

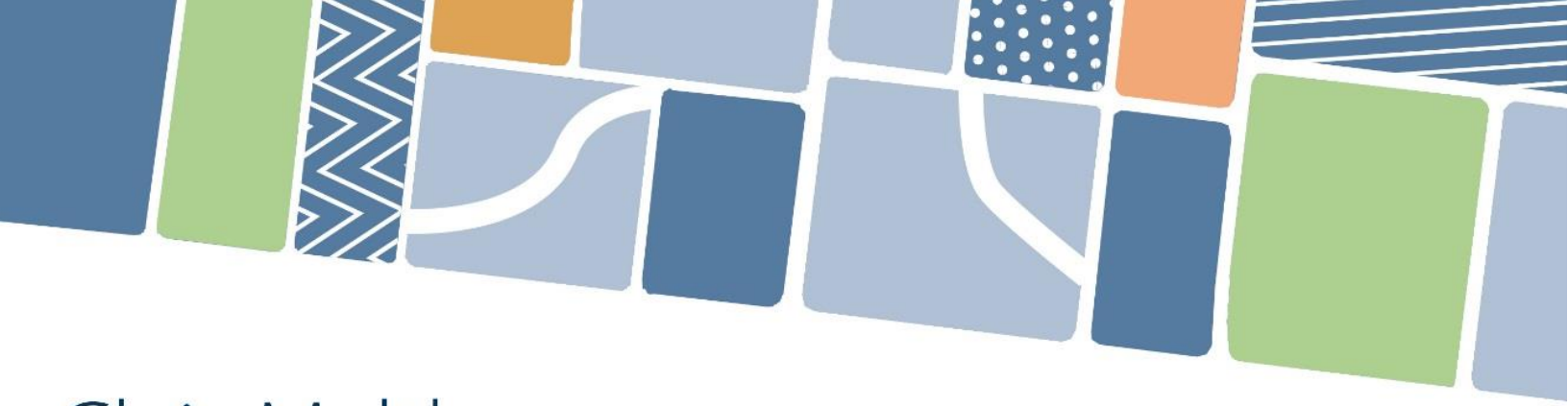


Clair-Maltby

Transform. Connect. Community

Draft Directions:
Framework for the Clair-
Maltby Secondary Plan

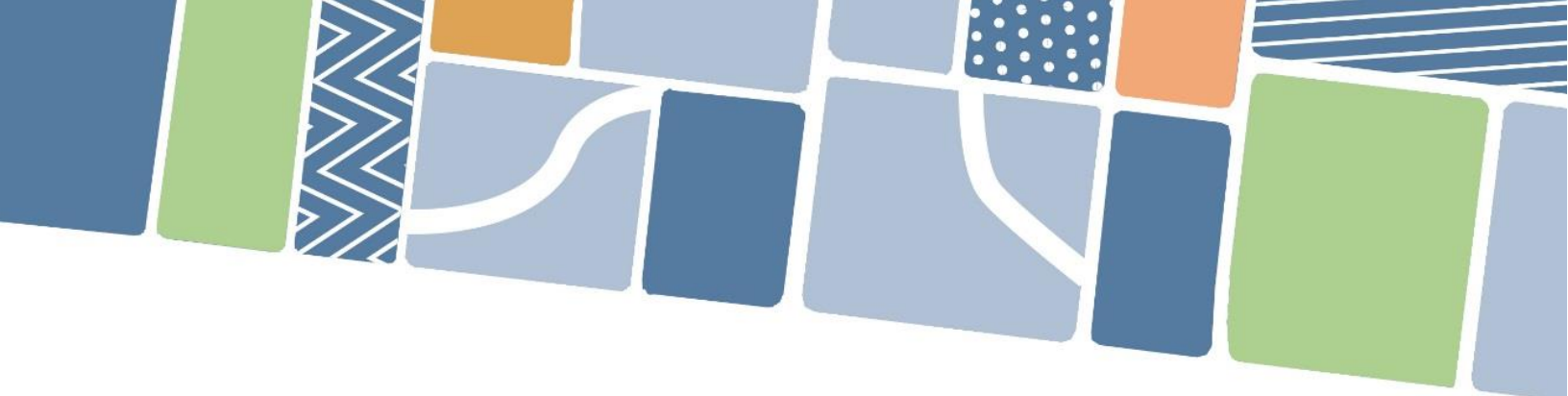
Consultation Document



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Contents

Introduction.....	3
Clair-Maltby’s role within the city.....	4
Secondary plan drivers.....	4
Growth Plan for the Greater Golden Horseshoe.....	4
Environment First Approach.....	4
Informed by Technical Studies.....	5
Vision and Guiding Principles.....	6
Vision.....	6
Guiding Principles.....	7
Vibrant and urban.....	7
Green and resilient.....	7
Healthy and sustainable.....	7
Interconnected and interwoven.....	7
Balanced and liveable.....	7
Community Structure.....	8
Gordon Street Corridor.....	8
Urban Village Core.....	8
Residential Neighbourhoods.....	8
Key Policy Directions or Objectives.....	9
Protecting the Natural Heritage System.....	9
Protecting our Cultural Heritage Resources.....	11
Water and Wastewater Servicing and Stormwater Management.....	12



Mobility and Trails	13
General	13
Active Transportation (cycling and transportation demand management)	14
Transit	14
Trails	14
Land Use and Parks	15
General Community Structure	15
Green Gateway	15
Urban-Rural Transition	15
Parks	16
Residential Areas.....	16
Commercial	17
Mixed Use Areas.....	17
Mixed Office/Commercial	17
Built Form and Urban Design	18
Gordon Street Corridor.....	18
Urban Village Core.....	19
Residential Neighbourhoods.....	20
Energy and Climate Change	21
Phasing and Finance	22
Map 1 – Preferred Community Structure.....	23
Map 2 – Proposed Neighbourhood Structure.....	24
Appendix A – NHS Policies	25
Appendix B – Conceptual Street and Trail Cross-Sections	26

Introduction

This document summarizes key draft directions that will provide the basis for a new Secondary Plan for Clair-Maltby. It describes the long-term Vision and Principles for the area, illustrates the structuring elements of the plan, and outlines general directions for policies and/or objectives.

The purpose of this document is to elicit feedback and discussion on the proposed draft directions prior to preparation of draft Secondary Plan policies.

Please submit your comments on the proposed draft directions for the Clair-Maltby secondary plan area by January 9, 2019 at haveyoursay.guelph.ca or to clair-maltby@guelph.ca. Alternatively comments can be submitted to:

Stacey Laughlin, Senior Policy Planner
Guelph City Hall
1 Carden Street
Guelph, ON
N1H 3A1



Clair-Maltby's role within the city

Clair-Maltby is the City's last unplanned greenfield area. The objective of the Clair-Maltby Secondary Plan is to comprehensively plan for a sustainable community that provides a full range and mix of housing, as well as opportunities for commercial and employment uses, within an urban village context.

The Clair-Maltby Secondary Plan study is a collaborative, design-driven process that will achieve a feasible plan addressing technical issues within the context of the Provincial and City's planning policy framework. It is intended that by emphasizing community engagement throughout the process, the plan will be innovative, bold and will create a well-designed community that reflects the unique characteristics of this area of the City.

Secondary plan drivers

Growth Plan for the Greater Golden Horseshoe

The Clair-Maltby secondary plan area (as revised in June 2018) is entirely within the City's Designated Greenfield Area. The Growth Plan directs the minimum density that the City's Designated Greenfield Area should be developed at, and further identifies that the City should plan to achieve a population of 191,000 by 2041. While the secondary plan is a design-driven process, conformity with the Growth Plan 2017 is also a key consideration informing the development of the plan.

