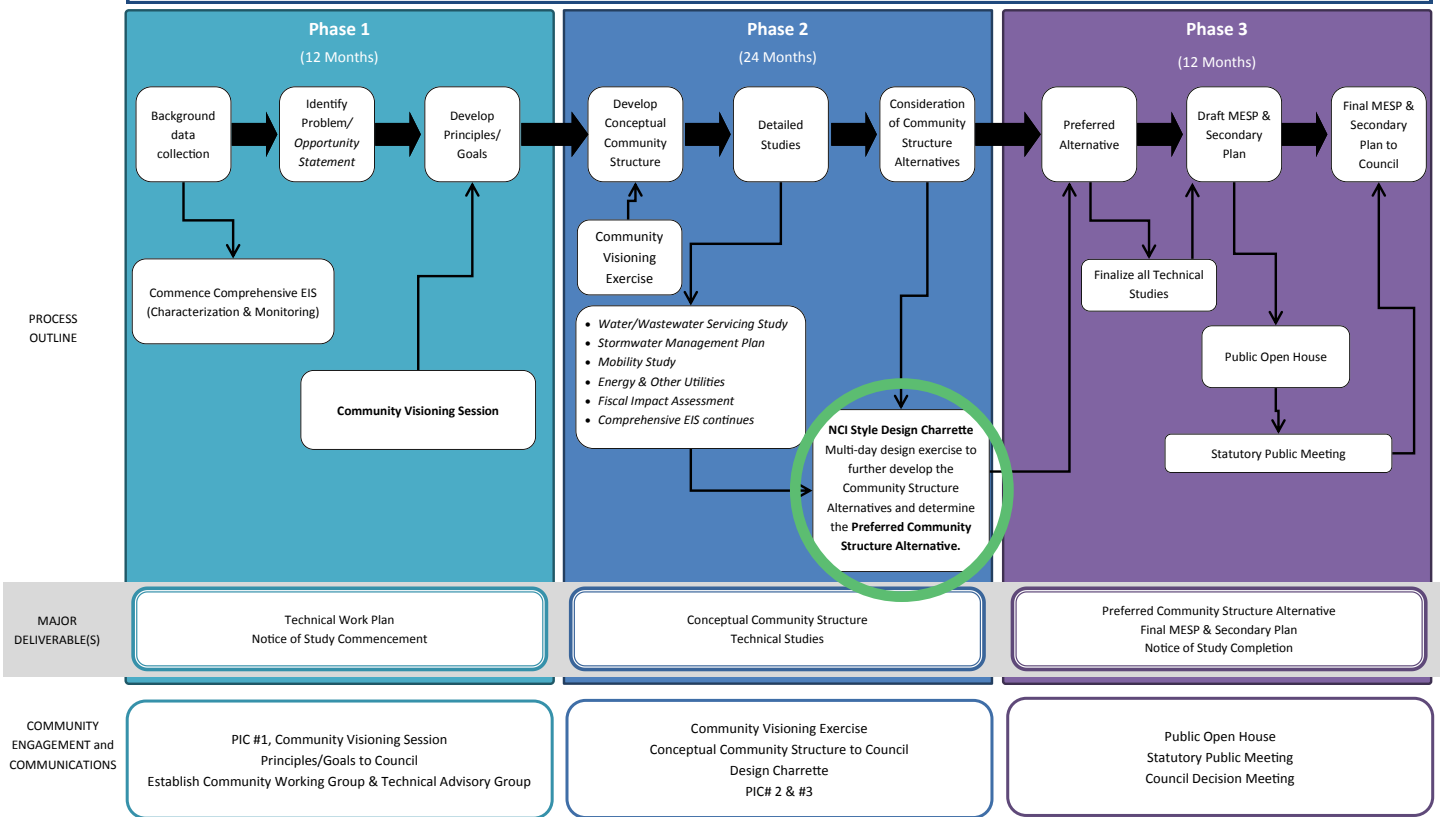
Clair-Maltby Secondary Plan Base Map

- Legend**
-  Study Area Boundary
 -  GRCA Waterbody
 -  GRCA Watercourse

 0 125 250 500 M
February 2017



Clair-Maltby Secondary Plan - Process Outline



Clair-Maltby Vision and Guiding Principles

The following Vision and Guiding Principles were developed through a community Visioning Workshop, a Community Working Group (CWG) meeting, a Staff and Technical Steering Committee Visioning Session, and an online survey posted on the project website.

Vision Statement

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

The Natural Heritage System and the Paris Moraine provide the framework for the balanced development of interconnected and sustainable neighbourhoods.

This area will be primarily residential in character with a full range and mix of housing types and a variety of other uses that meet the needs of all residents.

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

Guiding Principles

1. Vibrant and Urban

Create identifiable urban neighbourhoods that are pedestrian oriented and human-scaled.

Promote forward-thinking and innovative design that integrates new development into the rolling topography, while conserving significant cultural heritage resources.

2. Green and Resilient

Protect, maintain, restore, and where possible, improve water resources and the Natural Heritage System.

Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure.

3. Healthy and Sustainable

Design the community for healthy, active living.

Provide a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable development which is fiscally responsible.

4. Interconnected and Interwoven

Establish a multi-modal mobility network that provides choice and connects neighbourhoods to each other and the rest of the City.

Create a network of parks, open spaces and trails to provide opportunities for active and passive recreation, as well as active transportation choices.

5. Balanced and Liveable

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

Conceptual Community Structure

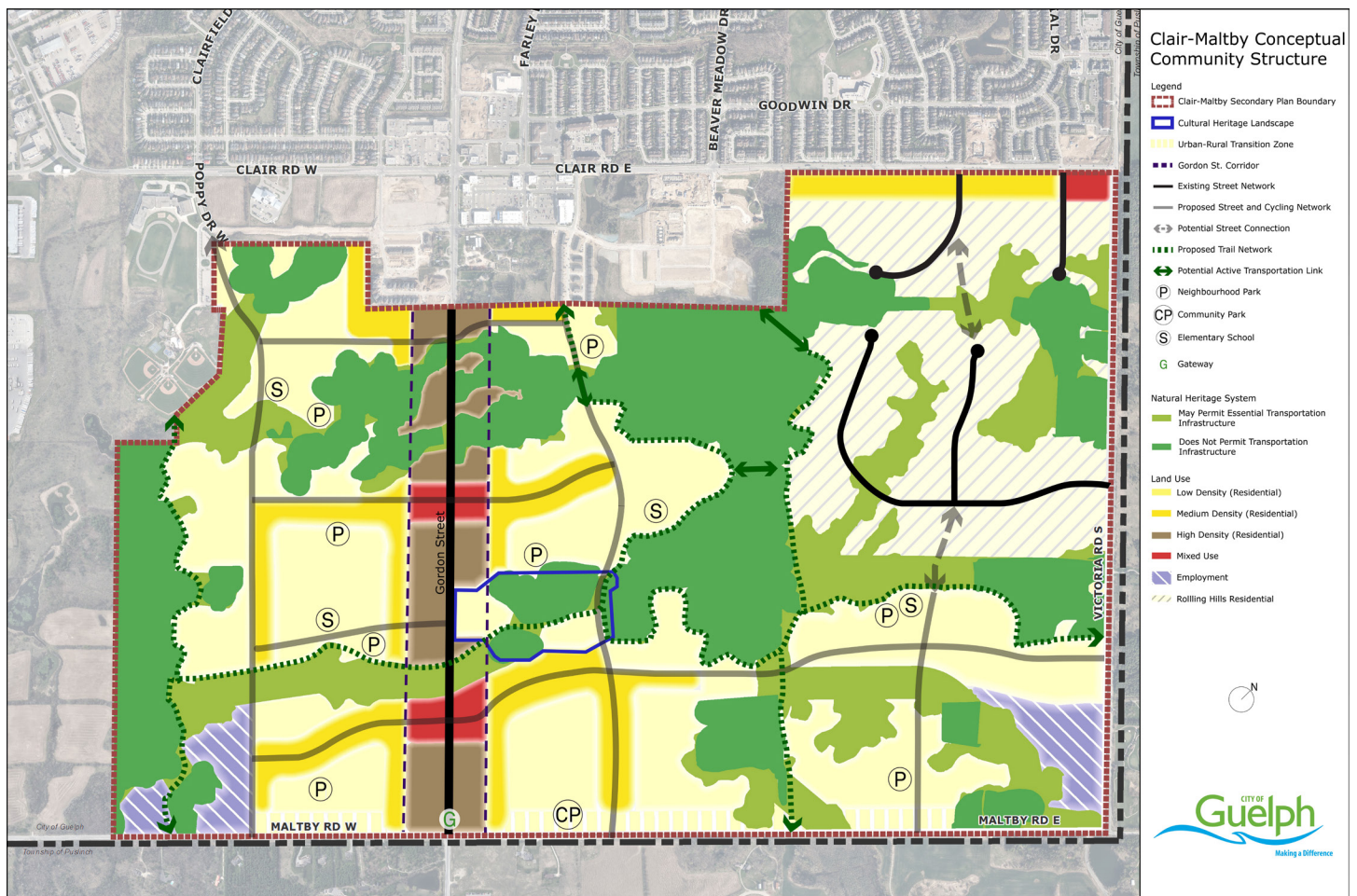
The Conceptual Community Structure (CCS) was approved by Council in December of 2017 as the basis for further technical studies and analysis throughout Phase 2 of the project, and the basis for development of the Community Structure Alternatives.

The recommended CCS was developed based on community input through three workshops held with the Technical Steering Committee, the TAG/CWG, and the public, respectively. The approved CCS is primarily residential in character with higher density land use concentrated along Gordon Street. Medium density residential generally aligns with newly established Collector Roads. The entrance to

the City of Guelph at Gordon Street and Maltby Road was identified as a gateway that demarcates the entrance to the City.

The northeast portion of the secondary plan area shown as 'Rolling Hills Residential' is identified as needing additional studies and consultation to determine whether it should be redeveloped. The northern portion of the Rolling Hills area along Clair Road East has been identified for medium density residential and mixed use.

A network of roads providing a grid structure to the community adapts to work with the rolling topography and the Natural Heritage System.

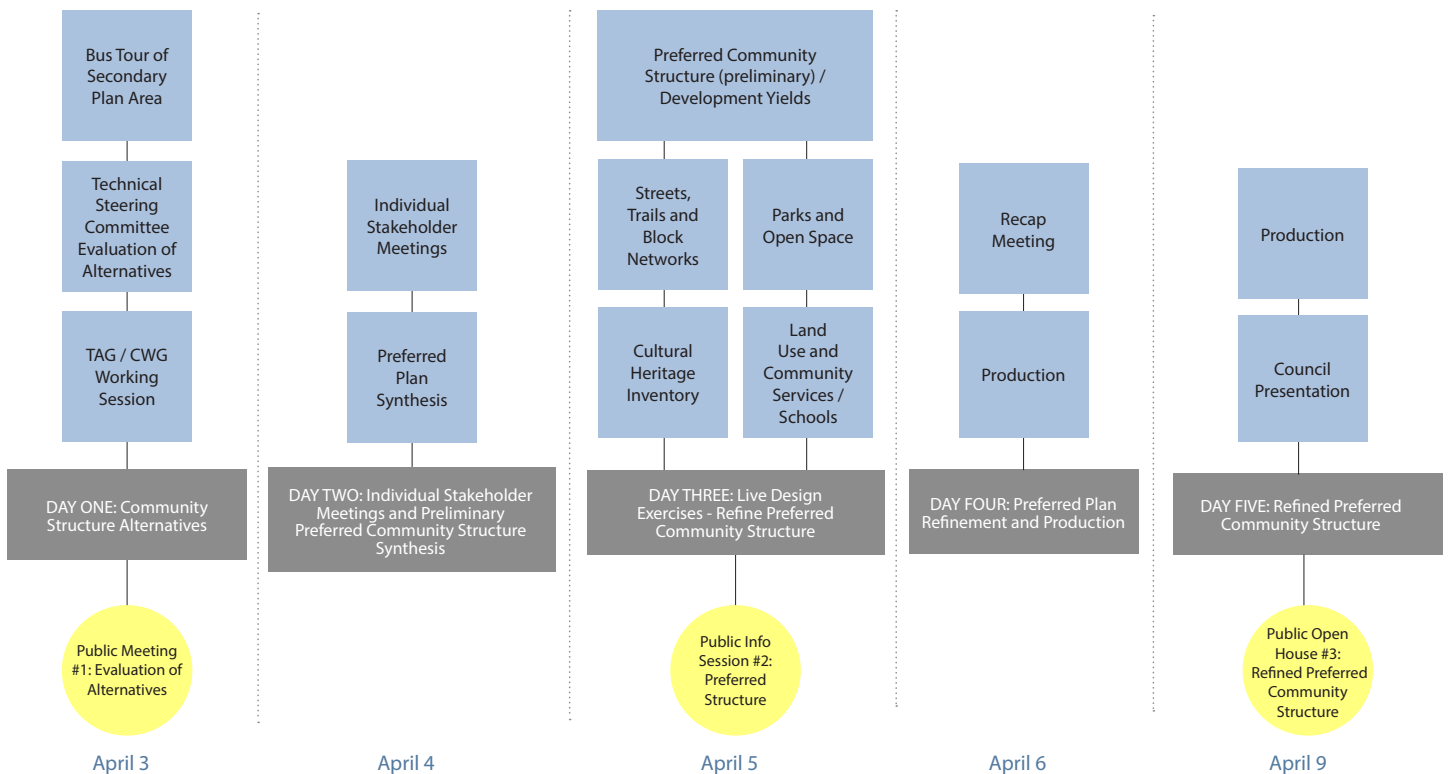


CHARETTE PROCESS AND FEEDBACK

Charette Structure

The Design Charrette was a five day process beginning with the evaluation by key stakeholders and the public of three Community Structure Alternatives on Day One. On Day Two of the charrette, additional stakeholder meetings were held in conjunction with synthesis of the feedback and evaluation exercises received on Day One. This synthesis of feedback, along with additional input from the Technical Steering Committee and subject matter experts, was taken into consideration to inform the creation of a Preliminary Preferred Community Structure. During the live design exercises on Day Three, the project team worked

with members of the Technical Steering Committee to refine the Preliminary Preferred Community Structure, which was presented at a Public Information Session that evening. On Day Four of the charrette, the project team worked to further refine the Preferred Community Structure, as well as additional illustrations of the concept based on the feedback from Day Three's public meeting. The outcomes of the charrette were displayed on boards at an Open House, and presented to City Council on Day Five. At the Council Presentation, community members had the opportunity to delegate and voice their opinions on the Preferred Community Structure and the charrette process.



Day 1: Community Structure Alternatives

Day 1 Overview

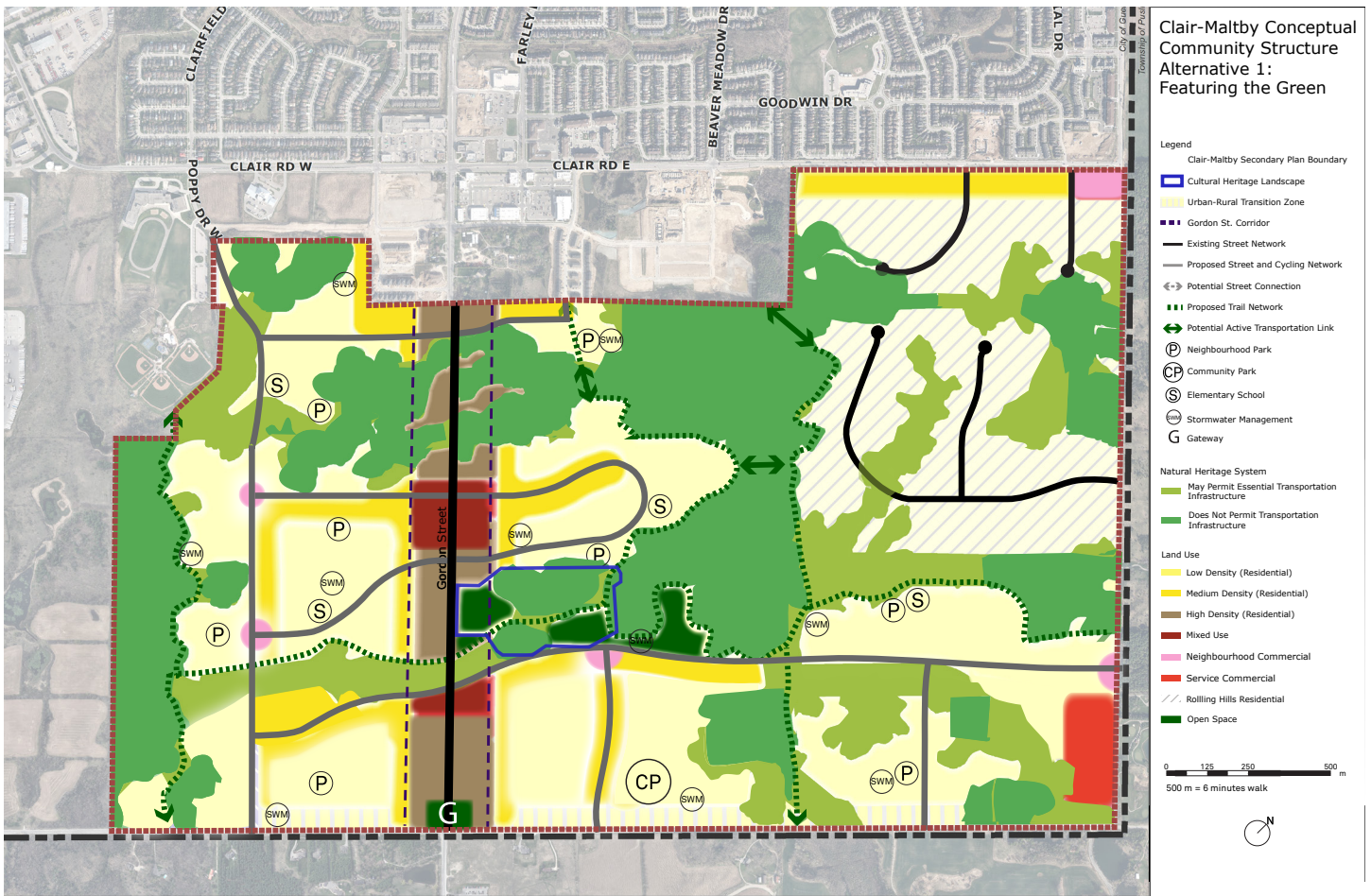
Day 1 began with a tour of the Secondary Plan Area by the project team and city councilors. Sites visited included the Marcolongo Farm, Poppy Drive, Rolling Hills Community, and the South End Community Park. Throughout the tour, city staff highlighted the cultural and natural heritage features that make Clair-Maltby unique, as well as recent efforts to construct wildlife crossings.

Following the site tour, the project team met with the city's Technical Steering Committee to give a presentation on the Secondary Plan process thus far and to evaluate the three Community Structure Alternatives, which are outlined below. During the evaluation process, meeting participants sat at tables of six to eight people and had the opportunity to fill out the Evaluation of Alternatives workbook alongside discussion of the Community Structure Alternatives. Project team members facilitated discussions at each table while answering questions that arose. A similarly structured meeting was then held with the Community Working Group and Technical Advisory Committee.

The Public meeting was held at 6:00pm, and began with an open house style viewing of boards, followed by a presentation by Stacey Laughlin and David Sajeki that described the Secondary Plan process, the charrette process, and provided an overview of the three Community Structure Alternatives along with descriptions of land use typologies that can be found in the Secondary Plan Area. Meeting attendees were then invited to break-out into faciliated groups, where they discussed and completed the Evaluation of Alternatives as a group.

A summary of feedback received from the Evaluation of Alternatives can be found in our description of Day Two, Synthesis of Feedback.





Community Structure Alternatives

The three Community Structure Alternatives were titled “Featuring the Green,” “Focus on Community and Services,” and “Urban and Connected,” and can be found on the following pages. The Community Structure Alternatives were developed by the project team at a workshop on February 5, 2018, and were based upon the Conceptual Community Structure approved by Council. The following describes the various differences between the three Community Structure Alternatives that were evaluated on Day 1 of the charrette.

