

york district land use + servicing study
background report



submitted by **planningAlliance** with North-South Environmental Inc. Philips Engineering Ltd. Poulos & Chung Limited Metropolitan Knowledge International Meridian Planning Consultants Will Dunning Inc. **17 march 2005**

Executive Summary

The consultant team, headed by Planning Alliance, was commissioned by the City of Guelph to undertake a Land Use and Servicing Study of the York District located southeast of the downtown core on the edge of the Guelph municipal boundary. The scope of this Background Report is to address the following items for the 1,070 ac (430 Ha) of land to be reviewed by this study:

- a. The history, current use and servicing (infrastructure and transportation systems) of land;
- b. Identification of cultural heritage and natural environment(al) conditions;
- c. Identification of landowner and public concerns; and
- d. Identification of any additional studies/investigations that will be required.

This is the first phase of a three phase project. Phase Two will present various land use concepts, while Phase Three will test the preferred concept and recommend an implementation strategy. The planning team will engage in Phase Two of the project once the City has reviewed and approved this Background Report.

The Ontario Realty Corporation is disposing of a large portion of the York District formerly consisting of the Guelph Reformatory, Wellington Detention Centre, and a parcel on the west side of the Eramosa River. Along with these parcels there is a significant amount of municipally owned land surrounding the existing Waste Resource Innovation Centre that requires a land use planning strategy.

This Report compiles land-use and servicing information collected in a review of background documents and from selected interviews. The background documents analyzed consisted of, or were related to: natural heritage features of the site including, environmental features and development constraints; cultural heritage features of the site including, built heritage and landscape heritage features; the servicing infrastructure found in the Study Area including, water, wastewater, stormwater management, and sewer systems; transportation in the site including, roads, walkways, bike lanes, recreational paths, and transit; and land-use planning including, provincial and municipal planning directions and *Official Plan* designations and zoning found in and around the Study Area.

As well, a series of interviews were conducted with the major land owners and/or users in the area, in order to assess their future respective land requirements. The major users found in the area vary in their operations. For the purposes of this Report, the following users were interviewed: Better Beef Limited, City of Guelph Waste Resource Innovation Center, Guelph Junction Railway, City of Guelph Economic Development, City of Guelph Realty Services, Ontario Realty Corporation, Huntsman, and the University of Guelph.

Apart from interviews, the consultant team was taken on a tour of the Guelph Reformatory facilities. A public meeting was held on January 25, 2005 to present the findings of the initial background research and receive input from concerned residents and interested parties in the area. Discussions with the City were also held throughout this early phase in order to clarify what information was available and further research that was required.

The findings of this Background Report indicate that further studies need to be completed to achieve a better understanding of the Study Area. There are a number of concurrent studies,

which, once completed, will round out the required information. The following is a summary of the findings.

Cultural Heritage

There are many potential heritage features on the Reformatory lands consisting of built and landscape components. In order to determine the heritage status of these features a more detailed heritage assessment is required.

Natural Heritage

A number of features were identified as part of the Core and Non-core Greenland system that comprise approximately 32% of the site. These systems are designated as such based on their perceived ecological sensitivity and significance. This report details environmental features in the York District, complete with mapping and levels of significance. Based on these findings a guideline of development constraints in the York District is generated. Currently Guelph is completing a comprehensive Natural Heritage Strategy for the City. The findings of this report will be integrated into that project.

Servicing

A number of different background reports were analysed in order to determine the location and capacity of existing servicing. Components of the servicing data were not available electronically and several portions of the site remain questionable as to the location and proportions of infrastructure. The investigation did reveal that existing capacity in the York Road Trunk Sewer requires additional review to support additional development. Existing water pressure within the York District is not known, however based on location, it appears that there would be adequate supply and flows to land uses. The stormwater system was found to be untreated and existing stormwater management facilities limited to one west of Watson Industrial Parkway.

Transportation

Transportation consists of main arterials surrounding the site with sufficient truck capacity. As well, the Guelph Junction Railway operates a line through the Study Area. Future transportation needs require analysis based on potential land use scenarios.

Land Use

The City has been clear about the importance of identifying potential serviceable land that can be used for industrial purposes. Current serviced industrial lands in Guelph are dwindling. The City is preparing for this by developing a new industrial park, Hanlon Creek Business Park, in the south of Guelph. However, the opportunity exists for developing serviceable industrial land close to the heart of the city and in line with the historic manufacturing base of the City. Local industry has pointed out the significance of servicing and access to meet long range planning.

There is a vocal interest in retaining the institutional lands associated with the Guelph Research Station, in their current form or in the form of a research cluster. During the public meetings, residential options were forwarded. A main concern for land use is the adaptive reuse problems associated with the Guelph Reformatory.

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PART A: INTRODUCTION AND PROJECT BACKGROUND

1.0 Introduction

The lands within the York District are required by the Guelph *Official Plan* to undergo a Planning Study that will determine future land uses for the area. The focus of the Planning Study is to examine what existing and potential uses are in the area and what community, servicing and transportation support is required to ensure the viability of the area.

The Planning Study, hereafter referred to as the Land Use and Servicing Study, involves an area bounded by the Watson Parkway to the east, Victoria Road to the west, York Road to the north, and the City's southern municipal limits (**Figure 1** – Study Area). The area consists of 430 hectares or 1070 acres in total. The communities that surround the York District include the York-Watson Industrial Park to the east, the Two Rivers industrial and commercial lands to the north, the University of Guelph to the west, the South Gordon community to the southwest, and Wellington County to the south and east (**Figure 2** – Communities). The Study Area also falls within Ward I, St Patrick's Ward.

Another trigger for this Land Use and Servicing Study is the current mandate of the Provincial Management Secretariat Board to dispose of its lands in the York District through its realty division - the Ontario Realty Corporation (ORC). ORC dispenses provincial property through a process that gives the City the right of first refusal on these lands. There are two parcels of land that the ORC is dispensing, comprising a total of 115 hectares (285 acres) as found in **Figure 3**. As well, the Legion has 4.5 hectares of land for sale, which will also be a part of a future land use strategy.

In 1998, the ORC originally looked at the servicing requirements to upgrade these lands for development in its own *Servicing and Infrastructure Review Study*. That Report recommended a mix of residential and industrial uses for the lands. The findings of that report were not utilized. Instead, the ORC has submitted an alternate land use plan for consideration by the City. Taking this plan and other stakeholder interests into account, the City of Guelph needs to identify how the lands can be utilized in a long term planning strategy.

In order for the City to understand how they can utilize these available lands, a proper assessment of servicing requirements is needed. Other important development considerations include the nature and degree of natural and cultural heritage features found on the site. A planning framework is required that includes conservation and mitigation strategies.

The Study Area contains a unique combination of major users, from an abattoir and waste recycling center, to the research lands associated with the Turf Grass Institute. Balancing the needs of these major users with the needs of local residents, while at the same time meeting the needs of the City, requires an understanding of prior research in and around the site and existing planning features of the Study Area. This Background Report will coordinate the City's planning framework and planning goals and objectives in order to determine best use of the lands delivered through a final comprehensive land use strategy.

Legend
— Site Boundary



Figure 1



York District Land Use Study
Site Boundary

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- Legend
- Neighbourhood Group
 - Neighbourhood Group
 - Residential Areas
 - Industrial, Commercial, Institutional, Special Open Space
 - City of Guelph Ward Boundaries
 - Site Boundary

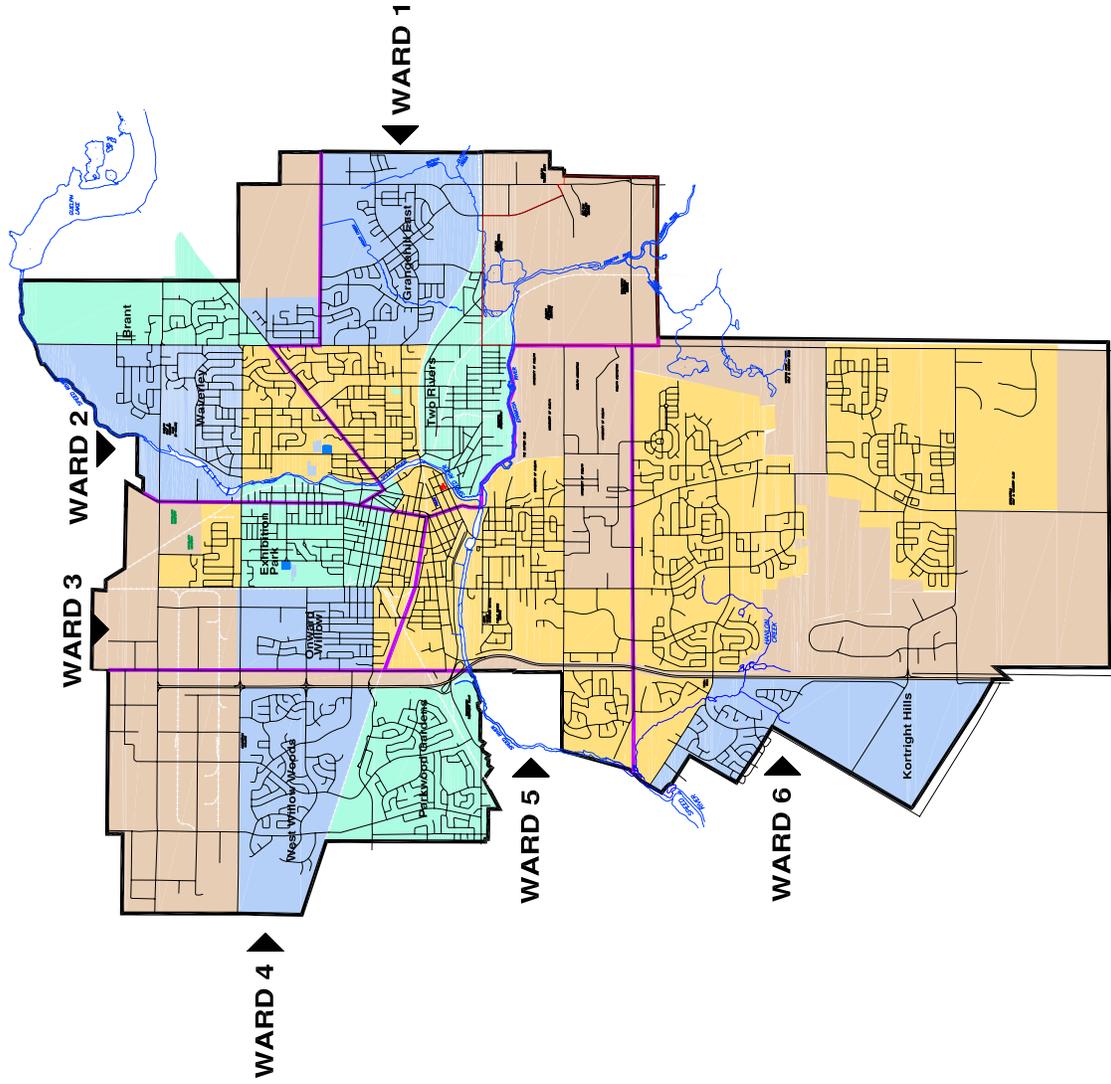


Figure 2

York District Land Use Study
Communities
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Legend



ORC lands for Sale
Special Study Area
Site Boundary



Figure 3

York District Land Use Study
Study Area
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1.1 Outline of the Background Report

The Background Report is divided into three Parts: Part A sets the historical context, describes the planning framework at the municipal, regional and provincial levels, and details the *Official Plan* policy considerations for the Study Area.

Part B analyses and describes existing land uses as well as the cultural heritage and natural heritage features found in the site.

Part C investigates the servicing and transportation infrastructure serving the site. In turn, the concerns of the major landowners in the area are discussed as well as feedback from the first public meeting. Part C concludes with a list of concurrent and future studies that may be useful in determining a Land Use and Servicing Plan for the area.

2.0 History

Founded and planned in 1827, by John Galt of the Canada Company, Guelph served as a center to attract investment and workers. Bankrolled by the Canada Company, Guelph's development hinged on money spent for capital projects. The initial development of Guelph involved strengthening the agricultural base through land clearances and by attracting skilled trades and labour through investment in public works and community spending. Galt envisioned immigrants and other Canadians drawn to Guelph simply because they wanted to be there.

Guelph is a unique example in the history of Canadian planning of a new town wholly owned, planned and financed by an agent of the government in order to attract settlers to the area. Guelph's early town planning is present in the radial grid, market areas, and networks of central parks and open spaces befitting the town's aspiration towards a regional center (see **Figure 4** – Early Guelph Plan).

The railway came to Guelph in the 1850's, and bisected the City's traditional downtown market area, effectively splitting the City. Two mainlines from C.P.R. and C.N.R traversed the city from south to north and from east to west.

Similar to many areas annexed by the City, the York District was initially cleared and farmed, serving primarily as agricultural lands in Wellington County since Guelph's inception. The agricultural fields contrasted with the development of local industries and residences in the neighbouring St. Patrick's Ward. The shape of York District eventually took a different turn with the announcement in 1907 of the construction of an Ontario correctional facility in the north central portion of the area, just south of Highway 7 and east of Victoria Road.

The Guelph Correctional Center was completed in 1909, and served as a medium security penitentiary until 2002. Over the years the inmates transformed the Correctional Center lands into the park setting witnessed today by the ponds, stone walls and landscaping, primarily using nothing more than hand tools.

The prison was a self-sustaining institution; producing its own meat, dairy and agricultural products with few supplements from outside the prison walls. Complete with barns, woollen



Figure 4

York District Land Use Study
 Early Guelph Plan
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mill, abattoir, tailor shop, laundry, bakery, metal shop, broom shop and other facilities, the Correctional Center sold surplus goods and other services to neighbouring communities.

A significant spin off from the Correctional Facility is Better Beef – one of the largest abattoirs and meat processing facilities in southwestern Ontario. Initially started within the prison abattoir, Better Beef is now the largest industrial user in the York District and one of the major landowners consulted in this Background Report.

The lands south to Stone Road, and between Victoria and Watson Road were formally annexed by Guelph in 1966, with the remainder of the lands south of Stone Road annexed in 1993. The area is now part of St. Patrick's Ward.

3.0 Provincial and Municipal Planning Directions

The following section outlines the *Official Plan* policies regarding the Special Study Area, recent demographic and employment trends in Guelph and municipal planning frameworks that shape the growth of Guelph. The Province is providing new planning directions with *Places to Grow* and the recently passed *Greenbelt Plan*, which are also discussed below.

3.1 Overview of the Study

The Guelph *Official Plan* designated the Study Area under section 7.17 as a Special Study Area. Section 7.17 also outlines the scope of this Study (see **Figure 3**). The goal of the Special Study Area and this Report is to consult with “landowners, government agencies, and the general community to determine a future land use concept. The area has a diversity of existing and potential land use activities and a holistic examination of land use, servicing, transportation and community needs is required.”

The Guelph *Official Plan* outlines the following considerations in section 7.17 that must be included in the Land Use and Servicing Study of the York District lands:

1. The closing of the Guelph Correctional Centre and the Wellington Detention Facility in the central area of this designation.
2. Lands within the ‘Special Study Area’ are located within the “Arkell Springs Water Resource Protection Area” and special land use considerations are required to protect this major source for the City.
3. The majority of these lands – lands north of Stone Road – are within a Stage 3 servicing area of this plan (see subsection 7.2). This staging area requires the completion of a secondary plan prior to development occurring in the area.
4. An aggregate operation to the south of Stone Road has ceased operation and a future land use for this area is required.
5. Significant natural and cultural heritage features exist in the area, and careful land use planning is required to minimize impacts.
6. A major industrial operation – an abattoir, meat packing and processing plant – is located centrally to this area and creates potential land use compatibility issues.
7. The City’s wet/dry waste management facility and associated Subbor waste processing operation, which is also centrally located in the area, is undergoing expansion and requires special consideration to fit into the surrounding area.

The following considerations also demarcate the boundaries and extent of the Land Use and Servicing Study (sec 7.17.3):

- The *Official Plan* also allows for the continuation of existing uses in the area in accordance with the provisions of the Zoning By-law
- Changes in land use, lot additions and expansions of existing non-residential uses may be permitted without amendment to this Plan, provided that the development proposal does not compromise the potential outcomes or original rationale for undertaking the intended planning study.

The *Official Plan* also requires an impact assessment study of future land uses, phasing of development, and transportation on *natural heritage features* and *cultural heritage resources*.

The Guelph *Official Plan*, requires that the following policies be taken into consideration regarding cultural heritage resources:

- Cultural heritage resources include archaeological resources, built heritage resources, and cultural heritage landscape resources
- The Land Use and Servicing Study will preserve and enhance the context in which existing cultural heritage resources are situated
- Existing built heritage features will be preserved
- Existing landscape heritage features will be preserved to the greatest extent possible
- The traditional location and orientation to the street of built heritage resources will be preserved to the greatest extent possible.

The cultural heritage findings of this Report are explored in more detail in Section 5.0.

The Guelph *Official Plan* requires that the following policies be taken into consideration regarding natural heritage resources:

- Under section 6.1.1 the City requires the protection of natural features and their associated ecological functions and also encourages their enhancement where appropriate. The City also encourages feature protection in areas adjacent to the Municipality's boundaries.
- The City shall undertake public infrastructure works and actions that are consistent with the protection of natural heritage features. In instances where infrastructure works may impinge upon these areas, the City will give consideration to the impacts of its proposed actions, consider alternatives and implement measures to minimize impacts.

