FEASIBILITY STUDY
for PUBLIC PARK LAND & TRAILS

JUNCTION PARK
Guelph

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TABLE of CONTENTS

FEASIBILITY STUDY for PUBLIC PARK LAND & TRAILS
JUNCTION PARK
SILVER CREEK JUNCTION

INTRODUCTION ................................................................. 1

THIS STUDY ................................................................. 2

1.0 SITE CHARACTERISTICS ................................................. 3
  1.1 History ................................................................. 4
  1.2 Natural Environment ................................................ 7

2.0 THE MERITS OF DEVELOPING A PARK ............................ 8
  2.1 Land Use Planning Exercise ....................................... 8
  2.2 The Concept ............................................................ 9

3.0 THE CONCEPT PLAN ..................................................... 12

Appendix A - excerpt from City of Guelph Zoning By-law (1995) - 14864
INTRODUCTION

In October 2005, an Official Plan Amendment and Zone Change application was filed with the City of Guelph for the Lafarge property. One aspect of the redevelopment of this site includes the conveyance of the lands located east of Howitt Creek to the City of Guelph, for the purpose of open space and park use.

Since that time there have been a number of meetings with the community, City staff and the Grand River Conservation Authority to address matters related to the redevelopment of the Lafarge property.

In March 2007, the applicants were provided with comments from the Park Planner for the City and additional comments from the Park Planner were received in April 2007. In June 2007, the City provided the applicant with a schedule of “Outstanding Information” that the City required before the application could be brought forward to Council for their review. One of the items identified in that schedule was a “feasibility study for the park and trail routes”.

The purpose of this report is to address the matters set out in correspondence from the Park Planner (March and April 2007) as well as completing the “Feasibility Study” for the park development. a feasibility study of the site for public parkland and trail use should be provided. (memo from Helen White, Park Planner to Melissa Castellan, Planner, City of Guelph, March 15, 2007) Further elaboration on the “feasibility study” was provided by Ms White in her memo of April 2007 to Melissa Castellan where she stated: ... staff require a short feasibility study of the site for P-3 zone use by a planning consultant or landscape architect to determine the extent of the lands developable for parkland use, including:

a) Feasibility plan, based on a topographic/legal survey of proposed dedication parcel (including environmental lands), to include:
   • Existing main features, including structures, surface utilities, paving, rock outcrops, quarry items, vegetation, etc.
   • Subsurface structures to extent known
   • Easements or other legal development constraints
   • Existing grading with contours at min. 1m contour interval
   • Required environmental buffers to park development including vegetation communities that are recommended to remain
   • Approximate anticipated toe-of-slope line for berming to CN standards for all rail lines
   • Indicate options for providing public road frontage to the parcel which would provide good views into the park from adjacent properties and meet requirements of emergency services access
   • Indicate where utilities could be provided to the parcel
   • Preliminary basic parkland grading

c) Site Concept Plan:
   • Indicate how the park parcel will fit within the overall site concept plan which meets the City’s Urban Design Guidelines
   • Provide a trail concept plan for the entire application site, indicating how future City trail routes could feasibly cross the entire site including the commercial area (north-south, east-west, and connection from Howitt Park), meeting Guelph Trail Master Plan standards

b) Other information:
   • If it is proposed as a public road access point, an engineer’s statement on the structural capacity of the existing bridge over the creek for potential park use vehicle loads, estimate of remaining bridge lifespan and estimated cost of repair/replacement to bring up to required standards
   • Geotechnical information: soil profiles and descriptions for several places on the site and evaluation of potential drainage issues
   • Evaluate feasibility and estimated cost of multiuse trail railway crossings at Howitt Park, Inkerman St. and Goldie Park that meet CN guidelines
   • Any other constraints on park development
• A conclusion on the suitability of the site for P-3 zoning, and if not a recommendation for alternate parkland and zoning

Ms White’s memos were in response to a proposal to provide a 4.39 ha park at the easterly end of the property. Her response to the proposal was based on the premise that the park would be a P.3 zoned Community Park and meet the requirements of that City designation. In summary, Ms White stated that Park Planning did not support the proposed Official Plan and Zoning By-law Amendment in its current form and required the applicant to address concerns regarding the park parcel and trail routes.

