

Welcome

Gordon Street and Clair/Laird Road
Schedule 'C' Municipal Class Environmental Assessment

Public Open House #2

Tuesday March 10, 2026
6:30 p.m. – 8:30 p.m.

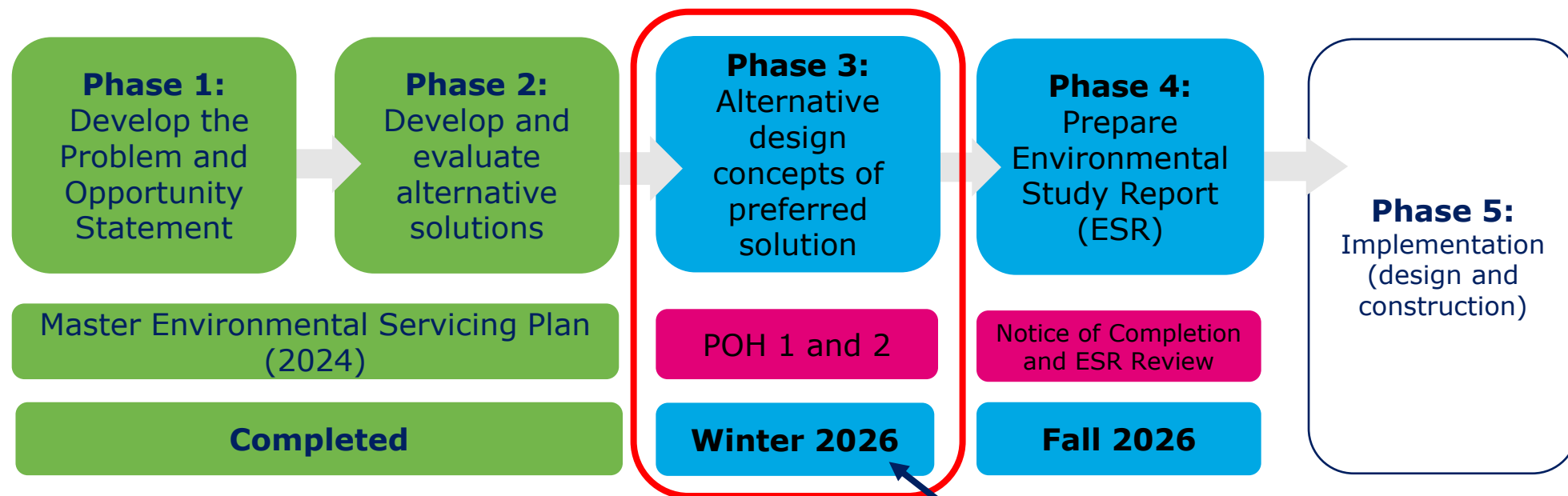
Please review the materials and provide your comments by submitting a comment form or online through Have Your Say (QR code below), by March 31, 2026.

Staff are available to answer your questions.



What is the Municipal Class Environmental Assessment (EA) process?

- Ensures all reasonable options are considered;
- Considers impact on the natural, cultural, social and economic environments; and
- Incorporates input from Indigenous Nations, the public, interested parties and technical agencies into the decision-making process.



We are here

Study area



Background

This Class EA is the next step in implementing improvements from the following planning and policy documents:

Guelph Transit Future Ready Action Plan (2021)

Clair-Maltby Secondary Plan (2024)

Guelph Transportation Master Plan (2022)*

Complete Streets Design Guidelines (2025)

Master Environmental Servicing Plan (2024)*

The City of Guelph’s Zero Vision Policy (2025)

*Satisfied Phases 1 and 2 of the MCEA process.

Previous recommendations from these plans and policies included:

| Recommendation | Gordon Street | Clair Road | Laird Road |
|-------------------------------------------------------------------------------------------|---------------|------------|------------|
| Widen corridor and increase the number of travel lanes | ✓ | ✓ | ✓ |
| Add pedestrian and cycling facilities for all ages and abilities | ✓ | ✓ | ✓ |
| Improve intersections | ✓ | ✓ | |
| Consider transit priority measures (i.e., lane conversions for transit use) | ✓ | ✓ | |
| Add a multi-use crossing and trail crossings to provide connectivity to the trail network | ✓ | ✓ | |
| Add curbs, gutters and stormwater management solutions | ✓ | | |

Problem and Opportunity Statement

The Master Environmental Servicing Plan for the Clair-Maltby Secondary Plan Area identified recommendations for Gordon Street, Clair Road and Laird Road to make sure servicing, stormwater management and transportation needs will support future neighbourhoods. This Class EA study, which represents the first step in implementing those recommendations, will:

- Develop the preferred road design concept to meet future anticipated traffic volumes using a Complete Streets approach;
- Implement walking and cycling facilities;
- Upgrade existing stormwater management services to meet the requirements of the MESP (2024) and Stormwater Management Master Plan (2023); and
- Implement wildlife crossings, where feasible.