The natural heritage findings of this Report are explored in more detail in Section 6.0.

3.2 Demographic and Employment Trends

In 2003, the City of Guelph published its *Household and Population Projections 2001 – 2007 Final Report*. The City of Guelph commissioned the above report in response to the out-of-date information from the earlier 1995 population projections. The earlier population projections for 2003 were surpassed by 5,000 residents, as a result of higher than anticipated residential

development. This section outlines some of the highlights from the Report in order to present a picture of the demographic, housing and employment trends in the City.

Overview of the Report

There has been significant population growth in Guelph since 1985 resulting in an increase of 27,935 persons (36%). The following are some of the demographic trends that have defined Guelph over a fifteen-year time frame from 1986-2001:

- the total number of households grew from 28,160 to 40,510
- 62% of the housing stock is in single detached low-density housing
- the average number of persons per unit dropped from 2.78 to 2.62 as the percentage of population over 55 increased
- the average historical net migration over five year increments was 5,465
- it is projected that the “natural” increase in Guelph population will diminish as the population ages resulting in an increase in migration to sustain moderate growth levels

The following are some of the local and regional economic and growth trends that define the area:

- the GTA is projected to grow to 7.8 million from the 5.1 million of 1999, with the majority (83%) of this growth occurring in the outer regions of the GTA
- housing prices in Guelph are significantly less than in the GTA, with larger increases of 40% in GTA housing prices than the 22% in Guelph housing prices over the last five years (1996-2001)
- both Waterloo and Cambridge had a housing price increase of 33% over the same five year period
- from 1991 to 2001 the number of jobs within Guelph increased by 20% while the employed labour force increased by 23% suggesting the stronger integration into the GTA and Golden Horseshoe economies
- 71% of the Guelph labour force works in the City, with the out-commuting work force increasing 2% from 1996 to 2001

The following is the overall housing supply picture for the City of Guelph:

- the City of Guelph had an estimated total supply of 17,448 housing units as of December 31, 2002
- over the past 20 years the City of Guelph has averaged approximately 800 building permits per year
- the majority (63%) consisted of low density housing with the remainder consisting of 23% medium and 14% high density housing

3.3 Smart Guelph

Guelph adopted a set of Smart Growth Principles in February 2003, based on an extensive community consultation process on how to best manage future growth in the area. The following are some of the selected principles taken from the City’s Smart Guelph website that are useful planning guidelines for the York District:

1. Compact and Connected – A well-designed City with a vital downtown core and a commitment to mixed-use and higher density development; a safe community conveniently connected for walkers, cyclists, users of public transit and motorists.

2. Distinctive and Diverse – A culturally diverse City with a rich mix of housing, unique neighbourhoods, preserved heritage architecture, attractive common spaces, and educational and research institutions integrated into city life; with an abundance of recreational choices and art, ethnic, and cultural events.
3. Prosperous and Progressive – A City with a strong and diverse economy, a wealth of employment opportunities, robust manufacturing, a thriving retail sector, and the good sense to invest a meaningful portion of its prosperity in research and development and the advancement of education, training, wellness, art and culture.
4. Pastoral and Protective – A horticulturally rich City where gardens abound; a community that preserves and enhances natural features, rivers, parks, and open spaces, and makes the planting and preservation of trees a priority; a city committed to the preservation of nearby agricultural land.
5. Collaborative and Cooperative – A City with an effective and collaborative leadership that consults with citizens and other municipalities, manages growth based on the ‘triple bottom line’ (environmental, economic, social), and makes decisions about development, city services, and resource allocation consistently in keeping with these core principles.

3.4 Guelph Green Plan

Guelph has a history of progressive environmental planning with the passing of *The Green Plan* in 1994 and the subsequent publishing of the *State of Sustainability Report* every three to four years. Developed by the Guelph community, *The Green Plan* is a statement of what environmental sustainability means for the City. A set of goals and objectives for meeting environmental targets is contained within the Green Plan. *The Green Plan* incorporates publicly derived courses of action and implementation strategies.

The *State of Sustainability Report* (SOS) is the reporting arm of the *Green Plan*, which details progress and drawbacks of environmental, social and economic indicators. The most recent SOS Report is from 2001 and contains details on specific core issues featured in the *Green Plan*. The issues most relevant to the *Land Use and Servicing Study* include:

- Land Use and Development
- Water Conservation
- Integrated Transportation

Each of these issues will need to be analyzed in light of specific land use scenarios developed as a result of this study. The principles and objectives will set criteria for selecting preferred land use options during the subsequent two phases of this Study. A brief overview and summary of each is provided below:

Land Use and Development

The *Green Plan* Goals for land-use and development are:

- Make the environmental planning process more user-friendly and coordinated effectively amongst all stakeholders
- Promote sustainable growth and responsible management when developing land use plans

- Integrate land uses to promote a balanced community structure that maximizes resource efficiency

As part of the ongoing Natural Heritage Strategy, Guelph will review its land-use designations and policies as they pertain to natural heritage features.

In developing this Report, relevant guiding principles for natural heritage include:

- Natural systems should be protected.
- All residents should share in the developing a community that is attractive, pleasing and environmentally sound in some total sense; a community's pride should be based on a commitment to environmental and heritage protection.

The SOS report looks at the Open Space and Natural Corridors in Guelph as an indicator of achieving natural heritage protection targets (see Section 4.3 below). There has been a slight decrease in the amount of open space in Guelph, however this number is difficult to quantify until the Natural Heritage Strategy is completed.

The SOS report recommends:

- Creating a specific target for the linking of open spaces
- Consider using stormwater management ponds, bike/walking trails, and community naturalization project areas in the measurement of open space and natural corridors
- Complete an ecological inventory of all land types defined as open space of greenlands
- Acquire land, integrate vacant lands and consult with the community to complete a linked system that will reduce the isolation of habitat islands

The SOS report also looked at the relative size of the residential property assessment for taxation versus the assessment of commercial and industrial properties. Prior to 1997, the benchmark for the ideal assessment balance in the community was 60% residential and 40% non-residential. Due to tax changes in 1997, this assessment balance was changed to 75-80% residential and 20-25% non-residential.

The SOS report recommends:

- Attempting to achieve a target rate of 60:40 residential to commercial/industrial
- Discourage urban sprawl and work on infill redevelopments

Water Conservation

The *Green Plan* recognizes that there are limits to the water supply and works towards protection and enhancement of the water supply. The quality and potential quality of the groundwater has been shown to be within guidelines and limits set by the Province.

The principles set forth in the Green Plan can be used to ensure that land uses do not alter the quality of the aquifer. In terms of servicing, measures such as metering can be used to monitor, regulate and change behaviour regarding water use.

Integrate Transportation

In terms of this Land Use and Servicing Study the *Green Plan's* approach towards integration has several key components to guide land use decisions:

- Encourage neighbourhood development that reduces the distances to schools, work and amenities so that residents can walk, cycle or take the bus
- Provide for an increased role for transit

3.5 Other Environmental Features

River Systems Advisory Committee

The River Systems Advisory Committee (RSAC) is mandated to provide advice and assistance to City Staff and Council on issues that impact on waterways and adjacent lands within the City of Guelph. RSAC is established by and responsible to the Planning, Environment and Transportation Committee. RSAC provides recommendations regarding the following policy areas:

- Monitoring implementation and updating of the River Systems Management Plan
- Monitoring, implementation, and updating of subwatershed environmental implementation plans as they relate to water ways
- Planning and implementation of stream restoration for channels not included in the subwatershed plans

RSAC also deals with the following issues:

- Compatibility of land use in valley lands with river and values including natural and historical heritage concerns
- Stream ecology with emphasis on water quantity and quality
- Recreational access to streams and valley lands

The RSAC has been involved in the development of watershed plans for Torrance Creek, Clythe Creek, and Eraomsa River. These watershed plans were consulted in the natural heritage section of this Background Report (section 6.0).

The River Systems Management Study outlined a proposed Management Plan, the recommendations of which were adopted by Council on October 18, 1993 leading, eventually, to the development of the RSAC and their role in overseeing the implementation of the River Systems Management Study and subsequent subwatershed plans.

Energy Efficiency in Planning

According to section 3.8.5 of the *Guelph Official Plan*, future land uses should promote an energy efficient pattern and mix of land use by:

- a) Encouraging the concentration of major economic activity;
- b) Encouraging the distribution of convenience food stores and personal services within walking/cycling distance of residential areas;
- c) Encouraging joint education/recreation facilities close to high-density residential areas;
- d) Discouraging strip commercial development along the major roads of the City;
- e) Restricting service commercial and highway-oriented service commercial development to designated areas;
- f) Encouraging combined forms of commercial development, with shared parking, limited entrances, and shared walls; and
- g) Promoting mixed-use commercial-residential developments in appropriate locations.

Developing a Planning Framework

One of the main concepts outlined in the *Official Plan*, *Green Plan*, and *Smart Guelph*, is the need for more integration of employment lands closer to the core of the City. With the majority of new

employment lands located in the southern portion of Guelph, near the 401 connector, there is a greater dependence on commuting and fewer incentives for economic integration across Guelph. By creating communities closer to the core, opportunities for live/work can be realized and local economies can surface.

3.6 Places To Grow, Better Choices, Brighter Future

In October 2004, the Ministry of Public Infrastructure Renewal introduced the *Places to Grow Act*. Based on the *Places to Grow Discussion Paper*, the *Act* synthesized a broad range of advice and policy regarding future growth in southern Ontario. In February 2005, the Province released the *Places to Grow Draft Plan*.

The *Places to Grow Draft Plan* (see **Figure 5**) identifies and coordinates planning decisions and infrastructure investments for key growth centers over the next 30 years. The main approach of the plan is to minimize urban sprawl and reduce the spatial constraints that affect transportation systems, social services, and infrastructure renewal.

Above all, *Places to Grow* is about regional coordination. In this respect, the *Draft Plan* identifies urban growth centers, economic/transportation corridors and sub-areas. Guelph is identified as an urban growth center within the “west of proposed Greenbelt Sub-area.” Urban centers are to be focal points of future growth intensification and investment.

In the *Places to Grow Discussion Paper*, the Province identified a need to partner with municipalities to assess potential requirements of growth centres based on (Summer 2004, pg. 20):

- economic development and growth potential
- the environmental capacity (air, water, land) and the potential impacts of additional growth
- long-term infrastructure needs and costs to encourage and support growth.

Guelph’s future growth strategy is predicated on many of the same *Smart Growth* principles contained in *Places to Grow*. *Places to Grow* is committed to the smart growth planning principles of developing a community-based integration of economic, social and environmental considerations in the built environment. The Province has indicated in *Places to Grow* its intention to (pg.12, 2004):

- develop standards for Greenfield development, including mixed-use, walkability, and transit-supportive design standards
- accelerate brownfields redevelopment by exploring options for easier access to front-end financing, property tax financing and eliminating impediments regarding mortgage financing for remediated properties
- work with municipalities to identify and maintain a predictable supply of employment lands across the Greater Golden Horseshoe

The *York District Land Use and Servicing Study* will provide the City with local baseline information to evaluate the City’s future growth potential and available land supply. The City of Guelph’s response (2004) to the *Places to Grow Discussion Paper*, identified key evaluations required to direct growth in the City:

- Land Supply Analysis
- Investigative Forms of Development

- Water and Wastewater Servicing Capabilities and alternative Technologies Studies
- Review Transportation Capacity/Transit Implications; and
- Study Financial Implications of Alternative Scenarios

The *Places to Grow Draft Growth Plan* builds on the discussion paper adding more detailed strategies and policy directions that (2005, pg. 9):

- direct growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth while providing strict criteria for urban boundary expansions
- promote transit-supportive densities and a healthy mix of residential and employment land uses
- identify a support a transportation that links urban centers through and extensive multi-modal system anchored by efficient public transit and highway systems for moving people and goods
- ensure sustainable water and wastewater services are available to support future growth
- identify a natural system and agricultural system, enhance the conservation of these valuable resources and connect with the proposed Greenbelt Plan
- address specific sub-area issues which would benefit from co-ordinated inter-municipal planning such as urban structure, economic development, resource management, infrastructure requirements and environmental protection.

Municipal official plans would conform to the Province's *Growth Plan* with amendments to reflect the *Growth Plan's* demographic projections and overall vision for development. As well, municipalities are to work with the Province in developing sub-area growth strategies. These growth strategies will incorporate the intensification rates and transportation planning set out in the growth plan as well as coordinate sustainable water strategies and economic development. Guelph is an Urban Growth Center, located in the sub-area "West of Proposed Greenbelt", along with Kitchner, Waterloo, Cambridge and Brantford.

The *Draft Growth Plan* calls for an integrated transportation system that supports growth by moving goods and people within and between sub-areas. The *Draft Growth Plan* calls for intensification along transit corridors, allowing for greater access to transit. Street oriented buildings, walkable distances to services, and infilling along arterials are some examples of transit supportive activities.

In the *Draft Growth Plan*, the Province utilizes a regional approach towards developing a network of urban growth centres and intensification corridors in conjunction with an integrated transportation network that will help shape a more sustainable and livable metropolitan area. Specifically, the *Draft Growth Plan* outlines the following policies in relation to urban growth centres and intensification corridors:

Urban growth centres and intensification corridors will be planned:

- a) to attract a significant portion of population, household and employment growth
- b) to have a diverse mix of land uses, including residential and employment uses
- c) to serve as major employment centres in the Greater Golden Horseshoe
- d) to accommodate employment activities of a provincial, national or international significance

Urban growth centres will be planned:

- a) to serve as regional transit hubs with well developed transit infrastructure, and
- b) as focal areas for investment in cultural, institutional, recreational, entertainment and regional-level public infrastructure

Urban growth centres and intensification corridors will have the existing and planned infrastructure capacity to accommodate projected increases in residents and jobs (e.g. transportation, water and wastewater systems).

Guelph has been identified as an “outer-ring” municipality, with a greenfield intensification target of not less than 40 residents and jobs per hectare. The expansion of settlement areas will be in accordance with the sub-area growth strategy. The sub-area growth strategy requires a five-year land supply; based on land demand, the need and phasing of urban boundary expansions will be determined. As well, intensification areas (consisting of urban growth centers and intensification corridors) will generally be planned to achieve a density of development that is not less than 200 residents and jobs per hectare.

In the context of the York District this has implications for future intensification along the proposed east/west economic/transport corridors as shown in **Figure 5**.

In terms of moving goods, the Province wants to link inter-modal facilities, international gateways and communities within the Greater Golden Horseshoe. In developing or expanding economic corridors for moving goods the Province will:

- establish linkages to planned or existing inter-modal opportunities
- avoid, or where unavoidable, appropriately mitigate impacts on natural systems and agricultural systems
- put measures in place to discourage urban sprawl

Response from Guelph

The City is currently developing a response to the *Places to Grow Draft Plan*. Guelph’s response to *Places to Grow Discussion Paper* identifies key areas that require further clarification. Included in this response are questions surrounding the form of urban development and supply of available land. The Province has targeted 40% of new growth to be met by intensification and infill. The City is unclear of whether this is to be met across the entire Golden Horseshoe or within regional housing markets and whether the Province will revise this estimate once non-greenfield developments are utilized.

The City also points out the difficulty in setting forth targets to be met, when intensification is “largely dependent on landowner interest and the complexity/economics of developing the site.” The City is aware that “planning controls can not make redevelopment happen, it can only shape its form if landowner interest exists.” Starting from this point it is important to identify prospective land uses in the York District based on specific interests.

Another important point in the City’s response, which again directly relates to the York District, is the provision of Brownfield incentives for redevelopment and intensification in order to level the playing field with Greenfield development. Within this is it also a priority in Guelph to protect heritage properties in order to retain neighbourhood characteristics in older parts of the City.

Currently Guelph has an intensification and infill rate that accounts for 10% of growth. Downtown residential development densities are at 110 units/ha, with inner city neighbourhoods at 30-33 units/ha, and new residential development densities at 20 units/ha.

Guelph has also indicated in its Smart Guelph program a commitment to a 'triple bottom line' approach that balances economic, social, and environmental perspectives. Included in this approach are strategies to maintain a vital downtown core through building a compact urban form and reducing automobile use through transit choices; and developing strong neighbourhoods through housing choices, community engagement and heritage retention. These movements need to be grounded in a diverse economy, healthy environment, and civic engagement.

The York District lands are important in that there is the possibility to provide employment lands close to the higher density inner city neighbourhoods. In doing so, the City will be working towards meeting its own Smart Guelph principles as well as meeting potential Provincial planning guidelines.

3.7 Greenbelt Plan

The Greenbelt Act is another Provincial initiative that may have a significant impact on future land use decisions in the Guelph area. Enacted in February 2005, the *Greenbelt Plan* (See **Figure 6**) is the Province's response to growing concerns about urban sprawl and the loss of rural, cultural and natural heritage resources. The *Greenbelt Plan* provides land use guidelines and regulations for activities within its jurisdiction.

The Greenbelt is a broad band of permanently protected land that (2005, pg.2):

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized; and
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses.

