



WELCOME

Thank you for attending tonight's Public Workshop.

Your feedback is important to us and will 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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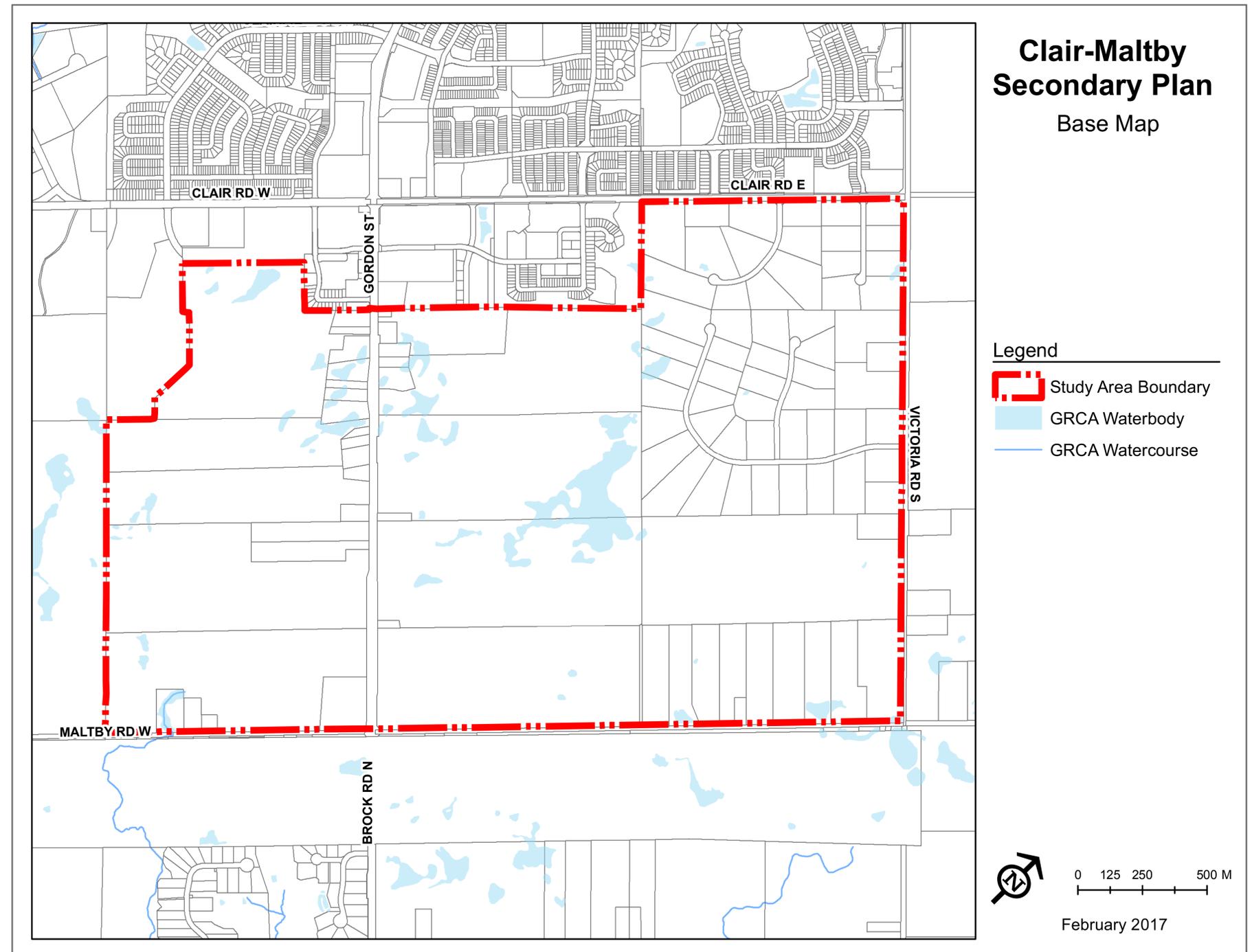
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THE SECONDARY PLAN

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.



THE CHARENTE

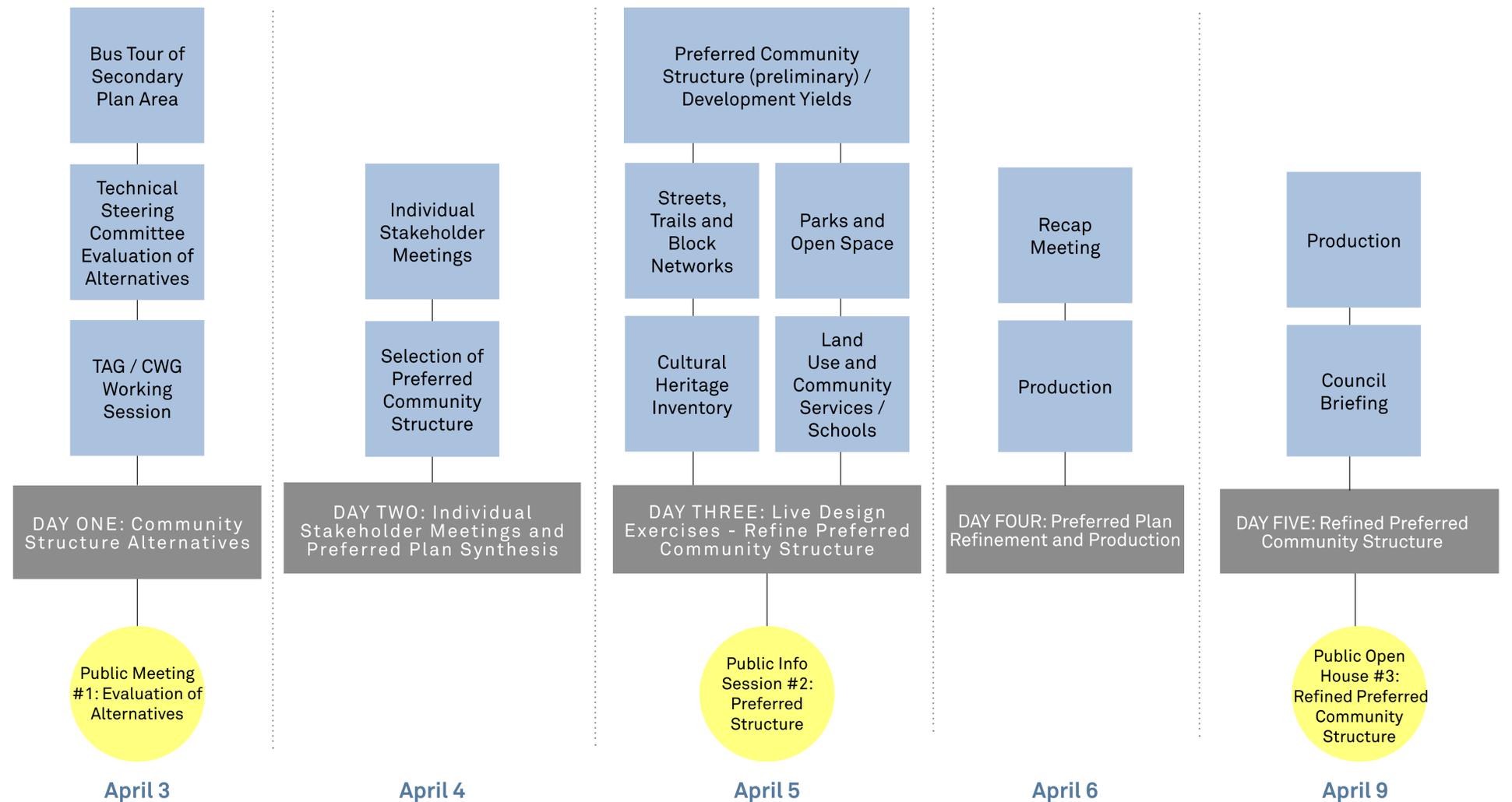
A charrette is an intensive, multi-disciplinary workshop with the aim of developing a design or vision for a project or planning activity. Charrettes are often conducted to design such things as parks and buildings, or to plan communities or transportation systems.

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.

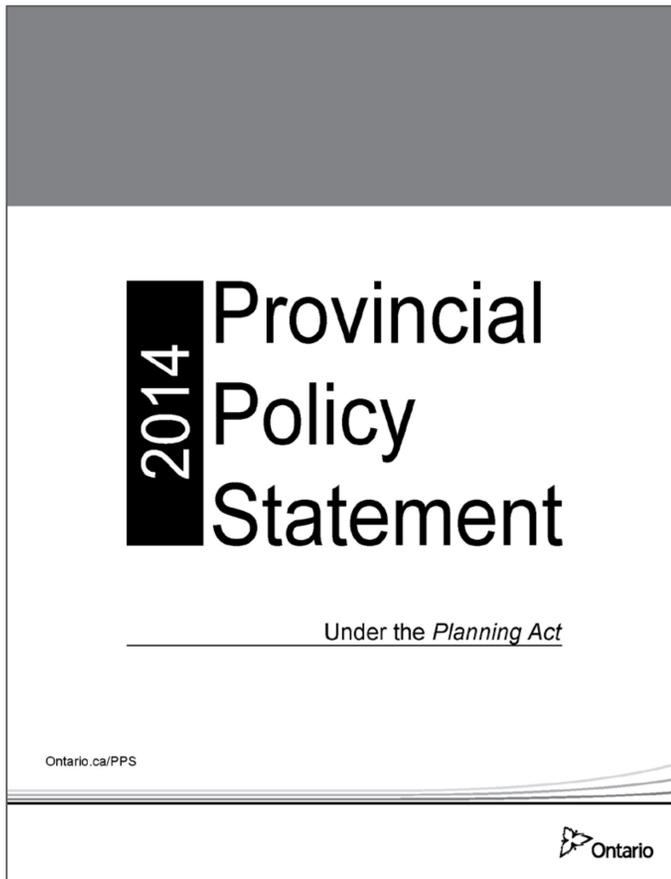
The charrette will be a collaborative 5-day exercise focused on creating an implementable solution.