Alternative 1: Featuring the Green

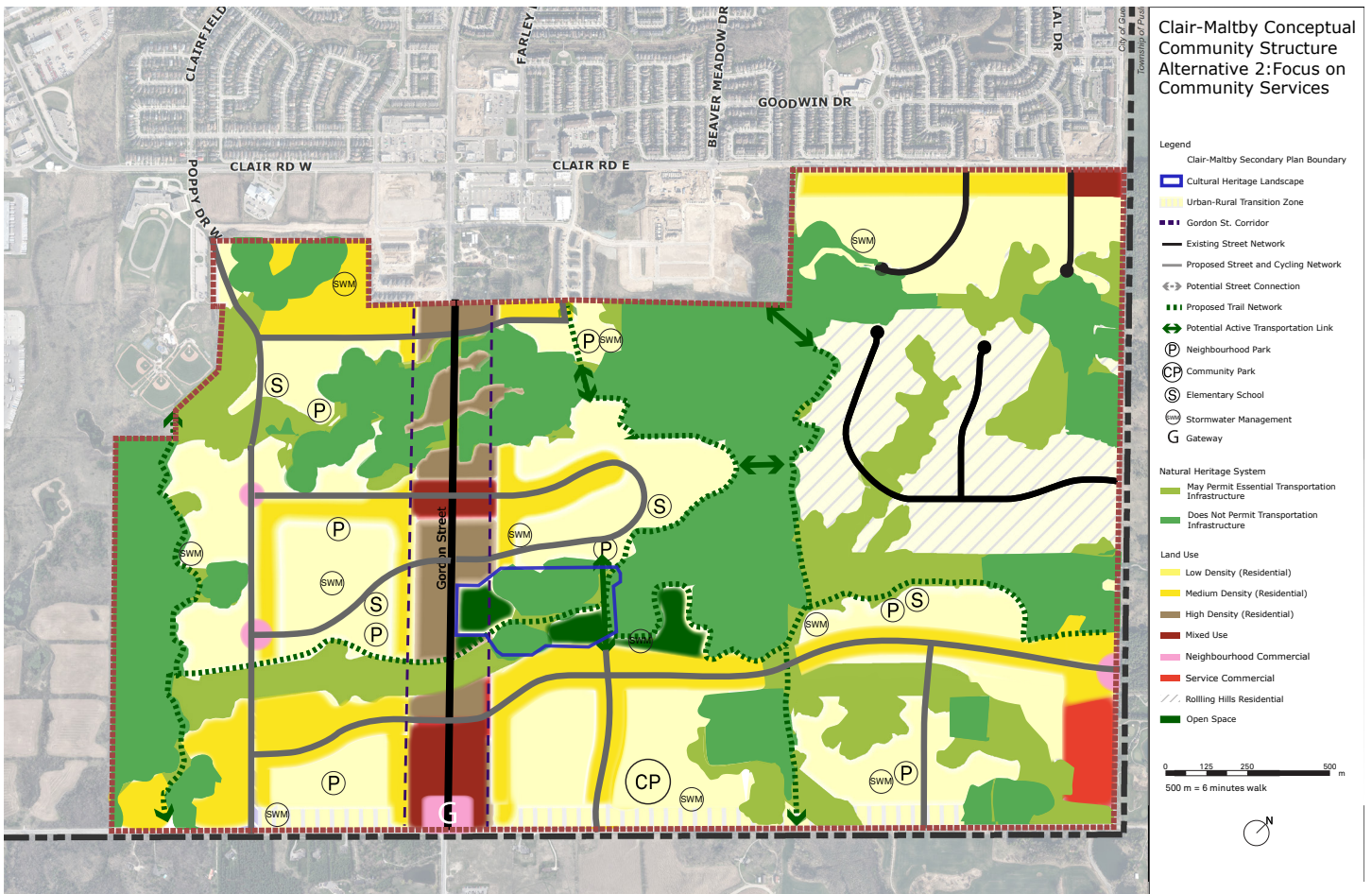
- Minimal road connections through the Natural Heritage System, including no road passing through the identified Cultural Heritage Landscape
- The East-West road in the southern region

of the plan runs adjacent to the Natural Heritage System, to allow for a wide right of way to feature green infrastructure

- Majority of land use is Low-Density Residential, with High Density and Mixed Use land uses focused on Gordon Street
- Land Use changes in the Rolling Hills community are along Clair Road and focus on low-density residential and neighbourhood commercial uses
- A Green Gateway at the intersection of Gordon Avenue and Maltby Road that signifies an entry to Guelph

Alternative 2: Focus on Community and Services

- Minimal road connections through the Natural Heritage System, with an Active Transportation connection through the identified Cultural Heritage Landscape
- The East-West roadway in the Southern

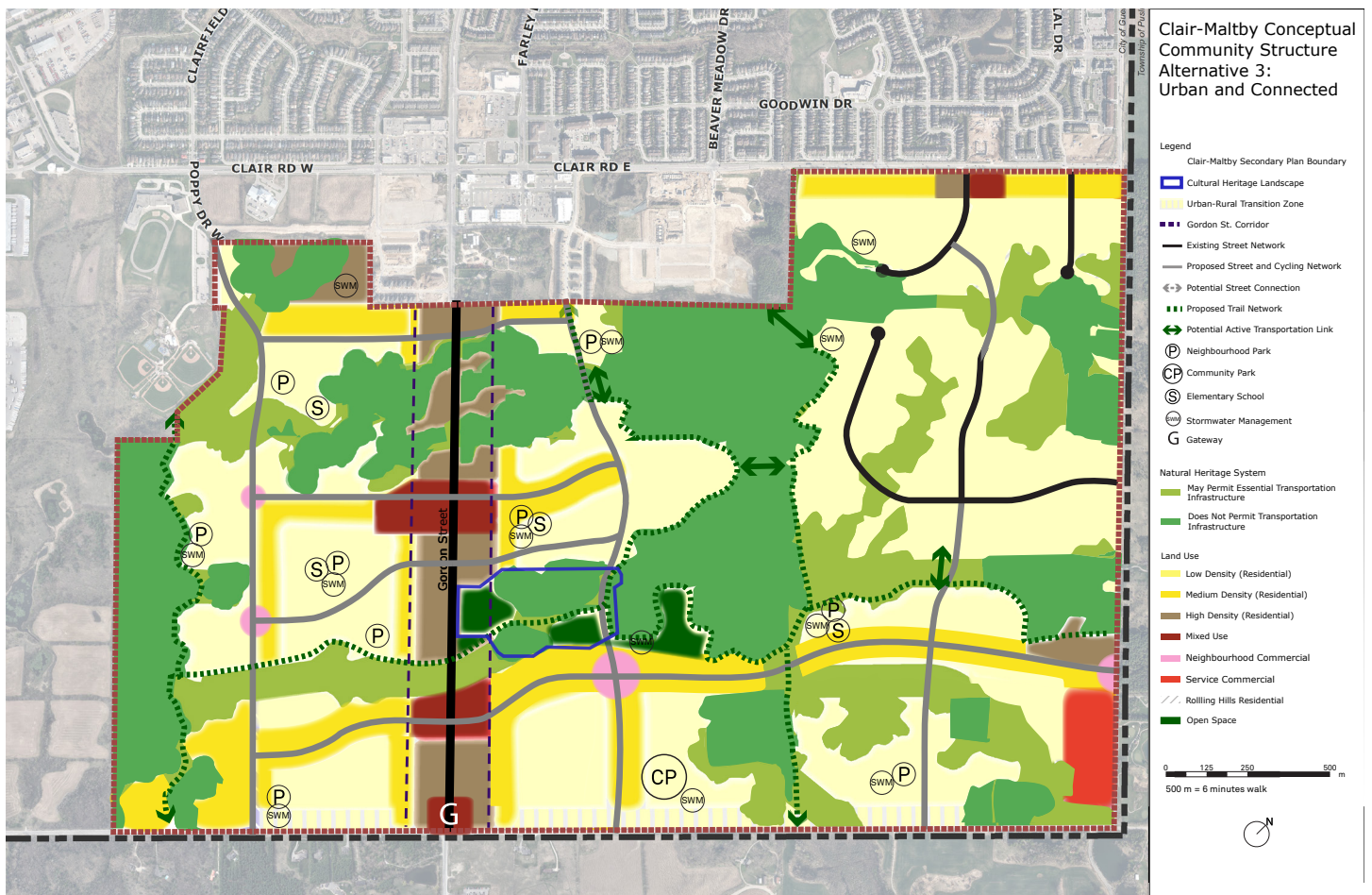


portion of the site is double-loaded with Medium Density residential land uses

- Additional medium density residential along collector roads, as well as in the northwest portion of the site, the southwest portion of the site, and along Clair and Victoria Roads
- Mixed Use land use is focused on the southern portion of Gordon Street
- Low density residential is proposed for the northern portion of the Rolling Hills neighbourhood, with medium density residential and mixed use land uses proposed on Clair Road
- A neighbourhood commercial gateway is proposed adjacent to mixed use to mark the entry to Guelph

Alternative 3: Urban and Connected

- An additional north-south road is proposed to run east of Gordon Street to provide additional connectivity and alleviate potential congestion
- A north-south road is also proposed to connect through the Rolling Hills neighbourhood, which is designated as low-density residential with Medium density residential, high density residential, and mixed use along Clair-Road
- High-density residential is proposed in the northwest corner of the site near the Community Centre, as well as at the intersection of Victoria Road and the new east-west collector street
- Schools, parks and stormwater management facilities are co-located to provide efficient use of facilities
- A mixed-use Gateway is proposed as the entrance to Guelph



Evaluation of Alternatives Worksheet

The individual and group evaluation exercises on Day 1 were facilitated by the project team. Participants were asked to evaluate the three alternatives with questions structured around the Secondary Plan's guiding principles. Participants evaluated whether aspects of the three alternatives met the goals using "Preferred," "Acceptable," or "Not Acceptable".

The following prompts were used in the Evaluation:

1. Vibrant and Urban

- Land uses are located appropriately
- The mix of land uses supports commercial and community services for residents
- Appropriately incorporates the identified cultural heritage landscape
- Identified land uses and densities are appropriate for the Gordon Street Corridor given

its importance in the City

- Creates an appropriate gateway to the City of Guelph
- ### 2. Green and Resilient / Healthy and Sustainable
- Parks and open space are located appropriately
 - Potential land use and buffering benefits from siting of SWM facilities
 - Strikes a balance between a connected NHS and a connected transportation network
- ### 3. Interconnected and Interwoven
- The street network provides adequate connectivity
 - The street network connects neighbourhoods to the rest of the City
 - Creates an opportunity for an appropriate cycling network

- Schools, parkland and recreational facilities are located within walking distance of future residents

4. Balanced and Liveable

- Provides appropriate land uses and densities while protecting the natural environment.
- Provides easy access to commercial and recreational activities
- Provides appropriate connectivity to the Rolling Hills community
- Provides appropriate land uses within the Rolling Hills community

In addition to the criteria outlined above, participants had the opportunity to answer the following questions for each category:

- Should any specific criteria be provided greater weight than others?
- Are there any criteria that we are missing?
- Are there any specific aspects of the options related to this theme that you particularly like or dislike?



Public Meeting #1 - Evaluation of Alternatives

Day 2: Individual Stakeholder Meetings and Preliminary Preferred Community Structure Synthesis

Day 2 Overview

Day 2 of the charrette was focused on discussing aspects of the secondary plan with and receiving feedback from individual stakeholders. Alongside these meetings, project team members were synthesizing the evaluation exercises and comments received from the previous day's various meetings. At the end of the day, the project team met as a whole to discuss the Preliminary Preferred Community Structure.

Individual Stakeholder Meetings

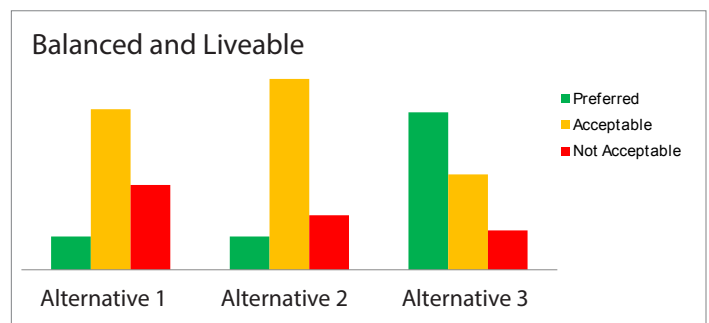
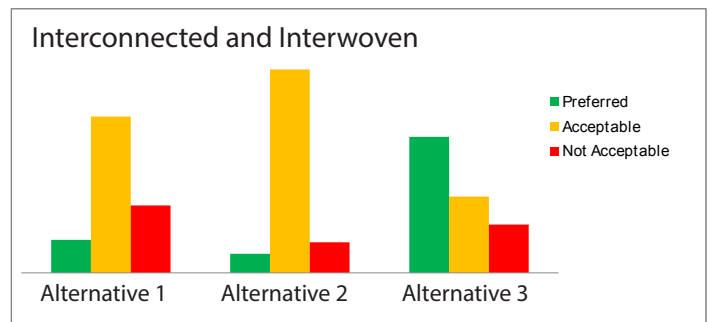
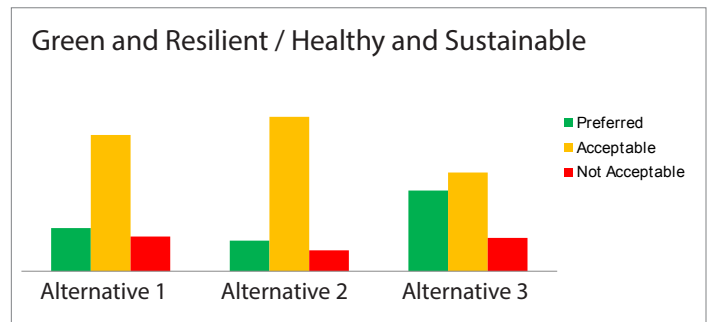
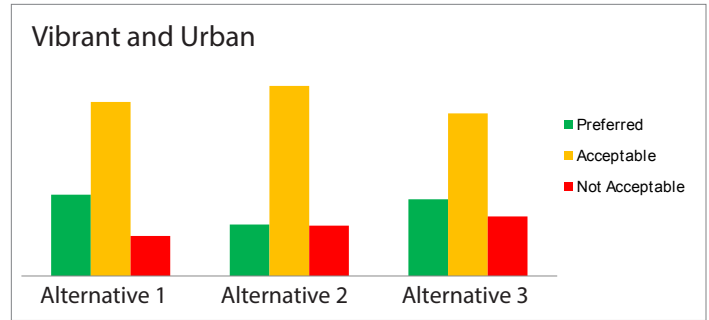
Twelve separate individual or small group stakeholder meetings were held on Day Two and Three of the Charrette.

Evaluation of Alternatives Synthesis

The tables to the right show the breakdown of responses within the evaluation of alternatives. The following notes summarize feedback heard through Day 1 of the charrette. Over 80 Evaluation of Alternatives worksheets were received by the project team.

Vibrant and Urban:

- Generally Alternative 1 and Alternative 3 received a similar amount of preferred criteria, particularly in response to appropriate mix of land uses and the incorporation of commercial and community services for residents.
- A number of responses were concerned with the location and number of mixed use and neighbourhood commercial areas, noting the need to strike a balance between accessible commercial areas and over compensating for that land use
- The Green Gateway received the highest amount of preferred responses as compared to the other gateway alternatives



Tables showing the responses received from the Evaluation of Alternatives worksheets

- A number of responses expressed concern regarding a road crossing through the Cultural Heritage Landscape.
- Some comments noted the importance of landform and its impacts on land use, noting that land use should be appropriate given the existing contours and landform

Green and Resilient/Healthy and Sustainable:

- General support for co-locating dry stormwater management, parks and schools
- Some concern regarding the locating the Community Park in the southern portion of the Secondary Plan Area
- Safe options for active transportation should be provided wherever possible

Interconnected and Interwoven

- Suggestions that the road network is more connected, follows more of a 'grid' network
- General support for as few Natural Heritage System crossings as possible
- Concerns related to the single loaded road in Alternative 1, as it may cause issues with pollution of the NHS and does not support density
- Suggestions to incorporate additional trails, including those to employment lands

Balanced and Liveable

- Some concern regarding the urban-rural transition along Victoria Road
- Concern for showing any development in the Rolling Hills Area
- Support for some development along Clair Road
- If Rolling Hills area is assigned new land uses, schools and parks should be shown
- Concerns regarding economic impacts

Draft Preliminary Preferred Structure

Following the synthesis of feedback and individual stakeholder meetings, the project team met to begin to develop the Preliminary Preferred Structure that would guide discussions with technical experts from the project team and staff on Day 3.

Given the feedback provided a blended version of the three Community Structure Alternatives along with the Secondary Plan's vision and guiding principles as the basis for the Preliminary Preferred Community Structure. A number of key aspects were discussed:

- Proposing that the road through Cultural Heritage landscape as subject to further studies and analysis
- Residential land use in Rolling Hills community will focus on northern portion given expression of interests by land owners and recognizing that Clair Road is an arterial road
- Green gateway will be proposed on Gordon Street
- Additional trail connections will be provided in consultation with parks staff

Day 3: Live Design Exercise and Public Meeting 2

Day 3 Overview

Day 3 of the Design Charrette consisted of a day-long live design exercise, followed by a public open house to present the Preliminary Preferred Community Structure.

Live Design Exercise

Through the live design exercise, the project team discussed the draft Preliminary Preferred Community Structure with members of the Technical Steering Committee, other members of city staff and School Board representatives. Topics of discussion included:

- Streets, Trails and Block Networks,
- Parks and Open Space
- Cultural Heritage Sites
- Land Use and Community Services
- Schools

In addition to the feedback received from Day 1, the project team also received the following notes from city staff, which were integrated into the Preliminary Preferred Community Structure.

Streets, Trails, and Block Networks:

- The location of the East-West road in the southern area of the Secondary Plan will likely have many grading challenges, it was suggested that the road be moved further south to avoid these issues
- While it is understood that a road network through the Cultural Heritage Landscape is not preferred, it is necessary to demarcate the road as “subject to further studies” as traffic modeling has not yet been done to test traffic impacts on Gordon Street
- If the Rolling Hills community will potentially be redeveloped, it is important to protect lands for future right-of-ways
- An exit at a location that would create a full intersection on Clair Road will be most effective as an outlet for future residential development in

the Rolling Hills area

- Additional notes regarding landform and topography, and its impact on the road network were reviewed
- Conceptual roadway widths and sections were discussed and edited by city staff and the project team

Parks and Open Space

- A community parks should be approximately 10-20 hectares in size. It is preferable that this land be as level as possible to support future playing fields
- Parks planners are open to the idea of co-locating facilities provided measures are in place for maintenance and access
- An active transportation link should be pursued through the Cultural Heritage Landscape regardless of roadway construction

Cultural Heritage Sites

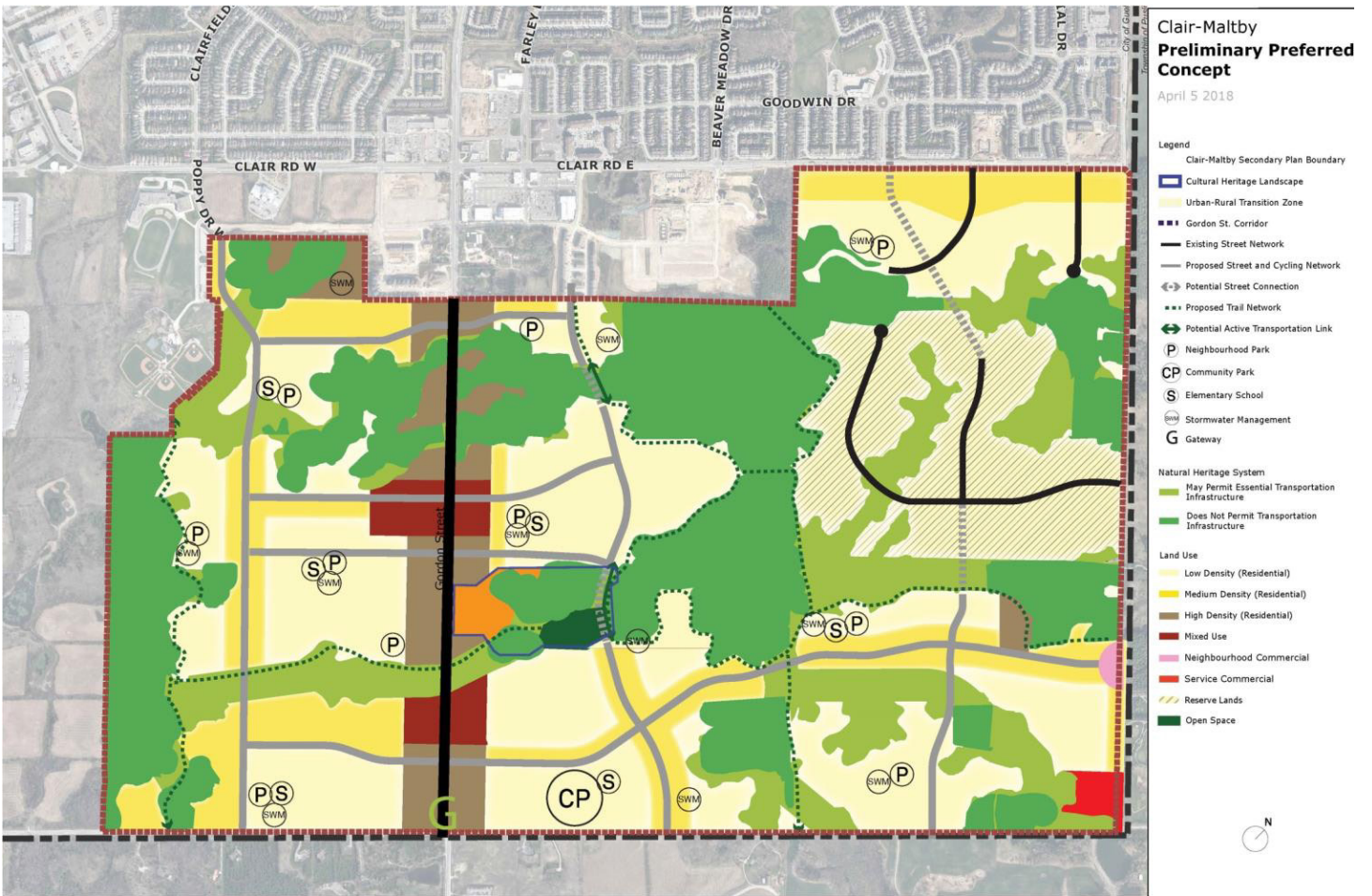
- City staff identified road locations that may have impacts on existing Cultural Heritage resources. Roads were adjusted accordingly

Schools

- School Board representatives noted that given potential population projections it is best to identify six locations rather than the previous four for elementary schools
- School board representatives noted that schools located adjacent to collector streets are preferable compared to those in the interior of neighbourhoods

Land Use and Community Services

- Given interest shown in Live-Work Spaces in the Cultural Heritage Landscape, the Plan should designate these lands as Mixed Office/Commercial
- To respect the Urban-Rural transition on Victoria



Preliminary Preferred Community Structure Presented at Public Meeting 2 on April 5, 2018



Live Design Exercise

- Road, High Density land use should be located along the east-west collector road
- Neighbourhood commercial land use designations could potentially be restrictive, and should be removed.
- Northern portion of Rolling Hills community should be designated as low-density residential, while southern portion of Rolling Hills community should remain in the Reserve Lands designation to be further explored through a future Municipal Comprehensive Review.