Environment First Approach

The Clair-Maltby Secondary Plan project began in 2015. This was intentionally started after full approval of the City's Natural Heritage System (NHS) through Official Plan Amendment (OPA) 42. With the City's NHS policies and mapping in place, the Clair-Maltby Secondary Plan project was started with an integrated, connected and protected NHS which forms the foundational building block of the secondary plan process.

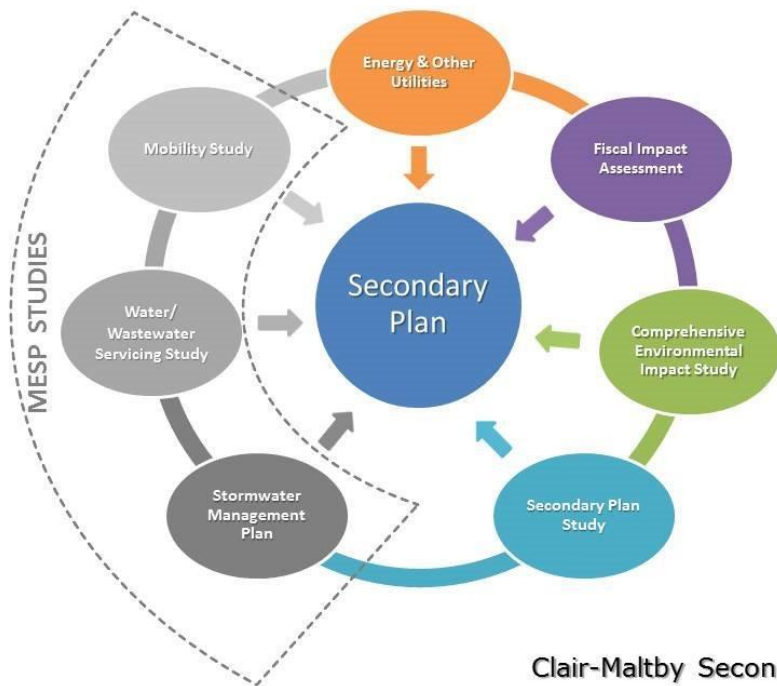
The Clair-Maltby Secondary Plan project includes a Comprehensive Environmental Impact Study (CEIS) that:

- is comprehensive and intended to address natural heritage and water resource protection;
- incorporates subwatershed planning elements; and,

- informs land use and infrastructure decision making as part of a broader integrated development framework.

Informed by Technical Studies

The Clair-Maltby Secondary Plan project includes several technical studies. The resultant secondary plan will incorporate the findings of the technical studies to develop a comprehensive plan and servicing strategies for the Clair-Maltby Secondary Plan area.



Clair-Maltby Secondary Plan
Process Diagram

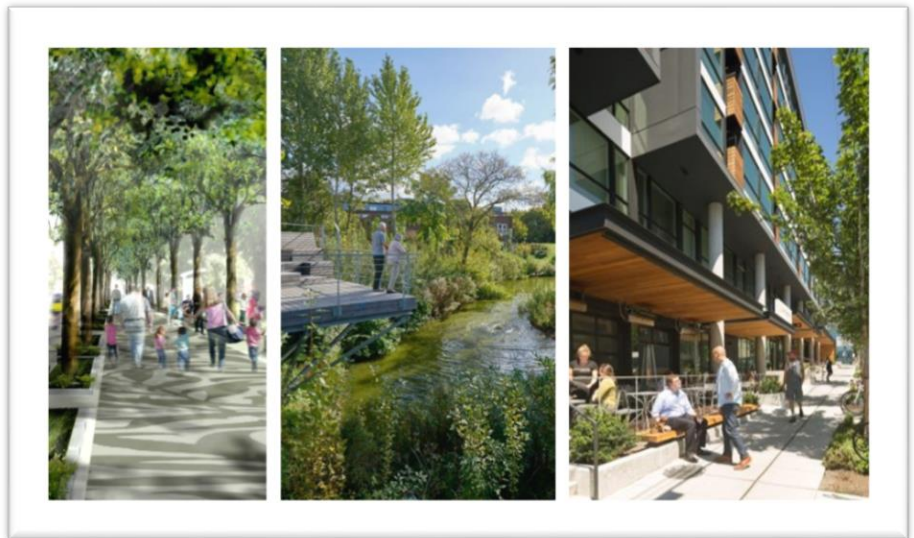
Vision and Guiding Principles

As a basis for the preparation of the Clair-Maltby Secondary Plan, this report outlines the Vision and Guiding Principles that were approved by Council in July 2016.

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.



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

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.



Community Structure

Clair-Maltby will be an urban village comprised of the Gordon Street Corridor, surrounding neighbourhoods and the NHS. The Land Use Plan (Note: This Plan will be based on the Preferred Community Structure – See Map 1 to this report) establishes the community structure of Clair-Maltby. Clair-Maltby 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. The NHS and the Paris Moraine, together with a system of parks and open spaces, will provide the framework for the balanced development of interconnected and sustainable neighbourhoods.

Gordon Street Corridor

The Gordon Street Corridor will provide a mix of conditions, varying as one moves along the corridor to protect, highlight and celebrate the significant pockets of open space, the NHS and cultural heritage resources while allowing for vibrant urban development to occur at transit-supportive densities. This corridor will accommodate the highest density in Clair-Maltby and will include:

- Areas with taller residential and/or mixed-use buildings;
- Open space areas where the existing NHS and cultural heritage resources are being protected;
- A Main Street area that runs east-west crossing Gordon Street; and,
- A green gateway at the entrance to the city in the urban-rural transition area.

Urban Village Core

The Urban Village Core will be the central focus of the Clair-Maltby secondary plan area and will include:

- A Main Street that anchors this core area and runs east-west crossing Gordon Street perpendicularly;
- Pedestrian oriented and predominantly mixed use buildings;
- High quality signature and landmark buildings; and,
- A centrally-located urban square within the Main Street that will serve as its focal point.

Residential Neighbourhoods

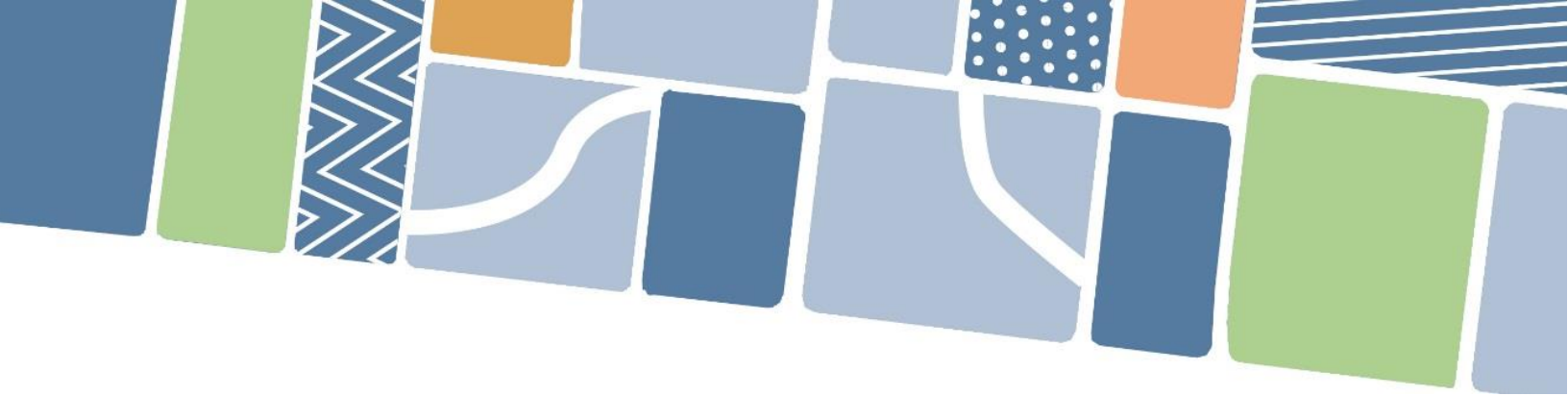
The eight neighbourhoods (See Map 2, Proposed Neighbourhood Structure) will be predominantly low and medium density walkable residential areas anchored by a focal point. A focal point may be a neighbourhood-scale mixed use or commercial development, parks and/or other community facilities.