The goals of the Greenbelt are to enhance urban and rural areas and overall quality of life through:

- Agricultural protection
- Environmental protection
- Culture, recreation and tourism opportunities
- Support for settlement areas
- Support for infrastructure and natural resources protection.

The main objectives of the *Greenbelt Plan* are to:

- Give permanent protection to the natural systems that sustain ecological and human health and that form the environmental framework around which major urbanization in south-central Ontario will be organized
- Protection of the specialty crop area land base while allowing supportive infrastructure and value added uses necessary for sustainable agriculture uses and activities

- Protection, maintenance, enhancement of natural heritage, hydrologic and landform features and functions, including protection of habitat for flora and fauna and particularly species at risk.

Although the Greenbelt does not include Guelph, there are potential ramifications from development pressures in areas outside the Greenbelt, including:

- Potential for increased greenfield pressure for development in Guelph
- Implications for increased brownfield development in Guelph

These various implications will potentially impact the York District, in that the area contains both brownfield and greenfield components. However, the effects of the Greenbelt Plan on outlying areas will not be known for some time.

PART B: PLANNING AREA FEATURES

4.0 York District Planning Overview

The following section provides an analysis of the land use and Zoning found in the York District. This section also identifies existing and potential parks and open spaces in York as well as regional connections. This section then looks at lands identified by the city for residential and employment purposes and follows up with Zoning in other jurisdictions that are adjacent to the York District.

4.1 Guelph Official Plan Land Use

The York District Study Area comprises land-uses defined under Schedule 1 of the *Official Plan*, including Major Institutional, Industrial, Core Greenlands, Non-Core Greenlands Overlay, Community Commercial Center, Service Commercial, and Special Study Area (see **Figure 7** – Land Use). The following is a summary of these land use designations:

Major Institutional – includes permitted uses for public buildings, universities, colleges, social and cultural facilities, correctional and detention centers, hospitals, residential care and health care facilities.

Industrial Lands – are designated to ensure a sufficient supply of serviced or serviceable industrial land that attracts a diversified range of industrial activities. *GOP* policy for Industrial Lands consists of the following:

- i) to ensure effective utilization of existing industrial land and promote redevelopment of underutilized land.
- ii) to recognize and provide for the needs of, and facilitate the establishment of small-scale industries, incubator-type establishments, and the expansion of existing industries.
- iii) to minimize the journey-to-work trips within the community

Community Commercial Centres – are intended to serve the day-to-day needs of residents living and working in the various neighbourhoods and employment districts in the City. These centres are limited to up to 10,000 square meters in size.

Service Commercial – this land use designation is intended to provide a location for service commercial uses that do not normally locate within a downtown or shopping center location. Zoning uses and regulations can be found in the City's By-law section 6.4.3.2.12.

Core Greenlands – are those lands that are comprised within the Greenlands System which have greater sensitivity or significance. These lands consist of: provincially significant wetlands, the significant portion of habitat of threatened and endangered species, and the significant areas of natural and scientific areas (ANSI). Natural hazard lands including steep slopes, erosion hazard lands and unstable soils may be associated with the 'Core Greenlands' areas. In addition, the floodways of rivers, streams and creeks are found within the 'Core Greenlands' designation.

No developments are permitted in Core Greenland areas except for the ongoing management or maintenance of the natural environment.

Non-Core Greenlands – overlay may contain natural heritage features, natural feature adjacent lands and natural hazard lands that should be afforded protection from development. The following natural features and their associated adjacent lands are found within the Non-Core Greenlands area: fish habitat, locally significant wetlands, significant woodlands, significant environmental corridors and ecological linkages, significant wildlife habitat.

Development may occur on lands associated with the Non-Core Greenlands overlay, consistent with the underlying land use designation, and where an environmental impact study has been completed.

4.2 Zoning

Consistent with the City of Guelph's *Zoning By-law*, additional land use designations for the York District site include (See **Figure 8** – Zoning):

Flood Plains (FP)

These designated areas are zoned to minimize conditions that may be hazardous to human life or may cause significant property damage due to flooding. This designation also recognizes existing development within the flood plain, and where flood problems are not aggravated, provide for infill and redevelopment in existing built-up areas of the City.

Aggregate Extraction (EX)

There are three aggregate parcels in the Study Area vicinity; one is in the Study Area near the SE corner of Stone Road and Victoria Road (see **Figure 8**). Another is located immediately south of the Study Area, and a third immediately east of the Study Area. The aggregate operation south of Stone Road has ceased operations and requires a new land use designation.

Urban Reserve (UR)

There are several Urban Reserve zoning areas in the vicinity of the Study Area. These are generally south of Stone Road and may be either vacant or used as a Conservation Area. The permitted uses in the Urban Reserve are the following under section 11.1 of the *Zoning By-Law*:

- a) Agriculture, Livestock
- b) Agriculture, Vegetation Based
- c) Conservation Area
- d) Flood Control Facility
- e) Outdoor Sportsfield Facility
- f) Recreation Trail
- g) Wildlife Management Area
- h) Accessory uses in accordance with Sec 4.23

- Another parcel zoned UR2 under section 11.3.2 of the By-Law also includes group home as a permitted use.
- The regulations for Urban Reserve can be found in the City's *By-Law* under section 11.2 and 11.3.2.1.

Residential (R)

There is one residential zone parcel in the York District as a:

- R. 1B – Residential Single Detached
- The zoning regulations are set out in Table 5.1.2 of the City of Guelph *Zoning By-Law*.

Legend

- Site Boundary
- Other Urban Use
- Environmental
- Commercial
- Other Urban Use
- Service Commercial
- Residential
- Institutional
- Industrial
- Utility
- Aggregate Extract
- Park



Figure 8



York District Land Use Study Zoning

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Industrial (B)

B.1 *Zones* indicate that special circumstances dictate that variances be allowed to the permitted *Uses* of the Industrial B *Zone* with specific references to:

- B.1-1 – Has permitted uses identified as a club complex and conference center including outdoor sportsfields, which is the current use.

B.4 *Zones* also indicate that special circumstances dictate that variances be allowed to the permitted *Uses* of the Industrial B *Zone*. The *Uses* are in Table 7.3 of the *Zoning By-Law* and allow for a larger commercial display portion on the site.

Park Zones (P)

P.1 *Zones* refer to those areas designated as Parks and include Conservation Area, Flood Control Facility, Recreation Trail, and Wildlife Management Area.

Within a Conservation Land (P.1) *Zone*, lands are to remain in their natural condition. In accordance with the City of Guelph *Zoning By-law*, 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 (ANSI's) or a significant woodlot and wildlife area.

The regulations also stipulate under section 9.2.1 that “....existing structures shall be recognized...with 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 Minister of Natural Resources.”

Commercial (C)

There are five areas zoned for commercial *uses*. Four of these areas are located on or near the east corner of Victoria Road and York Road. One of these designations is a Community Commercial site, which is discussed above. The remaining parcel is the current location of the Legion at York Road and Watson Parkway.

The SC *Zone* refers to Highway Service Commercial and includes the permitted *Uses* of Service Commercial outlined in section 6.4.1.1 plus additional *Uses* outlined in section 6.4.1.2 with all permitted *Uses* subject to the regulations set out in section 6.4.2 and Table 6.4.2 of Guelph's *Zoning By-Law*. SC 2 is a Special Highway Service Commercial and is more focused on vehicle services. The following is a summary of the *Uses* and regulations found at each site:

- SC 1-48 (919 York Road) – The permitted *Uses* can be found in section 6.4.3.1.48 of the *Zoning By-Law*, and includes a number of stand alone commercial operations from car washes to repair shops. The site is currently used as a club by the Legion.
- SC 2-2 (523 York Road) – The permitted *Uses* can be found in section 6.4.3.2.2.1 of the *Zoning By-Law* and includes uses from Auction Center to Veterinary Services. Specific variances can be found in the City's *By-Law* section 6.4.3.2.2. The site is currently vacant.
- SC 2-12 (561 and 587 York Road) – The permitted *Uses* can be found in section 6.4.3.2.12 and include uses from Catering Services to Veterinary Services. The site is currently vacant.

4.3 Open Space and Parks

In October 1997, the City of Guelph released its *Recreation, Parks and Culture Strategic Plan*. The strategic 10-year vision of the plan is to strengthen and develop a viable citywide Parks and Open Space system.

The York District is represented in the Official Plan's Linked Open Space Concept (Sec. 7.12.5). According to Schedule 7 (see **Figure 9** – Open Space Concept), the Concept is based on the City's Greenland system (see above and NHS Section 6). The Linked Open Space Concept interconnects open space areas including:

- Park and recreation areas
- Conservation lands
- Natural heritage features
- Cultural heritage resources
- Other open spaces.

The *Official Plan* details Open Space objectives at three levels, including the following:

- 1) Local Open Spaces – associated with municipal parkland and school sites and are referred to as neighbourhood open space with a density target rate of 1.5 hectares (3.7 acres)/1000population.
- 2)
- 3) City-wide Open Space – areas consisting of specialized recreational facilities for use by a large segment of the population. These spaces may also serve as local neighbourhood spaces. The density target rate is 1.8hectares (4.45 acres)/1000 population.
- 4)
- 5) Regional Open Space – areas are designed primarily to provide facilities or features that attract visitors from the local community or the broader area. These areas may include, among others: civic centers, major conservation areas, botanical gardens, regional parks, wildlife sanctuaries, nature reserves, scenic drives or portions of waterway systems. The regional target rate is set at 5.5 hectares (13.6 acres)/1000 population.

Currently, given the low population rate of York District, the above Open Space targets are easily met. However, these targets will need to be kept in mind during the second and third phases of this Study.

Open Space in the York District

Within the York District there are a number of features that comprise the Open Space System and consist of the following:

- 1) **Major Features** include the Regional Park - Royal City Jaycees Park, and the open spaces associated with the Correctional Center grounds.
- 2) **Open Space Corridors** in the York District include the following:
 - i) Eramosa River Valley Corridor
 - ii) Hadati Creek/Watson-Clythe Creek Corridor
 - iii) Torrance Creek Corridor

Legend

- Site Boundary
- Hydrology
- Floodway
- Natural Areas + Features
- Environmental Corridors
- Open Space Links



Figure 9

York District Land Use Study
Open Space Concept
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There is potential for the following environmental linkages with York District:

- West through the Eramosa River Valley Corridor connecting to the Speed River Valley Corridor, which frames the downtown core.
- Upstream along the Eramosa Corridor to the southeast Arkell Springs recharge area
- Upstream at the Eramosa-Blue Springs Provincially Significant Wetland Area
- Regional connections with the recreation node at the historic Stone Road bridge
- Immediately west of the Eramosa River and Stone Road Bridge is the Torrance Creek Corridor that runs south into the South Gordon Community, Torrance Creek Wetland Complex, and also providing connections with the Cutten Lands
- In the northern portion of the site, the Hadati Creek/Watson-Clythe Creek Corridors provide strong linkages north to the Eastview Community, specifically to the future community park established at the Eastview Landfill, and further north to the Guelph Lake Conservation Area.

Open Space Surrounding York District

Other than the ecological linkages already mentioned vis-à-vis the Open Space Corridors and Major Features there are also a number of features surrounding the York District associated with the Open Space Concept (see **Figure 10** – Open Space and Parks). These features include the following:

- Immediately west of the York District is the University of Guelph consisting of privately owned open space.
- The University of Guelph Arboretum is immediately west of Victoria Avenue across from the research lands located in the Study Area.

There are a number of “Ancillary Features” consisting of neighbourhood parks, which also comprise the Open Space Concept. These are located in the surrounding neighbourhoods of: Hadati, Grange Hill, The Ward, University and Hales-Barton.

Opportunities for Open Space in the York District

Other than those features mentioned above there are a number of potential open space features located within the Study Area and could be included in an Open Space Concept for the York District, including:

1. The two Correctional Centre ponds on the east side of Jaycee Park, south of York Road have been identified as potential open space by the Recreation and Parks Department. These ponds have local cultural and heritage significance, forming a cornerstone in the local landscape and serving a heritage function as a landscape built by the inmate population. The Recreation and Parks Department has expressed an interest in retaining these as public ponds with appropriate mitigation to lower the environmental impacts on Clythe Creek (see Clythe Creek page 44). The Recreation and Parks Department has also indicated their interest in naturalizing the pond edges.
2. There are three “Park Areas” that are designated in the City’s By-law section 9 (see **Figure 10**) which have uses consistent with conservation purposes. The two smaller areas comprise part of the non-core Greenland layer set in the *Official Plan* and are protected by the environmental regulations consistent with the non-core Greenland layer. The largest of the three areas is not part of the Greenlands system. The City has



- Legend
- Site Boundary
 - Existing Parks
 - Hydrology
 - Natural
 - Other Natural Features
 - Private Open Space
 - Potential Open Space

Site Boundary
 Existing Parks
 Hydrology
 Natural
 Other Natural Features
 Private Open Space
 Potential Open Space

Figure 10



York District Land Use Study
 Open Space + Parks

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identified this area as a potential addition to the Open Space concept. Development in this area is also under the jurisdiction of the GRCA and Minister of Natural Resources.

3. Besides the above park areas, the Recreation and Parks Department has an interest in land located on the west side of the Eramosa River. The Turgrass Institute and Environmental Research Station currently manage a large portion of this land. Public access to these areas has not been discouraged. Extending further west from the bike/recreation trail, the Recreation and Parks Department has expressed an interest in retaining the viewshed in the open space strategy.
4. A well-used bike/recreational trail is also located west of the Eramosa on the west side of Guelph Junction Railway line above the cliff band the rail line runs along. The use of this site was pointed out at the first public meeting and is recognized by the Guelph Hiking Club. The Recreation and Parks Department does not recognize portions of the trail due to liability issues.
5. There are two recreational park facilities in the York District: the recreational baseball diamonds run by the Legion and the sport fields and baseball diamonds in Jaycee Park, and currently owned by the ORC. The Col. John McCrae Legion's recreational facilities are recognized as regional open space in the Recreation, Parks and Culture Strategic Plan. Although this is a privately run recreational facility the City has an agreement with the Legion for the use of the sports fields. Jaycee Park is also not a city-owned facility, instead the Recreation and Parks Department has an agreement with the ORC over managing the property. These fields, combined with the Jaycee sports fields, are an important part of the Parks Department's inventory and venues for league play. Both recreational parks are a priority to the Recreation and Parks Department, the incorporation of which, as formal city parks, would meet the Park Department's long range Recreation, Parks and Culture Strategic Plan.

4.4 Employment Lands

The City of Guelph has identified developable lands in the *Employment Land Inventory* for the York District as of December 2003. These lands are indicated in **Figure 11**, and consist of development parcels zoned commercial and non-commercial as well as areas identified by the City's Planning and Building Services that have industrial development potential.

Industrial Lands

Areas with development constraints are also indicated in the *Employment Land Inventory*. Within the York District, there are a limited number of existing, industrial parcels and the largest parcels have development constraints. There are two parcels west of Watson Parkway South comprising 1.48 hectares.

Another 6.3 hectares of industrial lands west of Watson Parkway South exist with development constraints. An Environmental Impact Study will have to be completed to receive approval for a development proposal. The 6.3 hectares parcel consists mainly of the Watson Parkway Stormwater Management Pond north of Dunlop Drive and a locally significant wetland south of Dunlop Drive. The largest parcel of industrial land identified by the City consists of the 13.9 hectare parcel at 236 Watson Road, northeast of the Watson Road/Stone Road intersection.