DESIGN CHARRETTE OVERVIEW



GUIDING DOCUMENTS

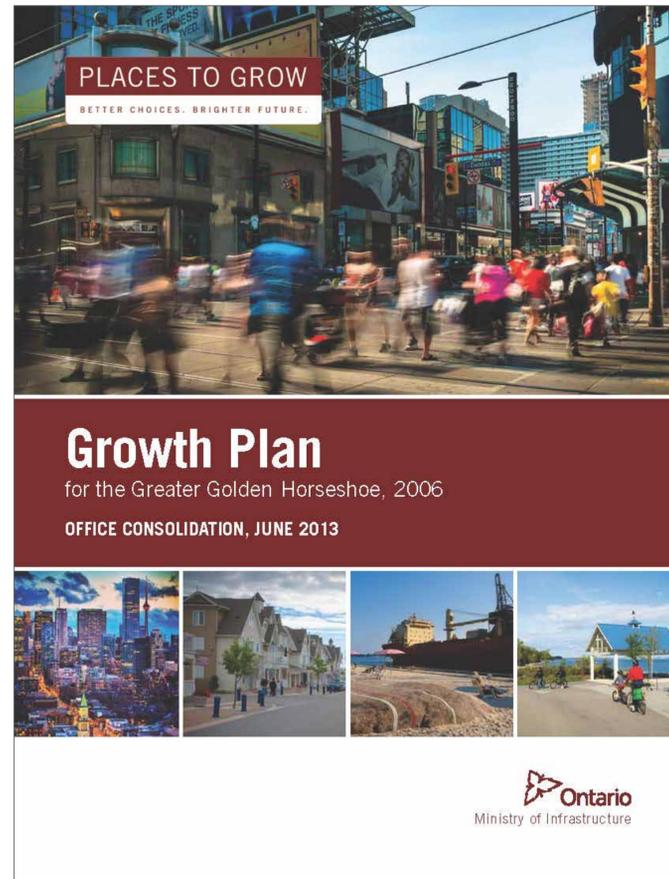
Provincial Policy Statement (PPS)



Relevant themes include:

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

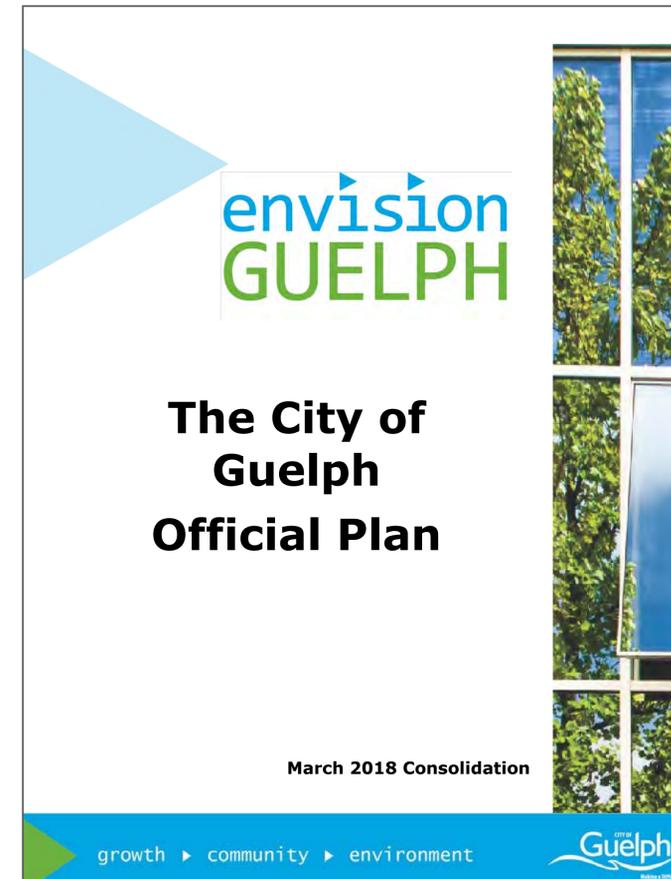
Places to Grow: Growth Plan for the Greater Golden Horseshoe



Relevant themes include:

- Growth management directions;
- Greenfield residential targets; and
- People/jobs density targets.

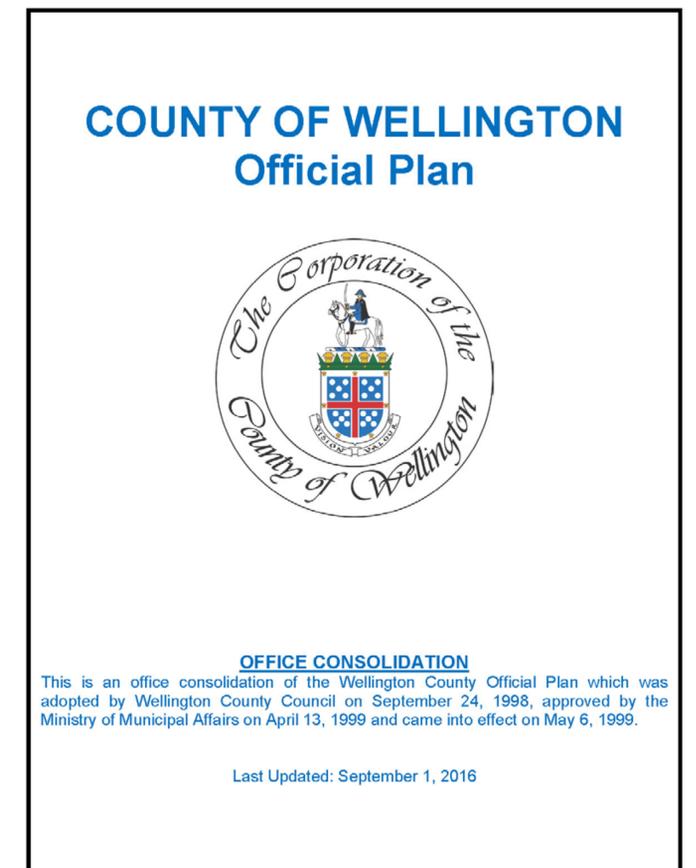
City of Guelph Official Plan



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)