Key Policy Directions or Objectives

Protecting the Natural Heritage System

1. Within the Clair-Maltby secondary plan area, water resources and the existing NHS will be protected, maintained, restored, and where possible, improved.
2. The existing NHS policies in the City's Official Plan will apply to the Clair-Maltby secondary plan area (see Appendix A of this document). These policies provide direction regarding:
 - a. the City's environment first approach;
 - b. the protection of the NHS including adjacent lands and buffers, study requirements, interpretation, general permitted uses, significant natural areas (i.e., significant wetlands, significant woodlands, restoration areas), natural areas, wildlife crossing locations, urban forest, natural heritage stewardship and monitoring; and,
 - c. environmental study requirements.
3. New development in Clair-Maltby secondary plan area will comply with the recommendations of the CEIS, including the protection of the significant water infiltration function of depressional features and the use of low impact development standards. No amendments to the secondary plan will be required to implement the recommendations of the CEIS.
4. Additional policy may need to be developed specific to Clair-Maltby generally related to the NHS and the following:
 - a. protect the Paris Moraine by considering significant landform, water resources, and the ecological and hydrologic function it provides to the NHS (e.g. headwaters, groundwater recharge function);
 - b. achieve an appropriate water balance and infiltration target to preserve natural hydraulic processes to protect, restore and replenish surface and groundwater resources; and,
 - c. complete detailed environmental impact studies as part of future development approval processes that build on the findings of the CEIS prepared for the Clair-Maltby secondary plan area. This may include jointly studying blocks of land, spanning individual



- property boundaries, to enable a proper assessment of wildlife movement and landscape function;
- d. Subwatershed Impact Studies may be required for Subwatershed Impact Areas identified as part of the CEIS as a submission requirement for a complete application;
 - e. balance views and access from development to the NHS with protection of NHS features and functions;
 - f. incorporate wildlife crossings in the development of future roads in the Clair-Maltby secondary plan area;
 - g. ensure that the trail network, including the Active Transportation Network are compatible with the protection of the NHS and its ecological and hydrologic function;
 - h. protect and enhance connectivity within the NHS, in the Clair-Maltby secondary plan area, City of Guelph and County of Wellington;
 - i. Specific policies related to the design and development of:
 - i. Potential Active Transportation Links east of Gordon Street (See Map 1);
 - ii. Potential Active Transportation Link to employment area to the west (See Map 1); and,
 - iii. Road connection in the northwest corner of the Plan (See Map 1).
5. A minimum of 25% of all developable land that abuts the NHS will be developed with single loaded roads, public parks, stormwater management facilities, or other similar uses.



Protecting our Cultural Heritage Resources

1. Identify, conserve and celebrate cultural heritage resources that provide a link to the agricultural past of this area. Map 1 identifies cultural heritage resources for illustrative purposes only.
2. Development related to cultural heritage resources, as well as development and site alteration adjacent to protected heritage properties, will be undertaken in accordance with the policies of Section 4.8 of the Official Plan and the provisions of the Ontario Heritage Act. In particular, surrounding development will be designed to “adopt an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value and heritage of the cultural heritage resources.”
3. Future development shall conserve and carefully incorporate identified built heritage resources or cultural heritage landscapes as they contribute to an understanding of the agricultural history of this area of the City. Heritage character-defining elements of former farm buildings should be salvaged and stored for incorporation in future development shall be guided by an approved conservation plan.



Water and Wastewater Servicing and Stormwater Management

Municipal services for Water, Wastewater and Stormwater Management will be planned and implemented as per recommendations of the Master Environmental Servicing Plan for the Clair-Maltby secondary plan area.

1. The Municipal Services and Infrastructure policies of the Official Plan (Section 6) are applicable in the Clair-Maltby secondary plan area.
2. Ensure development and infrastructure design is fiscally responsible in the short and long term.
3. Phasing of development in Clair-Maltby will be determined to ensure compact, orderly development and to minimize the cost of municipal services and related infrastructure.
4. Integrate innovative stormwater management, water conservation and reuse, and other green infrastructure practices whenever possible.
5. All interested telecommunications providers and other utilities that are to be located within a development area should be installed at initial servicing of the development within a common trench, whenever possible, to avoid unnecessary over digging and disruption on municipal rights of way.



Mobility and Trails

Clair-Maltby will be a community where walking, cycling and transit are attractive and efficient modes of transportation within the community and connecting to the City as a whole and the surrounding rural area.

The mobility and trail network will be planned and implement as per the recommendations of the Master Environmental Servicing Plan for the Clair-Maltby secondary plan area.

General

1. Achieve safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation with a focus on pedestrians, cyclists and transit-users.
2. Meet or exceed the citywide modal share target for walking, cycling and transit.
3. Establish a modified grid road system with a fine-grained block structure to disperse traffic and encourage walking and cycling. Limit the maximum block length to 150-200 metres (with most blocks being approximately 80 metres by 175 metres).
4. Provide complete urban street cross-sections that include pedestrian and cycling facilities, enhanced transit facilities, street trees, infrastructure and underground utilities.
5. In the design of public right of ways, the City will balance the provision of a safe, functional and attractive pedestrian-oriented, cyclist friendly and transit-supportive environment with an acceptable level of vehicular traffic. The City is prepared to accept a vehicular level of service which is more constrained in return for a more pedestrian-oriented environment and achievement of urban design along its roads. To achieve this environment, the City may use a variety of techniques, depending on the function of the road, including alternative engineering standards.
6. Manage parking in a manner that supports transportation objectives.



Active Transportation (cycling and transportation demand management)

1. Provide facilities within the public and private realm which encourage cycling, including off-road cycling facilities.
2. Establish active transportation links to the Clair-Gordon mixed use node and the South End Community Park.
3. Implement transportation demand management requirements to encourage walkability including sidewalks on both sides of most streets.

Transit

1. Extend the transit system throughout Clair-Maltby to connect to the rest of the City and regional transit in order to maximize the benefits of transit.
2. In order to ensure transit is attractive, enhanced transit facilities such as queue jump lanes, priority lights, High Occupancy Vehicle or bus only lanes at specific times will be considered.
3. Locate a transit hub along Gordon Street in a location that connects riders with high density residential, commercial and mixed use areas. The transit hub should also provide for connections to regional and GO Transit.
4. Design to support the potential future introduction of higher order transit along Gordon Street.
5. Ensure that bus stops are provided at regular intervals, generally within 400m of every residence and business.

Trails

1. Create a linked trail system for both recreation and necessary travel.
2. In addition to the trails shown on the Preferred Community Structure, local trails that connect residential areas with community facilities and commercial areas, as well as connect to the larger trail network will be provided.



