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16 September 2021
Project: 210530

Pete Graham
2021 Gordon Street Inc.
2093 Gordon Street Inc.
80 Southgate Drive
Guelph, Ontario
AND
Mike Watt
2009 Gordon Street
Guelph, Ontario

Dear Mr. Graham and Mr. Watt:

RE: DRAFT CLAIR-MALTBY SECONDARY PLAN - COMMENTS ON TRANSPORTATION IMPLICATIONS FOR 2009, 2021 & 2093 GORDON STREET PROPERTIES

Paradigm Transportation Solutions Limited (Paradigm) has been requested to review potential implications for the properties located at 2009, 2021 & 2093 Gordon Street, due to the proposed collector-road system in the Draft Clair-Maltby Secondary Plan. We provide the following preliminary comments based on our review of the transportation component of the Draft Secondary Plan including Schedule C (Mobility Plan).

The subject properties (2009 and 2021 Gordon Street) are located adjacent to one another on the west side of Gordon Street with 2093 Gordon Street separated by existing residential properties. All three properties have frontages along Gordon Street.

Figure 1 (attached) illustrates the location of the subject properties within the Clair-Maltby Secondary Plan (CMSP) study area.

The proposed mobility system for Clair-Maltby (11.3.6 Mobility), provides the overall framework for developing “a multi-modal active-transportation focused mobility system inclusive of an integrated network with roads, bicycling facilities, sidewalks and paths designed, built and maintained with consideration for all users” as envisaged in the CMSP objectives.

The components of the mobility system in Clair-Maltby include “arterial roads, collector roads and essential active transportation links, generally as identified on Schedule C.”

CMSP Road System

Schedule C (Mobility Plan), attached herein as **Figure 2**, illustrates the Clair-Maltby road system, which includes the following new collector roads:

- ▶ **Street A** – north-south collector road, extending southerly from Poppy Drive to Maltby Road. In the northerly section, Street A alignment will be along the City’s proposed ‘Moraine Ribbon’ on the edge of the Natural Heritage System. An enhanced pedestrian/cycling facility is identified where the roadway abuts the proposed Moraine Ribbon.
- ▶ **Street B** – east-west collector road based on the existing Gosling Gardens alignment. Street B will intersect with Street A to the west and Gordon Street to the east. The two intersections are identified as signalized intersections in the CMSP Transportation Study. The southerly side of sections of Street B are shown to be along the proposed Moraine Ribbon, and will include an enhanced pedestrian/cycling facility.
- ▶ **Street C** – east-west collector road couplet, looping from Street A and through the lands of Springfield Golf Club to the east of Gordon Street. West of Gordon Street, Street C passes through the subject properties as a couplet. The northerly section of Street C west of Gordon Street and the southerly section east of Gordon Street are shown to be abutting sections of the proposed Moraine Ribbon bordering the NHS areas along with enhanced pedestrian/cycling facilities. Street C will have two intersections on Street A and two on Gordon Street. The two intersections on Gordon Street and the northerly intersection on Street A are identified as signalized intersections. The two intersection on Gordon Street are shown as located outside the frontage sections of the three subject properties.
- ▶ **Street D** – east-west collector road closer to Maltby Road, extending from Street A, crossing Gordon Street, and continuing to Victoria Road in the east. The intersections at Gordon Street and at Victoria Street are identified as signalized intersections.
- ▶ **Street E & Street F** – north-south collector roads located to the east of Gordon Street and connecting Street D and Maltby Road.

Mobility System

The Secondary Plan identifies a number of characteristics for the mobility system which will have implications for road and active transportation networks in Clair-Maltby.

- ▶ **Block Structure:** The mobility system will be strengthened by providing a “fine-grained block structure to disperse traffic and encourage walking and bicycling.” Block lengths will “generally be 150 -200 metres, with most blocks being approximately 80 metres by 175 metres if feasible given natural site conditions.”
- ▶ **Gordon Street Corridor** will include the following special features (**Figure 2**):
 - *Urban Village Core* – located around the two Street C intersections.
 - *Transit Hub* - located between the two Street C intersections.



- *Multi-Use Overpass* – located to the north of Street D.
- ▶ **Proposed Moraine Ribbon:** A series of generally continuous linear open spaces located along the edges of Natural Heritage System. Where the road system abuts or traverses the Natural Heritage System, enhanced pedestrian and cycling facilities within the Right of Way will be provided in-lieu of the Moraine Ribbon, as identified on Schedule C. A wider road right-of-way (27.5 + 6 metres) is also identified (Table 11.3.6.6) to accommodate corresponding side of the road will have wider pedestrian facilities, wider planting area and wider bicycling facilities.