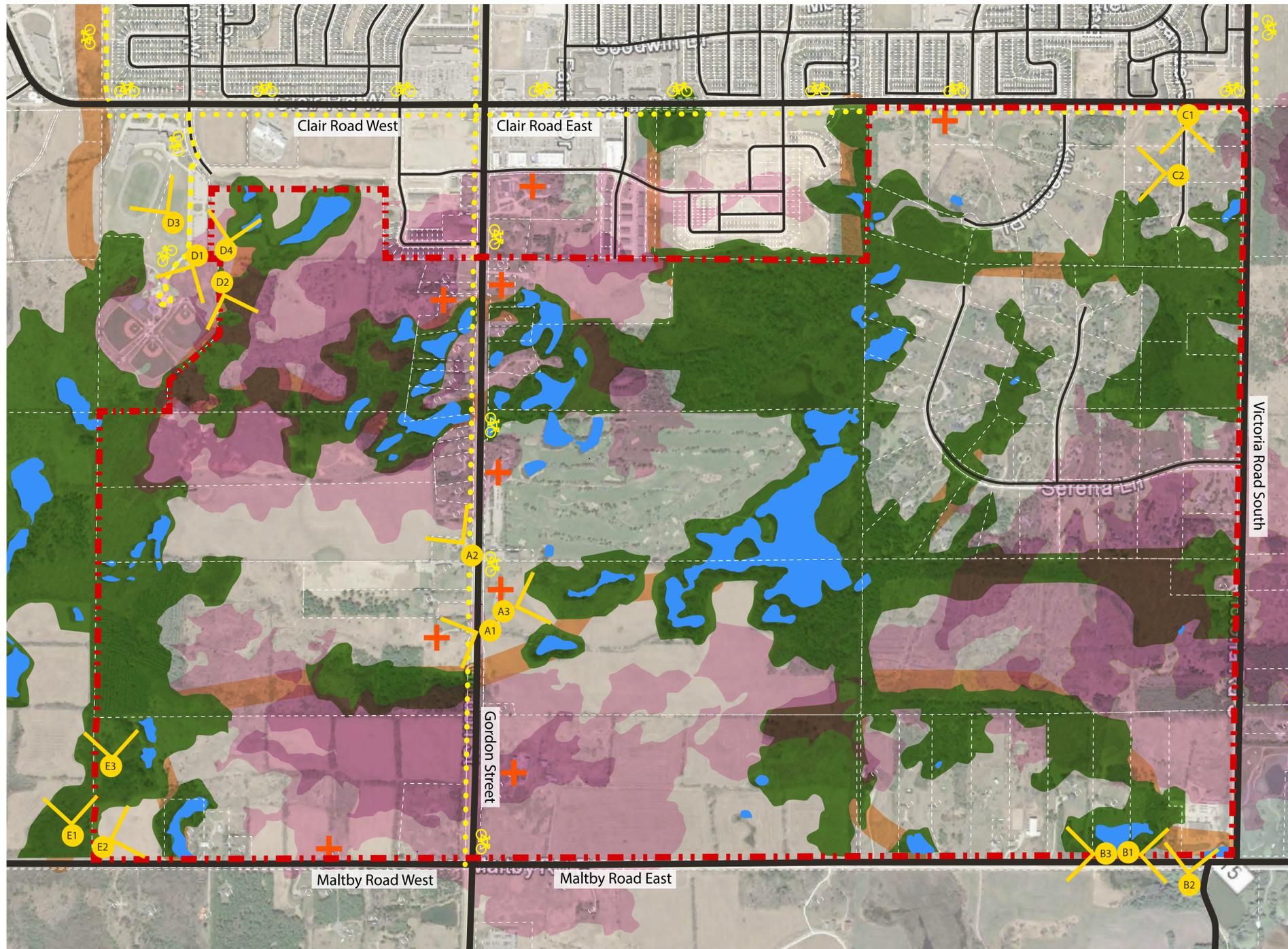


Relevant themes include:

- Land use designations and policies;
- Gordon Street Extension; and
- Significant Drinking Water Threat policies.

EXISTING CONDITIONS

Existing Conditions Map



Central Views



South East Views



North East Views



North West Views



South West Views



Legend

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

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

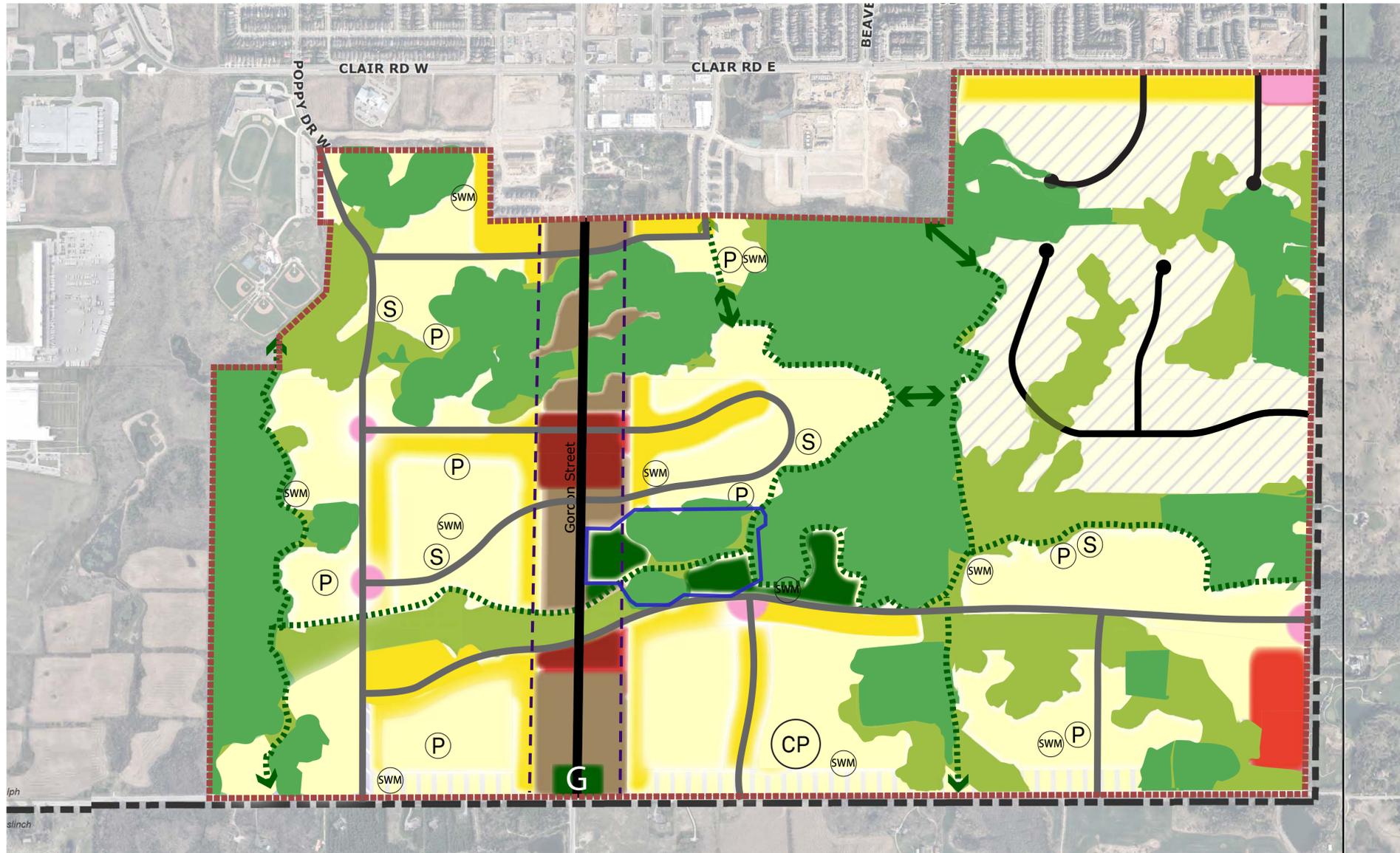
Establish a multi-modal mobility network that provides choice and connects neighbourhoods to each other and the rest of the City.
Create a network of parks, open spaces and trails to provide opportunities for active and passive recreation, as well as active transportation choices.



Balanced and Liveable

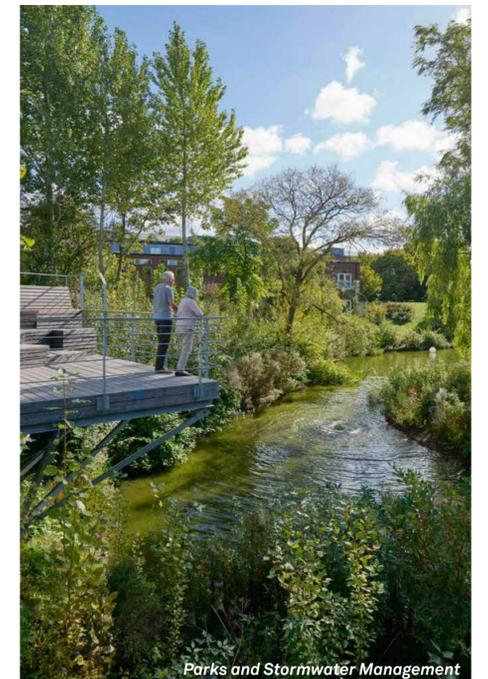
A valued and livable community which reflects the right balance between protecting the environment and fostering a healthy, equitable and complete community.