Public Meeting 2

The Second Public Meeting was held from 6:30 through 8:30 on the evening of Charrette Day 3. Presentation boards showing the Preliminary Preferred Community Structure as well as urban design development sketches were on display. At 7:00, Stacey Laughlin, Liz Howson, and David Sajeki gave a presentation to discuss feedback heard throughout the charrette process, and to describe the Preliminary Preferred Community Structure. Following the presentation, attendees were given the opportunity to mark up plans, fill out comment sheets, and discuss the plan with the project team.

Feedback heard at Public Meeting Two includes:

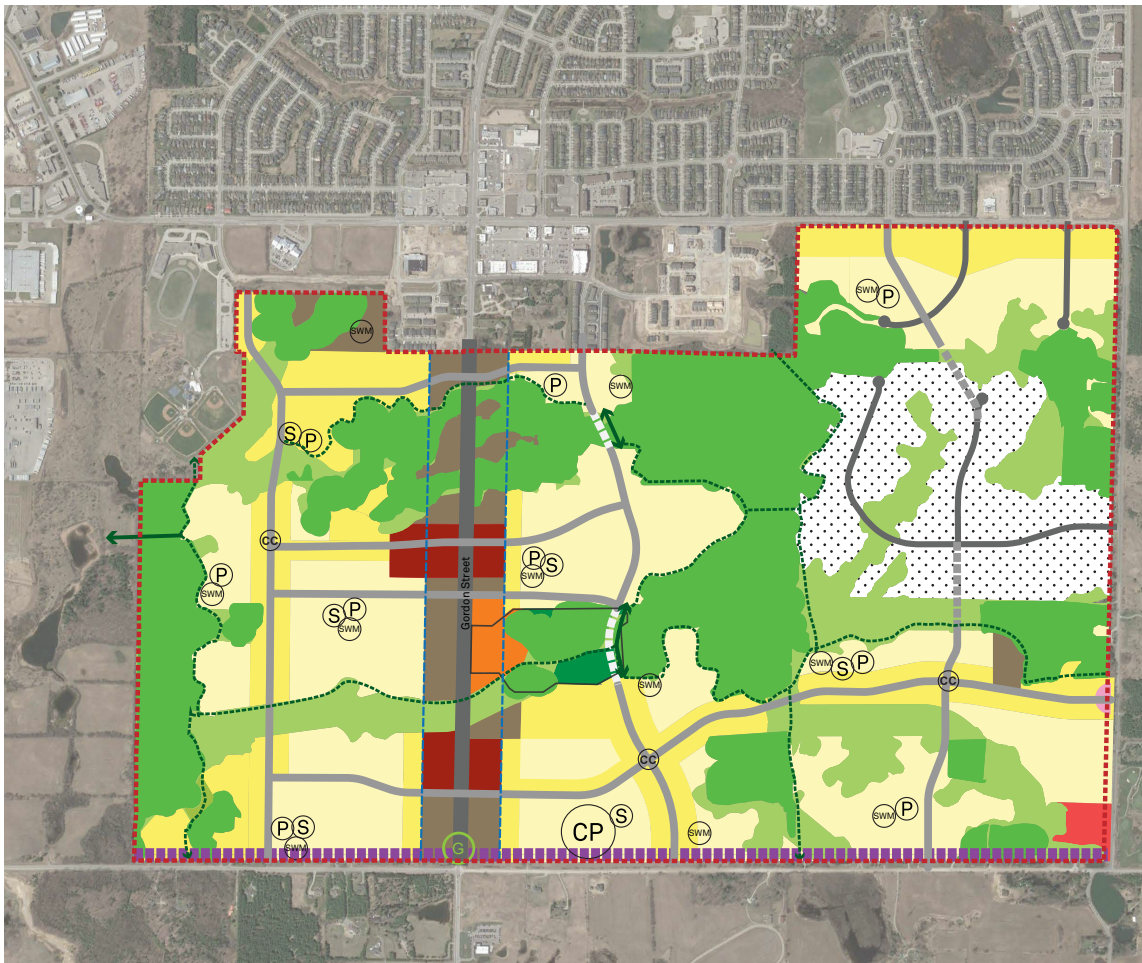
- Limit medium density development along



Public Meeting 2

Victoria Road

- Add Community Convenience nodes to allow for small commercial uses
- Extend Mixed Office Commercial along Gordon Street to buffer Cultural Heritage Landscape
- Request for High to Medium Density Residential on Options for Homes lands south of the Cultural Heritage Landscape
- Provide an E-W Trail connection to the north that provides access to employment lands outside of the secondary plan area
- Support both for and against the re-designation of the Rolling Hills community for residential land uses
- Support both for and against roadways going through the Rolling Hills community



Clair-Maltby
Preliminary Preferred Concept
 April 9 2018

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

Preliminary Preferred Community Structure Presented at Public Meeting 3 on April 9, 2018

Day 4: Preferred Community Structure Refinement and Production

Day 4 Overview

On Day 4 of the charrette, the project team focused on refining the Preliminary Preferred Community Structure. The project team integrated feedback heard from the previous days' Public Meeting 2, and created additional graphics to effectively communicate the Preferred Community Structure.



Day 5: Public Information Meeting and Presentation to Council

Day 5 Overview

Day 5 of the Charrette focused on delivering a summary of the charrette feedback and materials to the public and City Council. A public open house began at 4:30 pm with display boards that communicated the Preferred Community Structure, initial street sections, and concept drawings of key areas in the Secondary Plan Area. City Council then met at 6:00 pm, with an agenda discussing a number of other matters and the Clair-Maltby item being heard at approximately 9:00 pm. Following a presentation to council by Stacey Laughlin, David Sajeki, and Liz Howson, approximately 17 delegates registered to speak to council and give feedback on the Preferred Community Structure Concept and the charrette process.

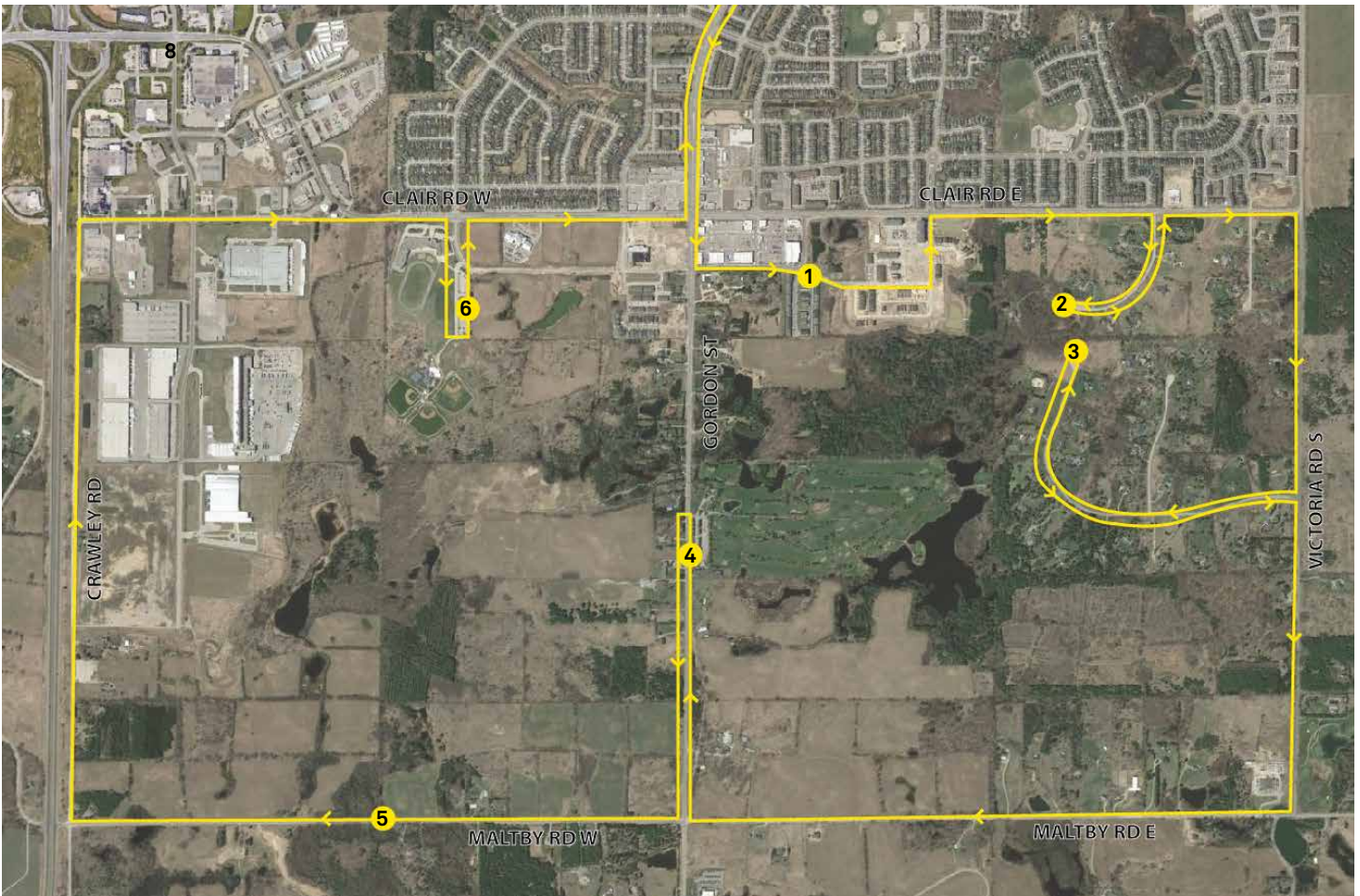
Delegates to City Council expressed concerns around the following issues:

- A number of delegates expressed opposition to the designation of the Rolling Hills community for low and medium density residential.
- A number of delegates expressed concern regarding the potential road connection through the Cultural Heritage Landscape. The chief cause of these concerns is regarding potential impact of the road on the areas' natural systems and cultural heritage landscape
- Nature Guelph spoke to ensuring that as little of the Natural Heritage system is impacted as possible.

Council members voted in favour of receiving the Preferred Community Structure.



APPENDIX 1:
Site Tour Route



Bus Tour Itinerary

9:05 Leave City Hall

- 1 9:25 Arrive at 91 Poppy Drive East**
Exit bus to walk up Hawkins
- 2 9:45 Drive to 2162 Gordon Street by way of Rolling Hills (Kilkenny Drive and Serena Lane)**
- 3 10:05 Arrive at 2162 Gordon Street**
Walking tour of Cultural Heritage Landscape
- 5 10:45 Drive to Maltby Road amphibian crossings**
Discussion of amphibian crossings on bus
- 6 11:10 Arrive at South End Community Park**
Exit bus for a brief tour and discussion about the need for additional schools and parks, as well as connecting the future community to the future recreation centre

11:30 Drive to City Hall

12:00 Arrive at City Hall

APPENDIX 2:
Evaluation Worksheets



Clair-Maltby Secondary Plan Design Charette

Evaluation Criteria

April 3, 2018

Evaluating the Alternatives



1. Vibrant and Urban

Preferred/Acceptable/Not Acceptable
for each Alternative

Criteria	Alternative 1	Alternative 2	Alternative 3
Land uses are located appropriately			
The mix of land uses supports commercial and community services for residents			
Appropriately incorporates the identified cultural heritage landscape			
Identified land uses and densities are appropriate for the Gordon Street Corridor given its importance in the City			
Creates an appropriate gateway to the City of Guelph			

Should any specific criteria be provided greater weight than others? _____

Are there any criteria that we are missing? _____

Are there any specific aspects of the options related to this theme that you particularly like or dislike? _____



2. Green and Resilient / Healthy and Sustainable

Preferred/Acceptable/Not Acceptable
for each Alternative

Criteria	Alternative 1	Alternative 2	Alternative 3
Parks and open space are located appropriately			
Potential land use and buffering benefits from siting of SWM facilities			
Strikes a balance between a connected NHS and a connected transportation network			

Should any specific criteria be provided greater weight than others? _____

Are there any criteria that we are missing? _____

Are there any specific aspects of the options related to this theme that you particularly like or dislike? _____



3. Interconnected and Interwoven

Preferred/Acceptable/Not Acceptable
for each Alternative

Criteria	Alternative 1	Alternative 2	Alternative 3
The street network provides adequate connectivity			
The street network connects neighbourhoods to the rest of the City			
Creates an opportunity for an appropriate cycling network			
Schools, parkland and recreational facilities are located within walking distance of future residents			

Should any specific criteria be provided greater weight than others? _____

Are there any criteria that we are missing? _____

Are there any specific aspects of the options related to this theme that you particularly like or dislike? _____

4. Balanced and Liveable

Preferred/Acceptable/Not Acceptable
for each Alternative

Criteria	Alternative 1	Alternative 2	Alternative 3
Provides appropriate land uses and densities while protecting the natural environment.			
Provides easy access to commercial and recreational activities			
Provides appropriate connectivity to the Rolling Hills community			
Provides appropriate land uses within the Rolling Hills community			

How would you create an appropriate transition to rural lands? _____

Should any specific criteria be provided greater weight than others? _____

Are there any criteria that we are missing? _____

Are there any specific aspects of the options related to this theme that you particularly like or dislike? _____

APPENDIX 3:

Community Structure Alternatives

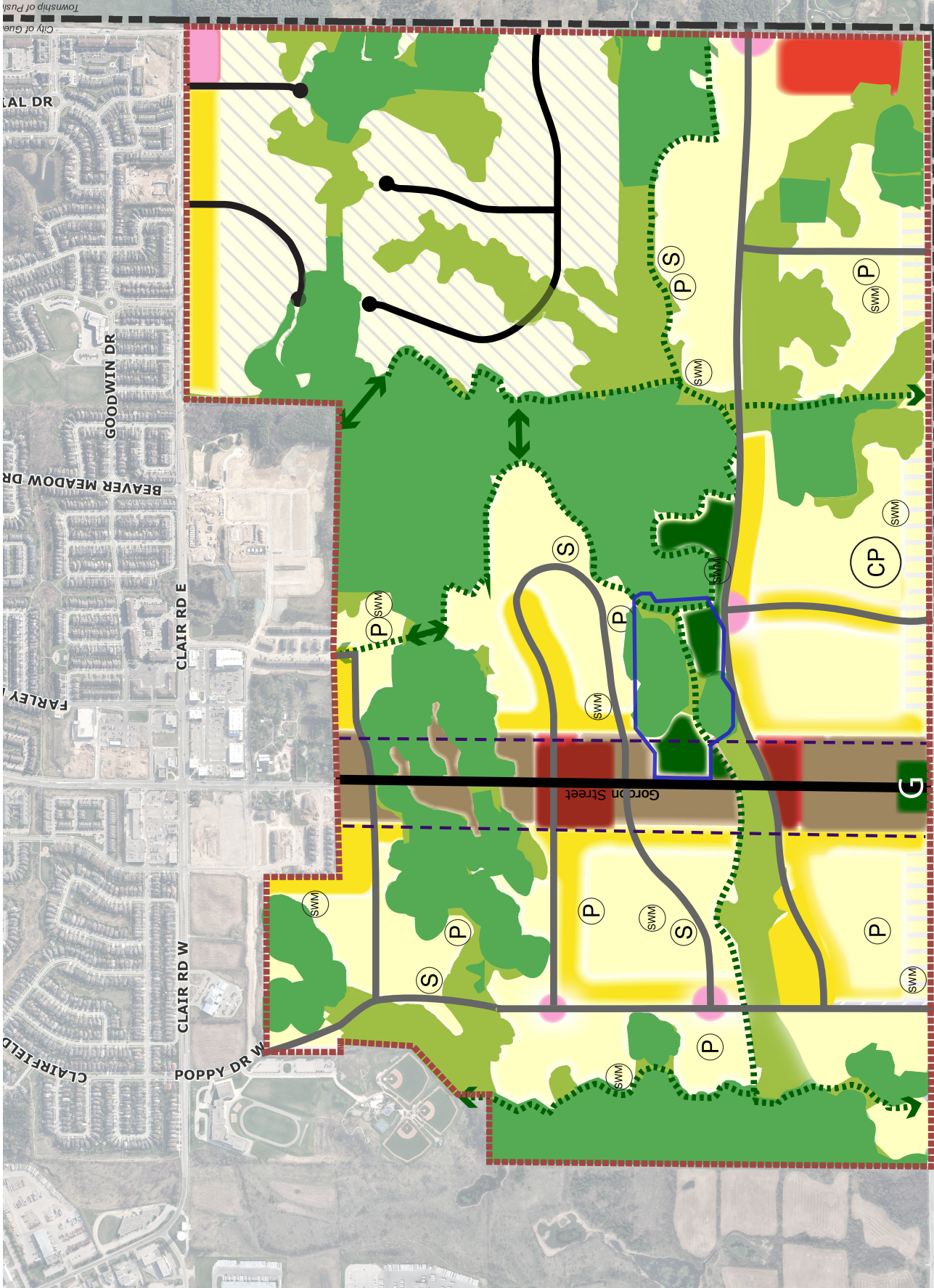
Clair-Maltby Conceptual Community Structure Alternative 1: Featuring the Green

Legend

- Clair-Maltby Secondary Plan Boundary
- Cultural Heritage Landscape
 - Urban-Rural Transition Zone
 - Gordon St. Corridor
 - Existing Street Network
 - Proposed Street and Cycling Network
 - Potential Street Connection
 - Proposed Trail Network
 - Potential Active Transportation Link
 - Neighbourhood Park
 - Community Park
 - Elementary School
 - Stormwater Management
 - Gateway

- Natural Heritage System
- May Permit Essential Transportation Infrastructure
- Does Not Permit Transportation Infrastructure