Land Use and Parks

General Community Structure

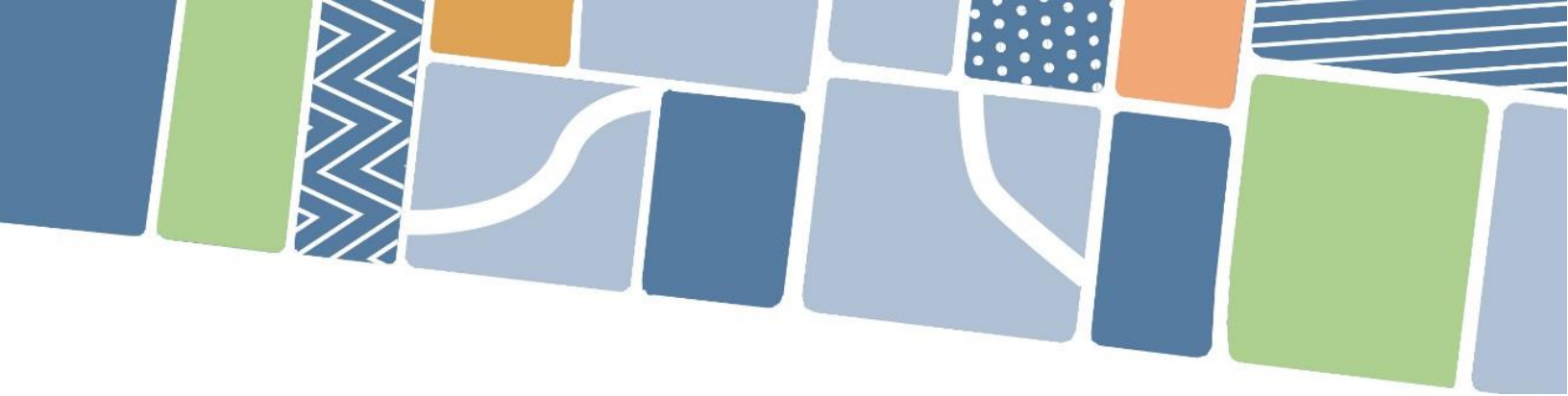
1. Focus higher density residential and mixed use development along Gordon Street to create an integrated compact and mixed use district that provides opportunities to live close to daily services.
2. Create an Urban Village Core that provides a central focus for the area and contains a Main Street area at its centre.
3. Provide opportunities for commercial amenities and community services, including schools and parks and recreation facilities within walking distance for residents.
4. Achieve a minimum population of 15,000 to meet the minimum requirements of the Provincial Growth Plan.
5. Achieve transit supportive densities with human scaled built form.
6. Meet the citywide target for affordable housing of 30%.
7. The co-location of community facilities including schools, parks and stormwater management facilities will be encouraged in order to provide opportunities to create green areas that can highlight and take advantage of the area's variable topography.

Green Gateway

1. The green gateway at the intersection of Gordon Street and Maltby Road may include elements such as:
 - a. a linear green space;
 - b. public art;
 - c. a multi use path;
 - d. connections to the Community Park east of Gordon Street.
2. As a major gateway into the City, this gateway will be designed to contribute to community image and identity.

Urban-Rural Transition

1. The urban-rural transition area will be a minimum of 60 metres in depth from the northerly side of Maltby Road.
2. Buildings will have a maximum height of 3 storeys. Beyond the urban-rural transition area, buildings may transition to taller building heights in accordance with the underlying land use designation.
3. Low-density built forms such as detached dwellings, semi-detached dwellings and townhouses will be rear-lane based in order to limit the number of driveways on to Maltby Road.

- 
4. Larger building setbacks from Maltby Road to allow for landscaping will be encouraged.

Parks

1. The Open Space System: Trails and Parks policies of the Official Plan (Section 7.3) apply to the Clair-Maltby secondary plan area.
2. Establish a network of parks, open spaces and trails providing a variety of recreation spaces including locations for such facilities adjacent to the NHS.
3. A neighbourhood park should be located within a five to ten minute walk from the residential area being served.
4. Neighbourhood parks should be a minimum size of 1.0 hectare.
5. Community parks should be a minimum size of 10 hectares.
6. A minimum of 18 hectares of parkland should be provided in the Clair-Maltby secondary plan area.
7. Opportunities to increase the amount of parkland in Clair-Maltby should be explored.

Residential Areas

1. Provide a full range and mix of housing that assists in achieving the City's targeted mix of housing types.
2. In low density residential areas development will have:
 - a. a density of 20-60 units per hectare; and,
 - b. a maximum height of 4-6 storeys with the tallest buildings being considered on collector roads or at intersections.
3. In medium density residential areas development will have:
 - a. a density of 40-100 units per hectare;
 - b. a minimum height of 2 storeys; and,
 - c. a maximum height of 6 storeys.
4. In high density residential areas buildings will have:
 - a. a minimum height of 4 storeys or equivalent for buildings along Gordon Street and 3 storeys or equivalent in other locations;
 - b. a maximum height of 14-18 storeys with the taller buildings considered in strategic locations;
 - c. a minimum Floor Space Index of (FSI) of 1.5; and,
 - d. a density of 100-200 units per hectare.



Commercial

1. Retail and commercial uses that generate pedestrian traffic will be encouraged in all Convenience Commercial, High Density Residential, Mixed Use, Neighbourhood Commercial and Mixed Office/Commercial areas and should be located at grade level.
2. Automotive related uses will be permitted in Service Commercial areas.

Mixed Use Areas

1. Permitted uses include high density residential, commercial, institutional and office uses.
2. Retail and commercial uses will be required at grade level.
3. In mixed use areas buildings will have:
 - a. a minimum height of 4 storeys or equivalent along Gordon Street and an equivalent of 2 storeys in other locations;
 - b. a maximum height of 14-18 storeys with the taller buildings considered in strategic locations;
 - c. a minimum Floor Space Index of (FSI) of 1.5; and,
 - d. a density of 100-200 units per hectare.

Mixed Office/Commercial

1. Permitted uses include small-scale commercial uses, small scale offices, personal services, residential uses when mixed with other uses, as well as small scale institutional uses.
2. In mixed office/commercial areas buildings will have:
 - a. a maximum height of 4 storeys; and,
 - b. a maximum density of 100 units per hectare.
3. Additions or new buildings will only be permitted if they adopt an architectural vocabulary and design elements that are compatible with and respectful of the cultural heritage value of the cultural heritage resources.