In addressing the above, the Class EA study will strive to achieve no negative impacts to the natural heritage system and have a net ecological gain, and no negative impacts to cultural heritage and archaeological resources in accordance with the City's Official Plan policies.

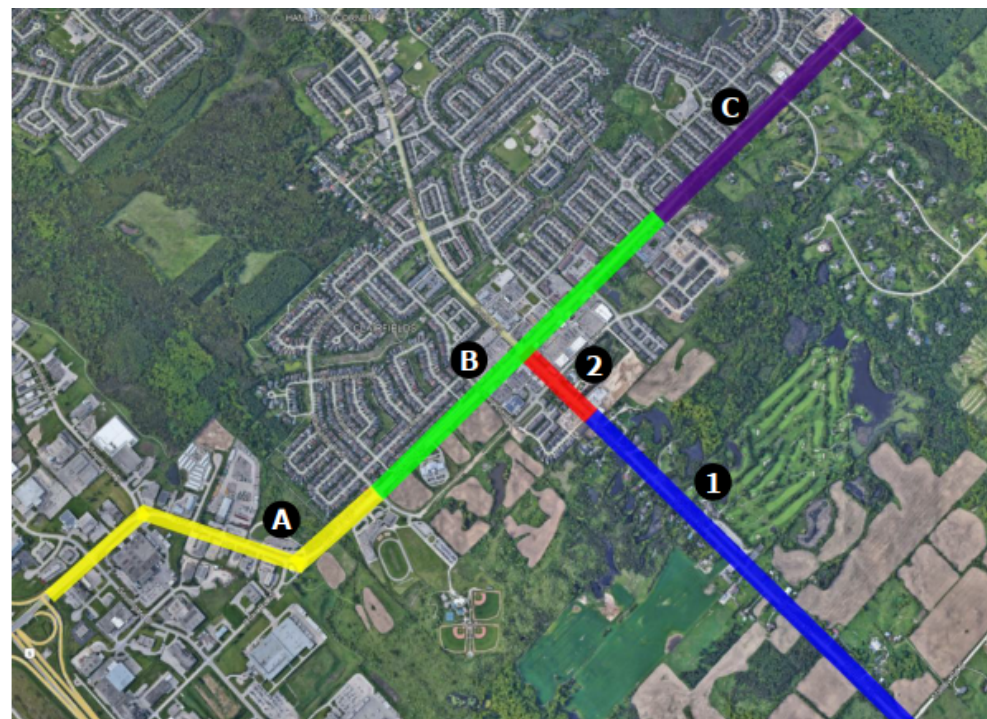
Existing transportation, drainage and stormwater conditions

Gordon Street

1. From Gosling Gardens to Maltby Road, it is a two-lane rural arterial with paved shoulders, a 60km/h speed limit, with no municipal stormwater servicing.
2. From Clair Road to Gosling Gardens, it is a four-lane urban road with dedicated bike lanes, a 70km/h speed limit, and existing municipal stormwater servicing.

Clair/Laird Road

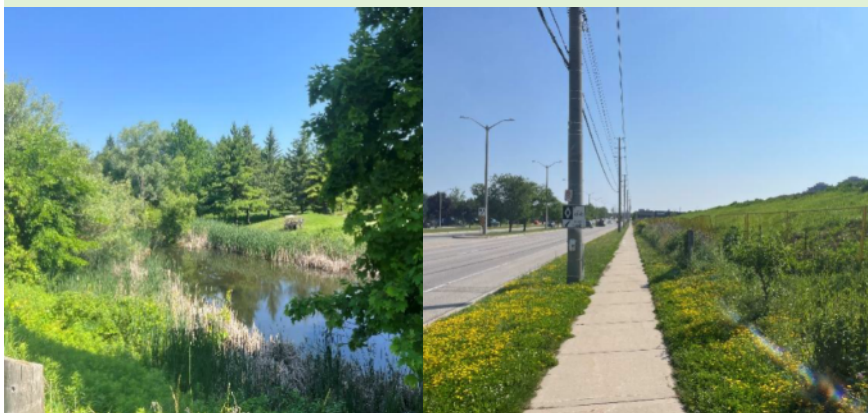
- A. West of Clairfields Drive, it is a two-lane rural arterial with bike lanes on both sides, and ditches.
- B. From Clairfields Drive to Beaver Meadow Drive, it is a four-lane urban road with bike lanes and sidewalks, and existing municipal stormwater servicing.
- C. West of Beaver Meadow Drive, it is a two-lane urban road with paved shoulders, a sidewalk on north side, and existing municipal stormwater servicing.