THIS STUDY

This feasibility study addresses the request outlined above, and includes:
• a site review to determine the characteristics of the site and its opportunities and constraints for access, trails, other uses, etc.;
• a discussion on the merits of developing a park to take advantage of the site characteristics by providing opportunities for interpretation of its history and its former extractive and industrial uses as well as education with respect to its regeneration as a natural area;
• a concept plan that illustrates trails, access, linkages, interpretive, educational and recreational opportunities, proposed plantings, stormwater management/flood control.
1.0 SITE CHARACTERISTICS

A City of Guelph - Lafarge Site Urban Design Guidelines & Concept Plan for Future Commercial and Mixed-Use Brownfield Development was prepared by Brook McIlroy Planning + Urban Design in September 2005. This document outlined many of the characteristics of the property that are important to its potential use in part as open space.

The Lafarge property is a 54 acre (21.8 ha) brownfield site located approximately 2 km west of Downtown Guelph. The triangular site is bordered to the west by Hanlon Parkway and to the north (active) and south (spur) by CN Rail lines. The rail lines have berms up to 20 feet (6 m) in depth with the steepest sections to the north. The site is accessed from the south by Silvercreek Parkway South, which has a direct connection from Hanlon Parkway, the City’s only major interchange.

Since 1994, when industrial operations ceased, the site has been vacant and has grown over with immature woodland, except along the Howitt Creek Drainage Channel and the rail berms where mature trees and vegetation exists. A mature oak tree exists at the centre of the site on the west side of Silvercreek Parkway South. (Brook McIlroy, 2005)

Approximately 11 acres (4.4 ha) of the Lafarge site is occupied by natural features and green space. Natural features on and adjacent to the site include:

- woodlands with mature trees
- Howitt Creek Drainage Channel
- steep slopes
- shrub thickets and old fields
- wetlands
- nearby parks such as Goldie Park (±1 acre) (0.4 ha) and Howitt Park (±10 acres) (4 ha) (ibid)

The Landplan Collaborative Ltd., 2007

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1.1 History

The triangular property is bounded by two railways, significant in the historical development of the City of Guelph. The southerly line is the former Galt and Guelph Railway, opened on September 11, 1857. In 1860 the line became the property of the Great Western Railroad, the second of Ontario’s main line railroads in the mid 19th century. The line connected Guelph with Hespeler, Preston, and Galt (now Cambridge) and then south and west to the United States via Niagara and Windsor respectively. The Great Western Railroad station was situated just north of the property on Raglan Street until 1882. In 1870-1872 the Wellington Grey and Bruce Railroad was built from the Great Western station connecting Guelph with Southampton on Lake Huron. ²

The northerly line is the former Grand Trunk Railroad, a section of the Company’s 1,550 kilometre long route from Portland Maine to Sarnia and constructed in 1856. ³

The Great Western and Grand Trunk were merged in 1882 and a 1918 Act of Parliament created the new Canadian National Railway, incorporating the Grand Trunk. ⁴

1879 Guelph map showing: Silver (Howitt) Creek alignment prior to extraction operations; the mill pond on Silver Creek; the railways; and the Great Western Railroad station on Raglan Street.


³ ibid

⁴ http://encyclopedia.farlex.com/Canadian+National+Railway
South of the former Great Western line and west of Silvercreek Parkway is the Manor Hotel, formerly the home of the Sleeman family of Sleeman’s Silver Creek Brewery, founded in 1851 and closed in 1929. The brewery building was finally removed in 1969 to facilitate construction of the Hanlon Expressway.

Guelph’s railway history is also associated with the Sleemans. In 1894, local businessman George Sleeman approached Guelph city council for a street railway charter. This was duly granted, for a term of twenty years, and thus was born the Guelph Railway Company. Construction began in April 1895 using 56 pound rail. The initial route of the GRC was south along Woolwich Street, through the downtown and along Dundas Road, with a second line running from the Sleeman owned Silvercreek Brewery on Waterloo Avenue, to the Canadian Pacific and Grand Trunk (later Canadian National) Railway stations. Total distance of these two lines was approximately 4-1/2 miles (7 km). Sleeman operated a brewery on Waterloo Avenue and expected that his employees would travel back and forth to work on his system. George Sleeman continued to own the line until late 1902 when control passed to the Bank of Montreal and the Trader’s Bank.


Sleeman built substantial stone streetcar barns on Waterloo Avenue at the foot of what is now Howitt Park. After the street railway was closed, the barns were used as an automotive body shop for some time and are now quite handsome dwellings. Silver (Howitt) Creek is piped and flows under the adjacent parking lot.