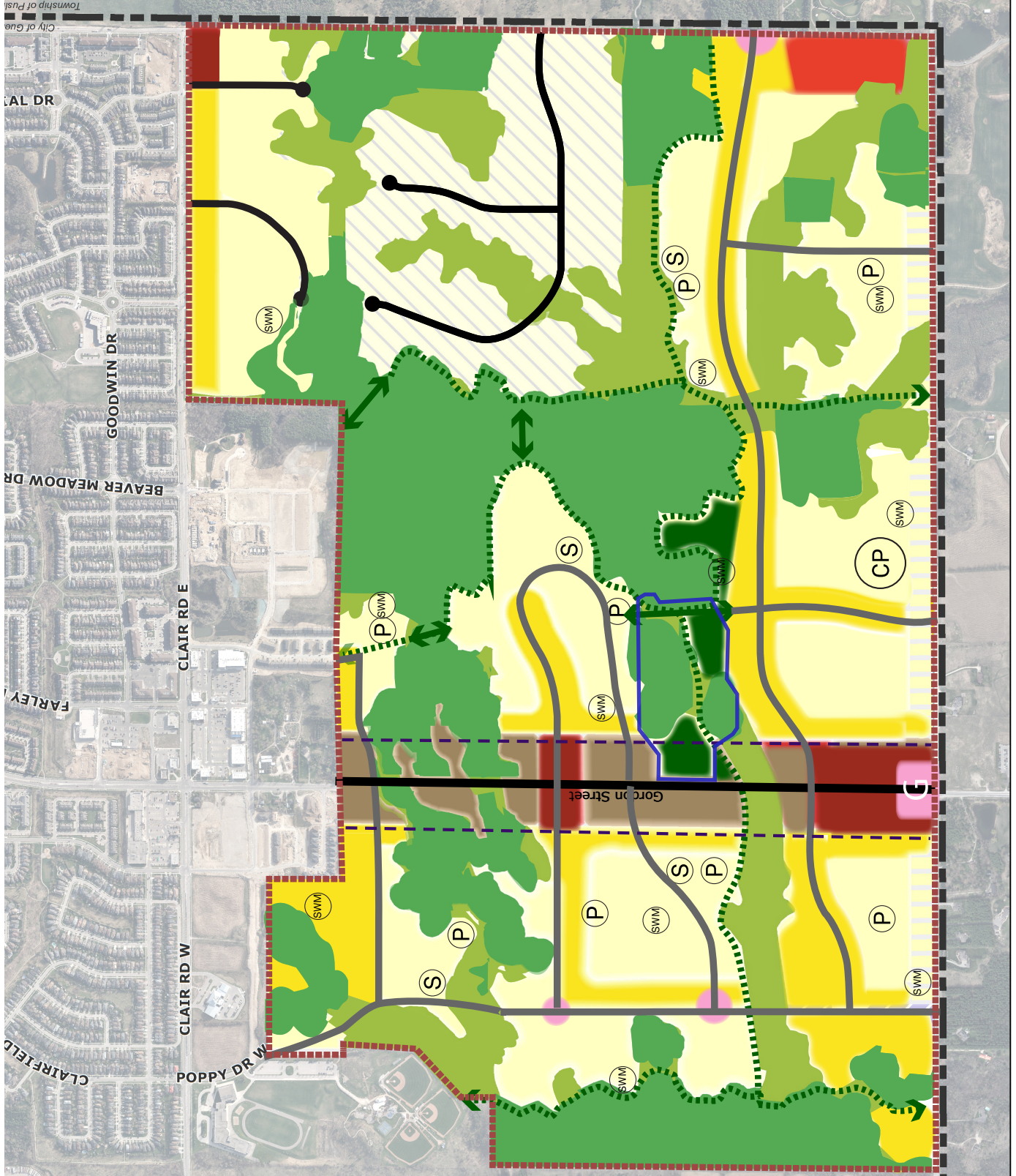
- Land Use
- Low Density (Residential)
 - Medium Density (Residential)
 - High Density (Residential)
 - Mixed Use
 - Neighbourhood Commercial
 - Service Commercial
 - Rolling Hills Residential
 - Open Space



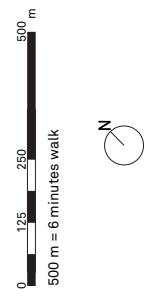
City of Guernsey
Township of Puskegeton

Clair-Maltby Conceptual Community Structure Alternative 2: Focus on Community Services

- Legend**
- Clair-Maltby Secondary Plan Boundary
 - Cultural Heritage Landscape
 - Urban-Rural Transition Zone
 - Gordon St. Corridor
 - Existing Street Network
 - Proposed Street and Cycling Network
 - Potential Street Connection
 - Proposed Trail Network
 - Potential Active Transportation Link
 - Neighbourhood Park
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 - Elementary School
 - Stormwater Management
 - Gateway
 - Natural Heritage System
 - May Permit Essential Transportation Infrastructure
 - Does Not Permit Transportation Infrastructure
 - Land Use
 - Low Density (Residential)
 - Medium Density (Residential)
 - High Density (Residential)
 - Mixed Use
 - Neighbourhood Commercial
 - Service Commercial
 - Rolling Hills Residential
 - Open Space



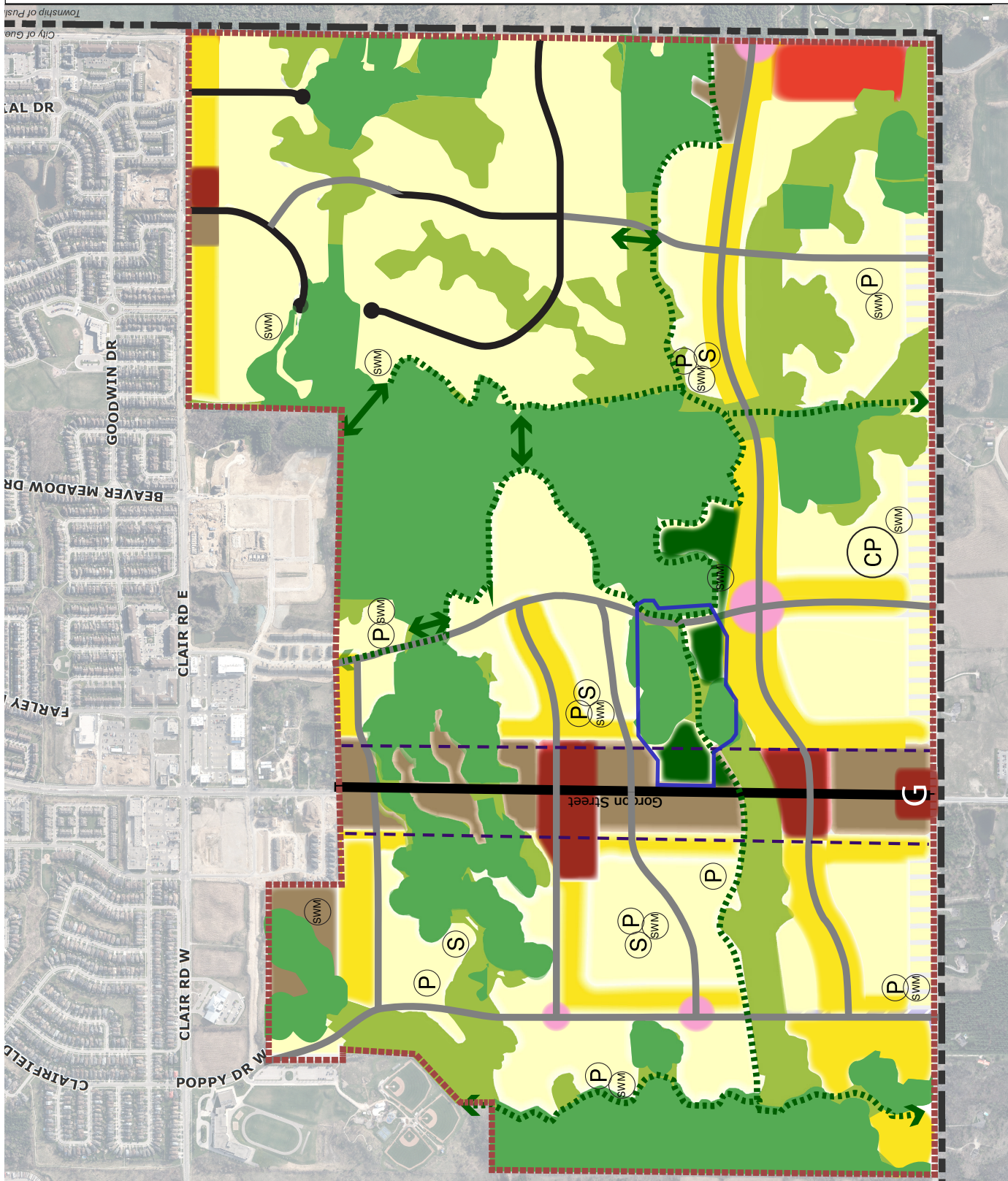
Township of Pusht
City of Guelph



Clair-Maitby Conceptual Community Structure Alternative 3: Urban and Connected

Legend
Clair-Maitby Secondary Plan Boundary

- Cultural Heritage Landscape
 - Urban-Rural Transition Zone
 - Gordon St. Corridor
 - Existing Street Network
 - Proposed Street and Cycling Network
 - Potential Street Connection
 - Proposed Trail Network
 - Potential Active Transportation Link
 - Neighbourhood Park
 - Community Park
 - Elementary School
 - Stormwater Management
 - Gateway
-
- Natural Heritage System
 - May Permit Essential Transportation Infrastructure
 - Does Not Permit Transportation Infrastructure
-
- Land Use**
 - Low Density (Residential)
 - Medium Density (Residential)
 - High Density (Residential)
 - Mixed Use
 - Neighbourhood Commercial
 - Service Commercial
 - Rolling Hills Residential
 - Open Space



APPENDIX 4:

Public Workshop and PIC Display Boards

April 3, 2018



WELCOME

Thank you for attending tonight's Public Workshop.

Your feedback is important to us and will be help in evaluating the Community Structure Alternatives.

- | | |
|---|----------------|
| 1 View Display Boards | 6:00 - 7:00 pm |
| 2 Presentation | 7:00 - 7:30pm |
| 3 Workshop - Evaluation of Alternatives | 7:30 - 8:30 pm |
| 4 Report Back & Next Steps | 8:30 - 9:00 pm |

Contact Us

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 Senior Policy Planner
 Planning, Urban Design and Building Services
 stacey.laughlin@guelph.ca

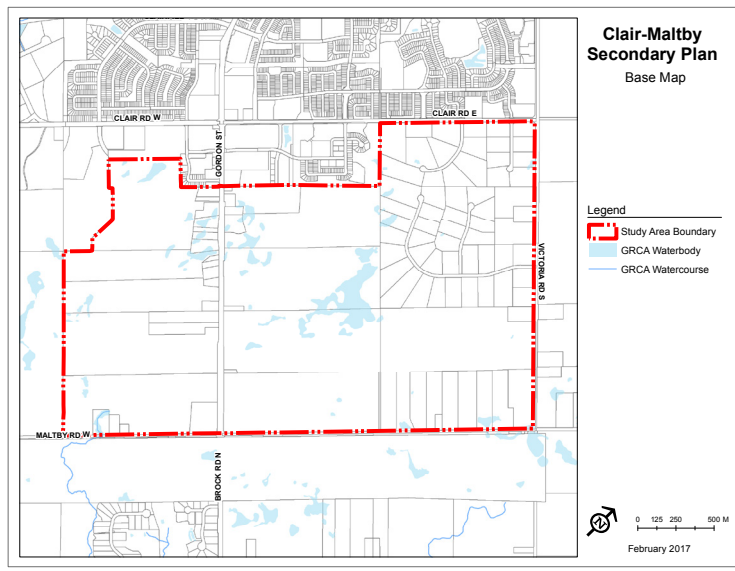
Arun Hindupur, M.Sc., P.Eng.
 Supervisor, Infrastructure Engineering
 Engineering and Capital Infrastructure Services
 arun.hindupur@guelph.ca

THE SECONDARY PLAN

The Clair-Maltby Secondary Plan (CMSP) and Master Environmental Servicing Plan (MESP) process provides an integrated approach to advance the development of the CMSP Area.

The approach integrates land use, environment, transportation and servicing studies/plans to guide the Secondary Plan.

The Secondary Plan Area is bounded by Clair Road, Victoria Road South, Maltby Road, and Poppy Drive.



STUDY PURPOSE AND SCHEDULE

Clair-Maltby is the last unplanned greenfield area within the city. The City of Guelph is undertaking the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan (MESP) Study to establish a plan for future development in the area.

The Clair-Maltby Secondary Plan and the MESP are being developed simultaneously to provide an integrated planning approach within the Study Area. Comments from our community engagement sessions will be analyzed alongside land use, environment, mobility and servicing studies for a comprehensive review of the Clair-Maltby Secondary Plan Area and its needs.

Your input will provide critical guidance for the preferred community structure, which will be developed through the design charrette.



DESIGN CHARETTE CLAIR-MALTBY SECONDARY PLAN



THE CHARETTE

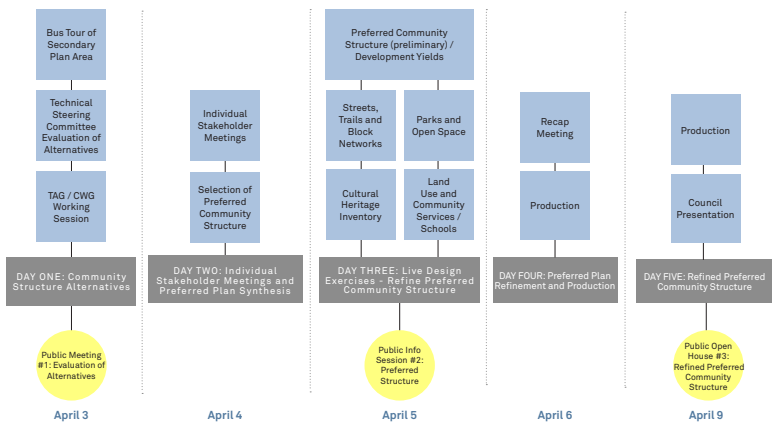
A charrette is an intensive, multi-disciplinary workshop with the aim of developing a design or vision for a project or planning activity. Charrettes are often conducted to design such things as parks and buildings, or to plan communities or transportation systems.

The purpose of the charrette is to create an implementable Preferred Community Structure for the Secondary Plan Area that reflects good planning and the input from the community and stakeholders.

As part of the charrette process potential versions of all elements required for the Preferred Community Structure including environment, mobility, urban design and servicing will be considered.

The charrette will be a collaborative 5-day exercise focused on creating an implementable solution.

DESIGN CHARRETTE OVERVIEW

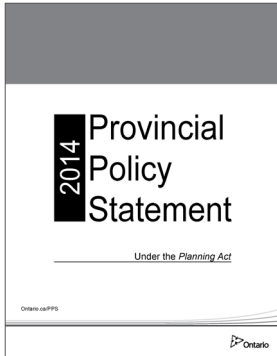


DESIGN CHARETTE CLAIR-MALTBY SECONDARY PLAN



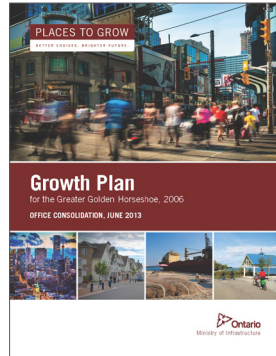
GUIDING DOCUMENTS

Provincial Policy Statement (PPS)



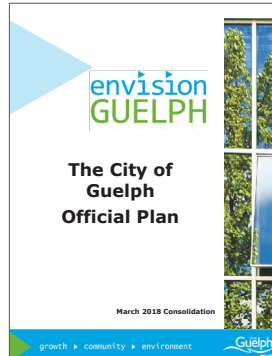
- Relevant themes include:
- Creating strong, livable and healthy communities;
 - Protecting the environment, public health and safety; and
 - Facilitating economic growth.

Places to Grow: Growth Plan for the Greater Golden Horseshoe



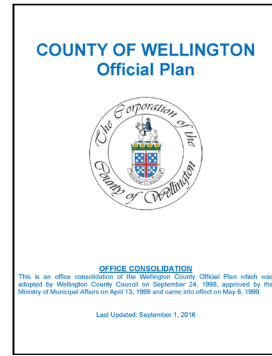
- Relevant themes include:
- Growth management directions;
 - Greenfield residential targets; and
 - People/jobs density targets.

City of Guelph Official Plan



- Relevant themes include:
- Complete communities;
 - Protection of the Natural Heritage System;
 - Multimodal transportation system;
 - Environmental and built form sustainability;
 - Varied and affordable housing types; and
 - Conservation of built and cultural heritage and archaeological resources

Wellington County Official Plan (relevant to adjacent lands)



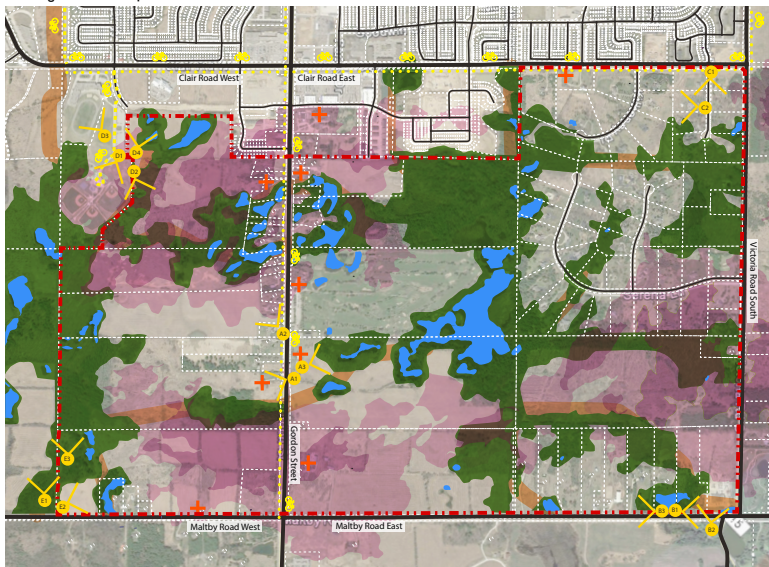
- Relevant themes include:
- Land use designations and policies;
 - Gordon Street Extension; and
 - Significant Drinking Water Threat policies.

DESIGN CHARETTE CLAIR-MALTBY SECONDARY PLAN



EXISTING CONDITIONS

Existing Conditions Map



Central Views



South East Views



North East Views



North West Views



South West Views



Legend

- Existing Roads
- Natural Heritage System
- Blue Lanes
- Blue Lane or Paved Shoulders
- Off Road Bike Route
- Water Bodies
- Paris Moraine
- Significant Natural Areas and Natural Areas
- Ecological Linkages
- Clair Maltby Secondary Plan Boundary
- Built Heritage Resources
- Drone Views

DESIGN CHARETTE CLAIR-MALTBY SECONDARY PLAN



VISION AND GUIDING PRINCIPLES

Vision:

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

The Natural Heritage System and the Paris Moraine provide the framework for the balanced development of interconnected and sustainable neighbourhoods.

This area will be primarily residential in character with a full range and mix of housing types and a variety of other uses that meet the needs of all residents.

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

Guiding Principles:



Vibrant and Urban

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



Green and Resilient

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



Healthy and Sustainable

Design the community for healthy, active living. Provide a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable development which is fiscally responsible.



Interconnected and Interwoven

Establish a multi-modal mobility network that provides choice and connects neighbourhoods to each other and the rest of the City.

Create a network of parks, open spaces and trails to provide opportunities for active and passive recreation, as well as active transportation choices.



Balanced and Liveable

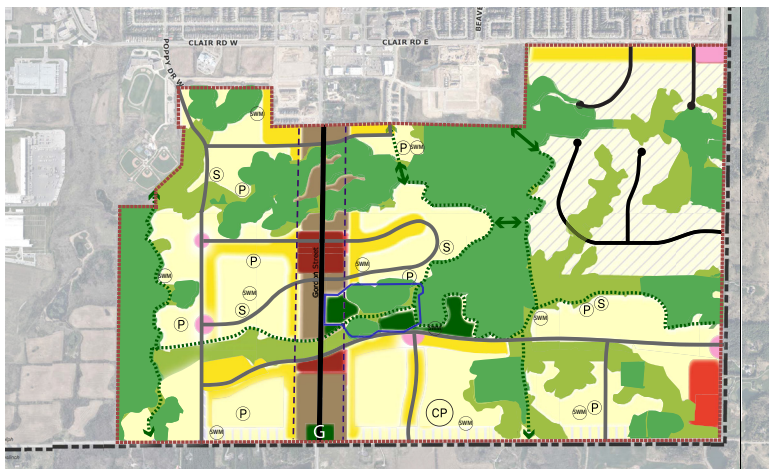
A valued and livable community which reflects the right balance between protecting the environment and fostering a healthy, equitable and complete community.

DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

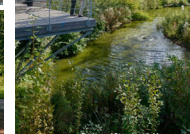
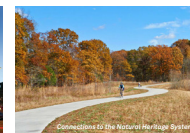
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ALTERNATIVE 1: FEATURING THE GREEN



LEGEND	
	Clair-Maltby Secondary Plan Boundary
	Cultural Heritage Landscape
	Urban-Rural Transition Zone
	Gordon St. Corridor
	Existing Street Network
	Proposed Street and Cycling Network
	Proposed Trail Network
	Potential Active Transportation Link
	Neighbourhood Park
	Community Park
	Elementary School
	Stormwater Management
	Gateway
	Natural Heritage System: May Permit Essential Transportation Infrastructure
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	Rolling Hills Residential
	Open Space

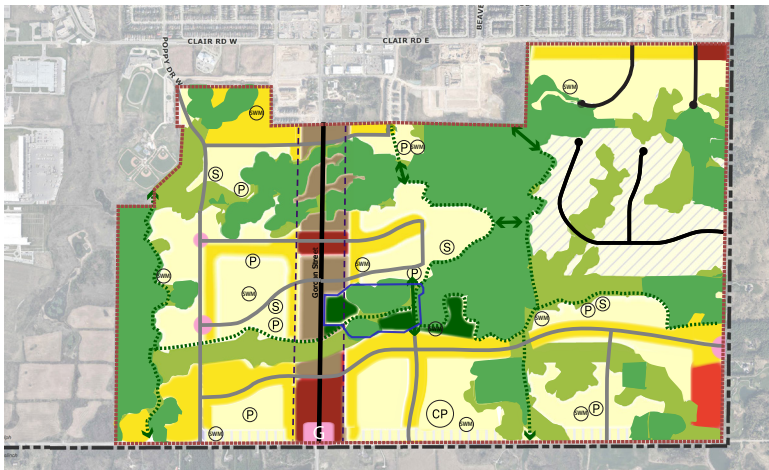


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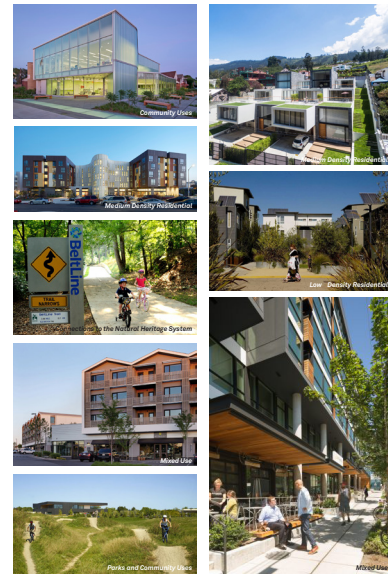
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ALTERNATIVE 2: FOCUS ON COMMUNITY SERVICES



LEGEND

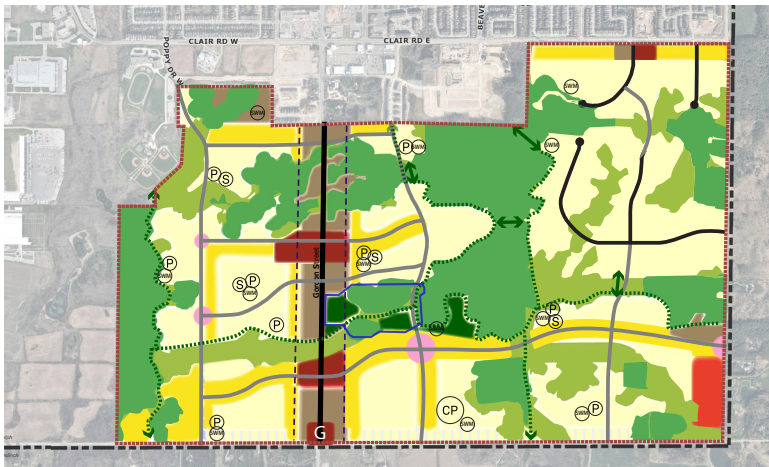
Existing Street Network	P Neighbourhood Park	Natural Heritage System:	Land Use:	Neighbourhood Commercial
Proposed Street and Cycling Network	CP Community Park	May Permit Essential Transportation Infrastructure	Low Density (Residential)	Service Commercial
Cultural Heritage Landscape	S Elementary School	Does Not Permit Transportation Infrastructure	Medium Density (Residential)	Rolling Hills Residential
Proposed Trail Network	Stormwater Management	Potential Active Transportation Link	High Density (Residential)	Open Space
Urban-Rural Transition Zone	G Gateway		Mixed Use	
Gordon St. Corridor				



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

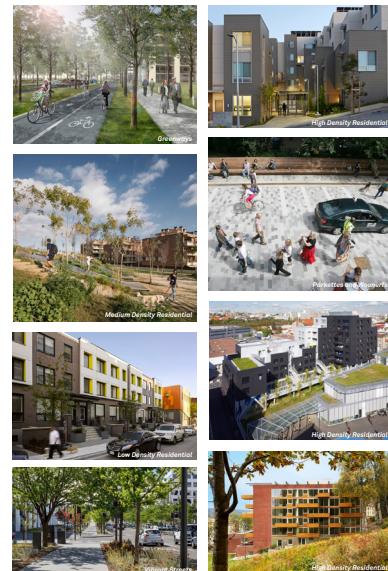


ALTERNATIVE 3: URBAN AND CONNECTED



LEGEND

Existing Street Network	P Neighbourhood Park	Natural Heritage System:	Land Use:	Neighbourhood Commercial
Proposed Street and Cycling Network	CP Community Park	May Permit Essential Transportation Infrastructure	Low Density (Residential)	Service Commercial
Cultural Heritage Landscape	S Elementary School	Does Not Permit Transportation Infrastructure	Medium Density (Residential)	Rolling Hills Residential
Proposed Trail Network	Stormwater Management	Potential Active Transportation Link	High Density (Residential)	Open Space
Urban-Rural Transition Zone	G Gateway		Mixed Use	
Gordon St. Corridor				



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN



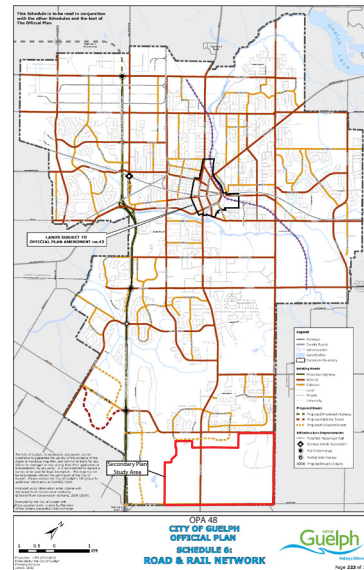
GUELPH WELLINGTON TRANSPORTATION STUDY

Key Improvements in Secondary Plan Area:

- Widening of Gordon Street from 2 to 4 lanes (approved 2001 EA) from Kortright Road to Wellington Road 34;
- Widening of Clair Road from 2 to 4 lanes (approved 2003 EA) - COMPLETE
- Southerly extension of Southgate Drive to Maltby Road; and
- Development of an internal collector road system within the Clair-Maltby Secondary Plan area connecting to Gordon Street and Maltby Road

Other Key Studies Informing the Transportation Network:

- Guelph Active Transportation Network Study
- Bicycle Friendly Guelph: Cycling Master Plan
- Guelph Transit, Transit Growth Strategy and Plan
- Guelph Trails Master Plan
- Wellington County Active Transportation Plan
- Various Environmental Assessments (i.e. Gordon Street, Victoria Road)



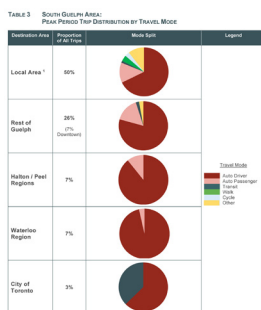
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TRANSPORTATION NETWORK CONSIDERATIONS

Existing Travel Behaviour



Travel Orientation and Primary Travel Mode

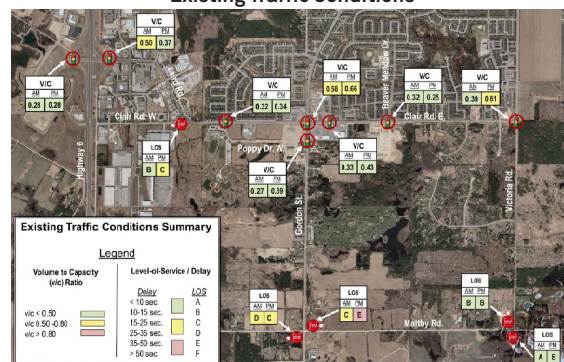
- Approx. 75% of trips stay within the City of Guelph.
- Most trips are undertaken in a private vehicle (86% of trips in Guelph; 88% overall).

General Traffic Distribution



- Approx. 75% of local area traffic volumes are anticipated to be oriented north of the study area.

Existing Traffic Conditions



Existing Weekday Peak Hour Area Traffic Operations

- Acceptable traffic operations at area signalized intersections under existing conditions.
- Gordon Street / Clair Road intersection can be busy during peak travel periods under existing conditions.
- Eastbound and westbound movements at Gordon Street / Maltby Road can experience longer delays.
- Other unsignalized intersections operate acceptably under existing conditions.

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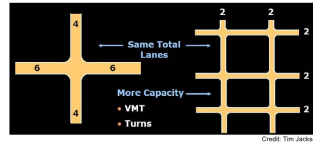
TRANSPORTATION NETWORK CONSIDERATIONS

Principles of Transportation Network:

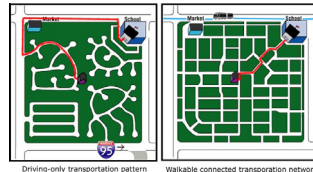
1. Provide flexibility, redundancy, and continuity;
2. Support transit service operations;
3. Support multi-modal transportation;
4. Enhance connectivity for all travel modes;
5. Provide robust and frequent connectivity internal to the neighbourhood, and to adjacent neighbourhoods; and
6. Respect natural heritage features.

Some Benefits of a Well-Planned Street Network:

1. Street capacity



2. Walkability

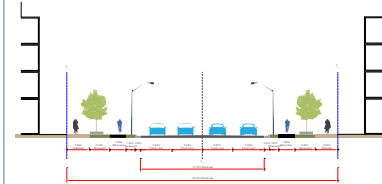


3. Safety

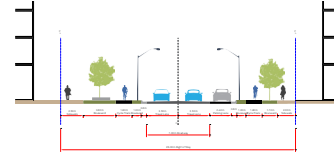
- Accommodate all street users
- Reduce street crossing distances
- Reduce vehicle speeds

Examples of New Potential Street Cross Sections

1. Arterial Street



2. Collector Street



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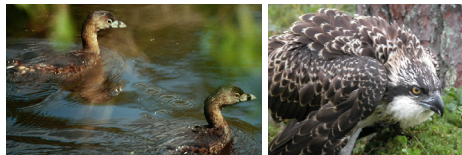
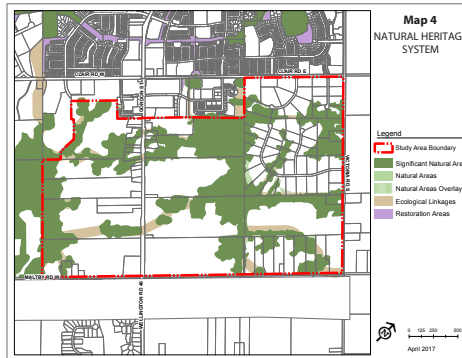
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NATURAL HERITAGE SYSTEM

A Natural Heritage System (NHS) already exists for the Secondary Plan Area. This NHS is mapped and described in the City's current Official Plan. It is based on the technical work and consultations undertaken as part of the City's Natural Heritage Strategy (2004 – 2009). This NHS was approved by Council (Official Plan Amendment 42) in 2010, and was refined and finalized by the Ontario Municipal Board's approval of the City's Official Plan Amendment 42 in 2014. This is the NHS shown in the various maps presented as part of this charrette.

The purpose of the natural heritage work undertaken through the Clair-Maltby Secondary Plan process has been to verify and update the NHS, as needed, based on relevant changes to existing conditions, policies and guidelines. A work plan for these updates was developed in consultation with the City and key stakeholders.



112 species of birds can be found in the Clair-Maltby Secondary Plan Area



467 species of plants can be found in the Clair-Maltby Secondary Plan Area



7 species of frog and 1 species of toad can be found in the Clair-Maltby Secondary Plan Area

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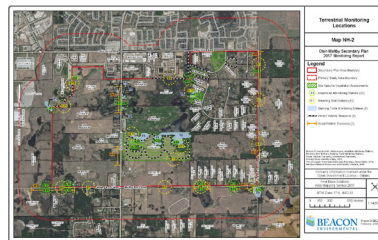
NATURAL HERITAGE SYSTEM

Natural heritage field studies undertaken as part of the Clair-Maltby Secondary Plan process over 2016 and 2017 have included:

- Preliminary screening for headwater drainage features;
- Assessment of the water levels and quality of selected wetlands;
- Air photo interpretation to verify and update vegetation community mapping supplemented with scoped vegetation assessments and botanical surveys;
- Amphibian and reptile surveys, including movement surveys over roads;
- Breeding bird and winter wildlife surveys (including for deer and raptors); and
- Incidental observations of seeps, springs and other wildlife.

Field studies have been limited to properties where access was provided, public lands and road rights-of-way. Surface water sampling stations were coordinated with shallow groundwater sampling stations to gain a better understanding of how the different wetlands function. Field work has been supplemented by a review of all available background studies and data in the study area from the last decade or so.

Over 2018, refinements and updates to the NHS will be confirmed based on the technical work undertaken. These updates will be reviewed with the City and key stakeholders including: local agencies and advisory committees, as well as the landowners and advisory groups established for this project. Updates to the NHS will be integrated into the various models and planning studies to inform the different technical components (e.g., transportation, servicing, storm water management) and the Secondary Plan itself, including the related policies.



Wetland Monitoring Station 8 at various points from April-November 2017

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PROBLEM AND OPPORTUNITY STATEMENT

Problem

The City of Guelph is undertaking the Clair-Maltby Secondary Plan and Master Environmental Servicing Plan (MESP) Study to comprehensively plan the last unplanned greenfield area within the city. The current study area does not have full municipal services to support future development.

Opportunity

The Clair-Maltby Secondary Plan and the Master Environmental Servicing Plan (MESP) are being developed concurrently to provide an integrated planning approach to establish a plan for future urban development and full municipal services within this area.

Newly urbanizing lands require municipal services in the form of roads, water, wastewater and stormwater infrastructure, in order to meet municipal and provincial requirements. The process involving the conversion of undeveloped land to a fully serviced, urbanized form is governed through an integrated approach addressing the needs of the Planning Act and the Environmental Assessment Act, including the Municipal Engineers Association Class Environmental Assessment Process for public infrastructure planning and design.

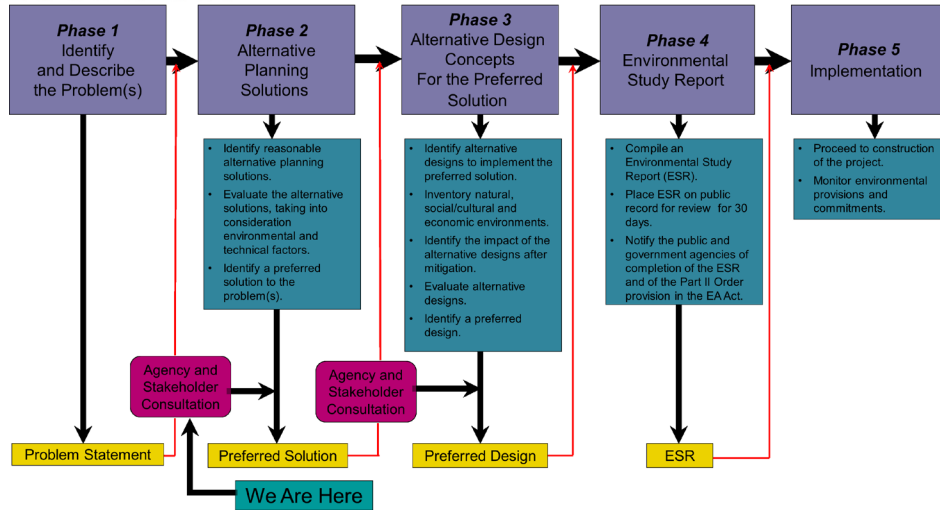


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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT



The MESP for Clair-Maltby is intended to fulfill Phases 1 and 2

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STORMWATER MANAGEMENT PLANNING

Background

Urbanizing existing natural and rural lands has the potential to alter surface runoff and groundwater functions, possibly negatively affecting the area's wetlands, drainage features and associated wildlife and fish. Stormwater Management techniques can both pro-actively and reactively manage and mitigate the impacts of urbanization to address regulatory and functional objectives.

Objectives

Stormwater Management is intended to address the following objectives:

- i. Control drainage (quantity and quality) and associated risks
- ii. Manage impacts to drainage features and related habitat (Clair-Maltby open water drainage features are limited due to the hummocky terrain)
- iii. Maintain/improve water quality in accordance with Provincial requirements
- iv. Work towards water balance preserving surface water infiltration and groundwater quantity and quality



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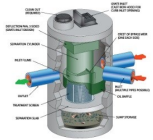
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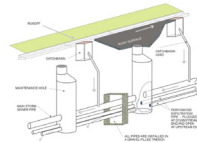
STORMWATER MANAGEMENT ALTERNATIVES

There are a number of Stormwater Management techniques available to address the objectives which fall into various categories as follows:

- Dry ponds
- Wet ponds
- Wetlands
- Hybrids
- Greenways
- Infiltration Systems
- Oil and grit separators



- Perforated pipes
- Swales
- Enhanced swales



- Bioretention (rain gardens)
- Soak away Pits
- Permeable pavements
- Rain water harvesting
- Rain gardens
- Biofilters



The Do Nothing alternative is required to be considered in the Municipal Class Environmental Assessment process. It would however not address the stormwater management objectives for the future development area.

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PRELIMINARY STORMWATER MANAGEMENT FACILITY CONSIDERATIONS

- **Location** – preliminary locations established based on existing topography and drainage routes, and functional connections to features
- **Size** – to be determined to meet stormwater management objectives
- **Geometry** – there are options (rectangular, greenway, circular etc.) – which will have to consider compatibility with the planning for adjacent land uses
- **Form** – functional considerations (i.e. dry or wet) as well as opportunities to make some spaces multi-functional – particularly where parks, schools and natural areas are adjacent to stormwater management facilities
- **Other complementary considerations:**
 - Extent and size of Low Impact Development Best Management Practices – this may affect community design and street widths
 - Stormwater Management Facility's Overflows – most of the area has inwardly draining systems which will need to have relief overflows
 - Drainage system layout (sewer and overland) – will be influenced by future land use and road patterns
 - Enhanced water quality protection need to include pre-treatment of runoff before being infiltrated, source water protection considerations and salt management imperative

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WATER AND WASTEWATER SERVICING

Background

The Clair Maltby Lands Water and Wastewater Servicing will be integrated with the City of Guelph's existing water distribution and wastewater collection systems. As all of the roads in the development will have commercial or residential users, each building will be provided with a water service connection and a sanitary service connection. Site topography is a key consideration governing the integration of the water and wastewater services within the existing City of Guelph System.

Objectives

1. The Clair Maltby Lands will be serviced in accordance with the City of Guelph's Master Planned Infrastructure
2. The City's water distribution network will be expanded with a 300 mm water main on every new road in a fully looped configuration (i.e. with no dead end watermains).
3. The City's wastewater collection system will be expanded such that there is a gravity sewer on every road that collects the wastewater and conveys it to the Guelph wastewater treatment plant.

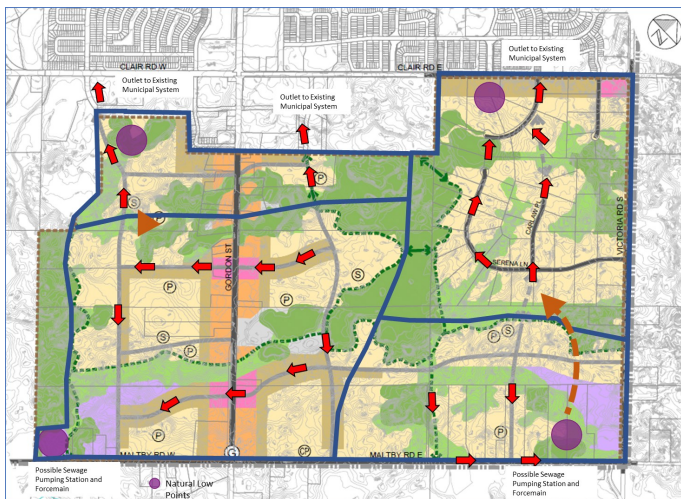


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WASTEWATER COLLECTION



The City's wastewater collection system is accessible in three sub-trunk sewer systems to the North.