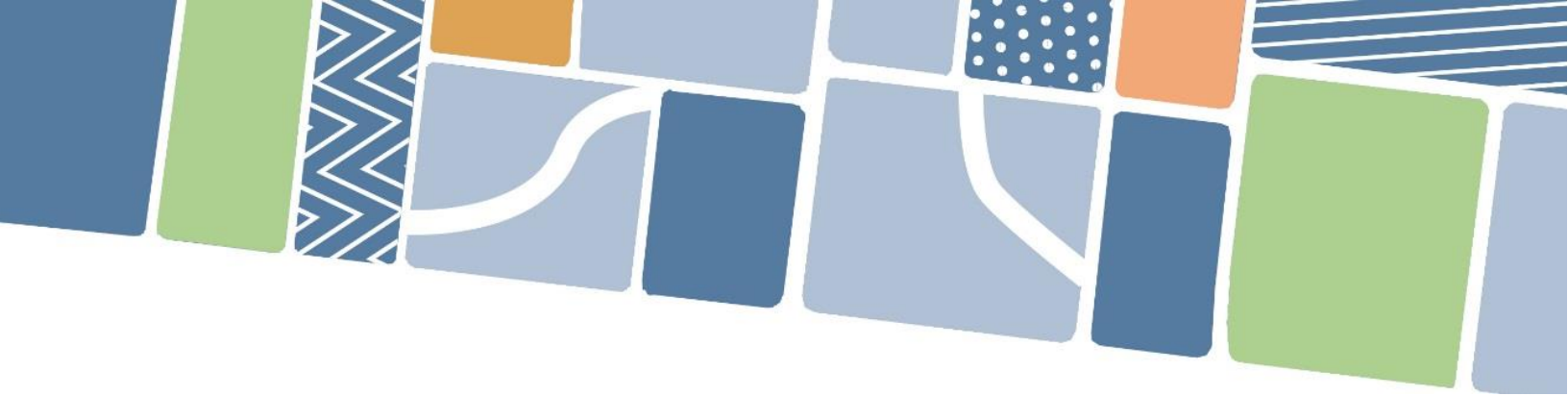


Built Form and Urban Design

1. Promote the development of inspiring, meaningful and memorable places that reinforce Guelph as a historic, beautiful and innovative City including new public spaces for gathering and recreation.
2. Create compact, walkable neighbourhoods and design development to reflect healthy neighbourhood design principles.
3. Integrate public art into the design of buildings, streetscapes and open spaces.
4. Building and site design should respond sensitively to the variable topography of area while still achieving a highly walkable built form
5. Establish urban design, land use and engineering policies that address the interaction between the site, building and infrastructure design and grading.
6. A minimum of 50% of the frontage of schools and parks be developed with frontage on a public street to ensure usability and safety.
7. Design parking areas to support urban design objectives.
8. Parking and pick-up/drop-off areas in front of schools and other community facilities will be restricted.
9. The City will establish architectural design control for low-rise built form and consider establishing a design review committee for mid-rise and taller buildings.
10. Narrow lots will generally be serviced by rear lanes to minimize the impact of driveways, garages and parked cars on the pedestrian environment and the character of the community.
11. Cul-de-sacs may be permitted only when warranted by natural site conditions or to preserve cultural heritage resources in situ.

Gordon Street Corridor

1. Gordon Street will be a transit supportive and multi-modal corridor. Design of the street itself and development along this street will reflect these roles. High quality urban design and architectural detail will be required within the corridor.
2. The corridor will be designed to highlight and celebrate the significant pockets of open space, NHS and cultural heritage resources which



break-up areas of taller building height. These open space areas will become key features of the corridor's character.

3. Outside of the open space areas, the front facades of buildings along Gordon Street will form a continuous urban built form edge that front and face Gordon Street.
4. Building design will promote sunlight, views and privacy through appropriate building design including floor plates, overall massing, separation distances, step backs and street setbacks. Variations in building height will be encouraged.
5. Appropriate transitions to the neighbourhoods to the east and west will be provided through building design including the use of podiums, angular planes and setbacks.
6. Parking should generally be located underground, in structures, or to the rear or sides of buildings and designed in a manner such that it does not significantly impact on the street.
7. Parallel north-south roads to Gordon Street will be established on the east and west sides of Gordon Street in order to avoid direct vehicular access points along Gordon Street, reduce conflicts with other transportation modes and create a more urban street wall.

Urban Village Core

1. Development within this area will be highly pedestrian oriented and contain predominantly mixed-use buildings.
2. Within this area, upgraded streetscape elements such as street furniture, trees and on-street parking will be provided.
3. Signature and landmark buildings of high quality will be required.
4. Taller buildings will be considered within the Urban Village Core while also carefully considering microclimate effects.
5. Building design will promote sunlight, views and privacy through appropriate building design including floor plates, overall massing, separation distances, step backs and street setbacks.
6. A Main Street will anchor this area and run east-west through the area crossing Gordon Street perpendicularly.
7. Along the Main Street buildings will contribute to the pedestrian oriented environment through design and the provision of active uses.
8. Along the Main Street, one centrally-located urban square will be included within the Urban Village Core and become its focal point.



Residential Neighbourhoods

Development in the residential neighbourhoods of Clair-Maltby will be designed to:

1. Encourage a variety of building types, architectural styles, heights and forms with high quality building materials and a well-designed and integrated sequence of open space.
2. Be centered around a neighbourhood focal point such as neighbourhood-scale mixed use development, parks, and/or community facilities.
3. Co-location of community facilities to allow them to serve as focal points for each Neighbourhood, while combining such facilities with other uses on the same lot to create compact urban form.
4. Consider carefully the interface with the Natural Heritage and Open Space System to provide views and accessibility while minimizing impacts to natural heritage features including the use of single loaded roads and privately-owned publicly accessible open space where appropriate.
5. Provide for attractive, inviting and safe streetscapes for pedestrians, bicyclists and drivers with development that fronts on all roads including collector roads. Reverse lotting will not generally be permitted and window roads and service roads will be discouraged, but may be considered as an alternative, subject to review by the City.



Energy and Climate Change

1. Clair-Maltby will contribute to Guelph's community goal of being a Net Zero Carbon community by 2050.
2. City facilities within Clair-Maltby will strive towards having 100% of their energy supplied by renewable sources by 2050.
3. Building on the City's ongoing climate change work, the Secondary Plan and Master Environmental Servicing Plan will identify vulnerabilities to mitigate risks to property, infrastructure, human health and the environment arising from climate change through increased reliance on green infrastructure.
4. Maintenance, restoration and improvement of the NHS in Clair-Maltby will abate climate impacts through provision of ecosystem services, including carbon sequestration and storage.
5. The City will work with all levels of government, private and non-profit partners to investigate opportunities for the development of renewable and alternative energy systems and plan for their suitable location.
6. All new development within Clair-Maltby must achieve the progressively increasing energy performance requirements of the Ontario Building Code. The City will consider using the development approvals process and other implementation tools such as community improvement plans, site plan control, or height and density bonusing to ensure buildings contribute to Clair-Maltby's sustainability goals.
7. The amount of energy used for transportation in Clair-Maltby will be reduced by ensuring the secondary plan area is planned to be compact, mixed-use, walkable and transit supportive.
8. Electric vehicle charging infrastructure will be supported throughout Clair-Maltby.
9. Priority parking for carpool vehicles, alternative energy vehicles (such as electric cars), car shares, scooters and motorcycles will be provided.





















































Phasing and Finance

1. The Fiscal Impact Assessment will be approved by Council.
2. Phasing of development will be considered as part of the secondary plan.
3. The City will consider options including but not limited to credit for services agreements, cost sharing agreements, and front ending agreements to work with individual Landowners or Landowner groups within the Secondary Plan area to ensure the provision and/or funding of growth related or shared services in accordance with the Fiscal Impact Assessment and related City policies.
4. Landowners within the Secondary Plan area may be encouraged to enter into Private cost sharing agreement(s) and/or trustee arrangements that address the provision and/or funding of certain local services as well as the provision of planned community and infrastructure facilities to assist in ensuring these costs are not borne disproportionately between Landowners in the Secondary Plan area.