Legend

- Site Boundary
- Existing Employment
- Existing Residential
- Existing Residential within Natural Heritage System

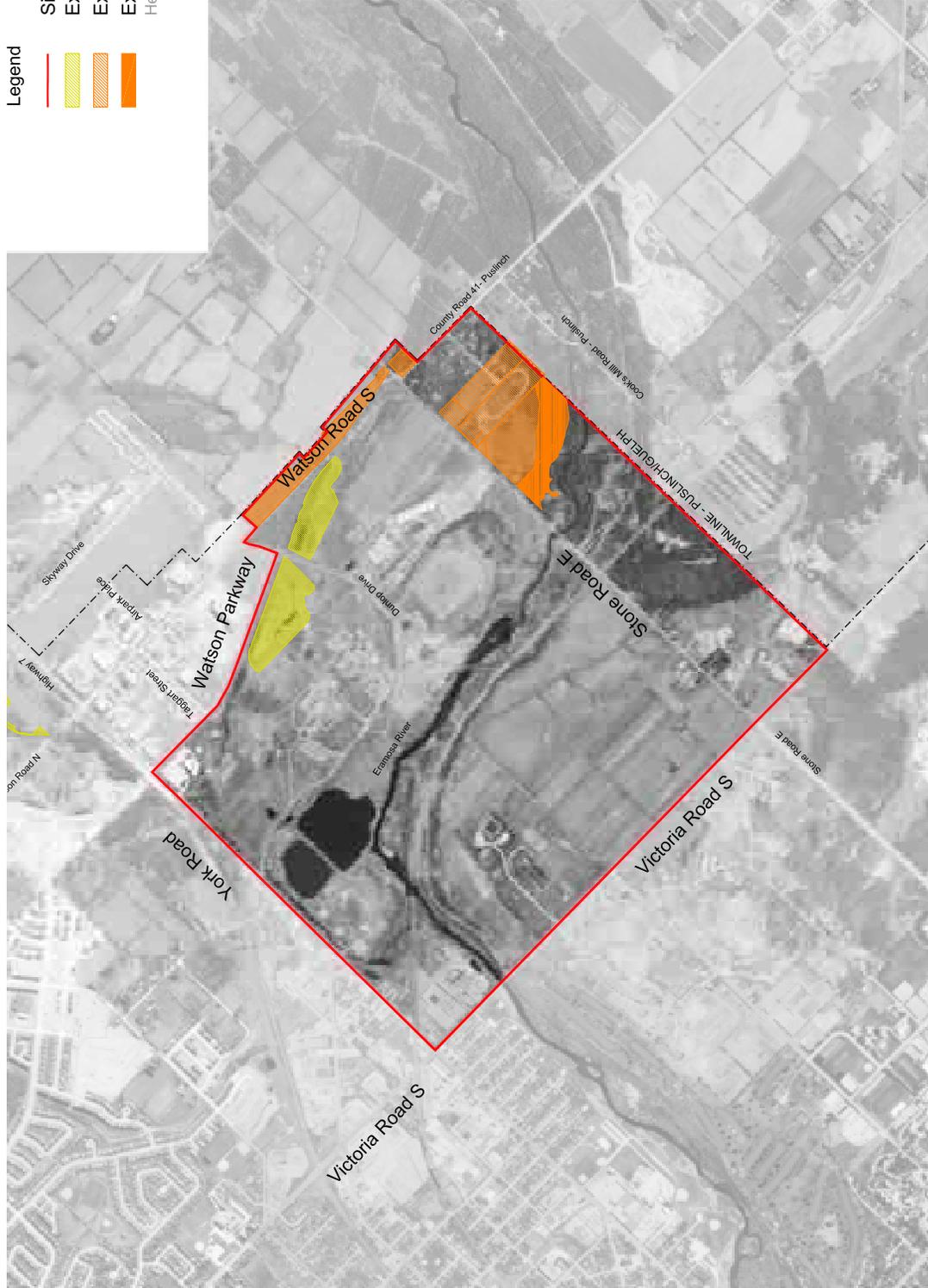


Figure 11

York District Land Use Study
Potential Residential +
Employment Lands
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The adjacent York-Watson Industrial Park is completely sold out of industrial land.

Guelph's Planning and Building Services has identified potential industrial development in the remaining York District areas as consisting of gross 143.28 hectares for a Total Net Area of 134.11 hectares of developable area with constraints.

This area consists of all the former Correctional Centre lands, Wellington Detention Centre lands, lands to the south of Stone Road on the west side of Torrance Creek, and municipal owned lands south of Dunlop Drive and north of Stone Road.

Commercial Lands

The areas of potential commercial development are also limited to one small parcel of 0.58 hectares, at the southeast corner of Victoria Road and York Road. There is a larger commercial parcel just north of the Watson Parkway and York Road and one situated northwest of the Victoria Road and York Road intersection.

Adjacent to the commercial parcel is an irregular shaped parcel of service commercial of 0.96 Ha tucked between the railway tracks and the flood line of Clyde Creek. There are some development constraints on the eastern portion of this site.

4.5 Residential Lands

Within the York District, potential residential developments are limited to the southeast corner of the Study Area. South of Stone Road on the east side of the Eramosa are two vacant developable parcels and one registered plan parcel as shown on **Figure 11** as of December 2003.

The registered plan number 820, on Glenholm Drive, is a 3.2 hectare parcel with four single vacant lots.

The vacant developable land at 739-771 Stone Road E consists of gross 10.56 hectares and net 6.65 hectares of developable land. The site is currently zoned UR (see below). At the City's average density of 20 units/net hectare this parcel could see 138 total units.

All residences are served by private services, with future planned subdivisions requiring municipal servicing. Servicing to these sites will be part of the servicing portion of this Land Use and Servicing Study.

4.6 Township of Puslinch Land Use

The York District also has the following land uses as designated under the Township of Puslinch zoning regulations, annexed in 1993. Included are the permitted uses for each zone (See Township of Puslinch Zoning By-law 19/85 as amended by by-laws for details on zone requirements and special provisions).

Land Use Designations

Agricultural (A)

Permitted uses include:

- a) an agricultural use;
- b) an intensive agricultural use;
- c) a single detached dwelling;
- d) a home occupation;
- e) a retail farm sales outlet accessory to an agricultural use;
- f) existing churches, schools, community halls and nursing homes;
- g) a wayside pit;
- h) forestry and woodlots;
- i) open space and conservation areas;
- j) a fish and wildlife management area;
- k) a public use

Hazard Zone (H)

Permitted uses include:

- a) an agricultural use
- b) forestry
- c) fish and wildlife management
- d) a boathouse or boat dock
- e) any public use

Extractive Zone (EX 1)

Permitted uses include:

- a) a single dwelling unit, if occupied by the owner, caretaker, watchman or other similar person employed on the lot on which such dwelling is located, and his family
- b) an agricultural use or intensive agricultural use in accordance with the above provisions
- c) an aggregate storage area
- d) a crushing, washing, screening and processing plant
- e) a gravel pit
- f) a quarry
- g) a public use
- h) a retail outlet, a warehouse outlet or a business office accessory to a permitted use

Industrial (Ind - 2)

Permitted use include:

- a) bus storage
- b) swimming pool sales and service
- c) any use in an IND Zone

Permitted uses in an IND zone include:

- a) a body shop
- b) a building or construction contractors yard
- c) a business office
- d) a concrete plant
- e) a factory outlet
- f) a feed mill
- g) a grain storing, weighing and drying operation

- h) a fuel depot
- i) a home occupation accessory to a permitted existing single dwelling
- j) an industrial use
- k) a public use, including a Municipal Airport and related activities
- l) a retail lumber and building supply yard
- m) a restaurant
- n) a sawmill
- o) a service trade
- p) a transport terminal
- q) a warehouse

Rural Residential (RUR)

Permitted uses include:

- a) a single detached dwelling;
- b) a home occupation; and
- c) a public use

4.7 Wellington County Land Use

Wellington County has designated areas under subsection 4.9, schedule A3 and A7, as Arkell Water Management Protection Area. The *County Plan* has the following policies in respect to this management area:

- land uses that may create groundwater contamination problems will not be located within the Protected Area
- storm water management options to promote clean water recharge to the aquifer will be promoted

The City of Guelph has purchased two parcels in Wellington County, covering portions of the Arkell Springs recharge area (map and parcel location pending).

The Wellington County lands immediately south of the Study Area are generally for agricultural purposes.

4.8 Guelph-Eramosa Township Land Use

The land adjacent to the York Site and surrounding the northwest half of Guelph is designated as Prime Agricultural. These lands are to be used for agricultural activities.

Permitted uses in Prime Agricultural Areas include:

- a) agricultural uses;
- b) secondary uses;
- c) farm business and home business;
- d) existing uses;
- e) single detached homes;
- f) accessory residential uses;
- g) forestry uses;
- h) wayside pits and quarries and portable asphalt plants used on public authority contracts;

- i) licensed aggregate operations;
- j) public service facilities;
- k) group homes on existing lots of records; and
- l) kennels on existing lots of record (Section 6.4.3).

Small-scale farm businesses are allowed where they are needed in close proximity to farms. Small-scale home businesses are also allowed as a means of “supplementing farm incomes and providing services in agricultural areas” (Section 6.4.4). Permitted uses include:

- sales outlets for agricultural products produced on the farm;
- small home occupations conducted from the main residence and normally limited to the occupants of the property;
- home industries which are small in scale with a limited number of employees and minimal off-site impacts;
- bed and breakfast establishments;
- farm vacation enterprises (Section 6.4.4)

For Prime Agricultural Areas, the *Wellington Official Plan* states that the appropriate provincial minimum distance separation formula will be applied to new land uses, lot creation and new or expanding livestock facilities (Section 6.4.9).

5.0 – Cultural Heritage Features

5.1 Introduction

Guelph’s history is present in a variety of landscapes, buildings and structures as well as its unique radial grid pattern. Guelph’s cultural character is the product of both urban and rural enterprises. In order to preserve these and other important heritage aspects, the City’s planning policies state that “the preservation of the City’s cultural and architectural heritage and its natural settings establish a legacy to the past which is integral to providing and maintaining a sense of community identity for the future (Official Plan, section 3.5).”

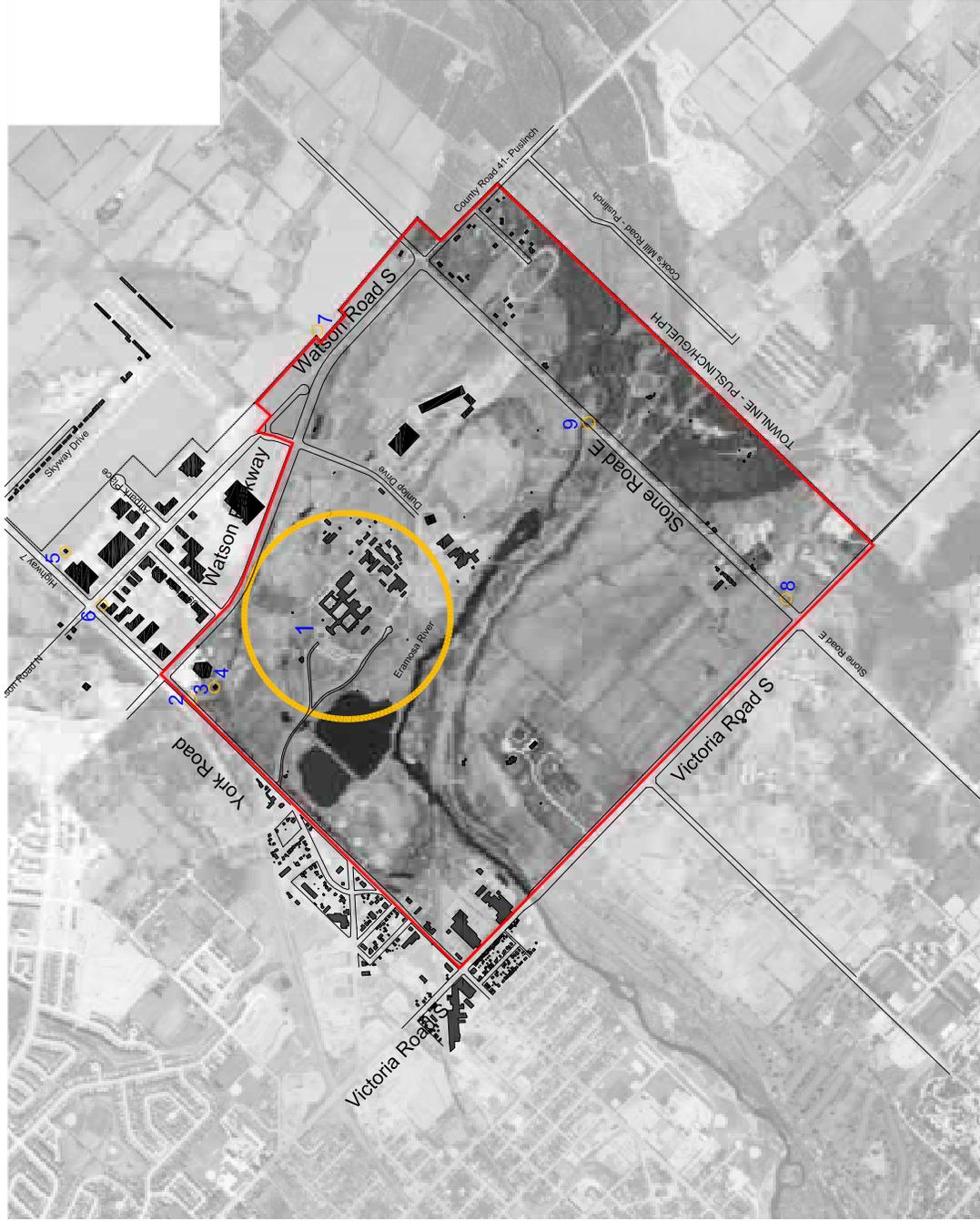
York District contains built heritage and heritage landscape features (See **Figure 12** – Built Heritage Resources). One of the spokes in the original radial grid pattern is York Road which is the northern boundary of the Study Area. This section will provide an inventory of existing cultural heritage features and an overview of the *Official Plan* policies that relate to cultural heritage.

The *Official Plan* directs Guelph’s heritage policy in order:

- To maintain the unique style and character of the City
- To encourage the identification, restoration, protection, maintenance and enhancement of cultural heritage resources
- To encourage the preservation, restoration or re-use of historic and architecturally significant buildings and landmarks throughout the City

According to the *Official Plan*, the following heritage policies need to be reflected in the Land Use and Servicing Plan:

- Preserve and enhance the context in which cultural resources are situated



Legend

- Site Boundary
- Heritage Properties

- 1 Guelph Correctional Facility
(Heritage Status To be Determined)
- 2 c1914 Gateway to Royal Canadian Legion
- 3 c1850 Royal Canadian Legion
- 4 Royal Canadian Legion House
- 5 1850 Farmhouse
- 6 1873 School
- 7 1870 Agricultural Storage
- 8 1840 Farmhouse
- 9 1916 Bridge on Stone Road

Figure 12



York District Land Use Study
Built Heritage Resources

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- Account for strategies to restore, protect, maintain and enhance cultural heritage resources, which include, but are not limited to, archaeological resources, built heritage resources, and cultural heritage landscape resources
- Account for built heritage protected under the *Ontario Heritage Act*.

5.2 Existing Conditions

The York District Study Area includes lands surveyed circa 1830 with settlement following within a few years. The area remained in agricultural use until the early 20th century. In 1909, the Province of Ontario acquired lands in the north section of the study area for the proposed construction of the Ontario Reformatory. The Province bought over 800 acres to set up the Reformatory. The Reformatory was trade and agriculture based, and the adjacency to the Ontario Agricultural College was strategic. It is assumed that the surrounding area, including some of the facility lands, remained in agricultural use past the middle of the century.

The lands in the Study Area comprise a mix of institutional and commercial/industrial uses with rural residential subdivision located on the south side of Stone Road between Watson Road S. and Victoria Road S.

In a preliminary assessment in 1999, the Guelph LACAC identified “the Administration building, the Dormitory Building, the Chapel, the Powerhouse and associated chimney, the Superintendent’s Residence and Entrance Lodge, the cultural landscape and landscape features including the stone gateposts, stone walls, and water features adjacent to York Road and north of the Administration Building for retention and re-use based on historical and/or architectural value.

In the surrounding Study Area, the City of Guelph identified the following heritage properties. They are: 527 Stone Road East; 895 York Road; 3 Watson Road South; 1123 York Road; and, 418 Watson Road South.

There is one Part IV OHA designated structure – the bowstring arch bridge on Stone Road East at the Eramosa River.

5.3 Assessment

The Guelph Correctional Centre facility is the principal cultural heritage resource in the York District Study Area. This campus of buildings, landscape and structures forms an institutional, evolved cultural heritage landscape. The heritage evaluation of the Reformatory is complex as the buildings themselves are the outcome of the institution. They were fabricated, in most cases from scratch from materials and processes created on site, by the inmates as part of the reformist agenda. Likewise, the larger property (both the manicured areas with the stone walls and ponds as well as the rough quarry areas along the river) is part of this cultural landscape.

Within the cultural heritage landscape there are both core and secondary features of cultural heritage significance, interest or merit. The core features are those identified by the City of Guelph in the letter dated May 10, 1999 to the ORC. We as heritage consultants agree with this evaluation based on historical reasons, but feel the addition of the machine shop should be considered a built heritage feature of secondary importance due to changes in use and

architectural qualities. It is our opinion that the main block of the facility is best represented by the administration building, which has landmark qualities, is character defining and is a recognizable feature in the City of Guelph. The associated enclosed courtyards and prisoner accommodation areas are also of core importance. The remainder built heritage features including the workshops and storage buildings on the correctional site are of secondary importance.

The two ponds are considered part of the designed landscape that forms the larger cultural heritage landscape. These ponds should be evaluated within the context of a larger study.

Outside the correctional site the bowstring arch bridge on Stone Road East is a core feature. 895 York Road, 1123 York Road and 3 Watson Road South are also core features based on historical and architectural significance. Of secondary importance is the barn at 418 Watson Road South and the residence at 527 Stone Road East. The Turf Grass Institute is also of merit for local architectural design reasons.

Opportunities

Administration building, landscape, water features, walls, and gate house and warden's residence.

Constraints

Extensive complex with spaces that are hard to adapt.

Future Work

Complete a detailed heritage assessment on the Guelph York Lands with the provision of mitigative options for retention, adaptive-re-use and disposition.

6.0 – Natural Heritage Features

6.1 Introduction

The York District Study Area landscape is shaped by the Eramosa, Clythe, Hadatti, and Torrance watersheds, which contain an array of natural features and several cultural landscape features. From the flood-prone northern section of the Study Area the landscape rises in all three directions topping out at Watson Parkway and Victoria Road. Along the banks of the Eramosa, cliff bands intermittently define the landscape rising to a height on the south west half of the area. The Eramosa River wanders through the district from the southeast and the Arkell Springs recharge area to the northwest where it joins with the Speed River. Torrance Creek joins with the Eramosa River south of Stone Road, flowing into the Study Area from the southwest.