The undulating topography of the Clair Maltby lands, presents a challenge in regards to gravity servicing.

Most of the Clair Malby lands naturally drains to low points in the South East and in the South West. It is not possible for all of the proposed lands to be connected to the Guelph system without pumping stations.

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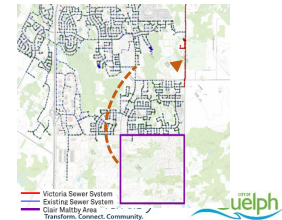
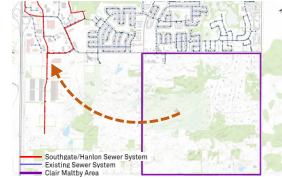
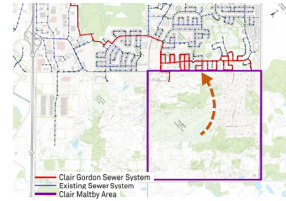
WASTEWATER CONVEYANCE ALTERNATIVES

Alternative Approaches

1. **Do Nothing** A moratorium on new wastewater collection infrastructure
2. **Limit Growth** Growth is limited to reduce demand and costs of operating and maintaining wastewater infrastructure
3. **New Infrastructure – Gravity collection system** – Areas serviced by gravity only – limited by topography
4. **New Infrastructure – Pump Station(s) and forcemain(s)** – Pumping Stations and forcemains to lift wastewater from areas that are too low to drain by gravity
5. **New Infrastructure – Gravity collection system, pump station(s), forcemain(s)**

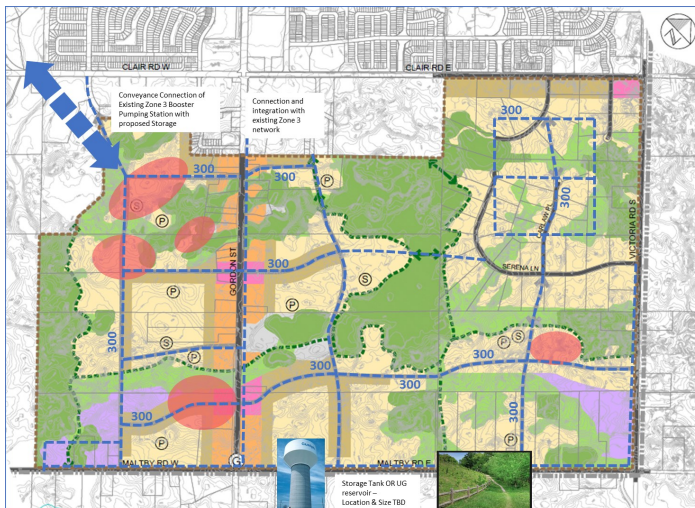
Alternative System Configurations

1. **Clair Gordon Trunk System**
 - a. use existing sewers no upgrades
 - b. use existing sewer routes with capacity upgrades
2. **Southgate / Hanlon Trunk System**
 - a. use existing sewers no upgrades
 - b. use existing sewer routes with capacity upgrades
3. **Victoria Trunk System**
 - a. use existing sewers no upgrades
 - b. use existing sewer routes with capacity upgrades



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

WATER DISTRIBUTION



Water distribution is organized in pressure zones that are suitable for lands within a given geodetic elevation range.

The Clair Maltby Lands are higher in elevation than much of the rest of the City. The City's water distribution system is currently being expanded in the South Side of Guelph through a new pressure zone (Zone 3) that will operate at levels that are suitable for the Clair Maltby Lands.

Zone 3 is now live with pumping into the zone, however as demand increases in its service area, it will require storage to meet mandated operating requirements.

The high points within the Clair Maltby Lands are suitable locations for the implementation of elevated storage for the new pressure zone.

DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN



WATER DISTRIBUTION ALTERNATIVES

Alternative Approaches

1. **Do Nothing** A moratorium on new wastewater collection infrastructure
2. **Limit Growth** Growth is limited to reduce demand and costs of operating and maintaining water infrastructure
3. **Service through Development of Zone 3 – New Storage & Transmission System** expansion as per Current City – Wide Master Planning Context

Alternative System Configurations

1. New Storage & Transmission

- a. Underground storage – in combination with pumps



- b. Elevated Tank Storage – Floating



COMMENTS AND NEXT STEPS

Please provide any additional comments about your vision for the Clair-Maltby area in the space below, using the post-it notes and pencils which have been provided.

Please provide your comments directly on the page using the Post-it Notes provided.

Next Steps:

Charrette Public Meeting 2 - April 5

An overview of the Preferred Community Structure and an opportunity to further refine the vision for Clair-Maltby

Charrette Public Meeting 3 - April 9

A presentation of the final Preferred Community Structure and more detailed information regarding built form, streets, blocks, and the open space system.

Following the charrette, the Preferred Community Structure will go to City Council for approval in June 2018.

APPENDIX 5:

Public Workshop and PIC Presentation

April 3, 2018

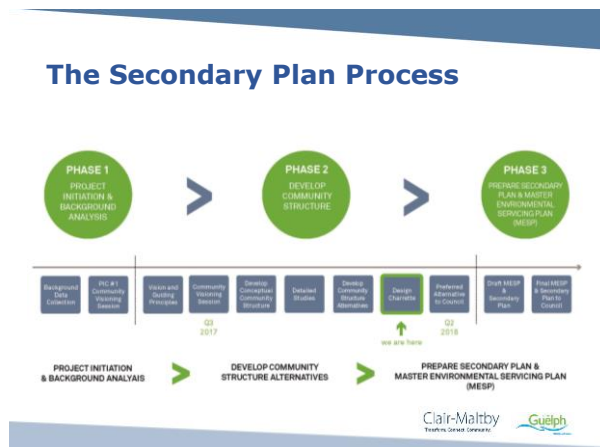


Agenda

1. Presentation	7:00 – 7:30 PM
<ul style="list-style-type: none"> • What is a Charrette • Structuring Elements and Vision and Guiding Principles • Community Structure Alternatives • Green Infrastructure and Building Typologies • Workshop Introduction 	
2. Workshop – Evaluation of Alternatives	7:30 – 8:45 PM
3. Report Back and Next Steps	8:45 – 9:00 PM

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What is a Charrette?

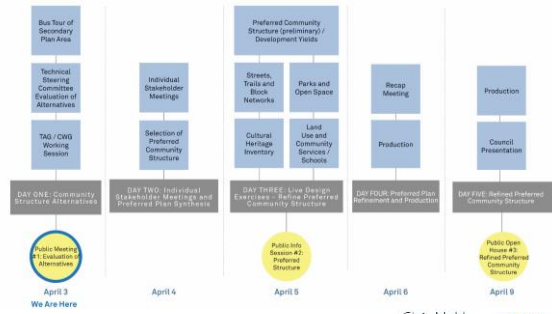
A multi-disciplinary, intensive and collaborative design and planning workshop inclusive of all affected stakeholders with the aim of developing a design or vision for a project or planning activity.



Literally, charrette is from the French term for "cart" or "chariot."



Design Charrette Overview



Structuring Elements



Study Area



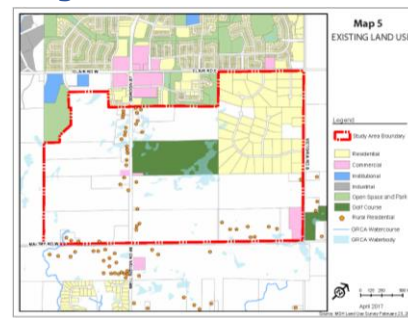
Natural Features



Clair-Maltby
Team's Social Contract



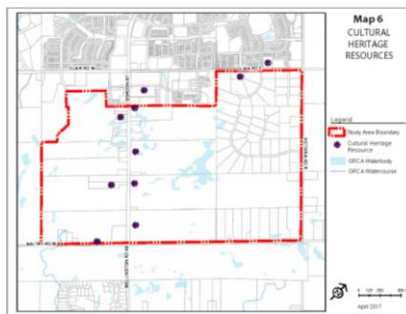
Existing Land Use



Clair-Maltby
Team's Social Contract



Cultural Heritage Resources



Clair-Maltby
Team's Social Contract



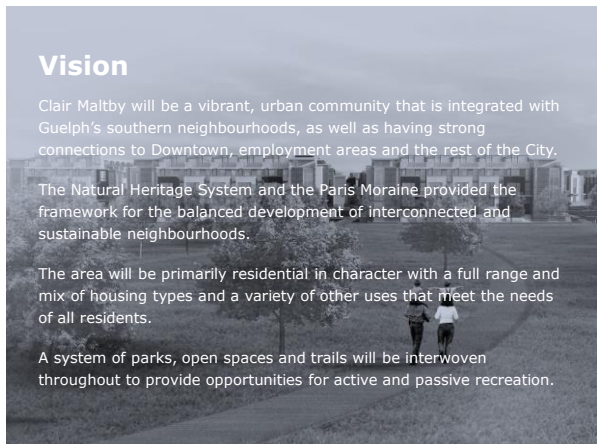
Vision

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

The Natural Heritage System and the Paris Moraine provided the framework for the balanced development of interconnected and sustainable neighbourhoods.

The area will be primarily residential in character with a full range and mix of housing types and a variety of other uses that meet the needs of all residents.

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



Guiding Principles



Vibrant and Urban



Green and Resilient



Healthy and Sustainable



Interconnected and Interwoven



Balanced and Livable



[Video: Planning Clair-Maltby](#)

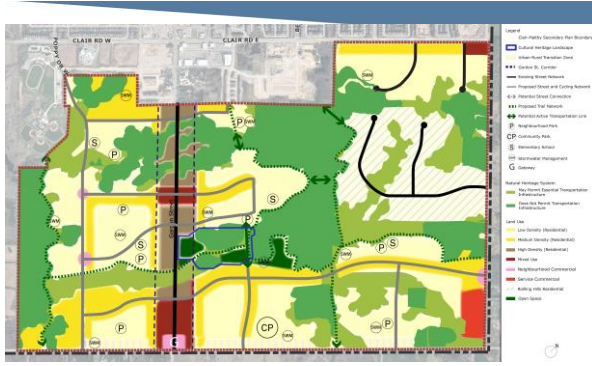


Community Structure Alternatives

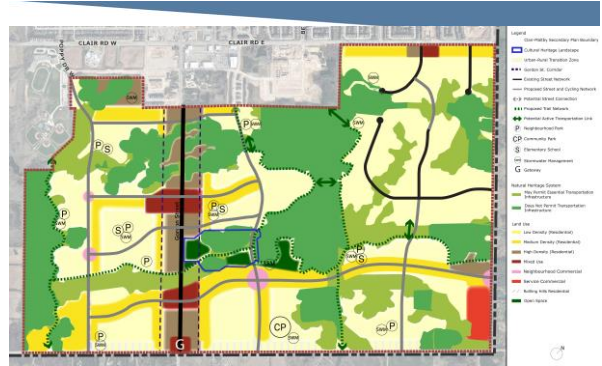


Alternative 1: Featuring the Green





Alternative 2: Focus on Community and Services



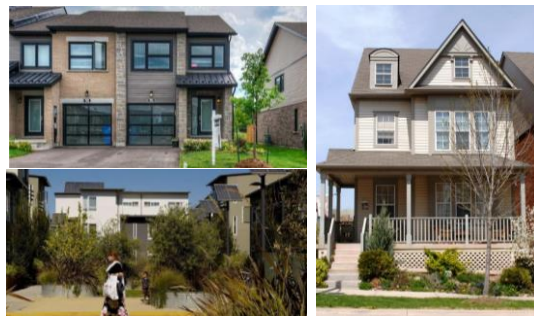
Alternative 3: Connected and Urban



Land Use Typologies



Low Density Residential



Medium Density Residential



High Density Residential



Mixed Use



Neighbourhood Commercial



Natural Heritage System



Clair-Maltby
Healthy Green Communities



Community Parks



Clair-Maltby
Healthy Green Communities



Neighbourhood Parks



Clair-Maltby
Healthy Green Communities



Stormwater Management



Clair-Maltby
Healthy Green Communities



Gateways



Streets and Blocks



Cycling Trails and Multi-Use Paths



Workshop Exercise (Evaluating the Alternatives)

At your tables:

- Exercise #1 – 15 min: Vibrant and Urban
 - Land uses are...
- Exercise #2 – 15 min: Green and Resilient / Healthy and Sustainable
 - Parks and open spaces are...
- Exercise #3 – 15 min: Interconnected and Interwoven
 - The street network connects...
- Exercise #4 – 15 min: Balanced and Liveable
 - Provides appropriate...



Thank You



Clair-Maltby
TRANSITION SERVICES GROUP



APPENDIX 6:

Preliminary Preferred Community Structure

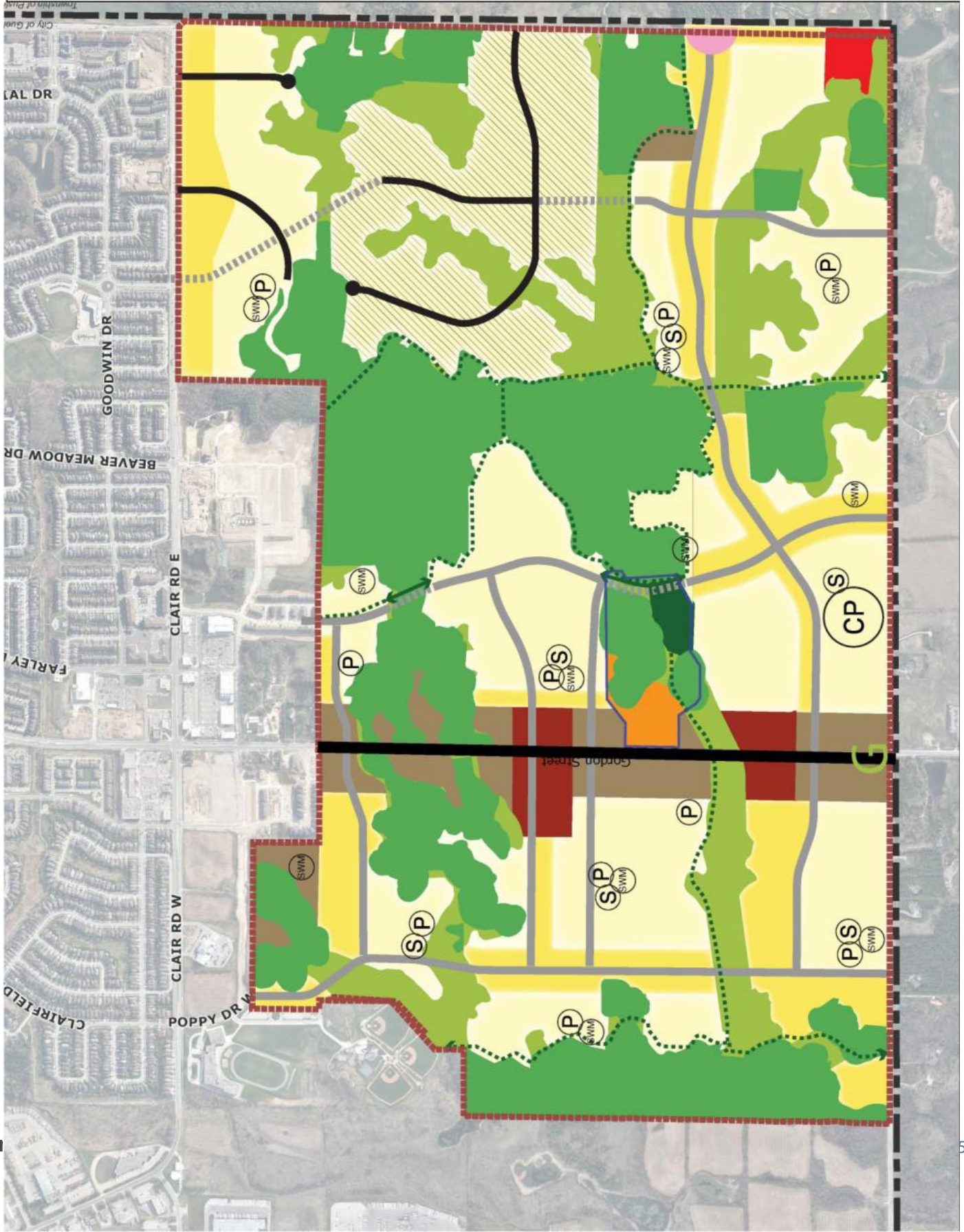
April 5, 2018

Clair-Maltby Preliminary Preferred Concept

April 5 2018

Legend

- Clair-Maltby Secondary Plan Boundary
- Cultural Heritage Landscape
 - Urban-Rural Transition Zone
 - Gordon St. Corridor
 - Existing Street Network
 - Proposed Street and Cycling Network
 - Potential Street Connection
 - Proposed Trail Network
 - Potential Active Transportation Link
 - Neighbourhood Park
 - Community Park
 - Elementary School
 - Stormwater Management
 - Gateway
- Natural Heritage System
- May Permit Essential Transportation Infrastructure
 - Does Not Permit Transportation Infrastructure
- Land Use
- Low Density (Residential)
 - Medium Density (Residential)
 - High Density (Residential)
 - Mixed Use
 - Neighbourhood Commercial
 - Service Commercial
 - Reserve Lands
 - Open Space



APPENDIX 7:

Public Meeting 2 Presentation

April 5, 2018



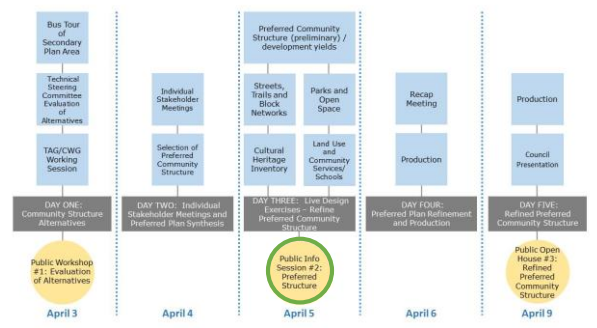
Clair-Maltby Secondary Plan



Transform. Connect. Community.

Public Meeting April 5, 2018







Design Charrette Overview



The Secondary Plan Process





Vision

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

The Natural Heritage System and the Paris Moraine provided the framework for the balanced development of interconnected and sustainable neighbourhoods.

The area will be primarily residential in character with a full range and mix of housing types and a variety of other uses that meet the needs of all residents.