Implementation

The Draft Secondary Plan (11.3.9.4 Phasing and Finance) notes the following regarding the implementation of the proposed transportation and linear infrastructure in Clair-Maltby:

- ▶ The proposed transportation and linear infrastructure and other public facilities and their locations have been identified without regard for property ownership.
- ▶ Development in Clair-Maltby must proceed in an orderly manner and infrastructure costs must be equitably distributed among all the landowners.
- ▶ Development within the Secondary Plan area will be permitted to proceed only when a significant number of landowners have entered into a cost sharing agreement or agreements amongst themselves.
- ▶ Individual developments in the Secondary Plan area will generally not be approved until the subject landowner is a party to the landowners' cost sharing agreement.

2009, 2021 & 2093 Gordon Street Properties

In general, the proposed CMSP mobility system and the road network provides an appropriate framework for land development in Clair-Maltby. At the same time, the detail design and implementation of the overall system is expected to be achieved through the co-ordinated development of individual properties and abutting infrastructure. Site specific issues will need to be identified and addressed as part of the overall implementation process.

The following preliminary considerations and potential modifications are identified pertaining to the development of the subject properties located at 2009, 2021 & 2093 Gordon Street.

- ▶ **Gordon Street Frontage:** As noted and as shown in **Figure 1**, the subject properties have three frontage sections on Gordon Street. The new intersections of Street C at Gordon Street are shown to be outside the three frontage sections and as located within existing residential properties. This section of Gordon Street will also include the Urban Village Core and the Transit Hub in Clair-Maltby. The following considerations and modifications are identified specific to the frontage along Gordon Street:
 - The two Street C intersections are located too close to one another, and as full intersections they will create property and operational issues for the development



- of the Urban Village Core and the Transit Hub on Gordon Street. A single east-west collector road intersection on this section of Gordon Street will be more appropriate for realizing the Clair-Maltby Urban Village Core expectations.
- A single east-west collector road intersection would also be conducive to facilitating active transportation and accommodating the Transit Hub. Based on the traffic projections in the CMSP Transportation Study, a single east-west collector road intersection on this section of Gordon Street can accommodate vehicular traffic in this area.
 - The two new Street C intersections are located at the frontages of existing residential properties on the west side of Gordon Street. The size and potential redevelopment of these properties may not be conducive for development agreements that will be required for the construction of the new intersections.
 - The development of the subject properties (i.e., 2009, 2021 & 2093 Gordon Street) can accommodate a new east-west collector road intersection on Gordon Street and also accommodate new access arrangements for the redevelopment of the adjacent residential properties now having driveway access to Gordon Street.
 - Specific to land development, a single east-west collector road intersection on this section of Gordon Street is also consistent with achieving a “fine-grained block structure” in the development of the subject lands. This will also have positive implications for the alignment of Street C as noted below.
- **Street C Alignment:** As noted (**Figure 1 & Figure 2**), sections of Street C are shown to be abutting sections of the proposed Moraine Ribbon bordering the NHS areas. The road right-of-way in these sections will include enhanced pedestrian cycling facilities. The development and infrastructure implications of the above-described Street C alignment and potential considerations are noted below:
- The sections of Street C bordering the NHS areas alongside the proposed Moraine Ribbon can accommodate development only on one sided. The resulting ‘single loading’ of the roadway will have cost implications for development, and will result in inefficient use of the road and linear servicing infrastructure.
 - Single loading can be avoided by accommodating appropriate development between a new road and the NHS. This will also increase the separation between asphalt pavement and NHS areas and eliminate the risk of road runoff to these areas.
- **Street A Implementation:** As shown in **Figure 2**, a significant section of the new north-south collector road (Street A) to the north of the subject properties is located through NHS areas with no possibility for adjacent development. This creates uncertainty about the timing of and responsibility for the construction of this section and will require due consideration as part of the implementation plan. Additionally, there could be flexibility for allowing development and infrastructure staging to avoid undue delays to the development of lands and abutting infrastructure which are otherwise to proceed.



We trust this letter meets your requirements. Please let us know if you need further assistance from us.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED

A handwritten signature in black ink, appearing to read 'Rajan Philips', with a horizontal line underneath the signature.

Rajan Philips

M.SC, P.Eng.