The Eramosa, Clythe, Hadatti and Torrance watersheds, as well as the Arkell Springs recharge area, are the defining natural features of the York District. These natural features present a mix of opportunities and constraints for future development in the area. In light of these opportunities and constraints, future York District land uses will need to be consistent with natural heritage restrictions. The Eramosa is also an important regional river having a provincial designation as a Heritage River.

6.2 Environmental Planning

As previously discussed the City is on the forefront of municipal environmental programs, implementing a Green Plan and utilizing smart growth principles.

The Guelph *Official Plan* details natural heritage guidelines that include the following objectives:

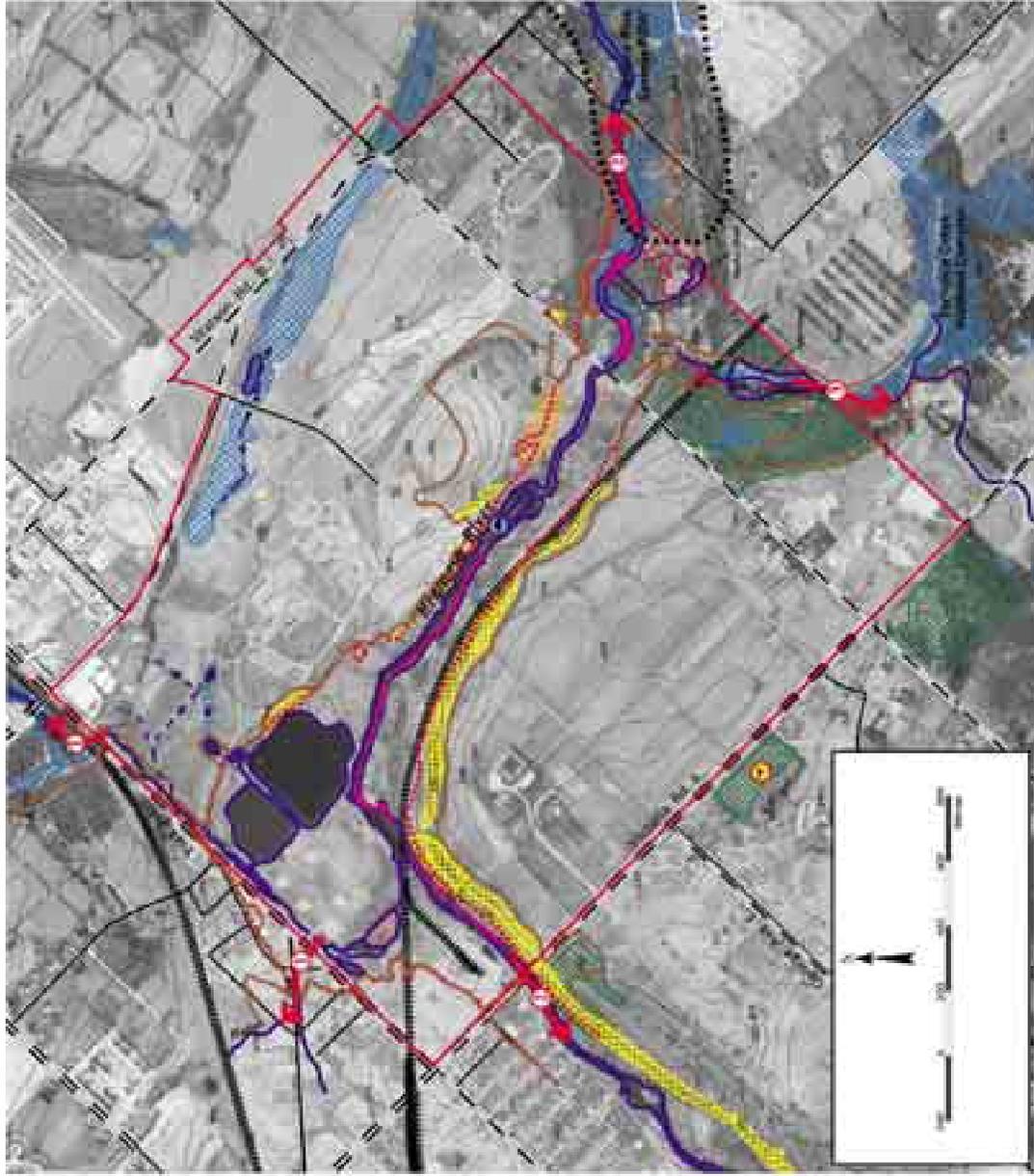
- To recognize and identify existing natural features and their associated ecological functions in the City that should be preserved and/or enhanced
- To protect preserve and enhance land with unique or environmentally significant natural features and ecological functions
- To maintain or enhance natural river valleys, vistas and other aesthetic qualities of the environment
- To promote the continued integrity and enhancement of natural features by interconnecting these features with environmental corridors and ecological linkages, where possible
- To ensure development activities on lands adjacent to natural heritage features do not detrimentally impair the function and ecological viability of the abutting heritage feature
- To provide a clear and reasonable mechanism for assessing the impact of applications for land use change on natural features and functions.

6.3 Natural Heritage Features - A Regional Perspective

The York District 'Special Study Area' is located in the south-eastern end of the Eramosa River - Speed River Watershed area. It is also located within the Guelph Drumlin Field physiographic region, with a complex of kettles and kames occurring to the south. The Eramosa River Valley traverses the study area and serves an essential role as an ecological corridor by facilitating the movement of terrestrial and aquatic wildlife. The river valley also fosters ecological links to several neighbouring natural areas; namely, the Clythe Creek, and its tributaries, the Blue Springs Creek and the Torrance Creek.

The lower reach of Clythe Creek is a highly stressed coldwater aquatic community which enters the study area from the north-east. It, in turn, fosters ecological linkages with its tributaries to the north, Hadati and Watson Creeks, and Speed River Corridor via the provincially significant Guelph Northeast Wetland Complex. These areas are also facing mounting development pressure but are, for the most part, still intact. Torrance Creek enters the study area from the south, from an area of expanding urban development. The main branch of Torrance Creek is ecologically well connected to the Eramosa River Corridor, however, the remaining connections to the adjacent watersheds is compromised by agricultural areas and intensifying urban development (Totten Sims Hubicki Associates *et al.* 1998). The Blue Springs Creek is a high quality cold water tributary which joins the Eramosa east of the study area.

The Eramosa River Valley is a relic spillway created by the retreating glaciers, and it is the defining natural heritage feature present on the site (see **Figure 13** – Natural Heritage Features). The coldwater headwaters of this river emerge in Erin Township to the northeast, where it drains a significant portion of two major moraines, the Orangeville Moraine and the Paris Moraine. The reach of the Eramosa River within the study area is a warm water fishery. The Eramosa and the Blue Springs valley to the east is considered one of the best representative natural floodplain and river valley features in the province (Beak *et al.* 1999).



- Legend**
- City of Quesnel**
 - Significant Woodlands
 - Significant Environmental Corridors
 - Hasty Creek/Watson-Clyde Creek Corridor
 - Innomata River Valley Corridor
 - Tymms Creek Corridor
 - Grand River Conservation Authority**
 - Soilscapes
 - Regulatory Floodline (Floodways)
 - Hazard Lands
 - Additional Wetland Vegetation
 - Ministry of Natural Resources**
 - Area of Natural and Scientific Interest (ANSI) - Guelph-Comberford
 - Geos Querry - Provincially Significant Earth Science ANSI
 - Provincially Significant Wetlands
 - Fish-Spawning Areas
 - Potentially Significant Wildlife Habitat
 - Yellow-breasted Chat
 - Grasslands District
 - County of Wellington**
 - Environmentally Sensitive Areas (ESA)
 - Emmets River Valley ESA
 - Other Features**
 - Site Boundary
 - Contours (5m, Interval)
 - Streams
 - Intermittent Streams
 - Underground Pipeline
 - Arterial 2 Lane Roads
 - Arterial 4 Lane Roads
 - Roads
 - Railway
 - Canal

Figure 13

York District Land Use Study
Natural Heritage Features

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West of the study area, in the heart of the City, the Eramosa drains into the Speed River within the Grand River Watershed.

The Eramosa River incises the Amabel dolomite bedrock Formation underlying the watershed, as it flows across the study area from the south-east to the north-west. In the surrounding terrestrial environment, this bedrock is overburdened by highly permeable gravels and sands which offer important recharge potential for the City of Guelph's water supply. Hummocky terrain extends south and beyond the study area into the Torrance Creek Subwatershed where glaciers have deposited large amounts of unsorted soil materials over the bedrock. The headwaters of Torrance Creek emerge from this area among a complex of kettle ponds and wetlands.

Historically the vegetation of the Eramosa River - Speed River Watershed was dominated by upland deciduous forests. The early successional plant communities that dominate the study area today reflect past land use practices of logging, agriculture and the more recent transition towards a mix of urban land uses (see **Figure 14** – Natural Features). Today, the University of Guelph's Turfgrass Institute and Agroforestry Research Station, on the west side of the Eramosa River, exist as the most active agricultural areas within the study area. Although this area provides little in the way of natural heritage features, this centre contributes to more regional ecological issues through sustainable crop and forest research.

Mixed forests, south of Stone Road in the Carter Well and Scout Camp Natural Area, contribute to a large riparian complex which connects the mouth of the Torrance Creek south to the area surrounding the Barber Pond. The dry-fresh to moist-fresh moisture regimes in the area surrounding the confluence of the Eramosa River and Torrance Creek, support associations of white cedar, aspen, and/or poplar, and a small conifer plantation.

6.4 The City of Guelph's Greenlands System

The City of Guelph defines natural heritage features as areas containing “wetlands, forested areas, wildlife habitats for terrestrial and aquatic species (including endangered and threatened species), valleylands, areas of natural and scientific interest (ANSI), environmental corridors and ecological linkages (City of Guelph 2002).” In 2002, The City consolidated its natural heritage data with that of the Grand River Conservation Authority (GRCA) and the Ontario Ministry of Natural Resources (OMNR) in order to construct the “Greenlands System,” as detailed in Subsection 7.13 of the Official Plan. Approximately 32% of the study area has been designated as part of the City's Greenlands System.

The Greenlands System subsequently categorizes natural features as either Core or Non-Core Greenlands based upon perceived ecological sensitivity and significance. The boundaries of the Greenlands System are approximate and may be subsequently refined by more detailed mapping. The completion of environmental impact studies will be used to determine the exact limits of development and areas to be afforded protection.

Core Greenland Areas

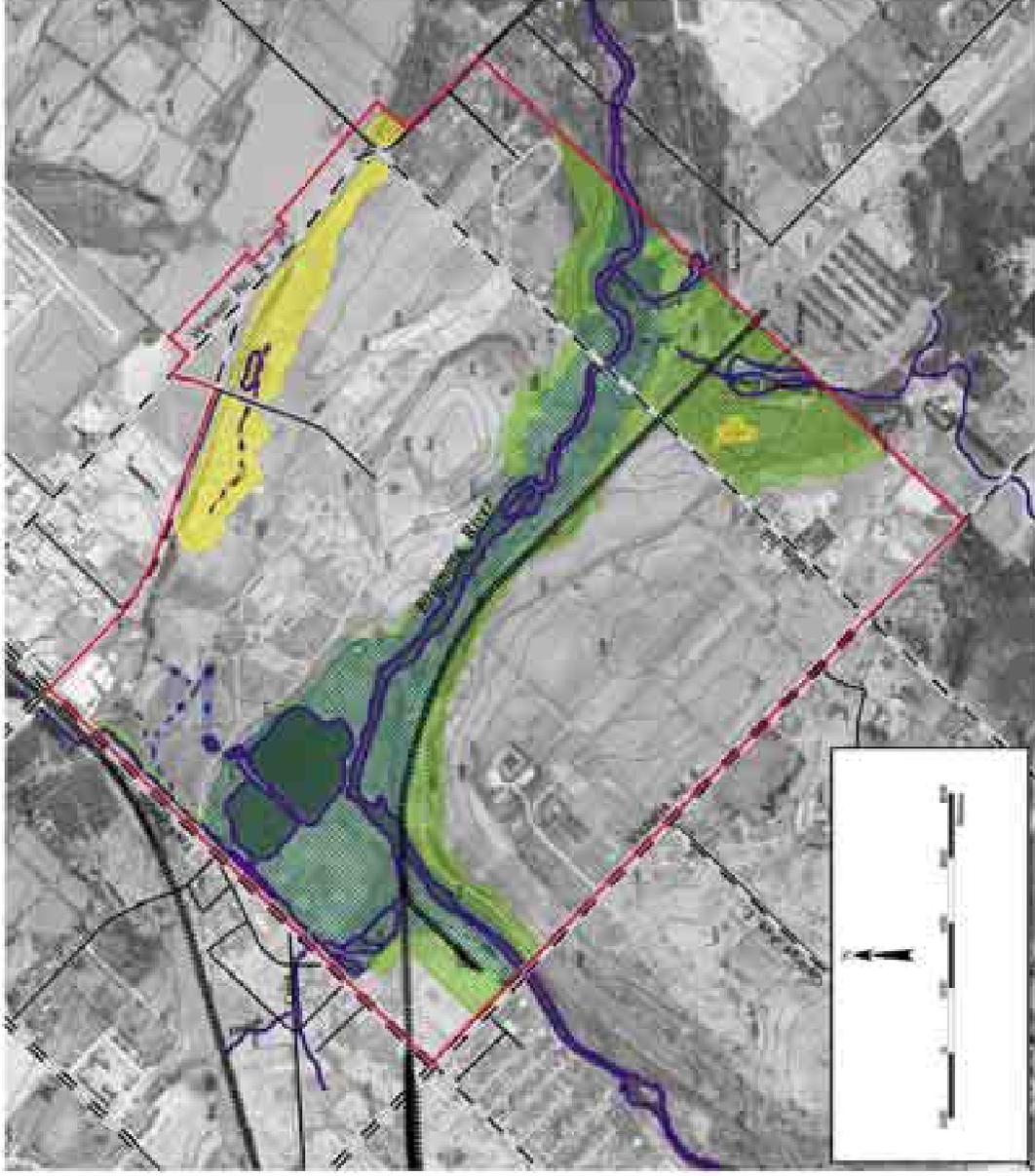
The City of Guelph prohibits development in these areas as these features have demonstrated greater ecological “sensitivity or significance.” Approximately 19% of the study area has been designated as Core Greenland areas. Development immediately adjacent to Core Greenlands is contingent upon an approved Environmental Impact Study that demonstrates no negative impacts to the natural feature or its ecological functions (see **Figure 15** – Designated Greenland



- Legend**
- ELC - Ecological Land Classification**
- Early Successional Vegetation**
- CUM Cultural Meadow
 - CUT Cultural Thicket
 - CUR Cultural Savanna
 - CJW Cultural Woodland
- Forest Vegetation**
- FDDB Deciduous Forest
 - FM Mixed Forest
 - PLR Plantation
- Wetlands**
- DAO Open Water
 - MAM Meadow Marsh
 - SWT Thicket Swamp
 - SWC Coniferous Swamp
- Agriculture**
- AG Agriculture
 - AGS Agriculture
- Site Boundary**
- SWM Storm Water Management Pond
 - CON Contours (5m, Interval)
 - STR Stream
 - IS Intermittent Streams
 - UP Underground Pipeline
 - AR2 Arterial 2 Lane Roads
 - AR4 Arterial 4 Lane Roads
 - RES Reservoir
 - RA Railway
 - CU Culvert

Figure 14

York District Land Use Study
 Natural Heritage Features
 Ecological Land Classification
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Legend

- Core Greenlands
- Areas of Natural and Scientific Interest (ANSI)
- Previously Significant Wetlands
- Regulatory Floodline (Floodway)
- Non-core Greenlands
- Significant Environmental Corridors
- Significant Woodlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potentially Significant Wildlife Habitat
- Candidate Core Greenlands
- Previously Significant Wetlands
- Site Boundary
- Contours (5m interval)
- Streams
- Intermittent Streams
- Underground Pipeline
- Arterial 2 Lane Roads
- Arterial 4 Lane Roads
- Roads
- Railway
- Culvert



Figure 15

York District Land Use Study
Designated Greenlands System

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System). The natural heritage features described below have been identified within the study area, and they have been designated as Core-Greenland area features within the City of Guelph Official Plan.

Provincially Significant Wetlands

The Ontario Ministry of Natural Resources designates specific wetlands as “Provincially Significant” using evaluation procedures established by the Province. Two Provincially Significant Wetlands are recognized by the City of Guelph within the study area: The Torrance Creek (Hamilton Corners) Wetland Complex in the south-west and The Eramosa-Blue Springs Wetland Complex in the south-east (see **Figure 13**). Approximately 2% of study area is currently recognized by the City as Provincially Significant wetlands.

Torrance Creek Wetland Complex

Torrance Creek Wetland Complex is 109 ha in area and is part of the Torrance Creek watershed. The main branch of the Torrance Creek flows through this complex, and three intermittent tributaries enter the main watercourse in this reach. It is composed mainly of swamp (95%) with a small portion of marsh (5%) (Beak et al. 1999). This complex stretches along Torrance Creek at Victoria Road downstream to the mouth of the creek, along the Eramosa River, to the area surrounding the Barber Pond. The aquifer under the Torrance Creek Subwatershed provides a source of water for the City of Guelph and concerns have been expressed over the safety and use of this ground water supply. Various management considerations for the Torrance Creek Wetland Complex have been detailed in the Torrance Creek Subwatershed Study.