Eden Street, opposite the brewery is lined with workers’ cottages from the Sleeman Brewery era. They form the nucleus, with the Manor Hotel, of a collection of heritage structures associated with an important era and family in Guelph’s history.

Silver Creek Brewery was named for the adjacent creek that ran to the Speed River. The stream is now called Howitt Creek and it traverses the subject property, although its alignment has been altered from pre-development times (see map page 4) 7.

Almost all of Silver Creek north of the property is now buried. Its headwaters can be seen on Dawson Road in the north of the city in the form of a roadside ditch. 8. A portion of the creek is also buried between Howitt Park and the Speed River.

**Historically the land has been used for:**
- sand and gravel extraction (until 1974)
- asphalt production
- concrete and block fabrication (until 1994)
- sedimentation ponds
- heavy truck maintenance and repair (Brook McIlroy, 2005)

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1.2 Natural Environment

An *Environmental Impact Study for the Lafarge Property* was prepared in October 2005 with Addendum II of the report being penned in November 2007 by North-South Environmental Inc. The original report, through consultation with other professionals and agencies has been supplemented with detailed tree surveys, riparian restoration plans to enhance biodiversity and improve linkages, and a plant species list recommended for re-vegetation of portions of the property. The vegetative, fish and faunal characteristics of the property are described in detail in the reports.

In summary, North-South Environmental conclude *that there are no regionally or provincially significant vegetation communities on the site. There are no provincially significant plant or animal species on the site.* (North-South, October 2005 and November 2007)
2.0 THE MERITS OF DEVELOPING A PARK

2.1 Land Use Planning Exercise

Two land use planning exercise meetings with representatives of the neighbourhood were organized by the City and held August 27th and September 6th, 2007. The landowner’s representative was an observer to these meetings.

Following is the August 27th LaFarge Land Use Planning Exercise record of the input participants provided in response to the following statements regarding the future development of the site.

- Wouldn’t it be lovely if…?
- If only...
- I wish...

Responses related to open space, park land, trails, and recreation were as follows.

Greenspace
- Wouldn’t it be lovely if…greenspace was increased in our downtown area with a new park and revitalized creek.
- Environmental concerns i.e. green space, pollution, noise, traffic, were the priority in development considerations.
- If only... the natural features of the site could be preserved and accessed by the community.
- Wouldn’t it be lovely if…greenspace, recreation and sense of community connectivity was enhanced.
- Wouldn’t it be lovely if…there was lots of greenspace and parkland.
- Wouldn’t it be lovely if…the site included a park that was larger than an offering.

Recreation
- Wouldn’t it be lovely if...a new recreation area including skate board park, outdoor rink and soccer fields with mixed commercial.
- Wouldn’t it be lovely if...soccer fields were developed to let kids play near our homes.
- Wouldn’t it be lovely if...bike trails connected from Paisley through property to Howitt to River.
- Wouldn’t it be lovely if...they build a recreation area.
- If the City would buy the property and turn it into park and soccer fields.
- Wouldn’t it be nice if...partly devoted to recreational use.
- A community centre was developed.
- Go cross country skiing in the winter

Thoughts and comments on open space, park land, trails, and recreation in the September 6th LaFarge Land Use Planning Exercise were as follows.

3) Is there a need for parkland dedication? Where? Thoughts on size and function of park.

Park land dedication would be required. The desired park area would be the 4.39 ha triangle parcel on the north-east side of the creek. A walkway crossing would be created across each of the rail lines connecting the proposed park to the two existing parks. The existing river crossing would remain for pedestrian access.
2.2 The Concept

The site’s characteristics, including its history, suggests that it would be appropriate that the lands east of Silver (Howitt) Creek be dedicated to open space and recreational uses. Although separated from the neighbourhoods on either side by railway tracks, there are obvious visual and open space linkages that can be made to provide a large complex of recreational and natural environment open space from Goldie Park through Howitt Park to the Speed River valley.

The lands suggested as park land consist of about 5.71 ha (14.1 acres). Natural environment features are the creek with its associated woodland, and successional woodlands, thickets and meadows. Culturally, the lands exhibit evidence of industrial activity of about 40 years (1950s through 1994) which included gravel extraction, an asphalt plant and a concrete plant. Historic associations from the mid-19th century with Guelph’s railways, mills, a brewery, and residential developments can still be found bordering the property.