Existing conditions

Natural environment

- Study area has a history of agricultural use (cropping and pasture) interspersed with natural areas.
- Turtle and amphibian road mortality is a known issue near the kettle ponds at the southern end of the study area.
- Multiple species at risk have been found in the study area.



Cultural heritage

- There are five known built heritage resources (BHR) and three cultural heritage landscapes (CHL).
- Parts of study area show archaeological potential and needs a Stage 2 Archaeological Assessment.



What We Heard

At Public Open House #1, attendees were encouraged to provide feedback and input on the project, this is what was heard:

| Topic of Comment Received | Comment Summary |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Road, pedestrian and cyclist safety | <ul style="list-style-type: none"> Concerns about increased traffic volumes and pedestrian safety with concern specifically targeted at intersections, roundabouts and medians. |
| Transit and active transportation | <ul style="list-style-type: none"> Requests for better bike and pedestrian infrastructure and crossings. Interest in how transit-supportive design is being integrated (transit priority left turns, bus shelters, and rider amenities). |
| Environmental and habitat protection | <ul style="list-style-type: none"> Concerns about wildlife crossings supporting endangered species, and ensuring designs are effective, given the number of traffic lanes and the speed of vehicles. The importance of incorporating trees into designs and saving heritage maple trees and turtle populations. |
| Water protection | <ul style="list-style-type: none"> Concerns about the level of impact of development on local water resources and the need to address runoff and drainage issues. Emphasized the importance of maintaining a linkage between watersheds. |
| Design features | <ul style="list-style-type: none"> Need for wider medians, more roundabouts, and better infrastructure maintenance. Concerns about potential land acquisition and impacts to private property. |

Alternative design concept areas

For both Gordon Street and Clair Road, there are two distinct areas within the study limits that can be characterized by their existing conditions:

Area A: Corridor accommodates vehicular traffic and includes pedestrian, cyclist and transit facilities, but does not meet the Complete Streets Design Guidelines standards.

Area B: Corridor does not fully accommodate vehicle, pedestrian and cyclist traffic.



Each area is considered distinct from each other, and individual alternatives were developed for each area.

Evaluation criteria

The following criteria were used to evaluate the alternative design concepts and identify a recommended design.



Technical: How does the alternative address future traffic needs and road network improvements and accommodate active transportation and municipal servicing? How does the alternative improve safety for all road users? Does it meet stormwater management requirements? What are the constructability challenges?



Socio-Economic: What are the impacts to adjacent properties? How does the alternative tie-in with existing and future planned land uses?



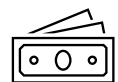
Natural: What are the impacts to aquatic and terrestrial wildlife and habitats and water resources? Does the alternative have no negative impacts and a net ecological gain?



Archaeological and Cultural Heritage: What are the impacts to archaeological and cultural heritage resources?



Policy: Does the alternative align with previous planning recommendations and policies (e.g., Transportation Master Plan, Official Plan, Master Environmental Servicing Plan, Transit Future Ready Action Plan, and Vision Zero)? Does the alternative align with the City's Official Plan's environmental policies (no negative impact and net ecological gain)?