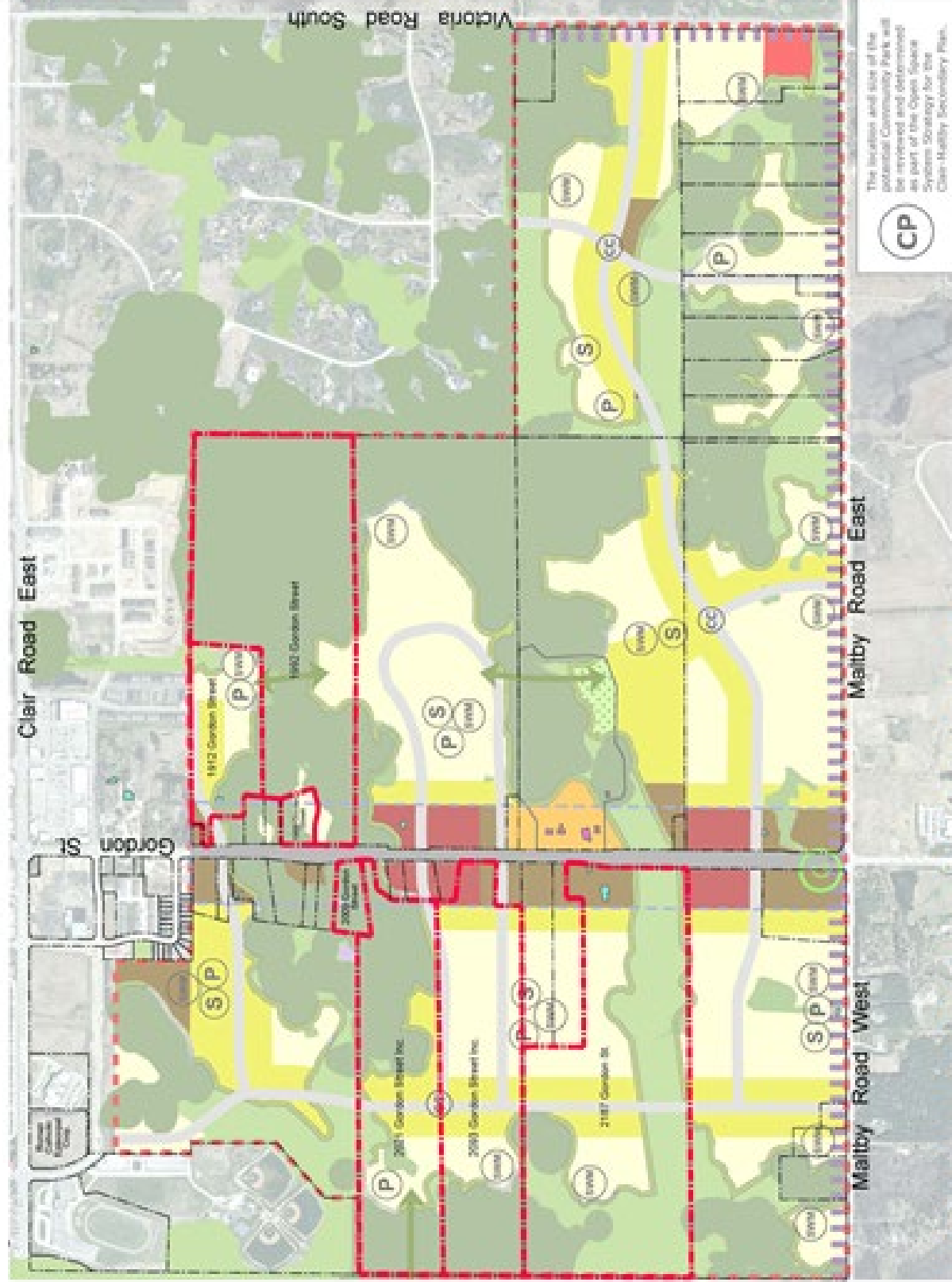
Senior Transportation Consultant



Attachments



Figure 1



PREFERRED COMMUNITY STRUCTURE

Clair - Maltby Area, Guelph

Legend

- Clair-Hobby Secondary Plan Boundary
- Cultural Heritage Landscape (Designated)
- Heritage Buildings (Designated)
- Heritage Buildings (Listed)
- Gordon Street Corridor
- Urban-Rural Transition Zone
- Streets and Trails**
- Existing Street Network
- Proposed Street and Cycling Network
- Parks, Schools, and Features**
- Potential Neighbourhood Parks
- Potential Community Park
- Potential Stormwater Management Areas
- Potential Elementary Schools
- Convenience Commercial Area
- Gateway
- Proposed Monitor Ribbon
- Potential Active Transportation Link
- Refined Natural Heritage System**
- Does Not Permit Essential Transportation Infrastructure
- May Permit Essential Transportation Infrastructure
- Major Areas Overlay (May Permit Essential Transportation Infrastructure)
- Recreation Area (Does Not Permit Essential Transportation Infrastructure)
- Land Use**
- Low Density (Residential)
- Medium Density (Residential)
- High Density (Residential)
- Inland-use
- Neighbourhood Commercial
- Service Commercial
- Mixed Office / Commercial
- Open Space



Figure 2

Schedule C – Mobility Plan (DRAFT)