Eramosa – Blue Springs Wetland Complex

By far, the largest contiguous wetland in the immediate area, this wetland follows the Blue Springs Creek through the spillway between the Paris and Galt/Moffat moraines in the major river valleys and has a total size of 1,045 ha. The undulating and low gradient topography along this channel, and the resultant variety of geomorphological features, soils, slopes, moisture and incident sun has lead to the formation of extensive wetlands along its length (Eagles et al. 1976). The varied topography has produced a number of microclimates, and hence, there are areas of high biological diversity (Beak et al. 1999). While no complete biological inventory has been completed, it is know that the Blue Springs Creek ESA contains a nationally and provincially rare plant species - Carey’s sedge (*Carex careyana*) (Beak et al. 1999).

Significant Areas of Natural and Scientific Interest (ANSI)

The Ontario Ministry of Natural Resources recommended that the Guelph Correctional Centre Quarry be designated as a landmark nature reserve candidate. This earth science reserve (see **Figure 13**) shows the contact between two Silurian bedrock formations - the Guelph and Eramosa dolostones (OMNR 1983).

Floodways

Several floodways have been designated within the study area (see **Figure 13**). These are areas of the floodplain required for the “safe passage of flood flow or the area where flood depths or velocities are considered to be such that they pose a potential threat to life or property (City of Guelph 2002).” The Grand River Conservation Authority has designated floodways for the Eramosa River as well as for the Hadati, Clythe, Watson and Torrance Creeks.

Natural Hazard Lands

Areas identified by the GRCA may be designated as Core or Non-Core Greenlands areas. Natural Hazard Lands include steep slopes, erosion hazard lands and unstable soils; however, only

steep slopes and erosion hazard lands have been identified within the study area (see **Figure 13**). These lands may be inappropriate to development as they may lead to the deterioration or degradation of the environment or cause property damage or loss of life.

Non-Core Greenland Areas

Non-Core Greenlands are comprised of natural areas that are considered locally significant, and consequently have been afforded protection at the municipal level. Approximately 13% of the study area has been designated as Non-Core Greenland areas (see **Figure 15**). Development may be permitted within these features and the immediately adjacent areas upon an approved Environmental Impact Study. The following natural heritage features have been identified within the study area, and have been designated as Non-Core-Greenland areas in the City of Guelph's Official Plan.

Fish Habitat

The study area is traversed by a number of watercourses. Although all of these watercourses contribute to fish productivity, some areas have been identified as providing habitat which is critical to the life cycle of some species (Totten Sims Hubicki Associates et al. 1998).

The Eramosa River

This reach of the Eramosa River, between Eden Mills and Guelph, supports a diverse cool/warm water fish community (Beak et al. 1999). 18 species of fish were identified in the reach between Eden Mills and Guelph in 1999 (Beak et al. 1999). Several locations along the western shore of the Eramosa River provide suitable spawning areas for northern pike (*Esox lucius*) (Timmerman 2005). The Eramosa River is considered of high quality in the vicinity of the confluences with Torrance and Barber creeks as it (1) supports fish species which are sensitive to warm temperatures or moderate amounts of organic enrichment (River chub [*Nocomis micropogon*], Rainbow darter [*Etheostoma caeruleum*] (OMNR 1996), as well as the Greenside darter (*Etheostoma blennioides*), a minnow of provincial conservation concern (Totten Sims Hubicki Associates et al. 1998). Losses of these areas would impair the sustainability of these fisheries.

Torrance and Barber Creek

Historically, the area of Torrance Creek downstream of the Scout Camp road was considered ideal spawning habitat for Rainbow darters (Totten Sims Hubicki Associates et al. 1998), however; diminishing baseflows have reduced the Torrance to a losing reach (Natolochny 2005) and eliminated the potential for upstream fish spawning in this area. Low flows, compounded by artificial barriers, impede the movement of all but the smallest of fish species up and downstream of Barber Pond (Totten Sims Hubicki Associates et al. 1998).

Clythe Creek

Clythe Creek roughly delineates the northern boundary of the site, flowing westward along York Road before draining into the Eramosa River. Although the headwaters to the east are cold water, the reach traversing the study area is described as mixed water (Ecologistics 1998). Immediately upstream of the study area, Watson Creek intermittently drains the Eastview/Watson swamp into Clythe. Downstream along York Road, discharge and surface water is emptied into the Creek via a network of stormwater drains, ditches and several large, artificial, on-line ponds which service the Reformatory lands. This reach of the Clythe is surrounded by a park-like landscape which offers little tree or shrub cover to shade the two artificial largest ponds, which have a combined surface area of 11 ha.

On-line ponds are discouraged by the Grand River Conservation Authority, the OMNR and the Department of Fisheries and Oceans as they “block the free movement of fish and other aquatic species, degrade water quality, and interfere with the natural movement of sediment and nutrients that would otherwise be transported downstream” (GRCA 2005). Given their large and un-shaded surface area, these ponds could potentially warm Clythe Creek and impact the ecology of the coldwater fishery. Conversely, these ponds provide positive social benefits. For instance, anecdotal reports collected by the OMNR indicate that these ponds contain excellent populations of pike, smallmouth bass (*Micropterus dolomieu*), crappie (*Pomoxis* sp.), bullheads (*Ameiurus* sp.) and sunfish (*Lepomis* sp.) which are enjoyed by fisherman (Timmerman 2001). Yellow perch (*Perca flavescens*) and largemouth bass (*Micropterus salmoides*) have also been caught in these ponds (Timmerman 2001). There are other pros and cons that relate to these on-line ponds which should be explored more thoroughly in subsequent studies.

Farther downstream, in the north-west corner of the site, Hadati Creek joins Clythe Creek, emptying additional warm water collected from the urban areas to the north. Coldwater species of fish were not reported during a detailed study of Clythe Creek which was conducted in 1997 (Ecologists 1998), nor were any reported in a more recent, however a brief, evaluation conducted by the OMNR (Timmerman 2001). Although Clythe Creek is managed as a cold water fishery this is undermined by several factors, which are most evident in the lower reach of the creek. The rehabilitation of riparian corridors and groundwater inputs has been recommended to sustain this cold water fish community (Ecologistics Limited 1997).

Locally Significant Wetlands

The City of Guelph intends to protect wetland areas as they contribute to groundwater recharge (City of Guelph 2002). Groundwater recharge is of particular concern in the study area as it has also been designated as part of the Arkell Spring Water Resource Protection Area. The Grand River Conservation Authority recognizes an area in the north-west corner of the study area as a wetland feature (see **Figure 13**). The City of Guelph has grouped this feature with adjacent natural areas, which it has collectively defined as “Other Natural Heritage Features” in its Official Plan. Similarly, a wetland area has been identified by the GRCA on the west side of the Eramosa River, immediately north of Stone Road. Field studies should be conducted to confirm if this area continues to support wetland vegetation.

Significant Woodlands

The small and isolated woodlands on and adjacent to the study area are typical of the developed landscape in Southern Ontario. Woodlands that satisfy the size criteria of one hectare or greater and occur in a natural setting within the municipality have been designated as “significant” (City of Guelph 2002). Approximately 3.5% of the study area is designated as significant woodlands (see **Figure 13**). A small portion of a significant woodland extends on the site from the east, near the intersection of Watson Road and Stone Road. A much larger significant woodland exists in the Scout Camp Natural Area, south of Stone Road and west of the Eramosa River.

Mixed forests, south of Stone Road in the Carter Well and Scout Camp Natural Area, contribute to a large riparian complex which connects the mouth of the Torrance Creek south to the area surrounding the Barber Pond. The dry-fresh to moist-fresh moisture regimes in the area surrounding the confluence of the Eramosa River and Torrance Creek, support associations of white cedar, aspen, and/or poplar, and a smaller conifer plantation. Breeding birds sensitive to forest fragmentation and woodland raptors have been recorded in the Scout Camp Natural Area (Totten Sims Hubicki Associates *et al.* 1998).

***Potentially Significant Wildlife Habitat**

There are no known deer wintering areas and no known winter waterfowl areas within the study area (Timmerman 2005). Habitat for amphibian breeding, breeding birds sensitive to forest fragmentation and woodland raptors have been documented south of Stone Road (Totten Sims Hubicki Associates et al. 1998).

Although all natural areas provide habitat for some form of wildlife, the City of Guelph distinguishes wildlife habitat from *significant* wildlife habitat based on "special characteristics." Habitat that provides for species identified as "Special Conservation Concern" by the OMNR is one of these characteristics which may apply to the study area. *Significant* wildlife habitat is declared supplementary to studies by the Ministry of Natural Resources and comprehensive and scoped environmental impact studies in the community. Two species of Special Concern have been observed within, and immediately adjacent to, the study area; a bird, the Yellow-breasted Chat (*Icteria virens*), and a minnow, the Greenside Darter (see **Figure 13**).

Yellow-breasted Chat

A historical sighting (1973) of a singing Yellow-breasted Chat male was recorded during the breeding season to the west of the study area, somewhere at the east end of the University of Guelph Arboretum. This is a rare Carolinian breeder which may occasionally be seen beyond its normal range. No evidence of breeding was recorded during a subsequent Ontario Rare Breeding Bird survey (1989-1991) (Kirk 2005).

Greenside Darter

Observations of the Greenside Darter were made in 1990 and 1991, south of Stone Road and west of Watson Road, and just west of Victoria Road, south of York Road (Kirk 2005). The Eramosa River near the mouth of Torrance and Barber creeks has already been recognized as critical for the Greenside Darter (Totten Sims Hubicki Associates et al. 1998).

Significant Environmental Corridors and Ecological Linkages

The City of Guelph outlines a "Linked Open Space Concept" for a city-wide open space system with connections to surrounding municipalities. Collectively, the corridor system interconnects open space areas including park and recreation areas, conservation lands, natural heritage features, cultural heritage resources and other open spaces (The City of Guelph 2002). The stretch of the Eramosa River Valley occurring within the study area functions as a major arterial corridor in this concept (see **Figure 13**). It provides essential links for plant and animal species and serves as a buffer to the riverine ecosystem.

The Eramosa River Valley Corridor links to the Hadati Creek/Watson-Clythe Creek Corridor to the north/north-east. The Scout Camp Natural Area, south of Stone Road and west of the Eramosa, provides an essential link between the Eramosa River Valley and the Torrance Creek Wetland Complex. This area extends out of the study area to the south-west. It includes the creek and associated riparian vegetation as well as the extensive headwater wetlands and a kettle pond complex.

Natural Feature Adjacent Lands

The City of Guelph recognizes the areas surrounding natural heritage features can buffer the negative impacts of local developments. A Comprehensive Environmental Impact Study will accompany development proposed within the following distances of natural heritage features:

- Provincially Significant Wetlands – 120 metres
- Locally Significant Wetlands – 30 metres

- Endangered Species and Threatened Species habitat – 50 metres
- Fish habitat – 30 metres
- Significant woodlands – 50 metres
- Environmental corridors and ecological linkages – 50 metres
- Significant wildlife habitat - 50 metres
- Areas of Natural and Scientific Interest – 50 metres.

Candidate Core Greenland Areas

The City of Guelph's Greenlands System mapping should be updated to reflect more current data. Specifically the OMNR's recent wetland evaluations have designated Provincially Significant Wetlands in the lowland areas along the west side of Watson Parkway, and modified the boundaries of the existing Torrance Creek Wetland Complex. Candidate Core Greenland Areas occupy approximately 4% of the study area. As the City of Guelph recognizes PSWs as components of the Core Greenlands in its Official Plan, it follows that development will be prohibited in these areas.

6.5 Assessment

The preceding text presented a preliminary inventory of the natural heritage features that are currently recognized within the study area. The exact extents of Core and Non-Core Greenlands features will be defined with greater accuracy following Environmental Impact Studies (EIS). For example, Ecological Land Classification shown on **Figure 15** is not the result of field work and may be adjusted through subsequent study. It is also prudent to note that additional natural heritage features may be identified during such detailed field investigations. The currently designated natural features present a mixture of opportunities and constraints to be considered for future development in the area.

Opportunities

- There are relatively large areas east and west of the Eramosa River, outside of the City's Greenlands System, where opportunities exist for development.
- Opportunities exist to develop open space and passive recreational pursuits (e.g. to connect the City's Open Space Links, expand its shared use trail system) within areas designated as Greenlands.

Constraints

- Between 19% and 23% of the study area is occupied by Core Greenlands and will be inaccessible to development.
- Development may be permitted within Non-Core Greenland areas and the immediately adjacent areas upon an approved Environmental Impact Study, which shows no negative impacts, will be incurred to natural heritage features. The type and extent of developments in these areas should be appropriately scaled to limit impacts to the extensive recharge / discharge areas.

Future Work

- A conceptual understanding of the impacts to groundwater levels and local natural features with respect to reductions in recharge and groundwater withdrawal.

- Assessment of the cultural and environmental implications involved in the removal of the online ponds adjacent to the Guelph Correctional Centre.

6.6 Additional Studies and/or Concurrent Studies

The ecological consulting team of Dougan & Associates, Ecological Outlook and Aboud & Associates (2005) recently completed Phase 1 of a 3-Phase study outlined by the City to complete a number of initiatives related to the identification and protection of locally significant terrestrial natural heritage resources in the City of Guelph. The purpose of this study is to address ongoing issues related to the lack of natural heritage data on a City-wide level, and inconsistent environmental planning policies and guidelines across the City.

This inventory will not address areas now identified as 'Core Greenlands' and therefore, no changes are expected for those boundaries. Other natural area boundaries may be refined and new areas may be identified. The implications on land use for York District and others will be determined once the Natural Heritage Strategy is complete.

PART C – PLANNING AREA INFRASTRUCTURE

7.0 – Servicing

7.1 Introduction and Background

A background review of the York District's existing servicing infrastructure and its capacity to service planned growth has been conducted at a macroscopic level. The background information describes the servicing conditions for the existing land uses and provides a basis for assessing the serviceability of the study area with respect to wastewater, water, site grading and stormwater management.

The *Official Plan* also requires Environmental Impact Studies for development proposals on adjacent lands to natural heritage features.

In determining future land use and servicing needs of the area, this Study will have to meet or take into consideration the following GOP policies regarding water management (section 4.3):

- Promote water protection and conservation through land use planning that maintains and enhances the aquatic ecosystems within and beyond the Municipality
- Identify current and future water demand and supply areas regarding capacity on lands designated for urban use
- Work with the Province and GRCA to ensure that all development meets the provincial water quality objectives for surface and groundwater
- Ensure that development activities do not impair the future ability of the area's groundwater and surface water resources to provide a quality water supply to satisfy the residential and business needs of the community and to sustain the area's natural ecosystem
- Protect wetlands and other areas that make significant contributions to groundwater recharge
- Require that contaminated properties be restored to the appropriate condition in compliance with Ministry of Environment Guidelines
- Place restrictions on land use in areas of greatest risk to contamination of groundwater resources. These uses may include (but not restricted to):
 - industrial landfills
 - lagoons or other putrescible waste disposal facilities
 - asphalt and concrete batching plants
 - the storage or processing of chemical products
 - gasoline or oil depots and service stations
 - vehicle salvage, maintenance and service yards

Further considerations need to be taken into consideration when developing recommendations for future land uses and servicing capacity:

- protection of the Arkell Springs water recharge area through the above policies and through working with Wellington County and the Halton Region
- studies that define the location, nature and extent of potable water resources
- identification and evaluation of potential threats (i.e. sources of contamination) to surface water and groundwater

7.2 Staging of Development

There are Stage One, Stage Two and Stage Three areas designated in the *Official Plan* within the York District (see **Figure 16** – Servicing Stages). The following are the land use policies that the City adopted for each Stage (2002, pg. 44):

Stage: 1

Stage 1 includes those areas in which municipal trunk storm and sanitary sewers and watermains are presently available. The development of proposals within Stage 1 areas will be reviewed by the City with regard to their impact on existing municipal services. The City shall restrict or prohibit development where municipal services are not of sufficient capacity or are otherwise inadequate to service the proposed use of the lands. The implementing Zoning By-law and the amendment process associated with it may be used as a mechanism to control pre-mature development of uses, which do not have adequate municipal services.

Stage: 2

Priority for the extension of municipal trunk services to support new urban development shall be given to those lands designated as Stage 2 servicing areas. Development proposals in Stage 2 areas will be considered as services become available to the various parcels, and Council indicates that the City is prepared to provide the required trunk services. The implementing Zoning By-law, and its associated amendment process, may be used as a regulatory mechanism to prevent pre-mature zoning of land for activities that do not have adequate municipal services associated with them.

Stage: 3

Development within a Stage 3 servicing area of the City may be considered subject to the adoption of a secondary plan in accordance with the provision of subsection 9.5 of this Plan. In those areas where a secondary plan has been approved, development applications will be considered as services become available to the various parcels and the City is prepared to provide the required trunk services. The implementing Zoning By-law, and its associated amendment process, may be used as regulatory mechanism to prevent the pre-mature zoning of lands for activities that do not have adequate municipal services. Generally, the implementing Zoning By-law to this Plan will recognize existing legal uses only.