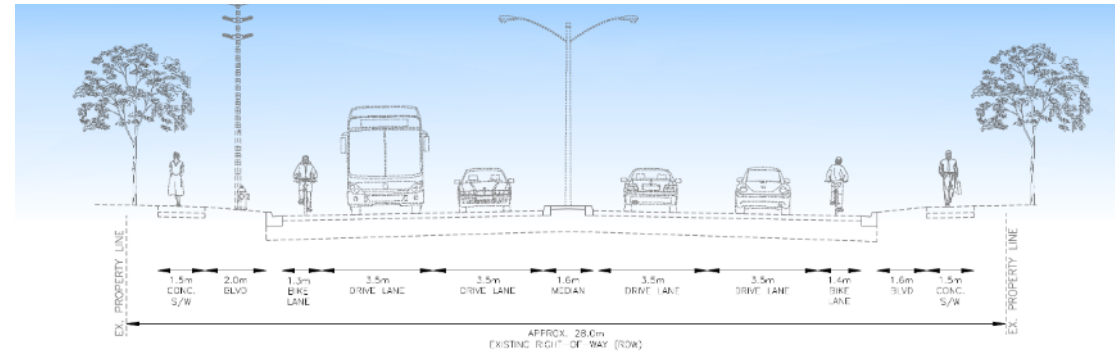


Costs: What is the cost of construction, property acquisition, utility relocation, and maintenance and operations?

Area A

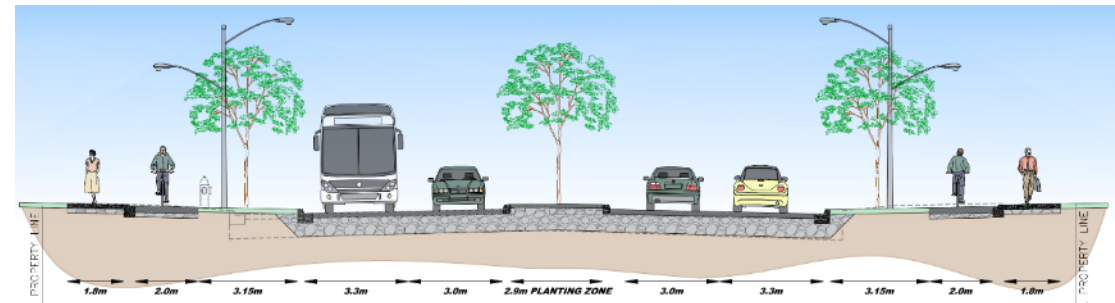
Alternative 1 – Do Nothing

- No improvements are made.
- The current approximately 28m right-of-way (ROW), sidewalks and on-road bike lanes are maintained.



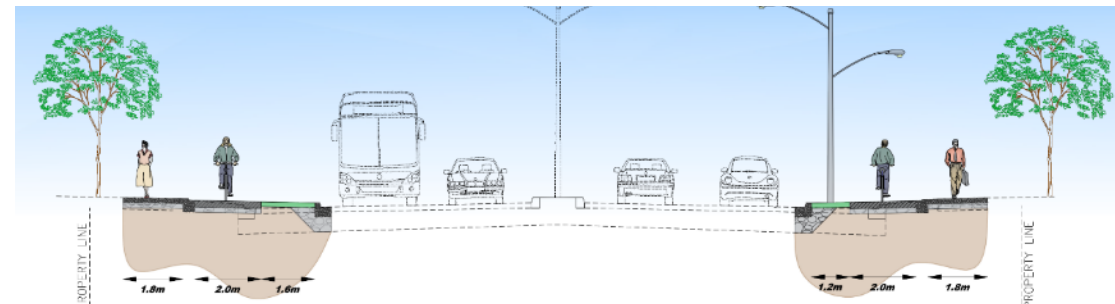
Alternative 2 - Implement a full Complete Streets design (Residential Boulevard)

- Reconstruct the road to 3m – 3.3m vehicle lanes, with centre 2.9m planting zone and/or left-turn lane.
- Replace existing boulevard and sidewalk with new sidewalk, off-road cycle track, boulevard and curbs on both sides of the road.
- Requires widening of the ROW to 32m.



Alternative 3 – Implement a modified Complete Streets design

- Implement Alternative 2 where possible but reduce or remove boulevards in hard constraint areas.
- ROW width varies.