The concept for Junction Park builds on its natural and cultural attributes, its historical associations, and some of its current ad hoc uses. The lands, although currently in private ownership, are being used for passive recreational activities such as walking, dog walking, cross-country skiing, cycling, and nature appreciation, as well as some less desirable activities.

The City’s park zone categories were developed with the purpose of securing required recreational open space needs for neighbourhoods, communities, and the City as a whole. Junction Park would not meet the park zoning criteria, and although it could be made to comply, this would be antithetical to the character of the site and its potential. Rather than attempt to make the site fit a particular definition, it is suggested that the park be developed in a manner that reflects and takes advantage of its natural and cultural characteristics and suits the needs of its users.

The August 27th LaFarge Land Use Planning Exercise held by the City concluded:
Wouldn’t it be lovely if…
• greenspace was increased in our downtown area with a new park and revitalized creek;
• greenspace, recreation and sense of community connectivity was enhanced;
• there was lots of greenspace and parkland;
• the site included a park that was larger than an offering;
• a new recreation area including skate board park, outdoor rink and soccer fields with mixed commercial;
• soccer fields were developed to let kids play near our homes

10 City of Guelph Zoning By-law (1995) - 14864 Section 9 – Park (P) Zones (see Appendix A)

11 For example, frontage on a public street (1 metre of frontage for every 100 m² of park space) is not practical given the location and configuration of the proposed park. Public access can be assured by a public easement across the proposed east-west main street of the development to the existing creek crossing. Emergency access across the railway at Inkerman Street can also be provided. Off-street parking is not provided in the proposed park, but available in the adjacent development, keeping the park site free of automobiles.
biking trails connected from Paisley through property to Howitt to River;
- they build a recreation area;
- the City would buy the property and turn it into park and soccer fields;
- partly devoted to recreational use;
- a community centre was developed;
- (one could) go cross country skiing in the winter; and

If only… the natural features of the site could be preserved and accessed by the community. (City of Guelph August 27, 2007)

The September 6th LaFarge Land Use Planning Exercise held by the City posed ideas for recreation and park land suggesting that ... the desired park area would be the 4.39 ha triangle on the north-east side of the creek with pedestrian access across the rail lines, from the adjacent parks, and across the creek at the current culvert location.

The park concept answers most of the questions in the affirmative and fulfills many of the ideas posed by:
- substantially increasing green space in the neighbourhood/community; 12
- providing connectivity of green space and the community through an extensive pedestrian, cyclist, and cross-country ski trail system;
- creating an opportunity for an outdoor ice rink larger than any in the City; and
- preserving and enhancing the natural features of the site while offering recreational opportunities in accord with the site’s natural and cultural features.

Because the proposed park is an abandoned extraction site and aggregate materials plant, it is nearly devoid of topsoil and growing conditions are not conducive to traditional park turf and manicured sports fields. Rather, the vegetation that has naturally established itself shows that the site will support trees, shrubs and herbaceous ground covers. Unfortunately, much of the vegetation that has established is exotic material with its source being the adjacent residential and industrial neighbourhoods. Sixty-three percent of the trees on the property are non-natives 13. Siberian Elm and Manitoba Maple are the predominant non-natives. Trembling aspen, a short-lived successional species of disturbed habitats, is the predominant native species.

The enhancement program is provided in North-South’s report. 14 The concept is to improve the site’s biodiversity by eventually replacing the exotic and invasive tree species with native trees that will thrive here.

As well as satisfying most of the desires expressed in the City’s land use planning exercise, the concept includes a substantial program of interpretation and education. Park users would be provided with signage at appropriate intervals on the trail system that interprets the natural features of the site, the cultural artifacts, and the adjacent historical associations such as the railways. (see examples on page 13)
Connections from the adjacent neighbourhoods and from the remainder of the site are proposed as illustrated on the accompanying map. The City’s Trail Master Plan\(^{15}\) indicates that Silvercreek Parkway through the site is a “Primary trail”; that the former Great Western Railway line (now CNR and leased to GEXR) is an “Opportunity/Desired Connection (on lands not owned or managed by the City) Primary trail”; and that a “Secondary trail” would provide access through Howitt Park via the Silver Creek railway tunnel to the site. As the rail line remains active (albeit only one day per week at present), a trail on the roadbed is not feasible at this time; however, trails within the proposed park would provide some of the same opportunity.