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

Guiding Principles

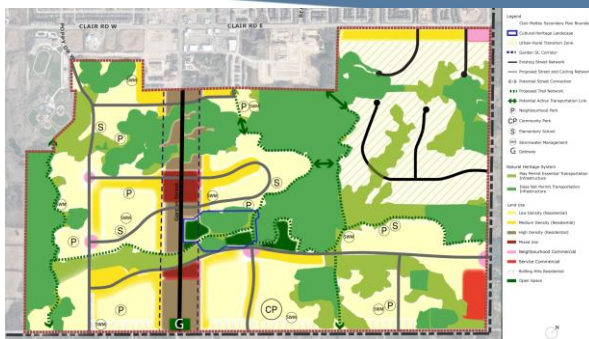


Clair-Maltby
Teachers' Council Community
Guelph

Community Structure Alternatives



Clair-Maltby
Teachers' Council Community
Guelph



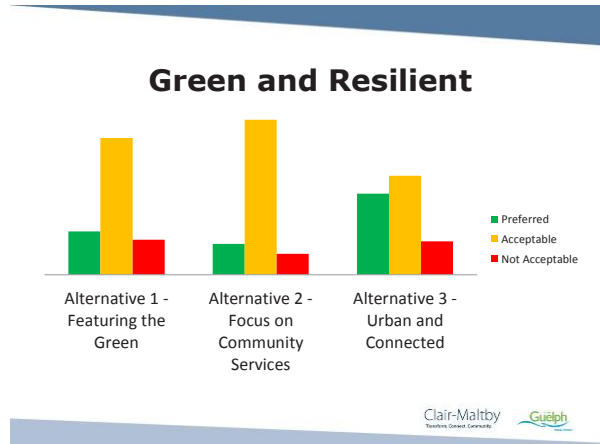
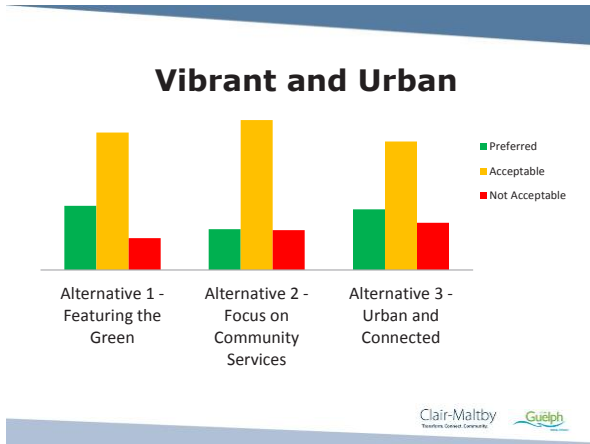
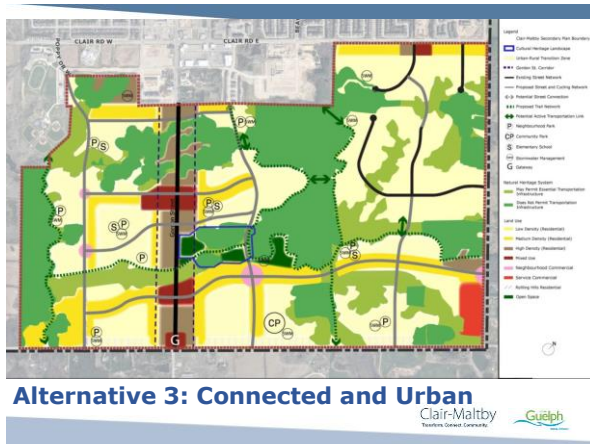
Alternative 1: Featuring the Green

Clair-Maltby
Teachers' Council Community
Guelph

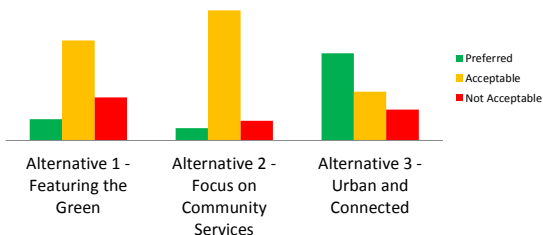


Alternative 2: Focus on Community and Services

Clair-Maltby
Teachers' Council Community
Guelph

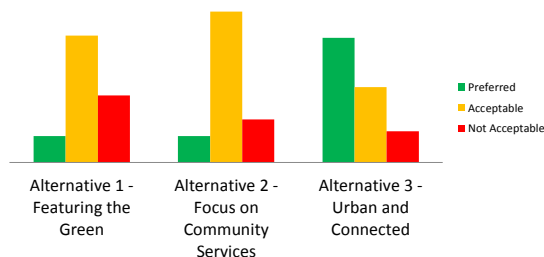


Interconnected and Interwoven



Clair-Maltby
Teesside Council Community
Guiseph

Balanced and Liveable



Clair-Maltby
Teesside Council Community
Guiseph

What we heard

- Road locations and alignments
 - Grid network
 - Natural Heritage System crossings
 - Concerns related to single loaded roads
- Additional trails, including to employment lands
- Road through Cultural Heritage Landscape and Natural Heritage System

Clair-Maltby
Teesside Council Community
Guiseph

What we heard

- Location and number of mixed-use and neighbourhood commercial
- Location of community park
- General support for collocating dry stormwater management, parks and schools
- Rural-urban transition, especially along Victoria Road
- Importance of Natural Heritage System including landform
- General support for green gateway
- Integrate safe options active transportation

Clair-Maltby
Teesside Council Community
Guiseph

What we heard

- Rolling Hills
 - Concern about showing any redevelopment
 - Support for some development along Clair Road
 - If developed there are no schools and parks shown. Should more density be added along roads?
 - Concern about economic impacts



Preliminary Preferred Concept



Key Area Demonstration sketches



Key Area Demonstration sketches



Next Steps

Galleria & Room 112 – ask questions, provide your written comments or mark-up a copy of the preferred concept plan

April 9, 2018

- Open House 4:30-6:30
- Council Presentation 6:30
- deadline to register as a delegation is Friday at 10am

June 2018 – Preferred Concept to Council for consideration

July 2018 – Q1/Q2 2019 – Phase 3 of the project

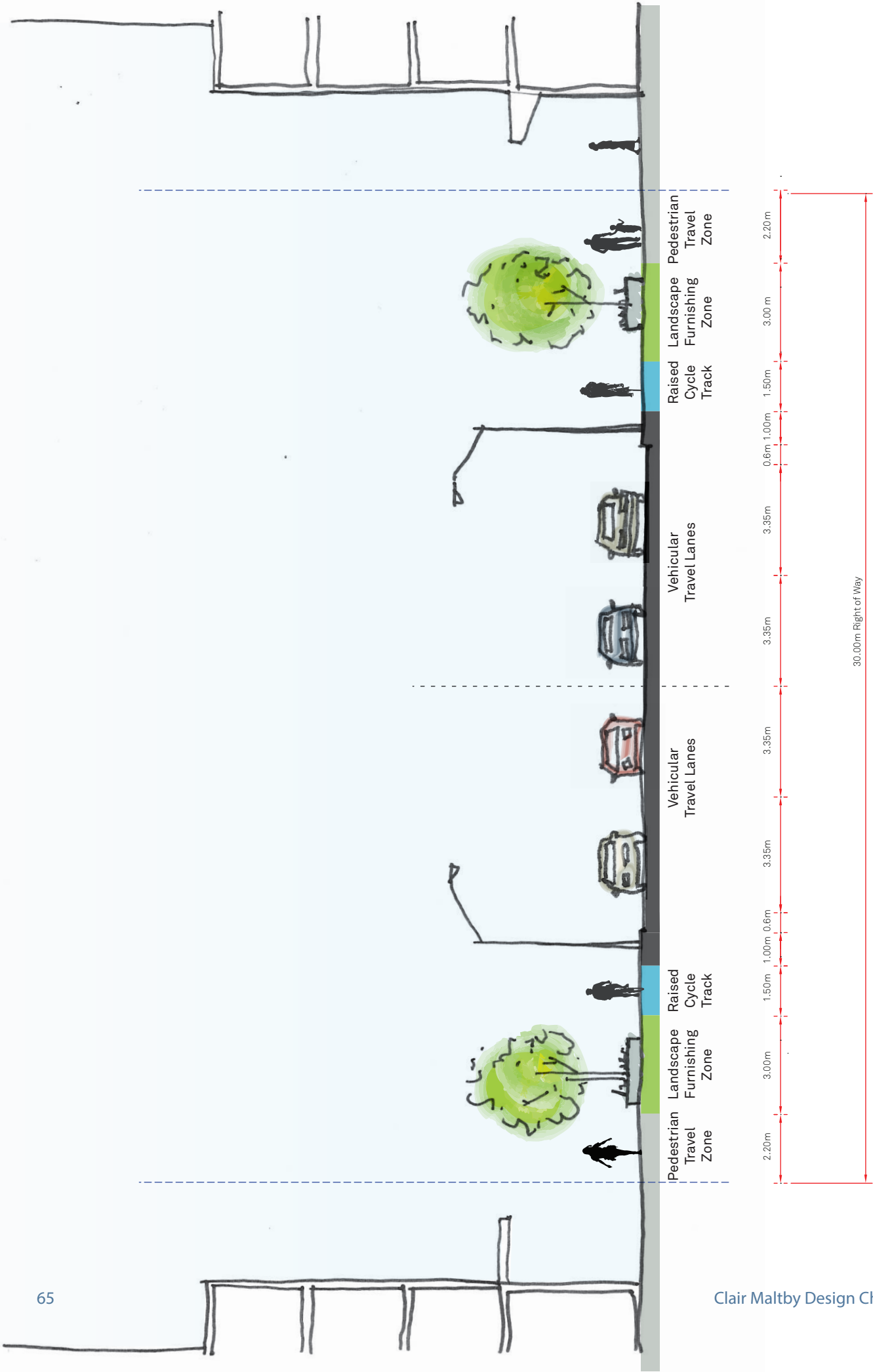


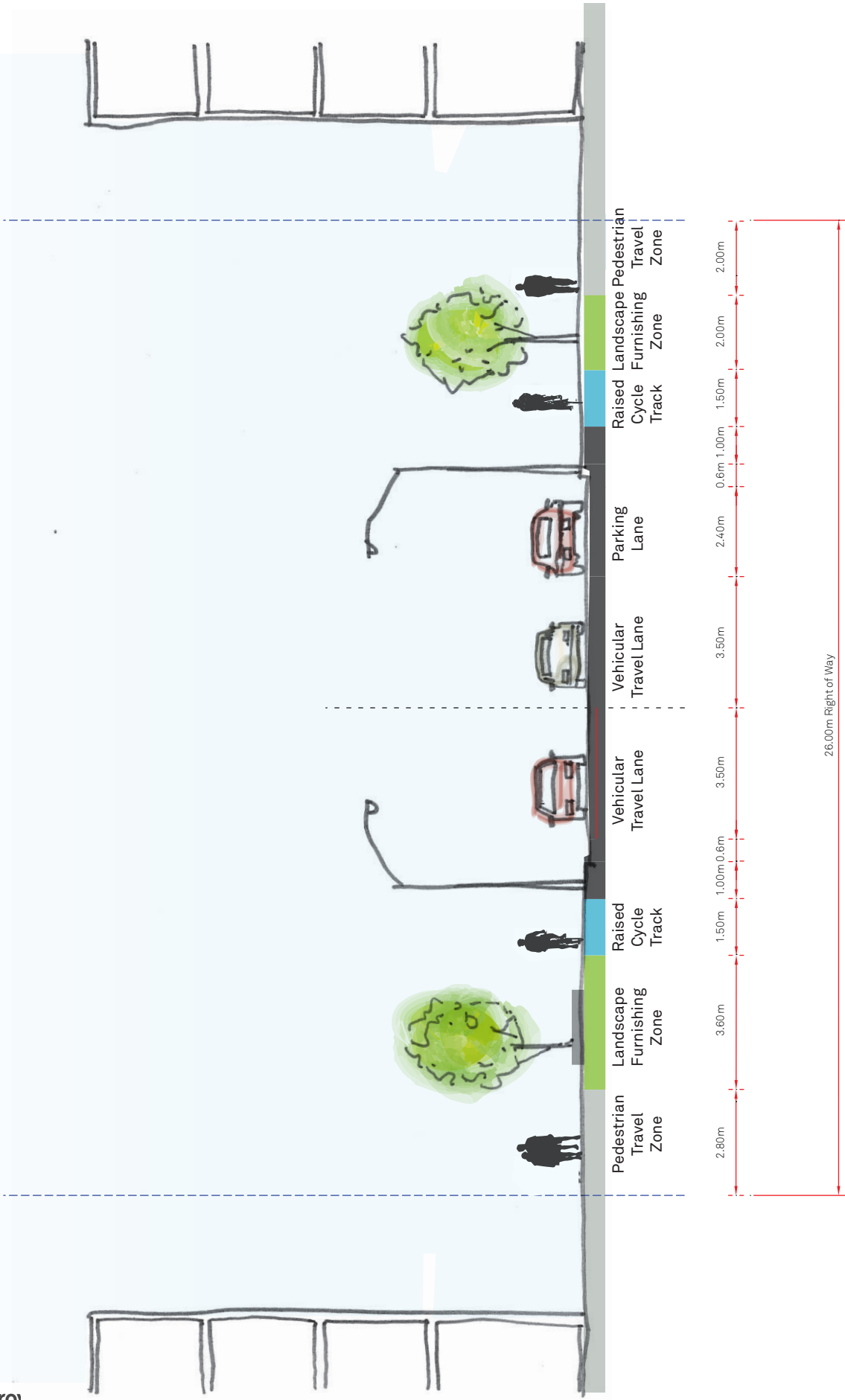
Thank You



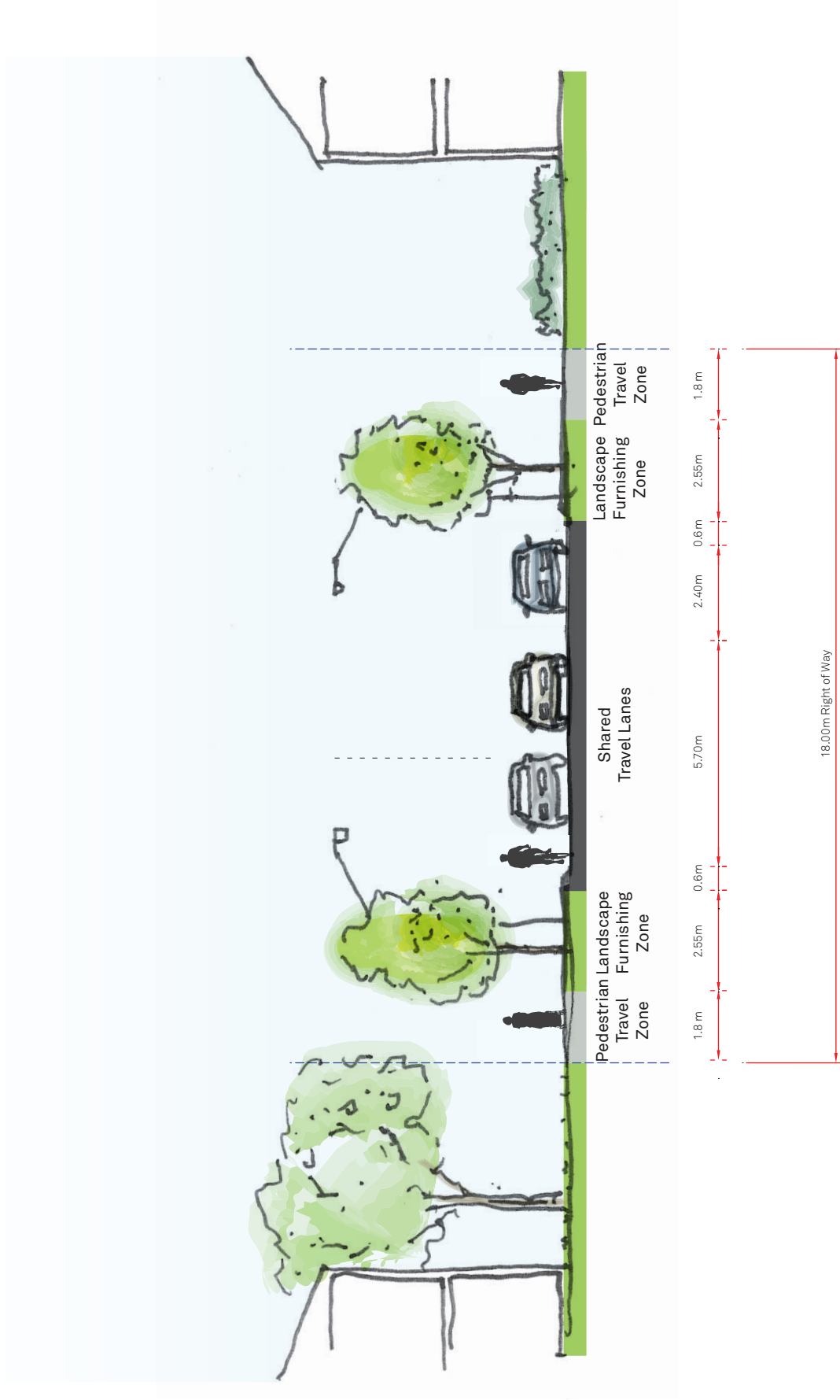
APPENDIX 8:

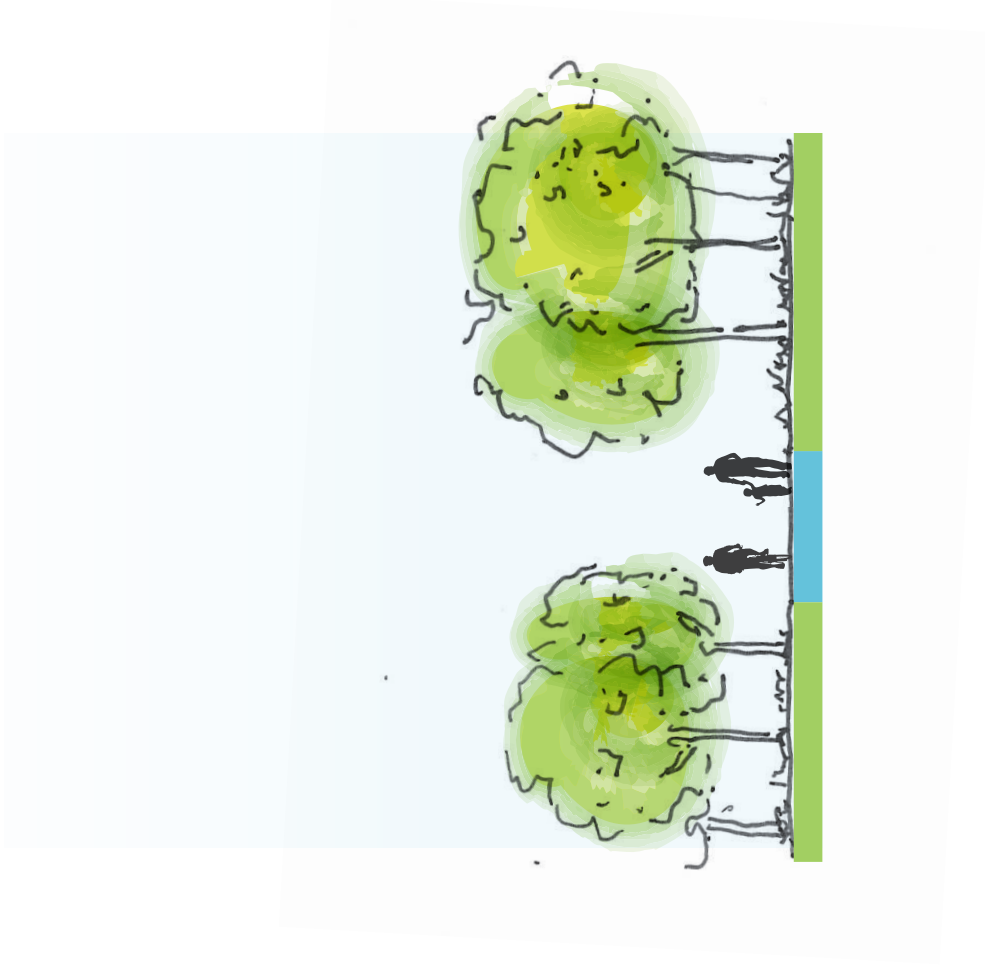
Conceptual Street and Trail Sections





Collector Road
 26 m ROW - Parking Lane and Raised Cycle Track



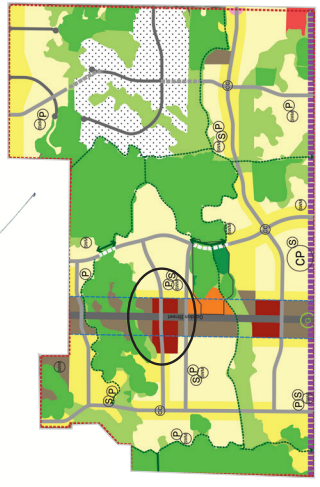


Multi-Use Path
3 meters wide

APPENDIX 9:
Key Area Drawings



Key Area 1 - Residential Area connecting to the Community Park



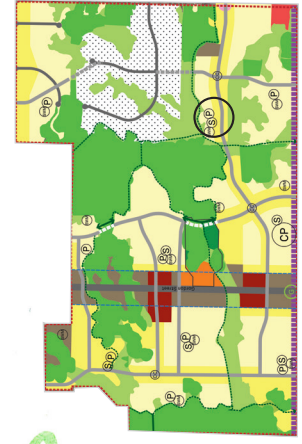
Key Area 2 - Gordon Street Mixed Use and Residential Area

Elementary School



Dry Stormwater Infiltration

Neighbourhood Park



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

APPENDIX 10:





Preferred Community Structure

April 9, 2018







Clair-Maltby Preliminary Preferred Concept

April 9 2018







Legend

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



Streets and Trails

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










Parks, Schools, and Features

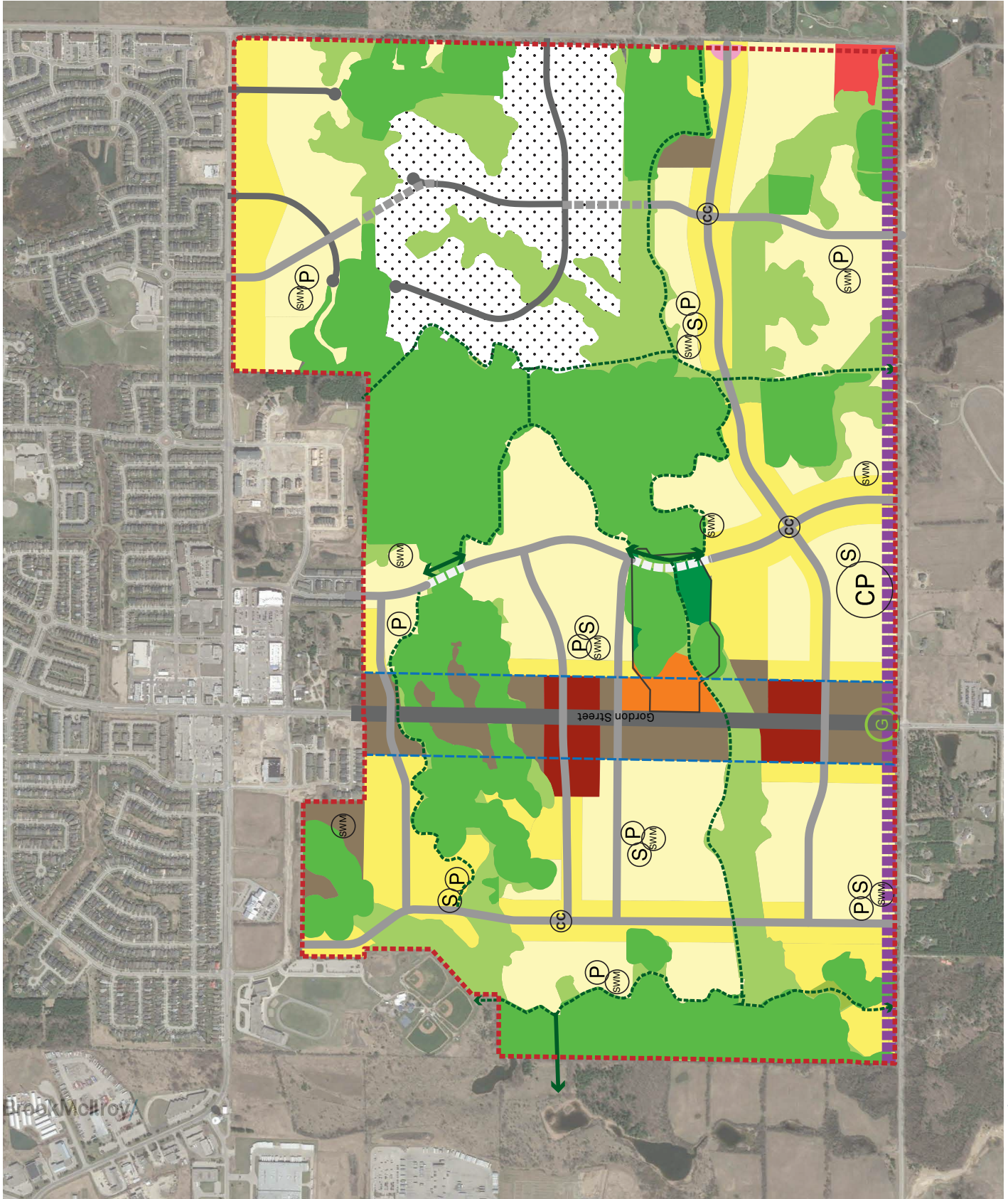
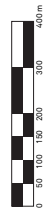
-  Neighbourhood Park
-  Community Park
-  Elementary School
-  Stormwater Infiltration Areas
-  Convenience Commercial Area
-  Gateway

Natural Heritage System

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

Land Use

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



Dr. Brock McPherson

APPENDIX 11:

Presentation Boards - Public Open House

April 9, 2018



WELCOME

Thank you for attending tonight's Open House

The materials presented today are the products of a week-long design charette.

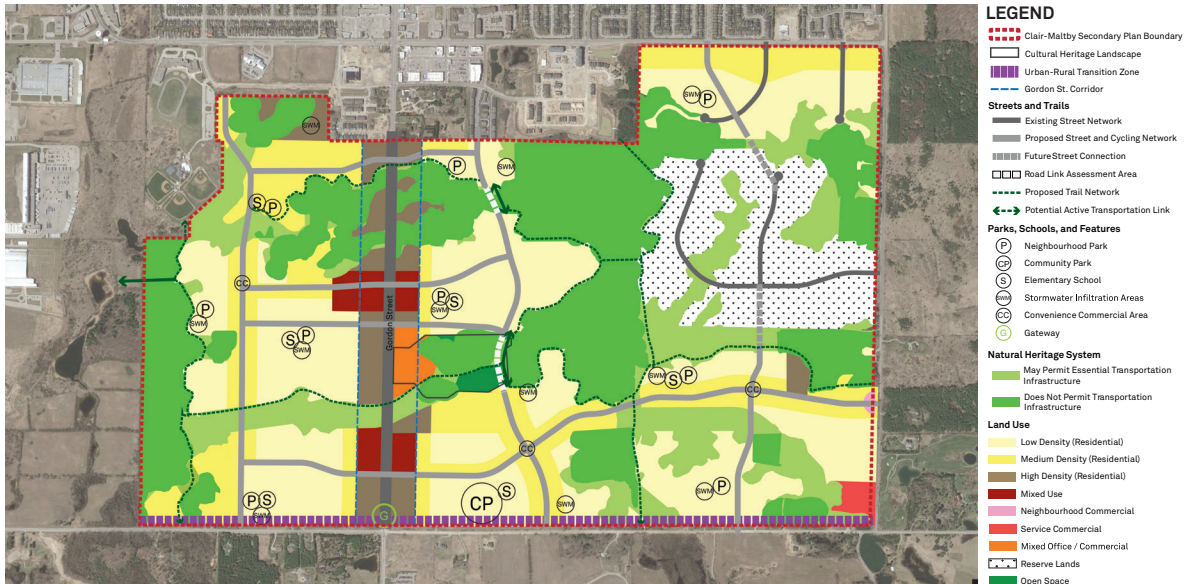
- 1 Open House 4:30 - 6:30 pm
- 2 Council Presentation 6:30 pm

Contact Us

Stacey Laughlin, MCIP, RPP
 Senior Policy Planner
 Planning, Urban Design and Building Services
 stacey.laughlin@guelph.ca

Arun Hindupur, M.Sc., P.Eng.
 Supervisor, Infrastructure Engineering
 Engineering and Capital Infrastructure Services
 arun.hindupur@guelph.ca

PRELIMINARY PREFERRED COMMUNITY STRUCTURE



CONNECTIONS TO THE COMMUNITY



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

Clair-Maltby
Transform. Connect. Community.



GORDON STREET



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

Clair-Maltby
Transform. Connect. Community.



RESPECTING NATURAL HERITAGE



DESIGN CHARETTE
CLAIR-MALTYB SECONDARY PLAN

Clair-Maltby
Transform. Connect. Community.

City of Guelph

GREEN GATEWAY



DESIGN CHARETTE
CLAIR-MALTYB SECONDARY PLAN

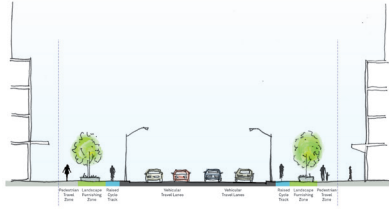
Clair-Maltby
Transform. Connect. Community.

City of Guelph

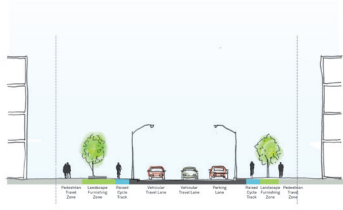
STREETS AND BLOCKS

What do you envision for Clair Maltby? Place the stickers provided on images that you like, or use the Post-It Notes for suggestions not shown in the precedent images below.

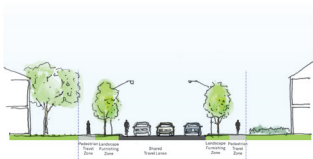
Gordon Street



Collector Street Option



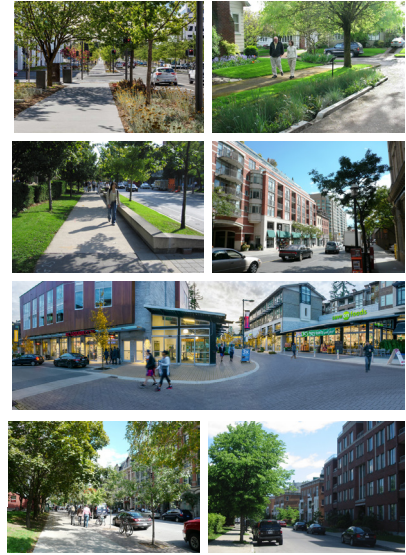
Typical Local Street



Typical Trail



Preliminary Street Sections



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

Clair-Maltby
Transform. Connect. Community.



OPEN SPACE

What do you envision for Clair Maltby? Place the stickers provided on images that you like, or use the Post-It Notes for suggestions not shown in the precedent images below.



Natural Heritage Areas



Parkettes



Neighbourhood Parks



Community Parks

DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN

Clair-Maltby
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BUILT FORM

What do you envision for Clair Maltby? Place the stickers provided on images that you like, or use the Post-It Notes for suggestions not shown in the precedent images below.



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN



GREEN ELEMENTS

What do you envision for Clair Maltby? Place the stickers provided on images that you like, or use the Post-It Notes for suggestions not shown in the precedent images below.



DESIGN CHARETTE
CLAIR-MALTBY SECONDARY PLAN



APPENDIX 11:

Public Information Session 3 Presentation to Council

April 9, 2018



Clair-Maltby Secondary Plan

Transform. Connect. Community.

Council Meeting
April 9, 2018



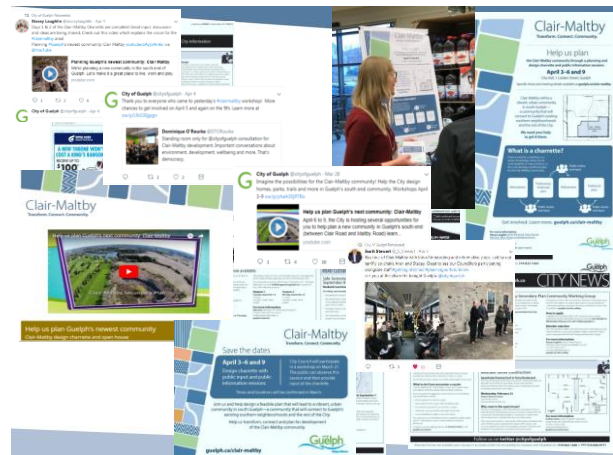
The Secondary Plan Process



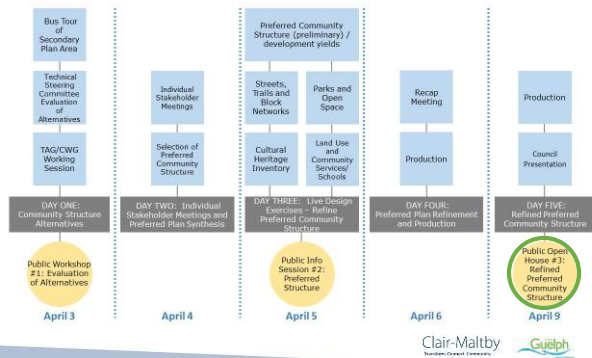
CMSP & MESP Project

Community Engagement Opportunities

2015	June – Project Kick-off Report to Council August – TOR Open House September – TOR Focus Group Session October – consultation on draft TOR
2016	May – Property Owners Meeting
2017	February/March – Establishment of the Community Working Group April – Visioning Workshop July – COW/Council approval of vision and guiding principles September – Visioning Workshop December – COW/Council approval of Conceptual Community Structure
2018	March – EAC/RSAC, Council Workshop April – Planning and Design Charrette



Design Charrette Overview



Charrette Day 1



Charrette Days 2&3



Vision

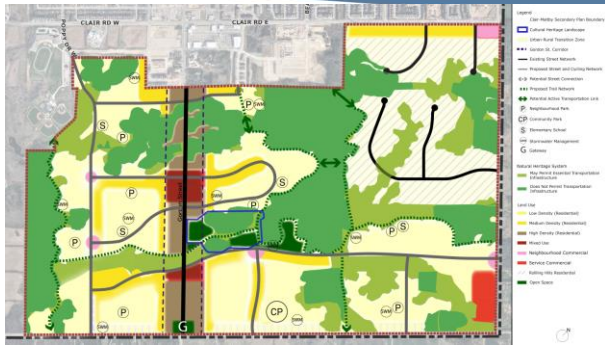
Clair-Maltby will be a vibrant, urban community that is integrated with Guelph's southern neighbourhoods, as well as having strong connections to Downtown, employment areas and the rest of the City.

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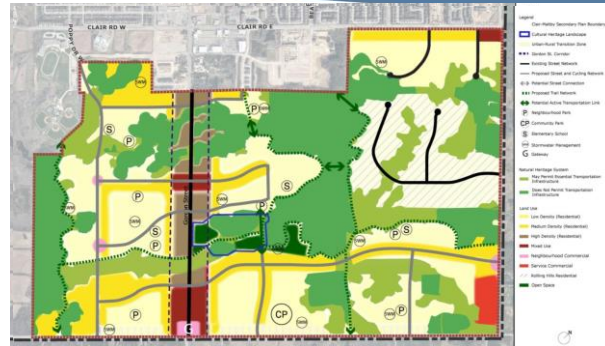
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Alternative 1: Featuring the Green



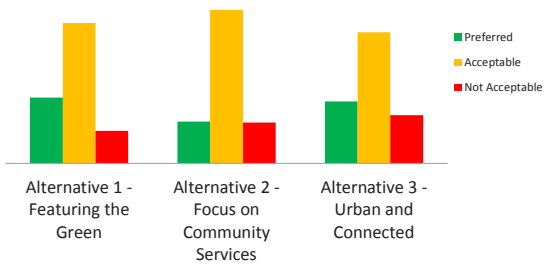
Alternative 2: Focus on Community and Services



Alternative 3: Connected and Urban

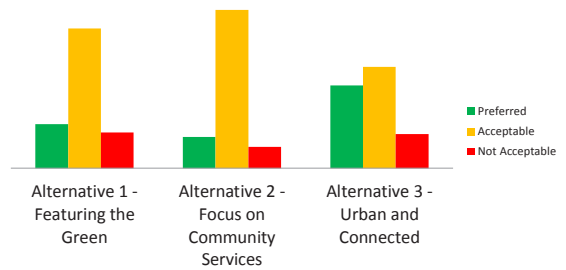


Vibrant and Urban



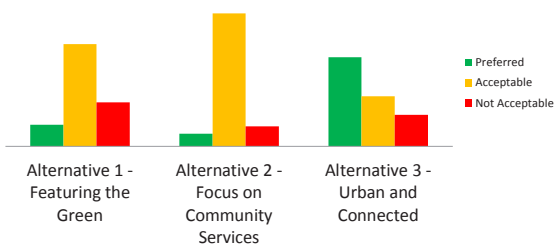
Clair-Maltby
Urban Green Corridor
 Guelph

Green and Resilient



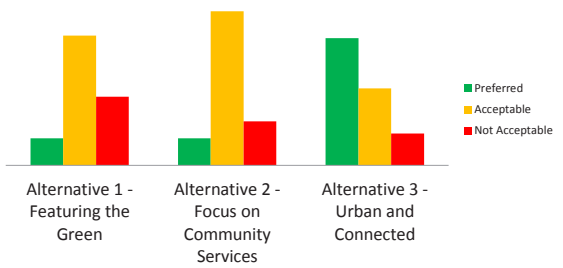
Clair-Maltby
Urban Green Corridor
 Guelph

Interconnected and Interwoven



Clair-Maltby
Urban Green Corridor
 Guelph

Balanced and Liveable



Clair-Maltby
Urban Green Corridor
 Guelph

What we heard

- Road locations and alignments
 - Grid network
 - Natural Heritage System crossings
 - Concerns related to single loaded roads
- Additional trails, including to employment lands
- Road through Cultural Heritage Landscape and Natural Heritage System

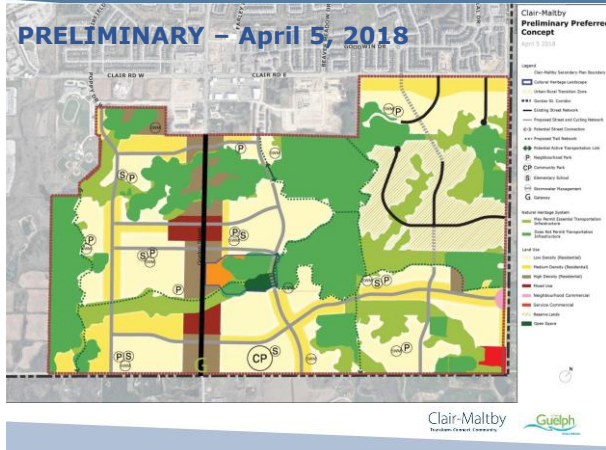
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- Location and number of mixed-use and neighbourhood commercial
- Location of community park
- General support for collocating dry stormwater management, parks and schools
- Rural-urban transition, especially along Victoria Road
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- General support for green gateway
- Integrate safe options active transportation

What we heard

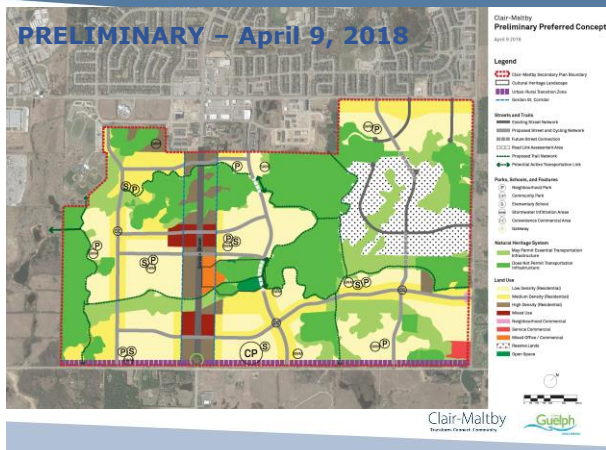
- Rolling Hills
 - Concern about showing any redevelopment
 - Support for some development along Clair Road
 - If developed there are no schools and parks shown. Should more density be added along roads?
 - Concern about economic impacts

PRELIMINARY Preferred Community Structure Day 3 – April 5, 2018

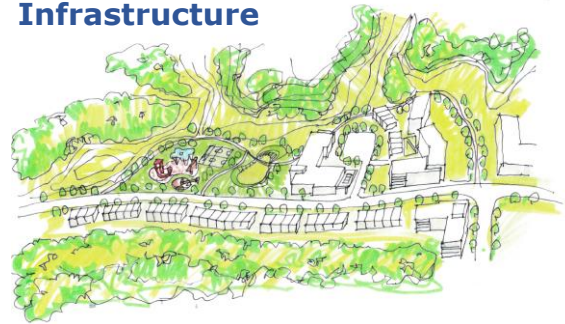


What we heard April 5th

- Limit medium density development along Victoria Road
- Add Community Convenience nodes
- Extend Mixed Office Commercial to buffer Cultural Heritage Landscape
- Request for High to Medium Density Residential on Options for Homes lands
- E-W Trail Connection to employment



Schools, Parks, And Green Infrastructure



Connection to Poppy Drive



Clair-Maltby
 Toronto, Ontario, Canada
 Guelph

Gordon Street



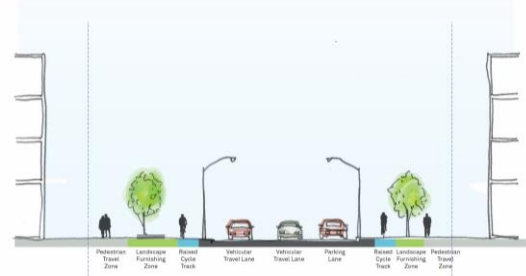
Clair-Maltby
 Toronto, Ontario, Canada
 Guelph

Preliminary Street Sections: Gordon Street



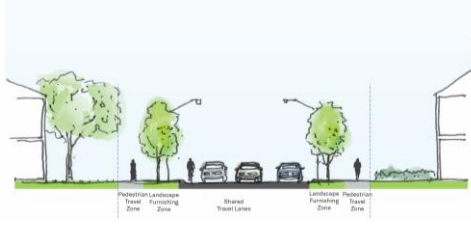
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Preliminary Street Sections: Collector Road Option



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Preliminary Street Sections: Local Road Option



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Preliminary Street Sections: Trail Network



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