ALTERNATIVE 1: FEATURING THE GREEN

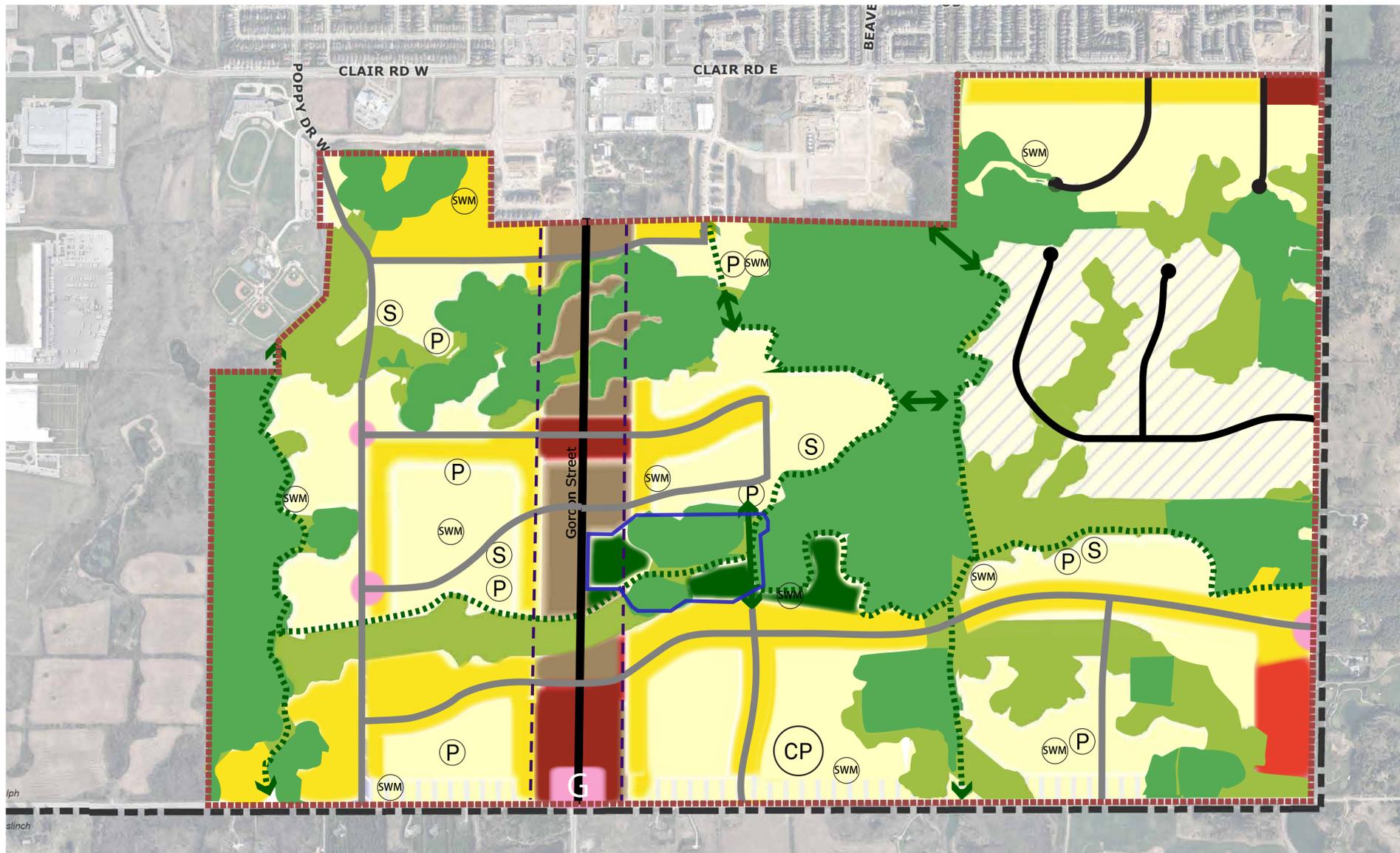


LEGEND

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



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
- ▬ Proposed Trail Network
- ↔ Potential Active Transportation Link

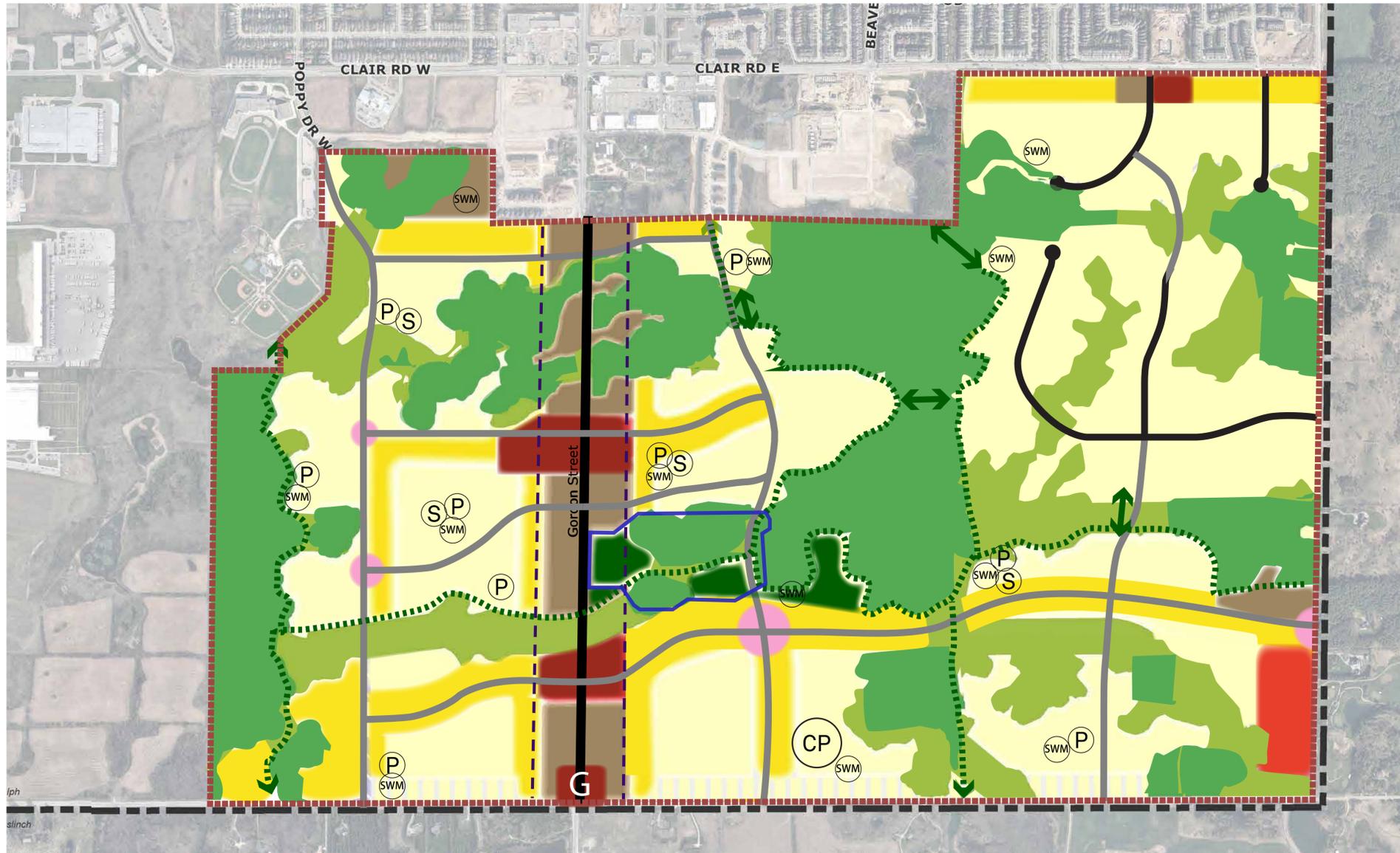
- (P) Neighbourhood Park
- (CP) Community Park
- (S) Elementary School
- (SWM) Stormwater Management
- (G) Gateway

- 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
 - ▬ Rolling Hills Residential
 - ▬ Open Space



ALTERNATIVE 3: URBAN AND CONNECTED



LEGEND

- | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ▬ Existing Street Network ▬ Proposed Street and Cycling Network ▬ Cultural Heritage Landscape ▬ Urban-Rural Transition Zone ▬ Gordon St. Corridor | <ul style="list-style-type: none"> (P) Neighbourhood Park (CP) Community Park (S) Elementary School (SWM) Stormwater Management (G) Gateway | <p>Natural Heritage System:</p> <ul style="list-style-type: none"> ▬ May Permit Essential Transportation Infrastructure ▬ Does Not Permit Transportation Infrastructure | <p>Land Use:</p> <ul style="list-style-type: none"> ▬ Low Density (Residential) ▬ Medium Density (Residential) ▬ High Density (Residential) ▬ Mixed Use ▬ Neighbourhood Commercial ▬ Service Commercial ▬ Rolling Hills Residential ▬ Open Space |
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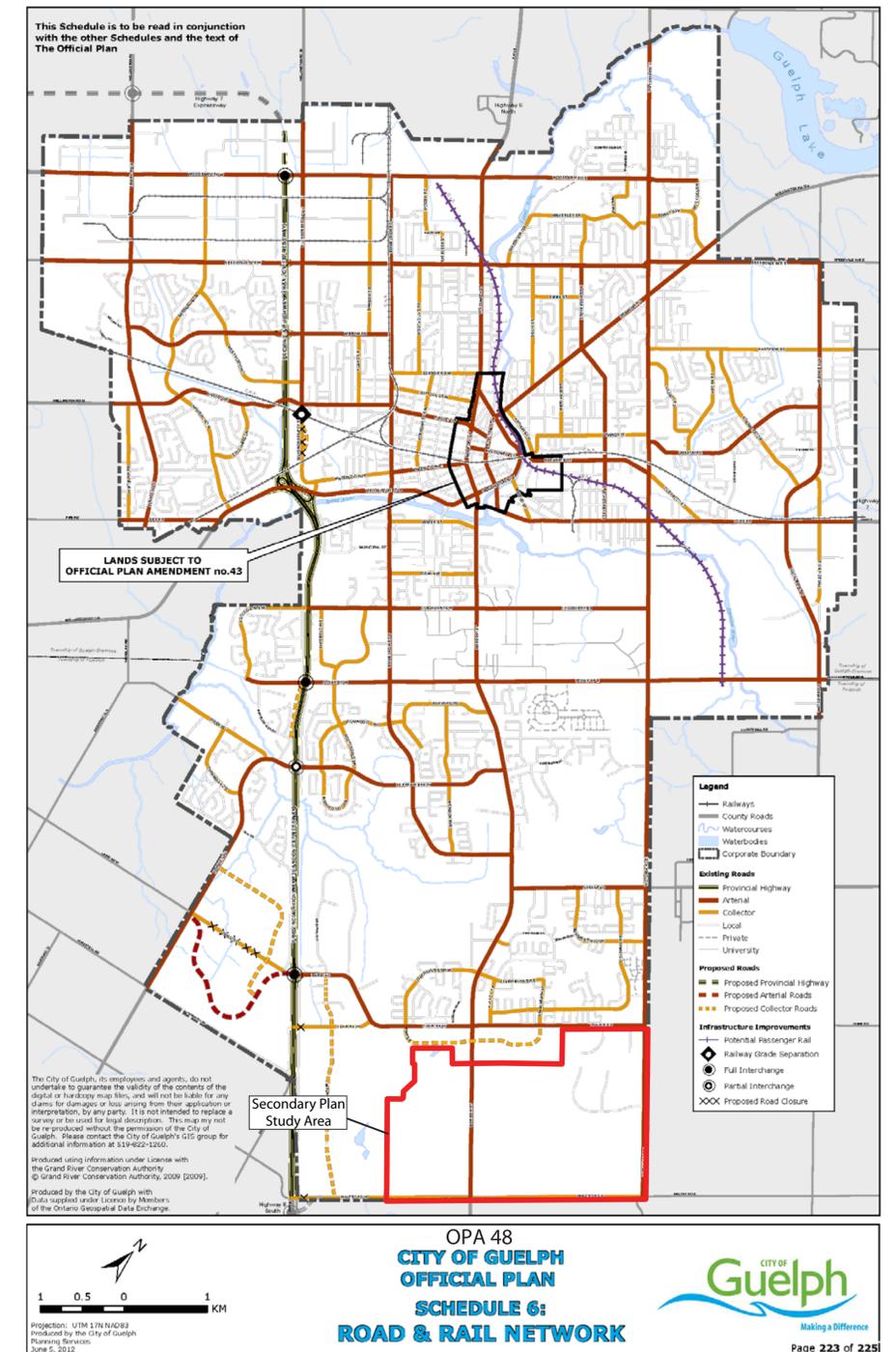
GUELPH WELLINGTON TRANSPORTATION STUDY