\(^{15}\) Guelph Trail Master Plan, Final Report, City of Guelph, Fall 2005
3.0 THE CONCEPT PLAN

The concept plan is illustrated below. It:

- preserves the Silver Creek valley in a natural state;
- conserves the existing vegetation, some of it temporarily until it can be replaced by plantings of native species;
- preserves meadows and successional thickets for wildlife habitat;
- provides flood storage capacity;
- provides trails for walking, dog-walking, cycling, cross-country skiing, nature appreciation;
- makes connections to the neighbourhoods, the community, the adjacent development, and the City at large through a trail system that respects the City’s Trail Master Plan;
- offers interpretive signage to interpret the rich natural and cultural heritage of the site and its environs;
- offers opportunity for a natural outdoor skating rink of nearly a hectare (2 acres);
- provides emergency and service vehicular access via a public easement on a development street and via a pedestrian access from Inkerman Street.
The landscape long before you has undergone a variety of incursions. Bordering the two railroads which connected Guelph to the rest of the world, for many years this site was quantified for Guelph’s signature park Limestone which now graces the façade of many beloved Ontario buildings. The anthropogenic, or human-influenced, sections which shaped this landscape are still clearly evident in exposed rockfaces such as the ones to your left, and more subtly revealed in the birds of flora and fauna that inhabit this space today.

Silver Lake Park is known as a "successional" habitat - that is, a landscape that is beginning to develop after having undergone a disturbance. The limestone quarry and extractive production which formerly took place here have left a landscape with nutrient-poor soil and few mature trees. Similar natural habitats can be found in meadows and prairies, which undergo periodic burning from prairie and oak burn fires. Only certain kinds of plants can grow in places like this. Some that you might already know are trembling aspen (pioneer) and willow, striped saskatoon, milkweed, and goldenrod. These pioneer species provide important habitat for and food for many migratory birds and insects, such as the American Robin, Yellow Warbler, Savannah sparrow, Monarch butterfly, and Black Swallowtail butterfly. How many of these species can you see today? What other clues of habitat are in the landscape can you find?

If you walk through this park in August, look carefully at the underside of milkweed leaves (pioneered at right) for monarch caterpillars, or the sparkling green monarch chrysalis. Milkweed is a monarch's favorite food, and in this successional landscape, there is plenty to be had!

Deciduous trees - show us their leaves in the winter - make up most of the naturally occurring upland woods in this region. Natural stands of conifer, on the other hand, thrive in moister lowlands and watercourses. But whether deciduous or conifer, each forest and stand of woods supports a complex network of living things.

A Forest is a Rich and Dynamic Network of Life

A forest is a rich and dynamic network of life. In the days before human settlement, forests were home to an incredible diversity of flora and fauna. The immediate presence of trees changes the microclimate and the conditions for other species.

Forest Edge

The edge of a forest is a complex microclimate. The height and width of trees varies, creating a mosaic of light and shade, which supports a diversity of plants and animals.

Canopy

This is also where we find a variety of birds, insects, and other animals. The canopy provides shelter and protection from predators and the elements.

Understory

This is where we find the majority of forest plants and animals. The understory is home to a wide variety of species, from small animals like squirrels to larger ones like deer.

Forest Floor

This is where plant roots are found, creating a rich ecosystem that supports a diverse range of organisms. The forest floor is home to fungi, bacteria, and insects, which break down organic matter and recycle nutrients back into the soil.

Dead and Fallen Trees

These trees provide habitat for a variety of species, from birds to insects. They also help to maintain the ecosystem by providing food and habitat for other animals.

Examples of interpretive signage for Junction Park
The proposed park has a strong relationship to the proposed development to the west. Access is maintained via the existing creek culvert crossing. Pedestrians and cyclists can move through either a naturalized landscape that also serves for stormwater drainage and ecological linkage, or on an urban walkway shaded by trees. The overall concept plan is illustrated below.
As noted above, pedestrians and cyclists have the option of accessing the park via a naturalized linear open space that serves for stormwater drainage and management and an ecological linkage, or on an shaded urban walkway on a public easement. The linear open space would be comprised of a naturalized drainage swale that is “layered” with native plantings, with herbaceous cover on the ground plane, supported by shrubs, small flowering trees, and large deciduous and coniferous trees. A typical section through this open space is illustrated below.
SECTION 9 – PARK (P) ZONES