Evaluation of Area A alternatives

| EVALUATION CRITERIA AND WEIGHTING | 1. Do Nothing | | 2. Implement Full Complete Streets Design | | 3. Implement Modified Complete Streets Design | |
|----------------------------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TECHNICAL 25% | 3/4 | Addresses future traffic capacity and road network requirements as this portion of Gordon St. and Clair Rd. is already widened to accommodate 4 vehicle lanes. Includes active transportation facilities, but does not satisfy safety requirements for all ages and abilities. Does not meet the SWM goals outlined in the MESP. | 4/4 | Addresses future traffic capacity and road network requirements as this portion of Gordon St. and Clair Rd. is already widened to accommodate 4 vehicle lanes. Fully satisfies active transportation and safety requirements for all ages and abilities. Meets the SWM goals outlined in the MESP. | 4/4 | Addresses future traffic capacity and road network requirements as this portion of Gordon St. and Clair Rd. is already widened to accommodate 4 vehicle lanes. Fully satisfies active transportation and safety requirements for all ages and abilities. Meets the SWM goals outlined in the MESP. This alternative may limit surface LID measures, however subsurface LID measures will be considered. |
| SOCIO-ECONOMIC ENVIRONMENT 20% | 4/4 | No impacts to utilities or current adjacent properties or access. Aligns with current land uses but does not tie-in with future planned land uses. | 2/4 | 38 utility poles require relocation and approximately 140m of underground utilities may need to be lowered. Aligns with future planned land uses. Impacts anticipated to 38 properties, with some access restrictions but can be mitigate if access is provided through adjacent roadways. | 3/4 | 27 utility poles require relocation and approximately 140m of underground utilities may need to be lowered. Aligns with future planned land uses. Impacts anticipated to 18 properties, with some access restrictions but can be mitigate if access is provided through adjacent roadways. |
| NATURAL ENVIRONMENT 20% | 4/4 | No impacts to aquatic species and habitat, trees, woodlands, wetlands, SWH, or SAR habitat. Does not provide opportunity to mitigate road mortality. Does not improve climate change resiliency as there are no improvements to walking, cycling, SWM or transit facilities. | 2/4 | No impacts to direct or permanent aquatic habitat. Highest impact to trees, woodlands, wetlands, SWH, and SAR habitat. Widened ROW would extend within woodland and wetland edges, SWH and SAR habitat, and would result in removal natural and planted trees. Opportunity for wildlife crossings to mitigate road mortality. Highest impact to climate change resiliency due to natural environment impacts, however infrastructure improvements would offset some of the impacts. | 3/4 | No impacts to direct or permanent aquatic habitat. Moderate impact to trees, woodlands, wetlands, SWH, and SAR habitat. Less encroachment into woodlands, wetlands, and SWH than Alternative 2. Opportunity for wildlife crossing to mitigate mortality. Moderate impact to climate change resiliency due to natural environment impacts, however infrastructure improvements would offset some of the impacts. |
| ARCHAEOLOGICAL AND CULTURAL BUILT HERITAGE 10% | 4/4 | No impacts to areas of archaeological potential and known or potential cultural heritage resources. | 2/4 | Majority of the area was previously assessed or has low potential for archaeological resources. A small area requires further Stage 2 AA to confirm impacts. Impacts 1 known Cultural Heritage Landscape. | 4/4 | Majority of the area was previously assessed or has low potential for archaeological resources. A small area requires further Stage 2 AA to confirm impacts. No impacts to known or potential cultural heritage resources. |
| POLICY Weighting = 15% | 2/4 | Does not align with previous planning recommendations and policies. Mostly with the City's Official Plan's environmental policies as this alternative has no negative impact but does not have a net ecological gain. | 4/4 | Fully aligns with previous recommendations and policies. Somewhat aligns with the City's Official Plan's environmental policies as this alternative has greater natural environment impacts, but net ecological gain will be achieved during the impact assessment and development of mitigation measures. | 4/4 | Mostly aligns with previous recommendations and policies. This alternative has reduced impacts to the natural environment and net ecological gain will be achieved during the impact assessment and development of mitigation measures. Therefore, this alternative aligns better with the City's Official Plan's environmental policies. |
| COST 10% | 4/4 | No construction, utility relocation, or property acquisition costs. Standard maintenance and operations costs. | 2/4 | Approximately \$18.5 million in construction costs, \$4.6 million in utility relocation costs, and ~4,240m ² property required. Minor overall net increase in operations and maintenance costs. | 3/4 | Approximately \$13.3 million in construction costs, \$4.6 million in utility relocation costs, and ~1,730m ² property required. Minor overall net increase in operations and maintenance costs. |
| ADDRESSES PROBLEM AND OPPORTUNITY STATEMENT | ✘ | | ✘ | | ✔ | |
| RANK | 2 | | 3 | | 1 | |
| EVALUATION SUMMARY | NOT RECOMMENDED | | NOT RECOMMENDED | | RECOMMENDED | |