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)



TRANSPORTATION NETWORK CONSIDERATIONS

Existing Travel Behaviour

TABLE 3 SOUTH GUELPH AREA:
PEAK PERIOD TRIP DISTRIBUTION BY TRAVEL MODE

Destination Area	Proportion of All Trips	Mode Split	Legend
Local Area ¹	50%		Travel Mode
Rest of Guelph (7% Downtown)	26%		
Halton / Peel Regions	7%		
Waterloo Region	7%		
City of Toronto	3%		

Note:
1. "Local area" consists of areas within the City of Guelph south of the Eramosa River.
2. Another 7% of trips are oriented to "other" areas in the region, including Wellington County, City of Hamilton, etc...

Travel Orientation and Primary Travel Mode

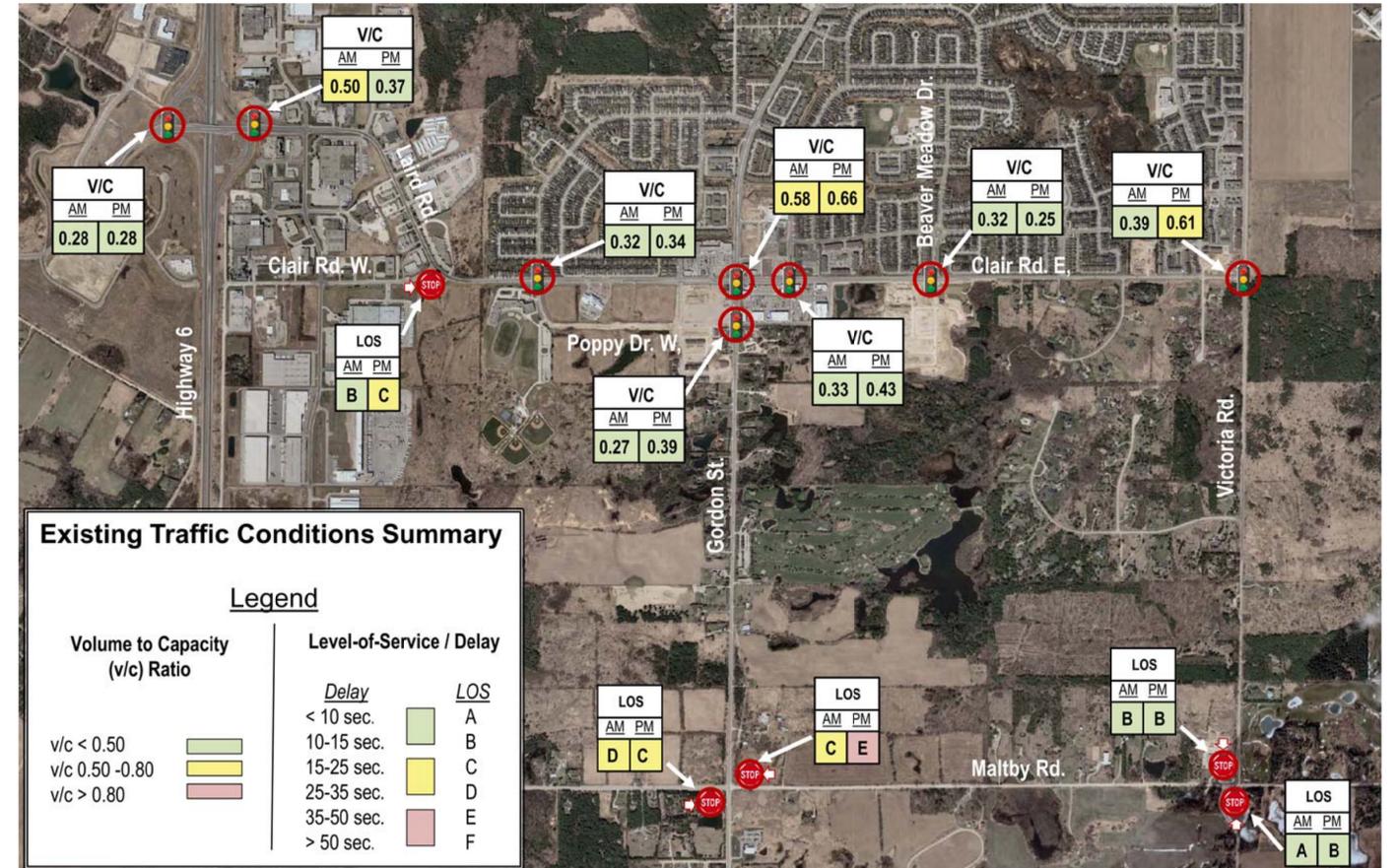
- Approx. 75% of trips stay within the City of Guelph.
- Most trips are undertaken in a private vehicle (86% of trips in Guelph; 88% overall).

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.

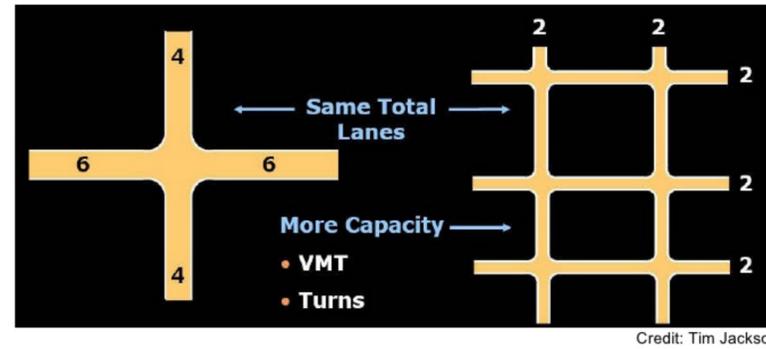
TRANSPORTATION NETWORK CONSIDERATIONS

Principles of Transportation Network:

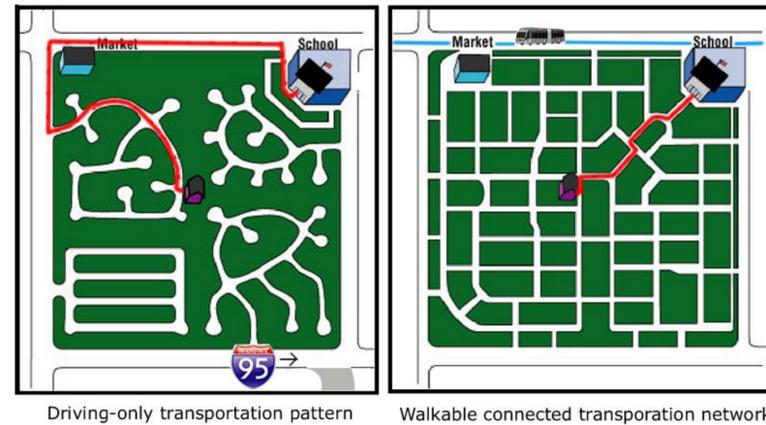
1. Provide flexibility, redundancy, and continuity;
2. Support transit service operations;
3. Support multi-modal transportation;
4. Enhance connectivity for all travel modes;
5. Provide robust and frequent connectivity internal to the neighbourhood, and to adjacent neighbourhoods; and
6. Respect natural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

Some Benefits of a Well-Planned Street Network:

1. Street capacity



2. Walkability

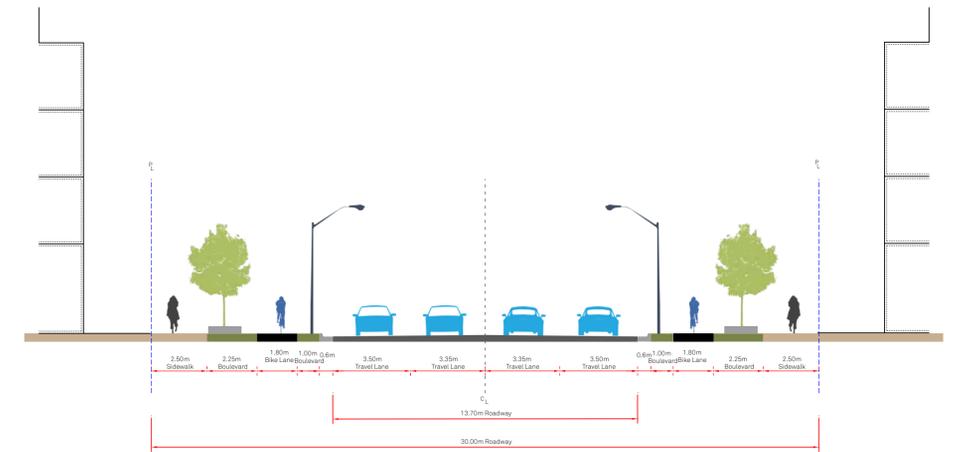


3. Safety

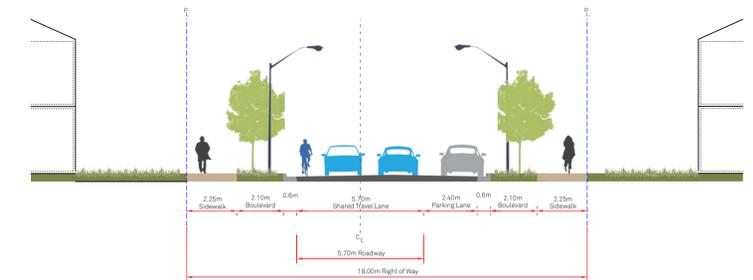
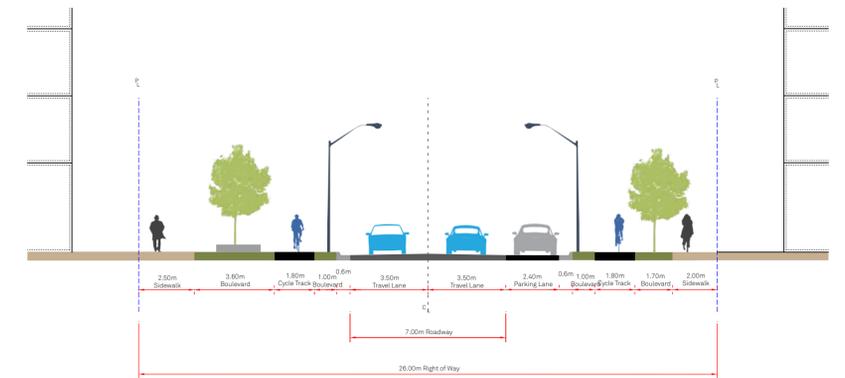
- Accommodate all street users
- Reduce street crossing distances
- Reduce vehicle speeds

Examples of New Potential Street Cross Sections

1. Arterial Street



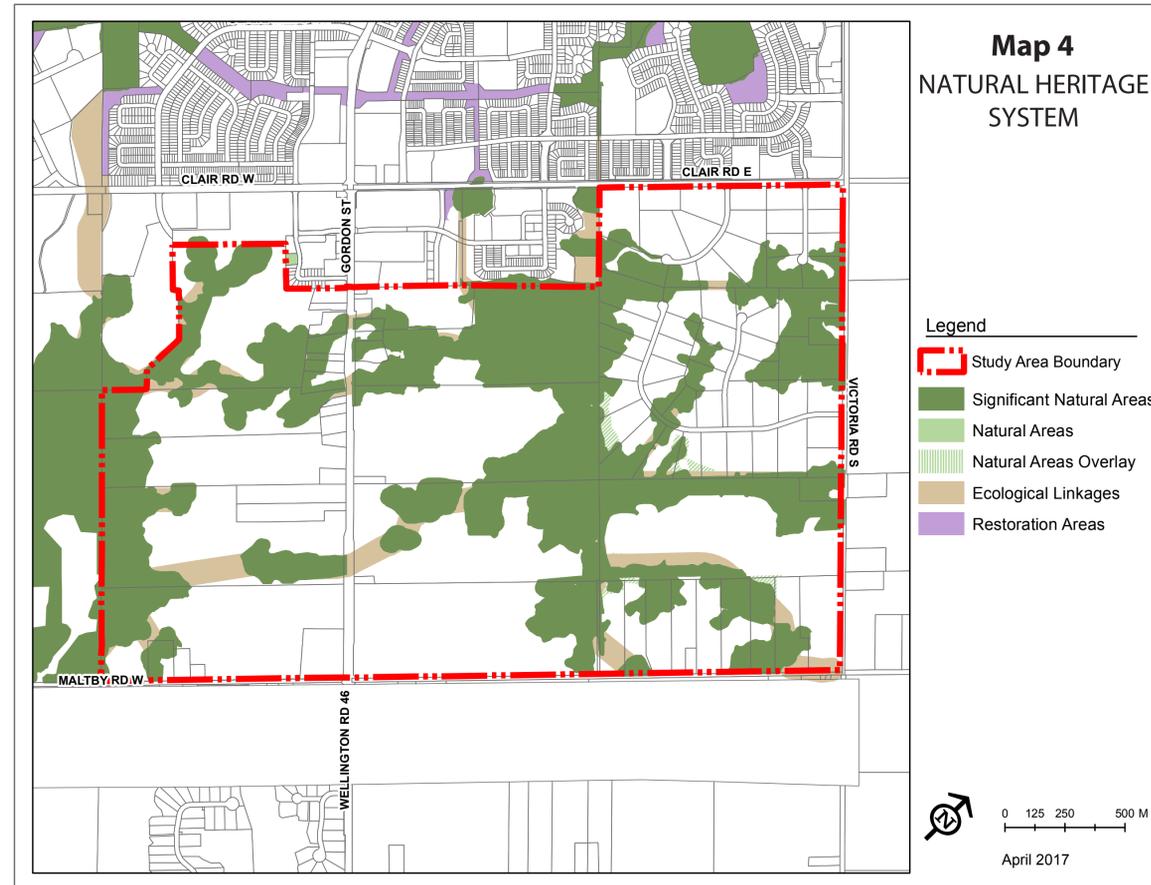
2. Collector Street



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 and application of current legislation, policies and guidelines. A work plan for these updates was developed in consultation with the City and key stakeholders.



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



112 species of birds 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

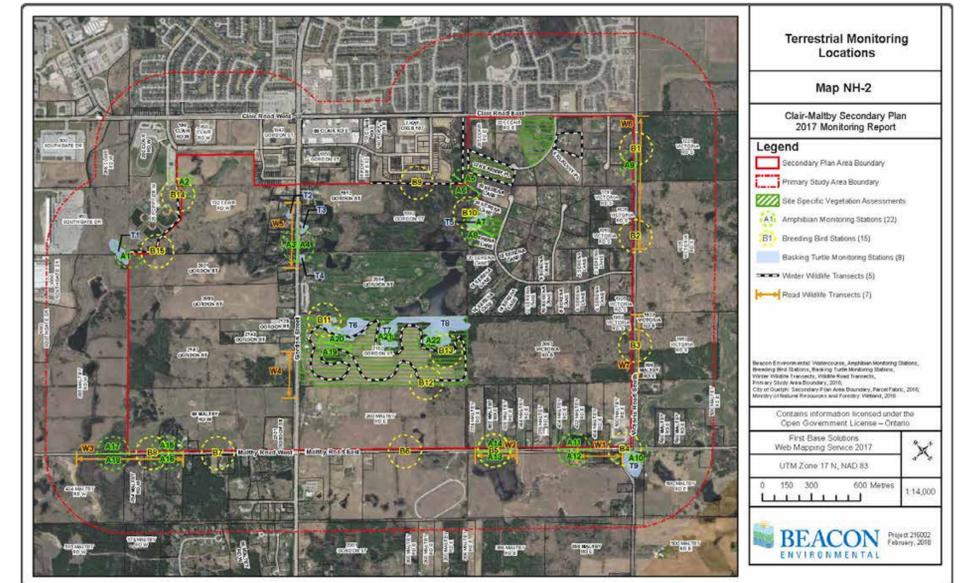
NATURAL HERITAGE SYSTEM

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

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.