7.3 Background Report

Background information has been provided by the City of Guelph and the Grand River Conservation Authority. The City of Guelph GIS department provided the following mapping:

- (i) Water distribution servicing, June 03, 2004
- (ii) Sanitary sewers, June 03, 2004
- (iii) Storm sewers, June 03, 2004
- (iv) Aerial and topographic mapping
- (v) Green belts, stormwater management, creeks

The Grand River Conservation Authority has also provided digital floodplain mapping for the Eramosa River, Clythe Creek and Torrance Creek. In addition to the mapping, the following reports have been reviewed for each of the servicing components:

Stormwater

1. “Stormwater City of Guelph River Systems Management Study”, Cosburn Patterson Wardman et al, August and November 1992.

The River management system developed a strategy for maintaining and enhancing the river habitat features, such as terrestrial, wildlife and aquatic characteristics. The City of Guelph’s *Official Plan* and Zoning By-laws incorporated the recommendations of the River Systems Management for the Eramosa River within the study area. Guidelines within the Strategy included River, River Edge Landscape, Corridors and Built Form Sectors.

Within the York District, the Strategy has guidelines or objectives of maintaining baseflow quantity and quality within the Eramosa River and its tributaries. The natural vegetation adjacent to the Eramosa River is to be maintained and/or enhanced. Fish barriers are recommended to be removed, therefore increasing fish habitat within the Eramosa River and its tributaries.

2. “Clythe Creek Subwatershed Overview”, Ecologistics Limited and Blackport & Associates, April 1998.

Clythe Creek is a tributary of the Eramosa River. The subwatershed overview established recommendations for creek management corridor and groundwater management.

With respect to the York District, recommendations include retaining and enhancing existing natural areas. The report recommends that the existing wetlands should be evaluated using the Ministry of Natural Resources Evaluation System. Fisheries habitat is to be improved by the removal of fish barriers and by the use of stormwater management practices that maintain low water temperatures. Recommendations, with respect to groundwater, include maintaining existing groundwater recharge quantity and quality. In addition, the impacts and mitigation of potential groundwater withdrawals within the York District would have to be established.

3. “Torrance Creek Subwatershed Study”, Totten Sims Hubicki et al, November 1998.

Torrance Creek outlets to the Eramosa River, immediately north of Stone Road East, within the southern area of the York District. The subwatershed study establishes a management strategy for stormwater management servicing. Stormwater management within the Torrance Creek portion of the York District would consist of the Ministry of Environment’s Enhanced Level of water quality treatment and would have to consider infiltration measures to maintain or augment baseflows. Water quality control is required for flows entering infiltration devices. In the local recharge areas adjacent to the creek, the report recommends that industrial and commercial land uses be restricted. The study also recommends that fish barriers be removed along Torrance Creek.

4. “Eramosa-Blue Springs Watershed Study”, Beak International Incorporated and Aquafor Beech Limited et al, September and October 1999.

The Eramosa-Blue Springs Watershed includes the York District study area and establishes general stormwater management recommendations for the watershed. Recommendations within the York District include restoration of the Clythe Creek to a complete coldwater fisheries habitat through stream corridor restoration. The York District is subdivided by part of the Eramosa River's 'Guelph-Eden Mills Reach'. General recommendations for this reach include groundwater recharge area protection and stream corridor restoration.

5. "The City of Guelph Official Plan", June 2002.

The City of Guelph's *Official Plan* has incorporated stormwater management policies consistent with the recommendations within the foregoing listed reports. The *Official Plan* requires the watershed planning process established by the Provincial government, to be used in determining stormwater management requirements for development.

Wastewater

1. "Inflow/Infiltration and York Trunk Sewer Assessment" Ch2MHill, March 2002.

The City of Guelph initiated a system wide inflow/infiltration assessment for the sanitary sewer system. As part of the assessment, a capacity analysis was conducted for the York Road trunk sewer to determine existing capacity and the potential for development to use the trunk system.

Water Distribution

A *Water Supply Master Plan* has recently commenced. A review of the water distribution system will follow the completion of the *Water Supply Master Plan*.

7.4 Existing Systems

Based on the background information collected to date, along with discussions with City staff, a general understanding of the existing servicing infrastructure has been obtained and is described below:

Stormwater

The York District includes part of the Clythe Creek and Torrance Creek Subwatersheds, which are both tributary to the Eramosa River. Both the Clythe and Torrance Creeks have been studied within respective subwatershed studies and the Eramosa River has been studied within the Eramosa- Blue Springs Watershed Study.

The City of Guelph's *Official Plan* has, based on the foregoing studies and the "Stormwater City of Guelph River Systems Management Study", considered the entire City to be a groundwater recharge area for public and private water supply (see **Figure 17** – Ground Water Recharge). In addition, a portion of the York District is part of the 'Arnell Springs Water Resources Protection Area', which the *Official Plan* stipulates requires both ground and surface water protection. The Clythe and Torrance Creek Subwatershed Studies have also identified the majority of the York District to be a significant groundwater recharge/ discharge area. Both the York District's surface and ground water quality and quantity is to be protected.

Clythe Creek is considered a coldwater fisheries habitat while Torrance Creek is both a warmwater and coldwater fisheries habitat with Type 1 fish habitat located only at the outlet to the Eramosa River.

Stormwater management works within the York District are limited to the existing stormwater management facility located west of Watson Parkway South, which services the Watson Road industrial area (See **Figure 18** – Floodplain Mapping).

There are a number of on-line ponds located within Clythe and Torrance Creek subwatersheds and the York District study area, which have been determined, by the subwatershed studies, as not functional stormwater management ponds. Within the Clythe Creek subwatershed, the Royal City's Jaycee's Bicentennial Park wetland area, located southeast of the York Road and Victoria Road intersection, has been evaluated by Ecologistics Limited in 1992 as a Class 5, non provincially significant wetland and has been recommended to be removed using a natural channel design. Along the Torrance Creek both the Mill and Barber Ponds, located south of Stone Road East, have been identified as fish barriers which should be removed.

The Clythe Creek has tributaries of Hadati Creek and Watson Creek. Part of the Hadati Creek subwatershed outlets to the downstream limit Clythe Creek at the Eramosa River via a 1650 mm diameter storm sewer. The storm sewer drains an area comprising residential, commercial and industrial land uses, which does not receive stormwater treatment based on the Clythe Creek subwatershed study (see **Figure 19** and **19a** – Storm Sewers).

Wastewater

The study area is serviced by the York Road trunk sewer, which runs east to west and eventually outlets at the wastewater treatment plant located west of the Hanlon Expressway (see **Figure 20** and **20a**– Sanitary Sewers). Future development within the study area would connect to the 900 mm diameter trunk sewer directly or indirectly at York Road and Victoria Road. The “Inflow/Infiltration and York Trunk Sewer Assessment”, March 2002 indicates that the York Road trunk sewer has high inflow/infiltration (I/I). The high level of I/I results in surcharging of the trunk sewer under both dry and wet weather flow conditions. Under existing conditions, the wastewater trunk sewer may not have capacity for proposed development within the study area.

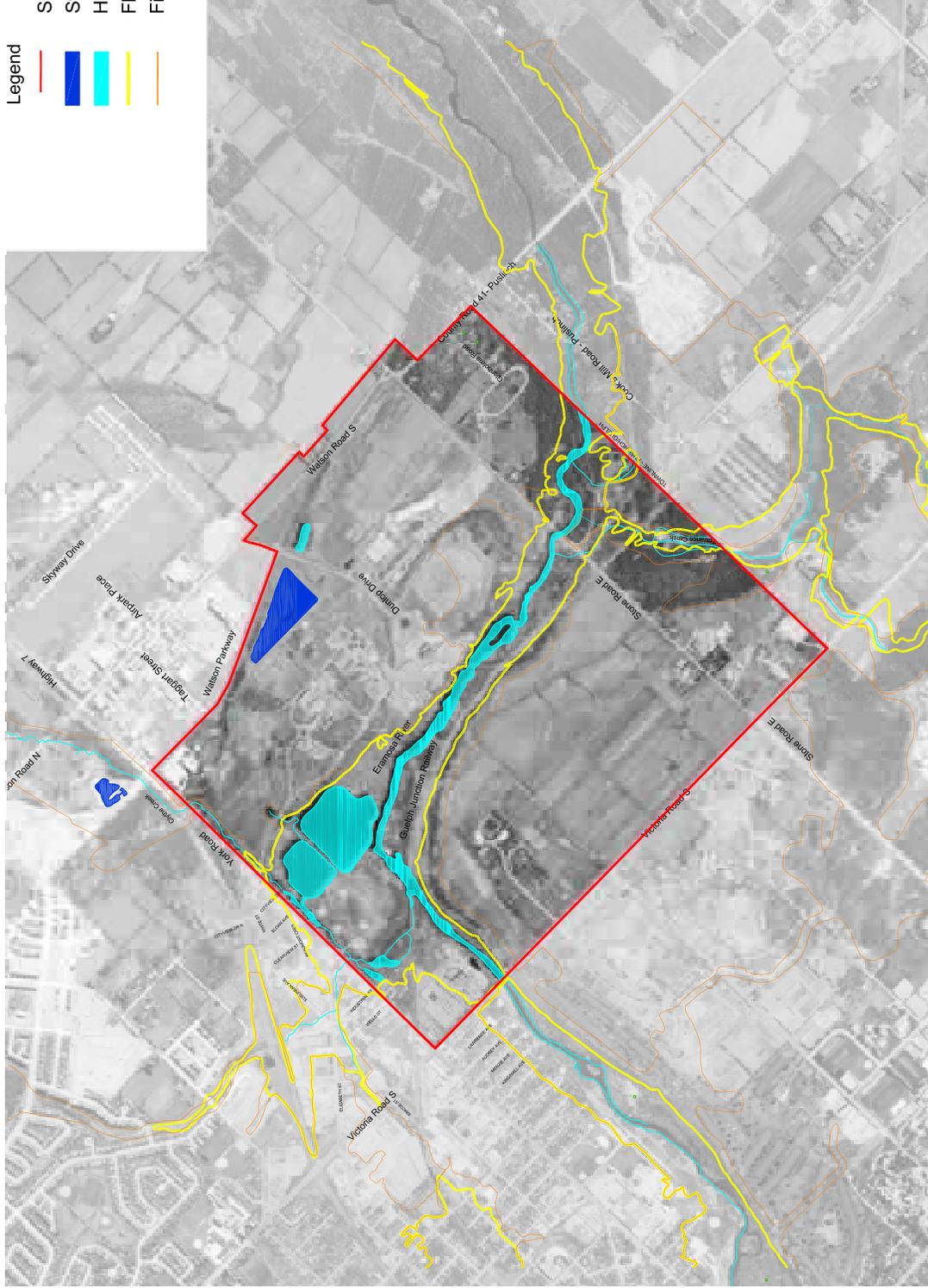
The 2002 report recommends that sources of I/I be established and eliminated to allow the trunk sewer to flow under non-surcharged conditions. The probability of development proceeding is ‘unclear’ until the potential reserve capacity of the trunk sewer can be determined following the reduction of I/I.

Water Distribution

The majority of the study area is encompassed by a 400 mm diameter watermain and is subdivided by a 1050 mm diameter watermain, located west of, and parallel to, the Eramosa River (see **Figure 21**, **21a** and **21b**– Water Distribution). The 1050 mm diameter watermain is directly connected to the Arkell Springs Wells, and is one of the main supply watermains for the City of Guelph.

Legend

- Site Boundary
- Storm Water Management Pond
- Hydrology
- Floodlines
- Fill Lines



NOTE:
 Eramosa floodline data supplied by Grand River Conservation Authority, Torrance Creek flood line data from figure 4.10.5 of the Torrance Creek Subwatershed Report. All regulatory fill line data supplied by Grand River Conservation Authority.

Figure 18



**York District Land Use Study
 Floodplain Mapping**

Philips Engineering
 March - 2005

Legend

- Site Boundary
- Storm Sewer
- Manholes
- Ditch



Figure 19

York District Land Use Study
Storm Sewers

Philips Engineering
March - 2005

Legend

- Site Boundary
- Storm Sewer
- Manholes
- Ditch

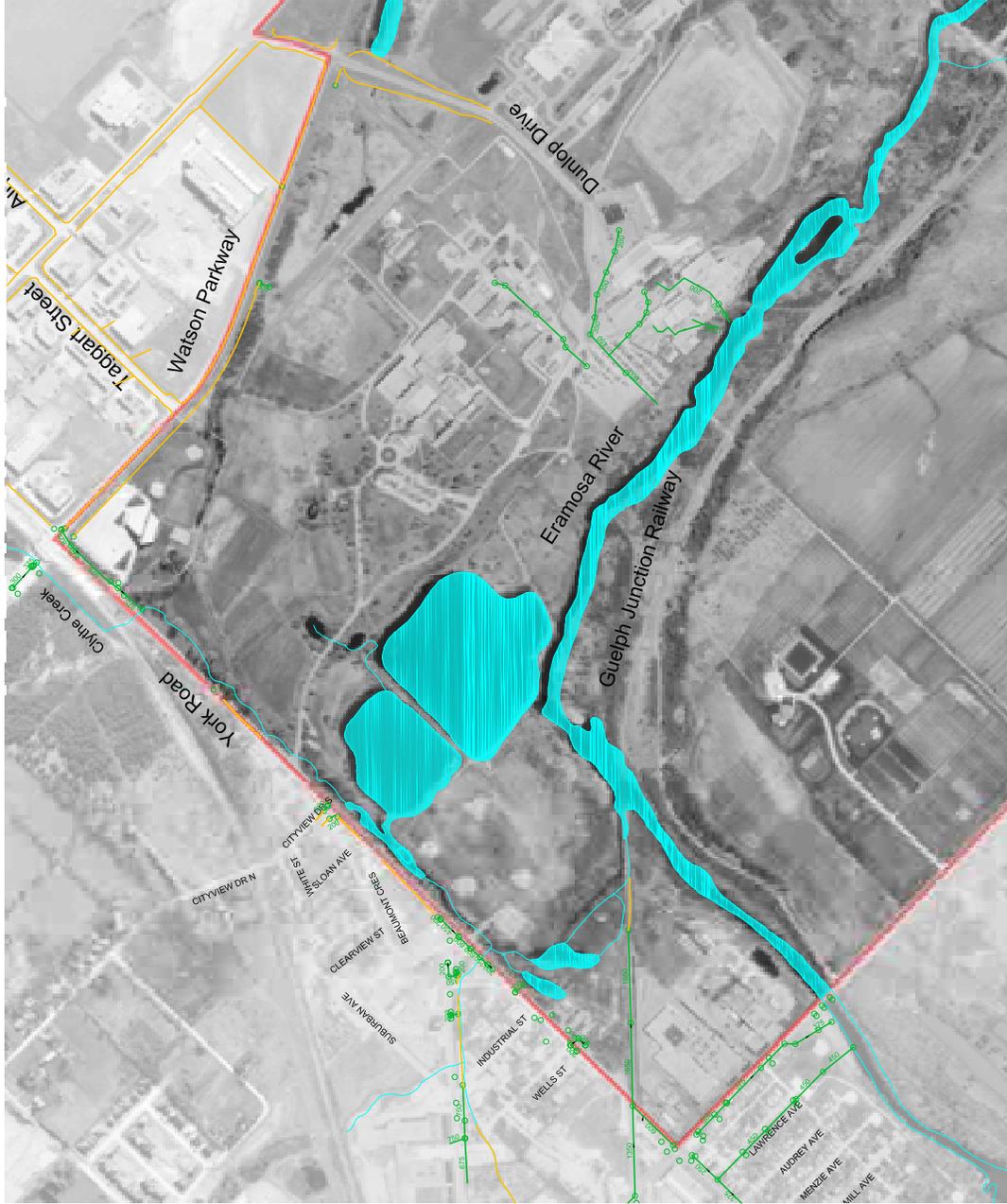
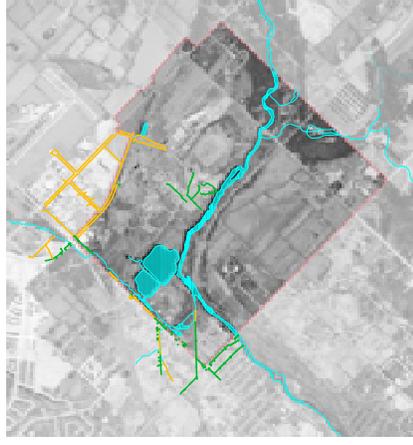