Map 1 – Preferred Community Structure


Clair-Maitby
Preferred Community
Structure
June 25, 2018

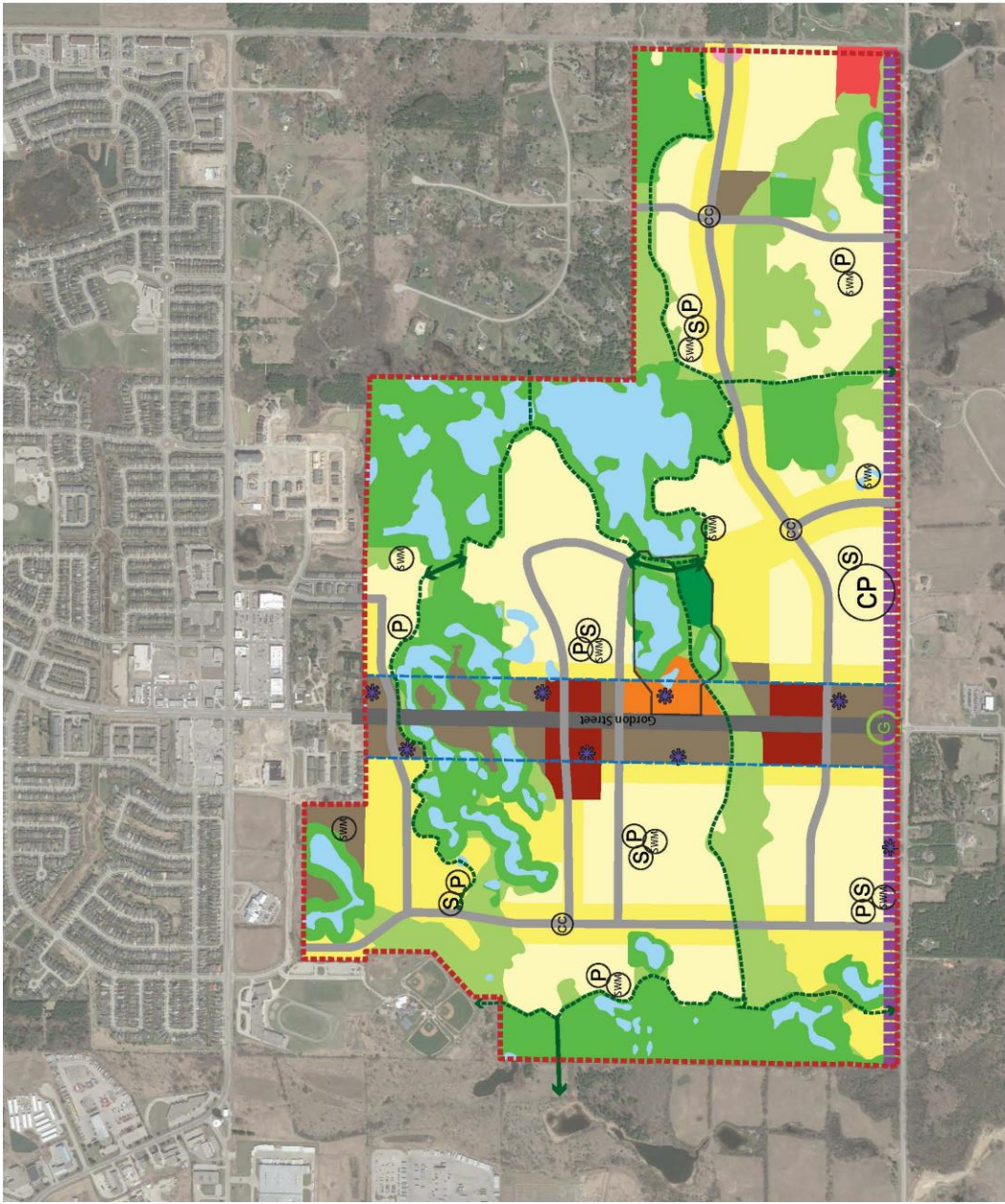
Legend

-  Clair-Maitby Secondary Plan Boundary
-  Cultural Heritage Landscape
-  Urban-Rural Transition Zone
-  Gordon St. Corridor
-  Streets and Trails
-  Existing Street Network
-  Proposed Street and Cycling Network
-  Proposed Trail Network
-  Potential Active Transportation Link
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-  Parks, Schools, and Features
-  Potential Neighbourhood Park
-  Potential Community Park
-  Potential Elementary School
-  Potential Stormwater Infiltration Areas
-  Convenience Commercial Area
-  Gateway
-  Cultural Heritage Resource

-  Natural Heritage System
-  May Permit Essential Transportation Infrastructure
-  Does Not Permit Transportation Infrastructure
-  Wetlands (MNRIF 2017)

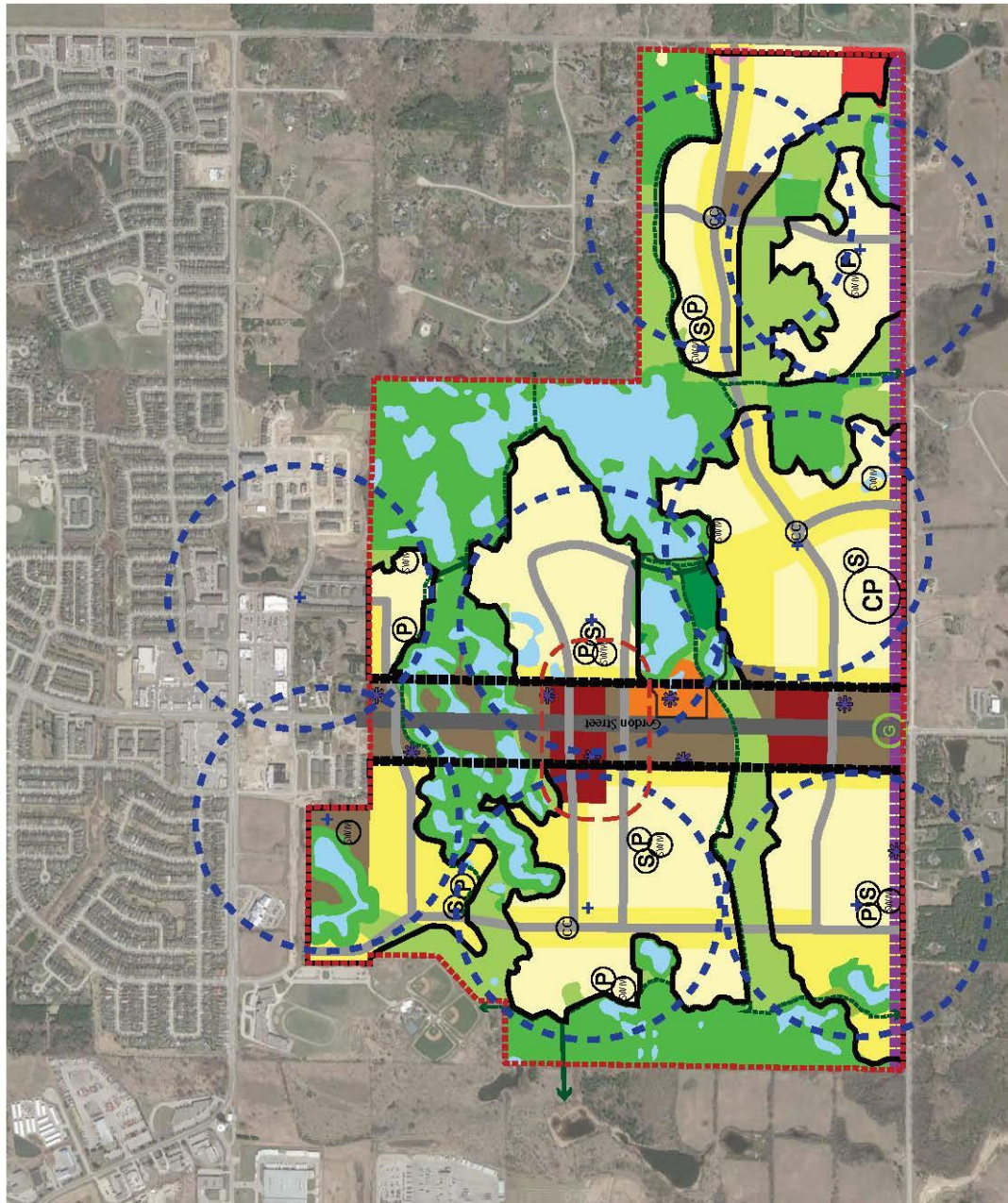
-  Land Use
-  Low Density (Residential)
-  Medium Density (Residential)
-  High Density (Residential)
-  Mixed Use
-  Neighbourhood Commercial
-  Service Commercial
-  Mixed Office / Commercial
-  Open Space