9.1 PERMITTED USES

The following are permitted Uses within the Park – (P.1, P.2, P.3, P.4 and P.5) Zones:

9.1.1 Conservation Land (P.1) Zone
- Conservation Area
- Flood Control Facility
- Recreation Trail
- Wildlife Management Area

9.1.2 Neighbourhood Park (P.2) Zone
- Conservation Area
- Informal Play Area
- Municipal Parkland or recreation area
- Outdoor skating rink
- Outdoor Sportsfield Facilities
- Picnic areas (consisting of a maximum of 4 tables)
- Play Equipment
- Public washroom
- Recreation Trail
- Wading pool and/or water spray area

9.1.3 Community Park (P.3) Zone
- Any Use permitted in Section 9.1.2 and the following:
  - Concession stands
  - Historic sites
  - Outdoor theatre
- Parking Areas
- Picnic areas (no limit on number of tables)
- Public swimming pool
- Wildlife Management Area
- A Dwelling Unit or units for staff (subject to the approval of the Medical Officer of Health)

9.1.4 Regional Park (P.4) Zone
- Any Use permitted in Section 9.1.3 and the following:
  - Amusement Rides
  - Arena
  - Botanical Gardens
  - Campgrounds
  - Cemetery
  - Museum
  - Recreation Centre

9.1.5 Commercial Recreation Park (P.5) Zone
- Club
- Outdoor Sportsfield Facilities
- Recreation Centre
9.2 REGULATIONS

Within the Park (P) Zones, no land shall be Used and no Building or Structure shall be erected or Used except in conformity with the applicable regulations contained in Section 4 – General Provisions, the regulations set out in Table 9.2, and the following.

9.2.1 Regulations for the Conservation Land (P.1) Zone

Within a Conservation Land (P.1) Zone, lands are to remain in their natural condition. No construction of Buildings or Structures, removal or placement of fill, or any other development shall be permitted which could disrupt the ecology or natural features of a Wetland, and area of scientific and natural interest (ANSIs) or a significant woodlot and wildlife area.

Despite the above, Buildings or Structures existing at the time of the passing of this By-law within the P.1 Zone shall be recognized. However, any expansion, reconstruction, or extension of any existing Use shall be subject to the Floodproofing requirements of the Grand River Conservation Authority and shall require consultation with the Ministry of Natural Resources.

9.2.2 Lighting for Outdoor Skating Rinks – P.2, P.3 and P.4 Zones

Outdoor skating rinks within the P.2, P.3 and P.4 Zones shall be permitted to have lighting facilities developed in accordance with Section 4.18.1.

9.2.3 Lighting for Outdoor Sportsfield Facilities – P.4 Zone

Outdoor Sportsfield Facilities shall be permitted to have lighting facilities developed in accordance with Section 4.18.1.

<p>| TABLE 9.2 - REGULATIONS GOVERNING THE P.2, P.3, P.4 AND P.5 ZONES |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|
| Park Zones                      | Neighbourhood (P.2) Park | Community (P.3) Park | Regional (P.4) Park | Commercial Recreation (P.5) Park |
| Minimum Lot Area                | -------------------------- | -------------------------- | -------------------------- | 1,200 m² |
| Minimum Lot Frontage            | 50 metres. Despite this minimum, a Lot Frontage calculation formula of 1 metre of frontage for every 100 m² of park space is required. | 30 metres |
| Minimum Side and Rear Yard      | 7.5 metres                |                             |                             |
| Minimum Front Yard              | 6 metres from the Street Line and as set out in Section 4.24 |                             |                             |
| Off-Street Parking              | In accordance with Section 4.13 and the following: Off-Street parking shall be a minimum of 7.5 metres from the Street Line. | In accordance with Section 4.13 |</p>
<table>
<thead>
<tr>
<th>Park Zones</th>
<th>Neighbourhood (P.2) Park</th>
<th>Community (P.3) Park</th>
<th>Regional (P.4) Park</th>
<th>Commercial Recreation (P.5) Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Street Loading</td>
<td>In accordance with Section 4.14</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Accessory Buildings or Structures</td>
<td>In accordance with Section 4.5</td>
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<tr>
<td>Fences</td>
<td>In accordance with Section 4.20. Despite the preceding, Sections 4.20.2 and 4.20.3 shall not apply to fence screens associated with <em>Outdoor Sportsfield Facilities</em></td>
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</tbody>
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