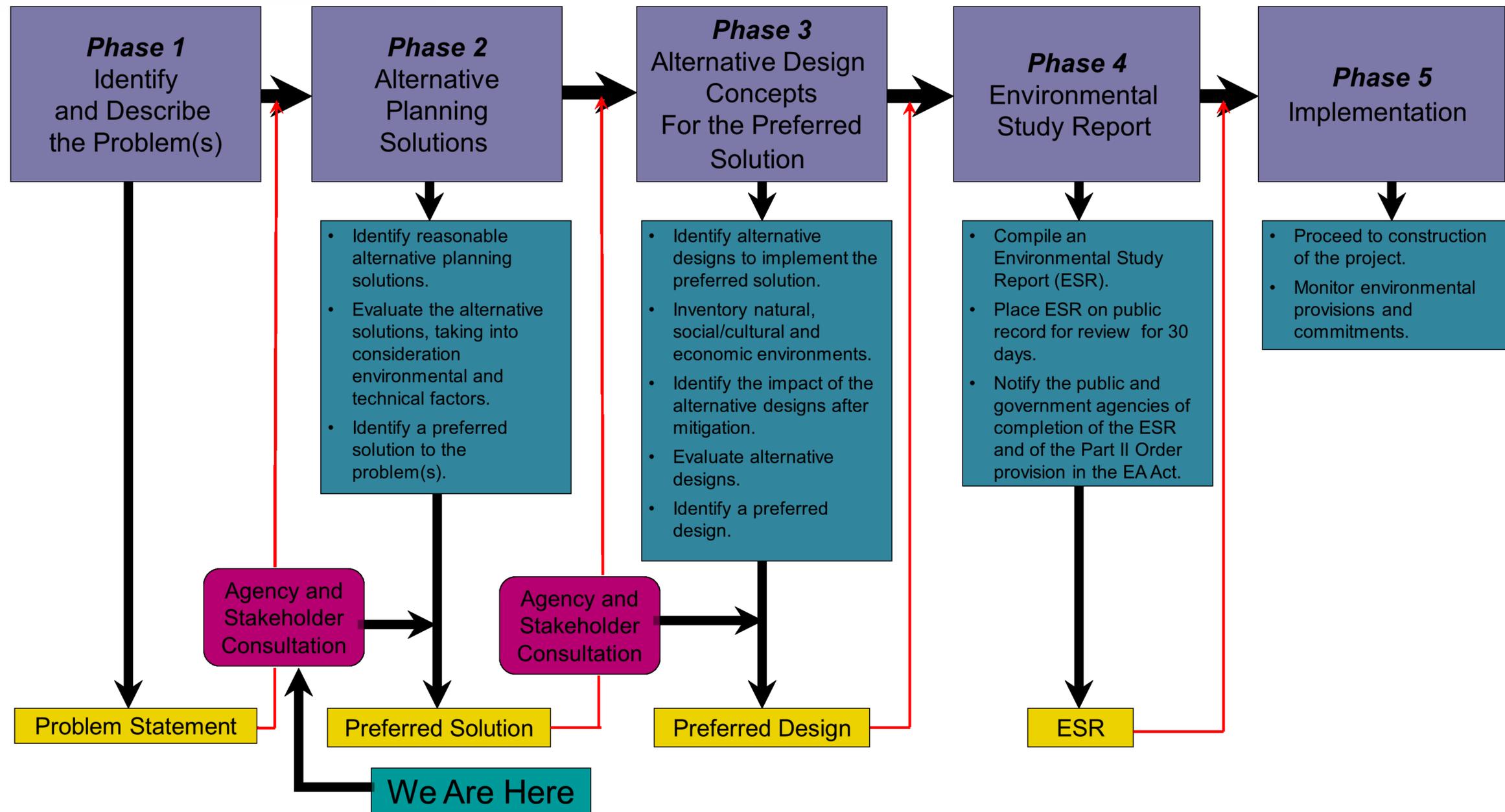
Opportunity

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.



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT



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

STORMWATER MANAGEMENT PLANNING

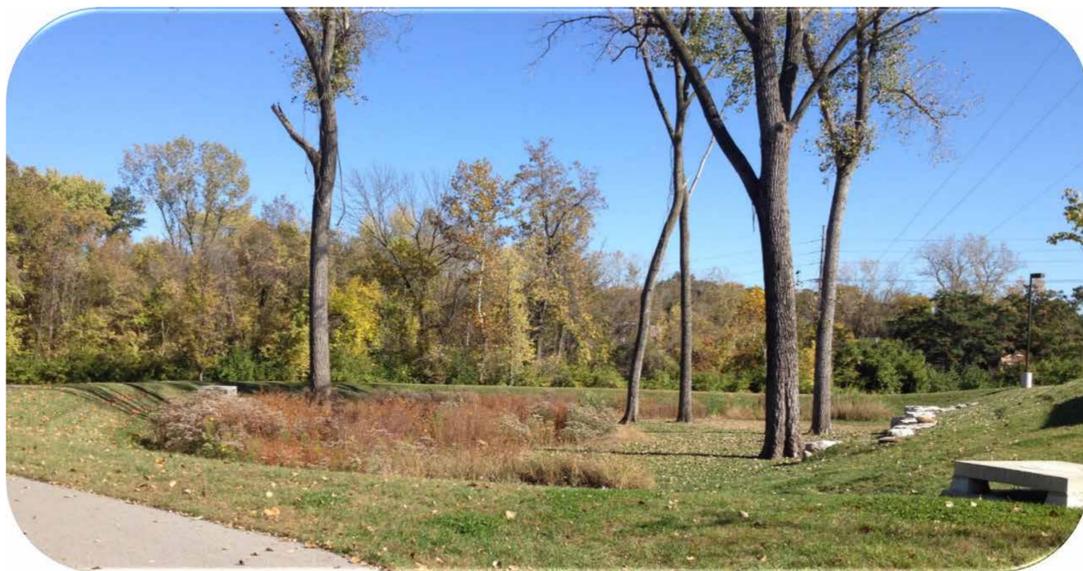
Background

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



STORMWATER MANAGEMENT ALTERNATIVES

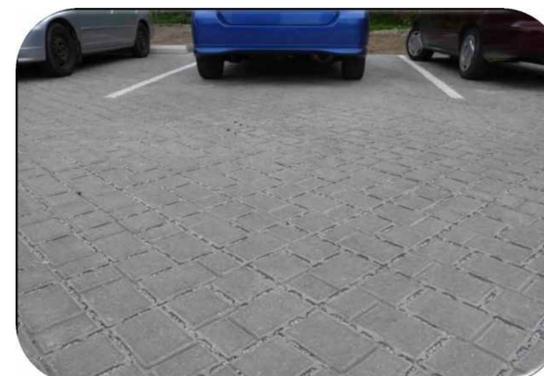
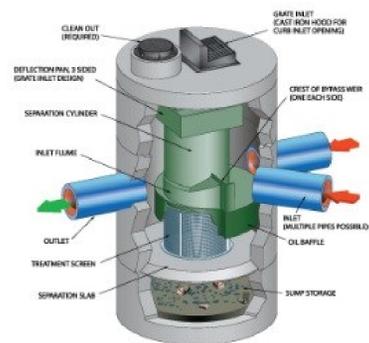
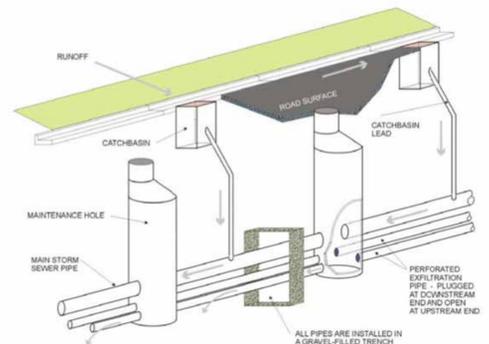
There are a number of Stormwater Management techniques available to address the objectives which fall into various categories as follows:



- 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.

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

WATER AND WASTEWATER SERVICING

Background

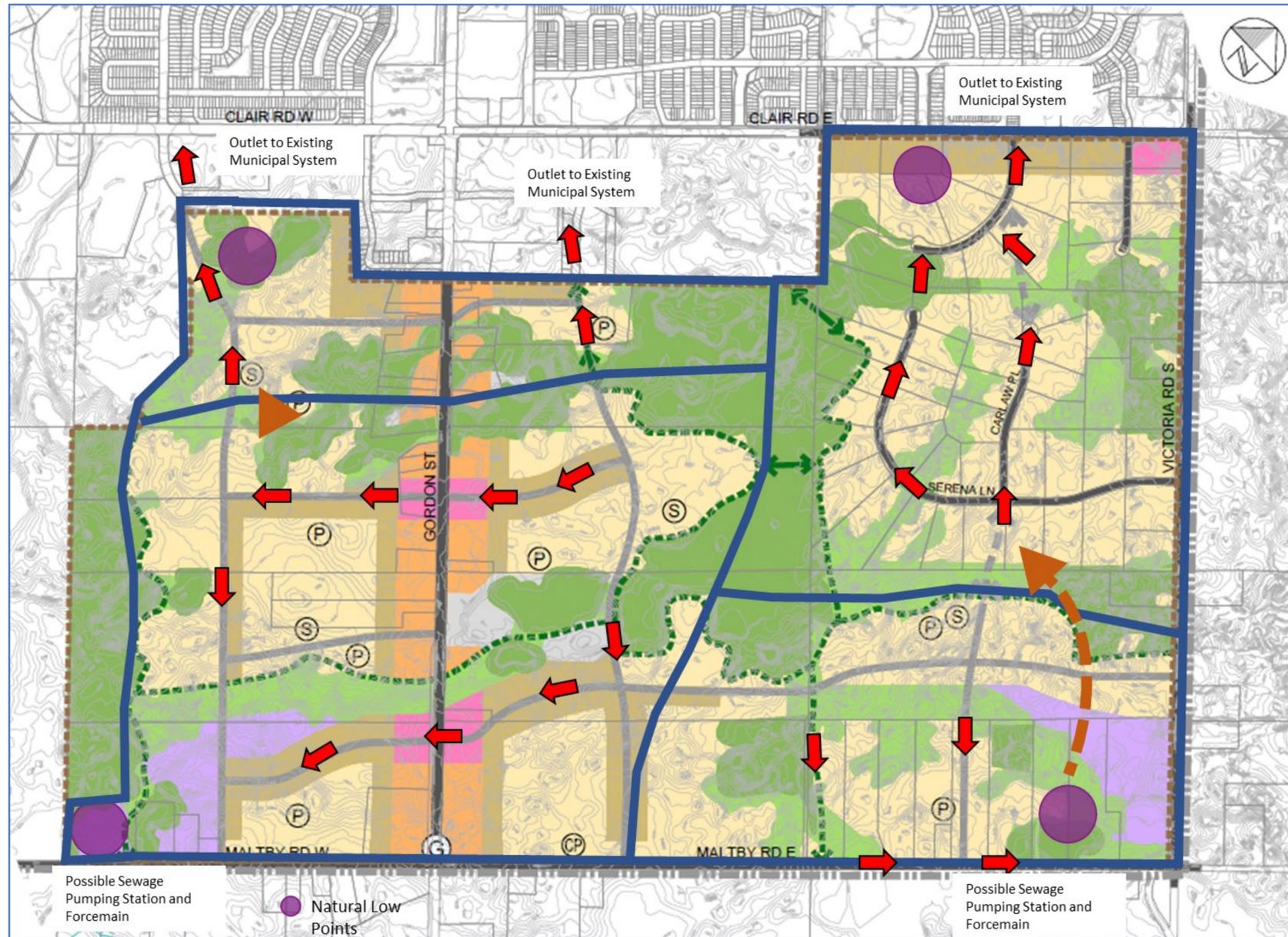
The Clair Maltby Lands Water and Wastewater Servicing will be integrated with the City of Guelph's existing water distribution and wastewater collection systems. As all of the roads in the development will have commercial or residential users, each building will be provided with a water service connection 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.