Map 2 – Proposed Neighbourhood Structure

Map 2
Clair-Maitby
Proposed Neighbourhood
Structure
November 2018

- Legend**
- Clair-Maitby Secondary Plan Boundary
 - Streets and Trails**
 - Existing Street Network
 - Proposed Collect or Road and Cycling Network
 - Proposed Trail Network
 - Potential Active Transportation Link
 - Parks, Schools, and Features**
 - Potential Neighbourhood Park
 - Potential Community Park
 - Potential Elementary School
 - Potential Stormwater Infiltration Areas
 - Convenience Commercial Area
 - Gateway
 - Cultural Heritage Resource
 - Cultural Heritage Landscape
 - Urban-Rural Transition Zone
 - Natural Heritage System**
 - May Permit Essential Transportation Infrastructure
 - Does Not Permit Transportation Infrastructure
 - Wetlands (MNR 2017)
 - Land Use**
 - Residential Neighbourhood
 - Gordon St. Corridor Neighbourhood Boundary
 - 400m Residential Neighbourhood Walking Circle
 - Urban Village Core



Appendix A – NHS Policies

Excerpts from the Official Plan

3.16 Natural Heritage System

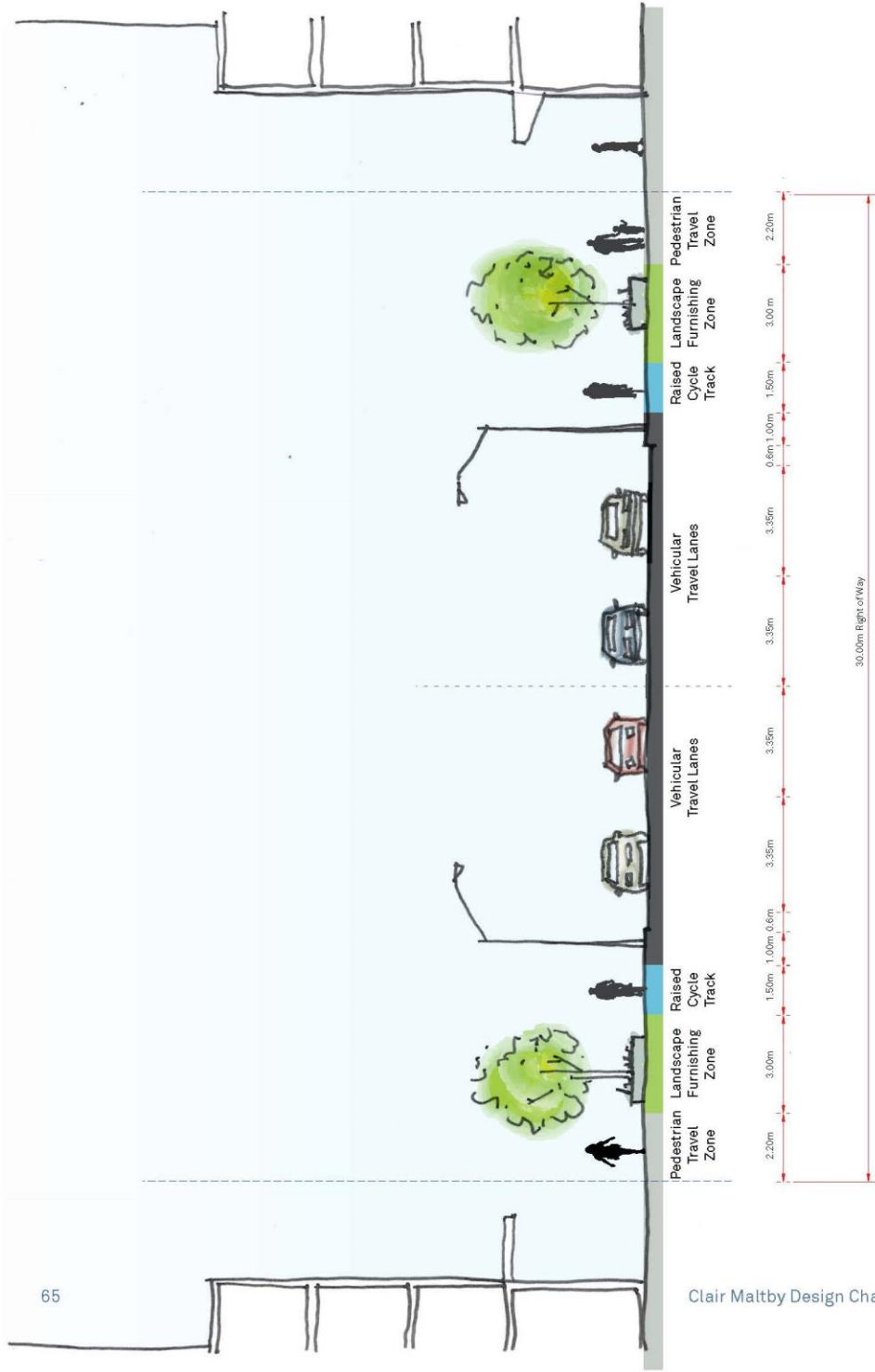
One of the City's most valuable assets is its Natural Heritage System. The City takes an environment first approach and is committed to protecting, maintaining, enhancing and restoring the diversity, function, linkages, and connectivity between and among natural heritage features and areas and surface and ground water features within the city over the long term.

1. The City will define the Natural Heritage System to be maintained, restored and, where possible, improved and will recognize the linkages between natural heritage features and areas, surface water, and groundwater features. Development will be prohibited within defined features in accordance with the provisions of the Provincial Policy Statement and the Growth Plan.
2. Ensure that water quality and quantity is protected, improved or restored.

Section 4.1 Natural Heritage System and Section 4.2 Environmental Study Requirements of the Official Plan (pages 27-68)