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.

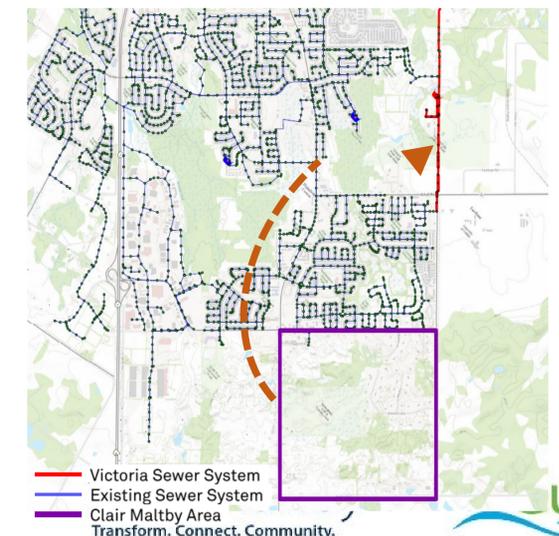
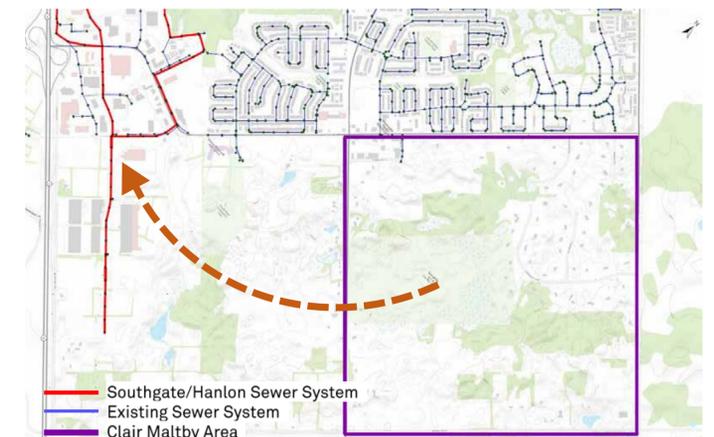
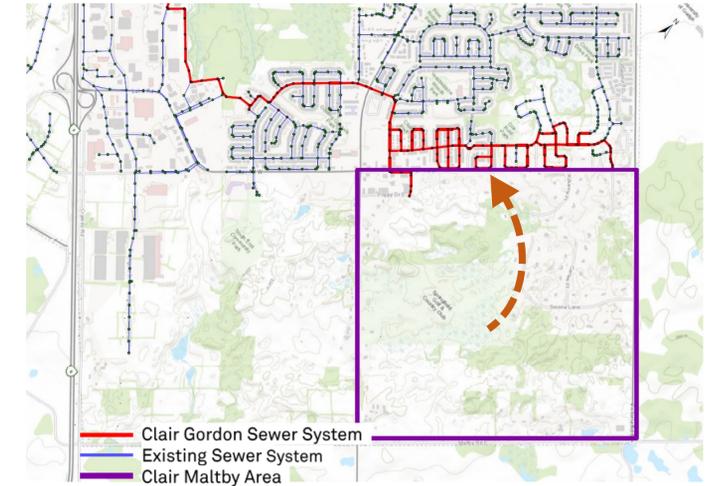
WASTEWATER CONVEYANCE ALTERNATIVES

Alternative Approaches

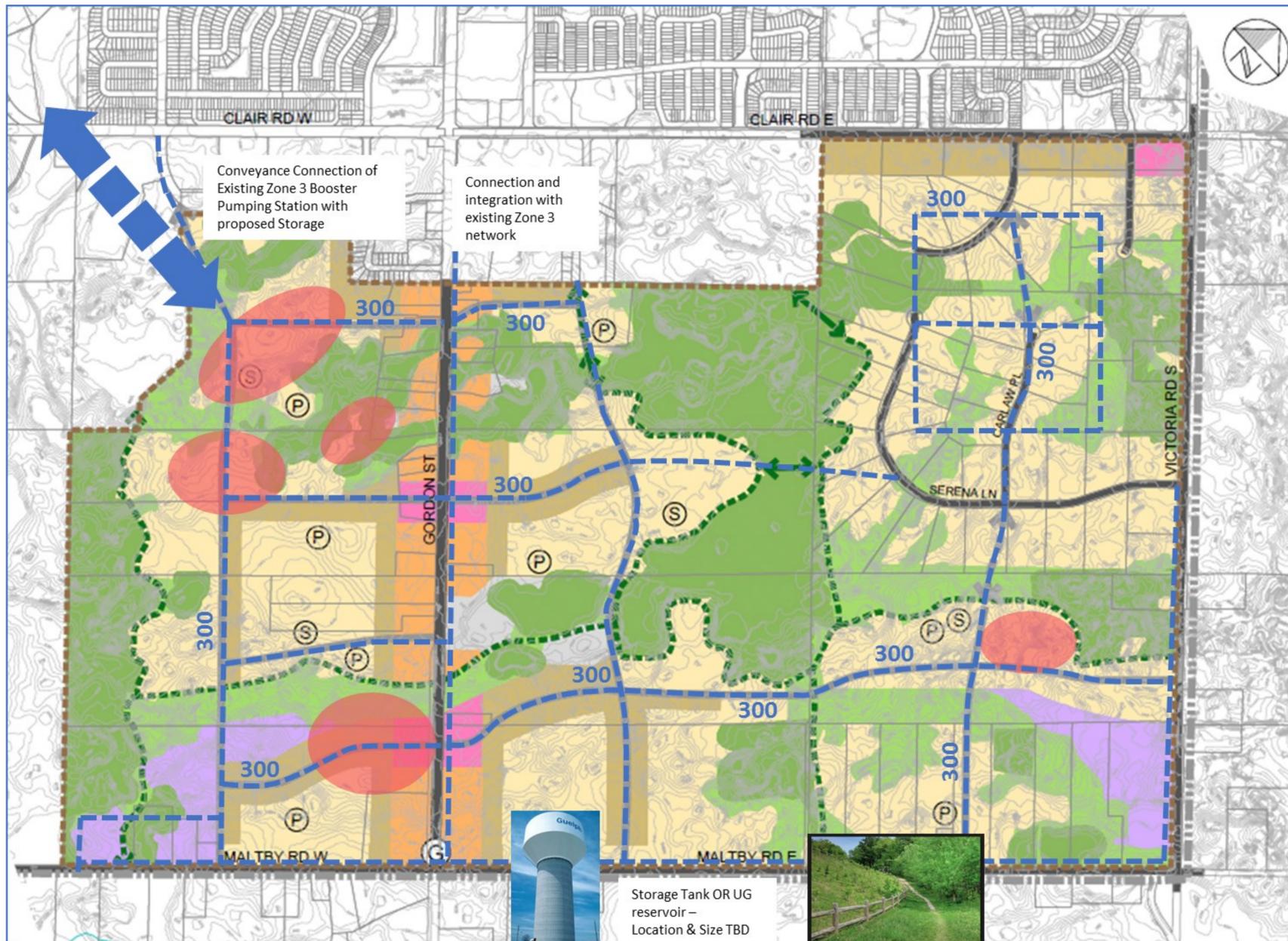
- 1. Do Nothing** *A moratorium on new wastewater collection infrastructure*
- 2. Limit Growth** *Growth is limited to reduce demand and costs of operating and maintaining wastewater infrastructure*
- 3. New Infrastructure – Gravity collection system** – *Areas serviced by gravity only – limited by topography*
- 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



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.

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.