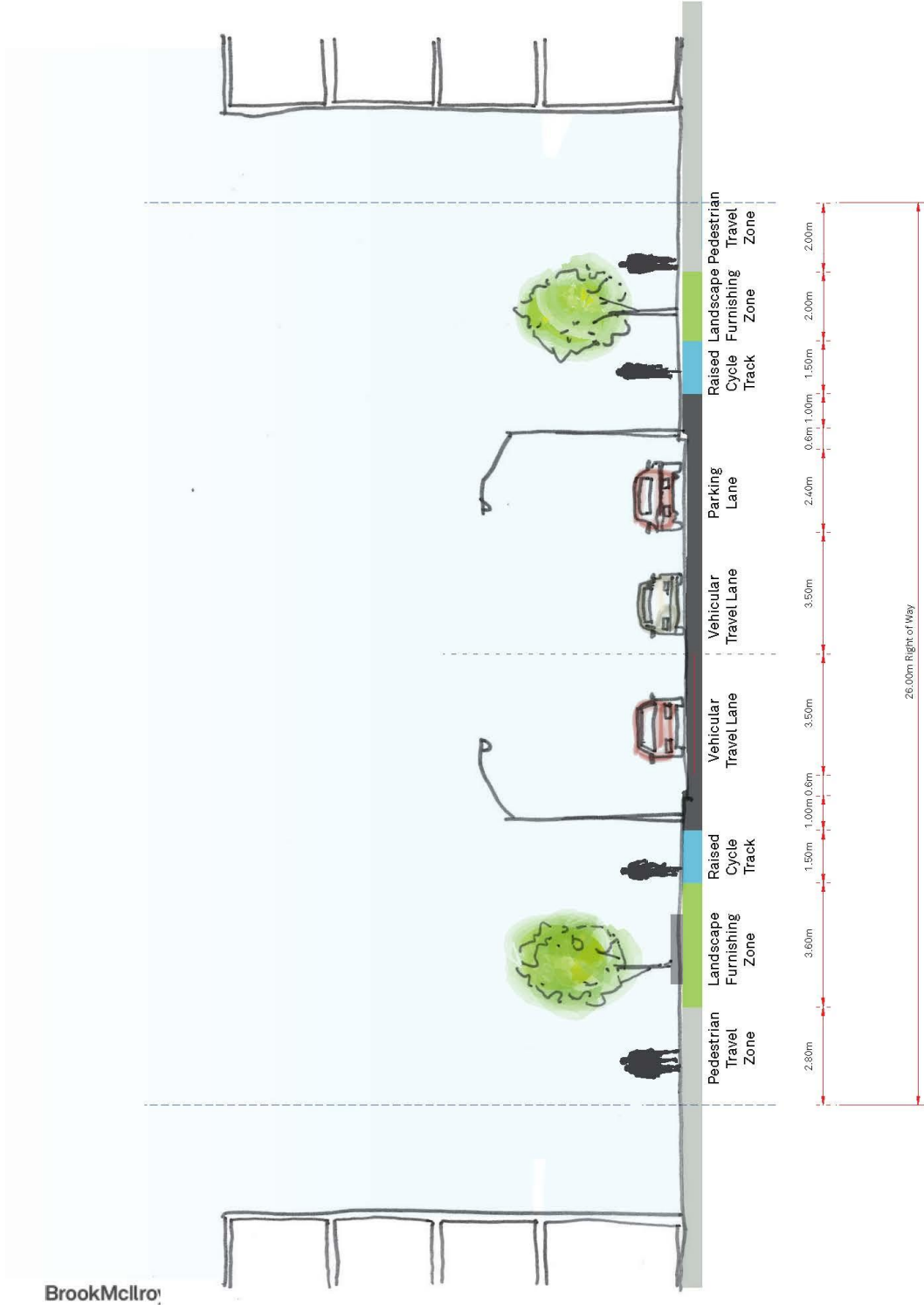
[Sections 4.1& 4.2 of the Official Plan](#)

Appendix B – Conceptual Street and Trail Cross-Sections



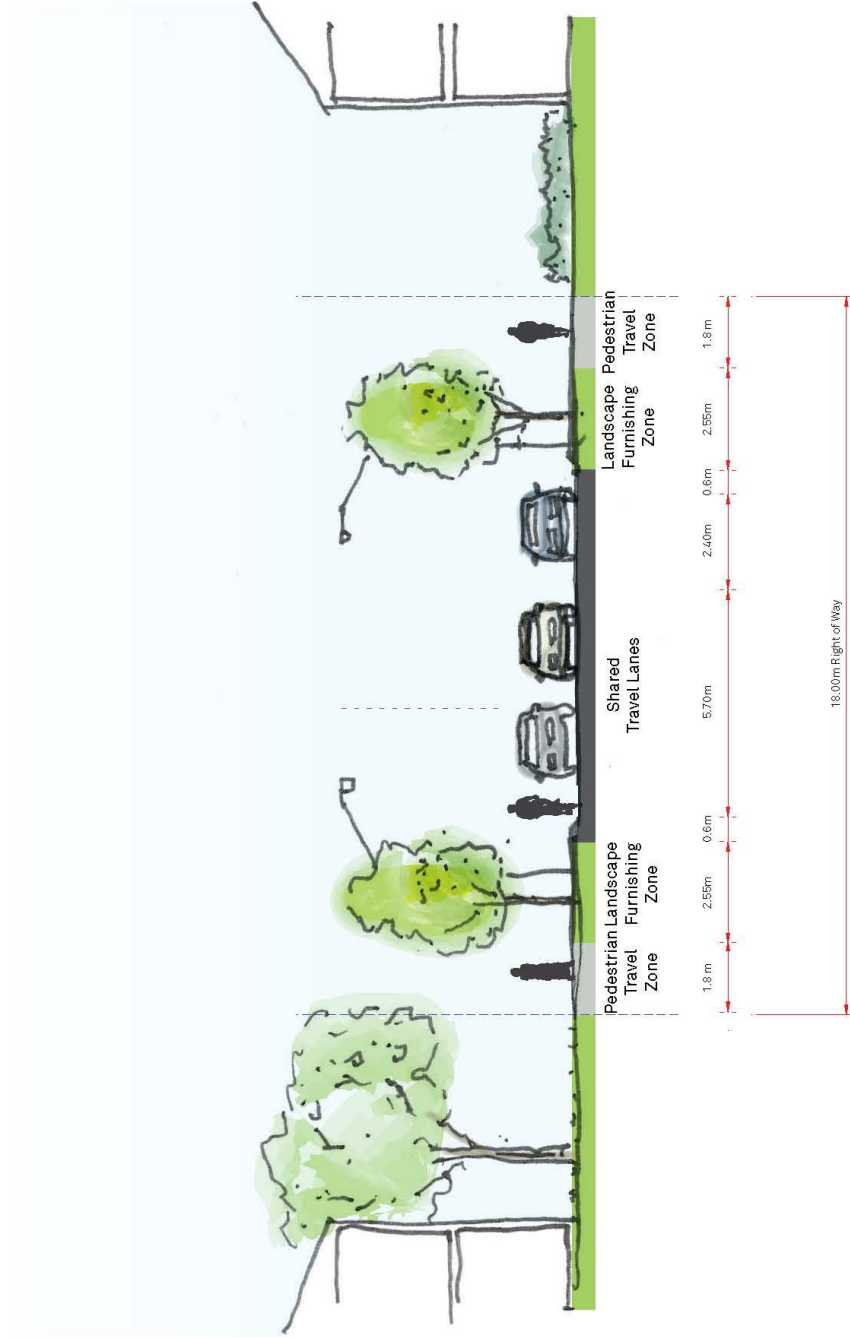
Clair-Maltby Secondary Plan
Scale 1:150
BrookMcIlroy/

Gordon Street Arterial Road
30 m ROW - Raised Cycle Track



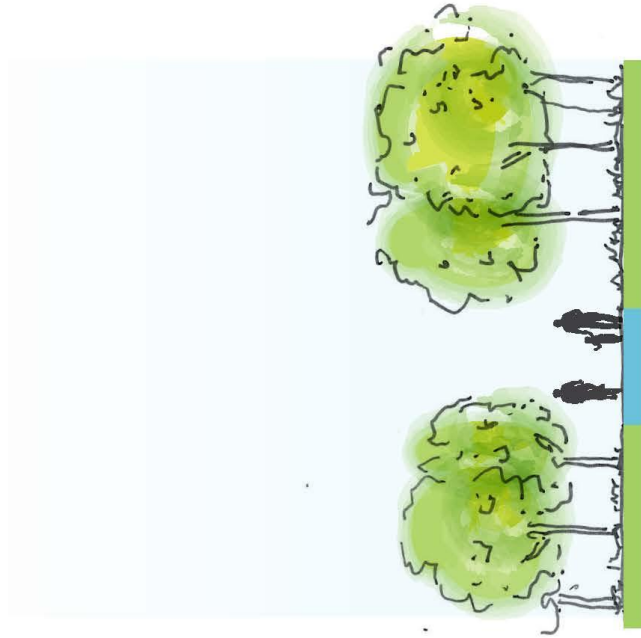
Clair-Maltby Secondary Plan
 Scale 1:150
 BrookMcIlroy/

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



Clair Maltby Design Charrett

BrookMcIlroy



Multi-Use Path
3 meters wide

Clair-Maltby Secondary Plan
Scale 1:150
BrookMcIlroy/