Figure 19a



York District Land Use Study
Storm Sewers Detail

Philips Engineering
March - 2005

- Legend
- Site Boundary
 - Watermain
 - Valve
 - ⊕ Hydrant

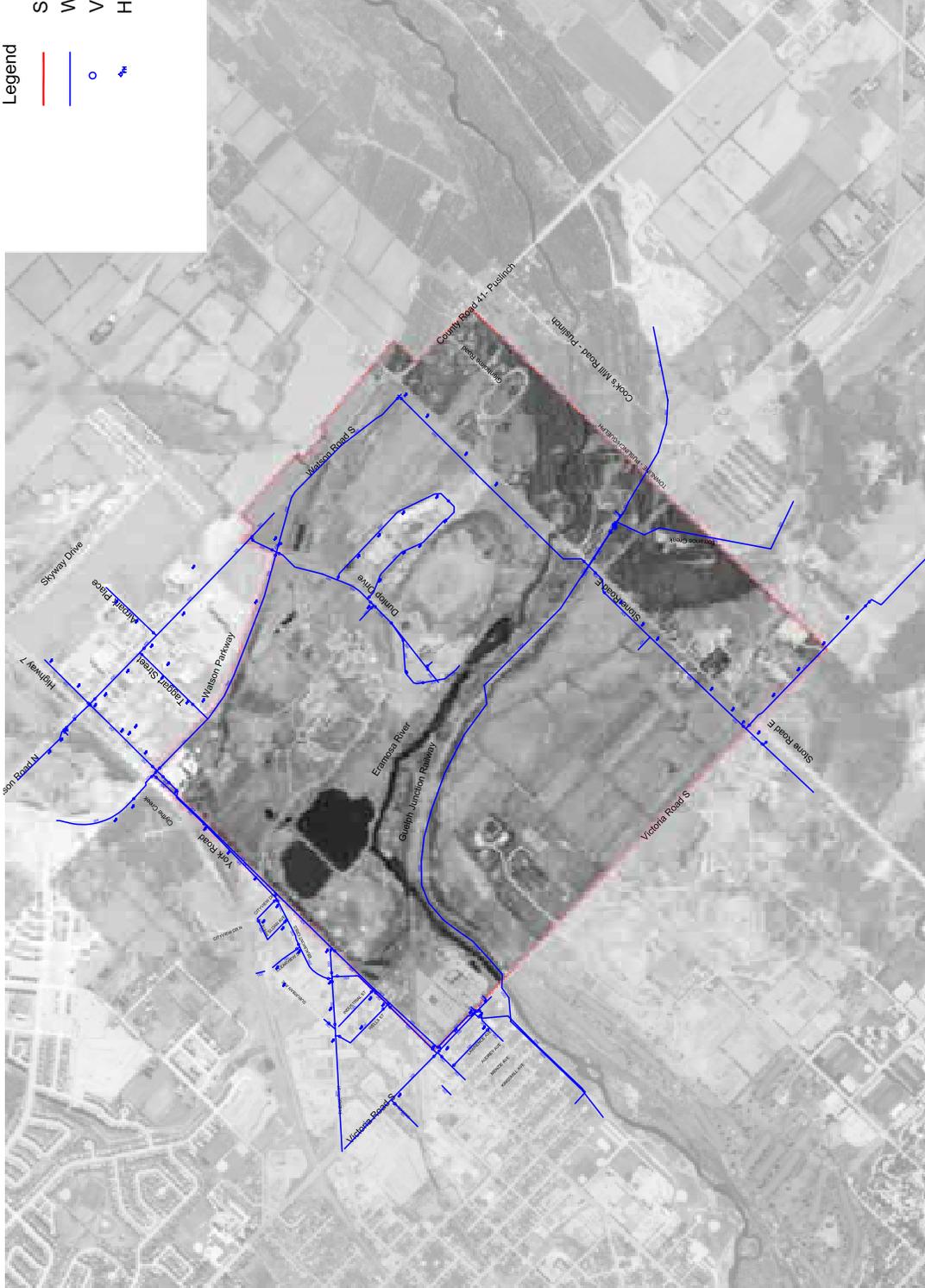


Figure 21



York District Land Use Study
Water Distribution

Philips Engineering
March - 2005

Legend

- Site Boundary
- Watermain
- Valve
- Hydrant

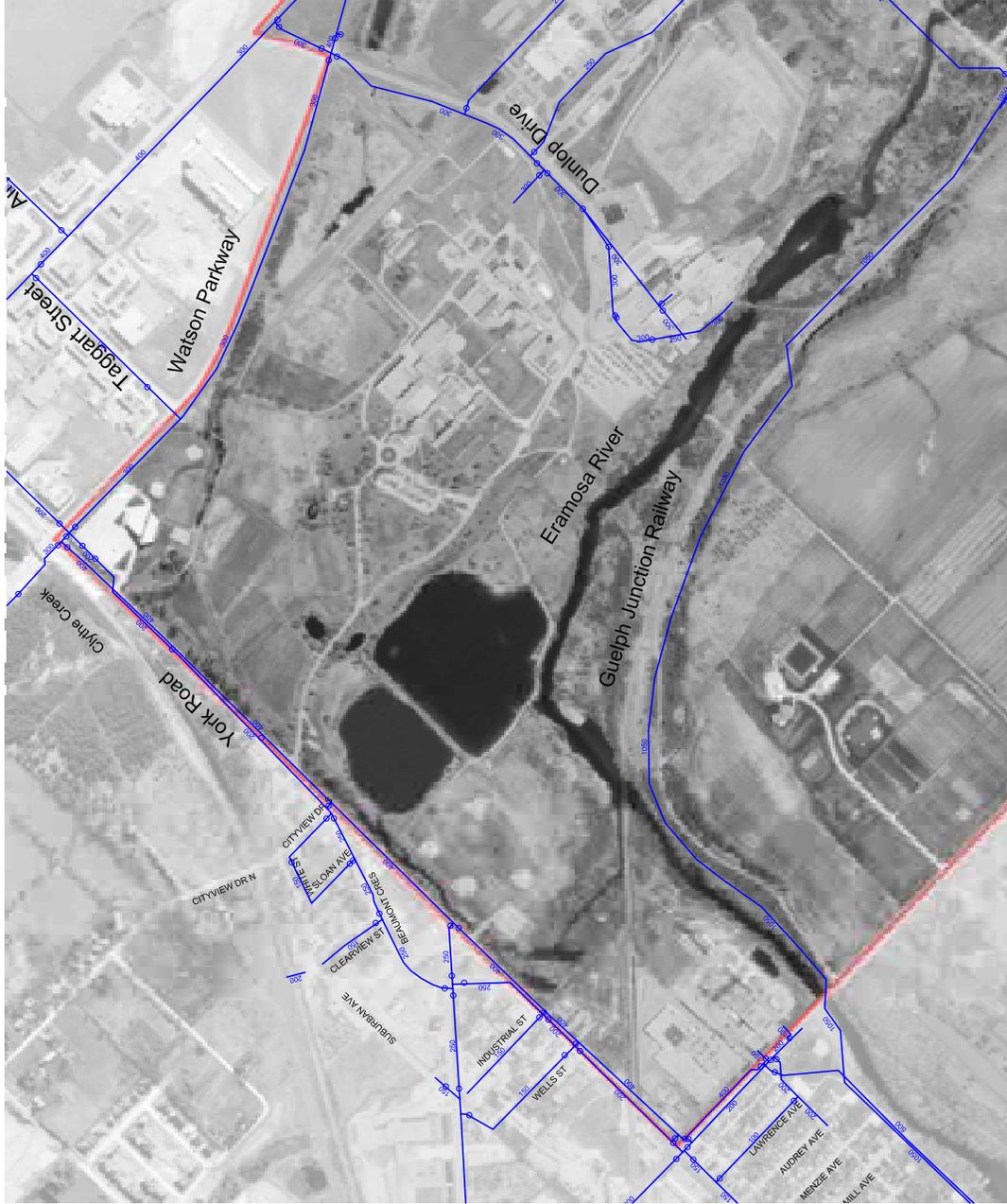
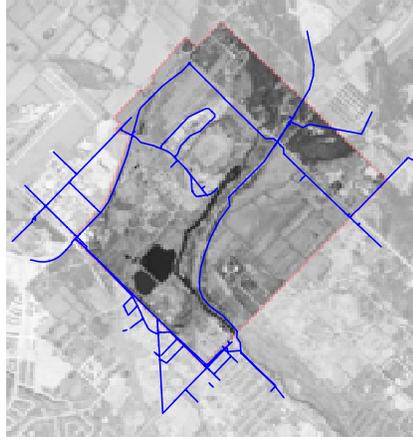


Figure 21a



York District Land Use Study
Water Distribution Detail 1

Philips Engineering
March - 2005

Legend

- Site Boundary
- Watermain
- Valve
- Hydrant

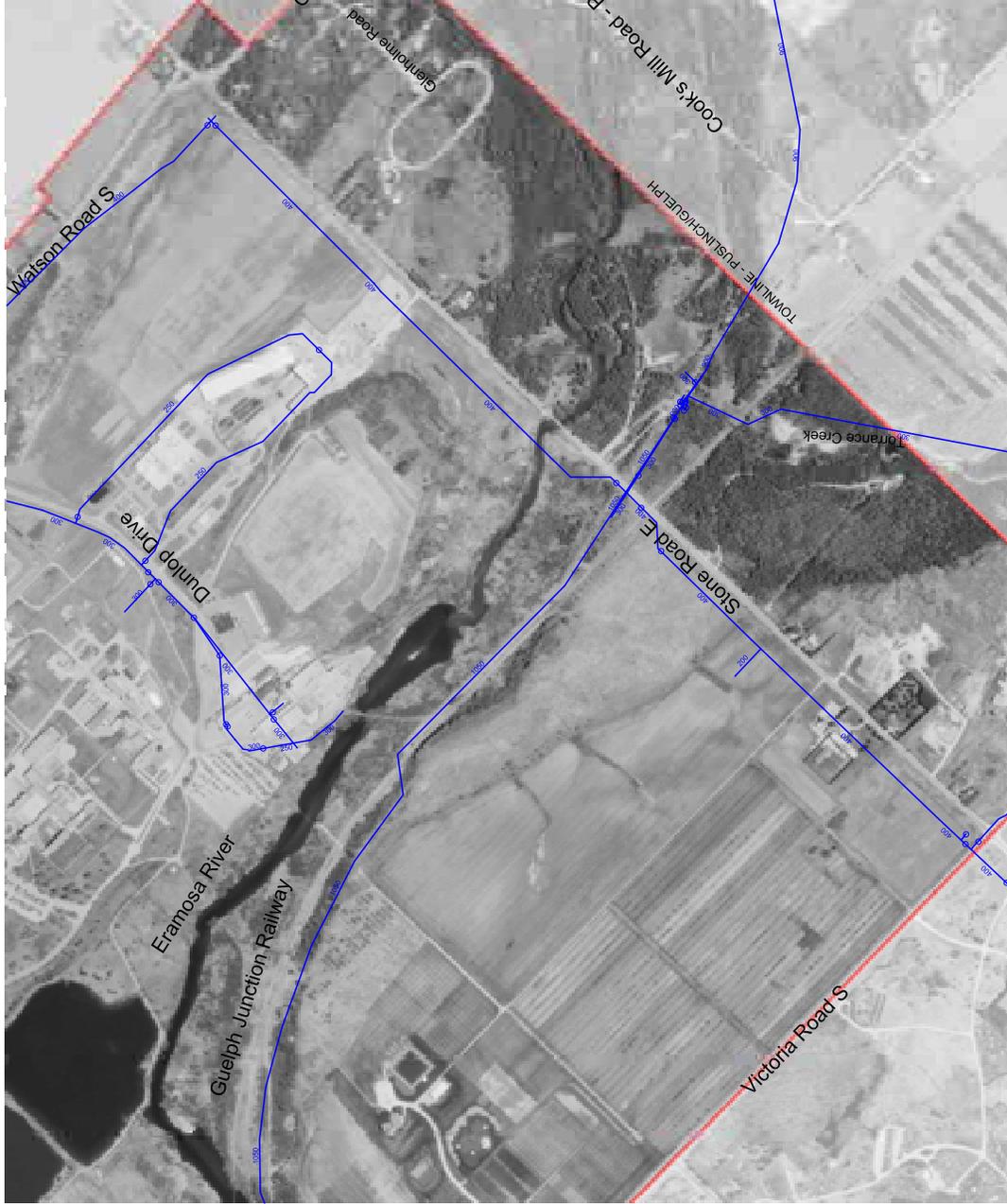
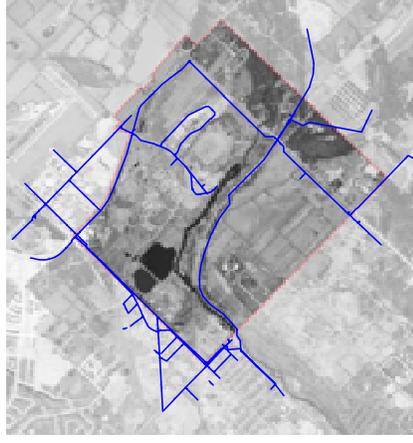


Figure 21b



York District Land Use Study
Water Distribution Detail 2

Philips Engineering
March - 2005

The study area is serviced by the 400 mm diameter watermain located on Stone Road East, Watson Road South, York Road and Victoria Road South, north of the Eramosa River. Currently there is no watermain on Victoria Road South from Stone Road East to Eramosa River. The Reformatory, Better Beef and the Waste Resource Innovation Centre use a 300 mm diameter watermain located on Dunlop Drive. The Watson Road Industrial Area is supplied by watermain ranging in size from 200 mm to 400 mm diameter. The University of Guelph Turf Grass Institute (ORC lands) is supplied its own on-site well.

The existing watermain pressures and flows within the study area are not known, however based on the existing water distribution infrastructure, it appears that it would provide adequate flows and pressures to existing land uses. The City of Guelph has commented (Pers. Comm. Don Kudo, City of Guelph, Steve Chipps, Philips Engineering Ltd.) that no water supply or pressure issues have been reported from land owners within the study area.

7.5 Further Studies

To complete the assessment of the existing servicing infrastructure, further studies, in addition to this study, will be required as per the following:

Stormwater

Further study will be required to determine the level of stormwater management being provided within the Watson Parkway South stormwater management facility and the potential to enhance the existing facility to provide quality treatment to the proposed land use. The potential of increasing the drainage area to the stormwater management facility should be investigated. Additional work will also be required to determine if the potential for retrofitting existing storm sewer outfalls to Clythe creek to provide stormwater quality treatment.

Wastewater

An infiltration/inflow (I/I) study of the York Road trunk sewer will be required to establish the source of the I/I and to develop recommendations to remove it. The potential trunk sewer reserve capacity would be established once monitoring of the completed I/I reduction recommendations has been conducted.

The reduction of I/I is key to allowing development to proceed. Development of other solutions in-lieu of, and in addition to the I/I reduction, should be conducted to prevent the existing trunk sewer's limited capacity from curtailing development within the study lands.

The City of Guelph is proposing to conduct a City wide wastewater system assessment, which would include a review of the capacity of the York Road trunk sewer.

Water Distribution

The City of Guelph has a water distribution model, which may be used to evaluate existing and future alternative land uses within the study area to establish the operating conditions and determine recommendations for improving the distribution system.

8.0 – Transportation

8.1 Transportation and Transit Overview

The Guelph *Official Plan* states that “the transportation system should be designed to serve the existing and proposed land use pattern and to facilitate convenient and energy efficient movement of goods and people throughout the City. The *Official Plan* must recognize the relationship between future *development* and all modes of transportation: pedestrian movement and bicycles, public transit, automobiles and trucks and railways (Section 8.1, pg. 148).”

The overview of transportation in regards to this Background Report is to describe the existing transportation system. A more in-depth transportation analysis will come into effect once land use scenarios are developed in the next two phases of the Study.

There are a number of different features that interact in the York District including roads, transit, a rail line, an airport, and a network of trails and walkways, which all form the transportation system.

Of importance to future land use decisions is the effect that land use has on the transportation patterns. It is according to the general tone of the *Official Plan* and Smart Guelph principles that land use developments conform to a more compact urban form. The *Official Plan* has outlined several policies that support the intensification of urban areas and increased use of alternative forms of transit to the private automobile. The general objectives of the transportation system as outlined in section 8.2 of the *Official Plan* and of direct relevance to this Study are:

- To derive a transportation system, involving all forms of transport modes, to move people and goods in an environmentally efficient and effective manner
- To implement programs to facilitate and encourage greater and safer use of the bicycle as a mode of transport
- To support measures to improve the pedestrian environment and system
- To develop an appropriate hierarchy of roads to ensure the desired movement of residential, commercial, industrial, and institutional traffic within and through the City and non-residential use
- To outline a proposed road network that will be subject to environmental review processes, either through the City’s development planning approval process and/or through the *Environmental Assessment Act*
- To work towards minimizing road/rail conflicts by relocating minor or underutilized railway lines and removal of at-grade railroad crossings where feasible.

The *Official Plan* supports the reduction of energy use in transportation by “encouraging land use patterns which reduce travel needs, and maximizing the opportunity to use more energy-efficient modes of travel such as public transit, cycling and walking (section 3.8.10).” The following policies are outlined in the Guelph *Official Plan* (section 3.8.10):

1. The City will promote land use measures to reduce the length and frequency of vehicular trips.
2. The City will maintain, and improve, where feasible, the free flow of traffic on existing and future roads.
3. The City will actively promote the use of public transit by supporting “transit friendly” land use planning measures.

4. The City will provide facilities for walking and cycling.
5. The City will encourage measures to increase automobile occupancy rates.

The *Places to Grow Draft Plan* outlines transportation policies designed to coordinate regional transport by integrating different modes of transportation for the movement of goods and people. The main idea is to connect the Greater Golden Horseshoe internally, to facilitate a smoother movement of goods and people, and externally by providing effective linkages to other regions, and international gateways.

Places to Grow includes a policy direction to implement components of the transportation policies set out in the growth plan specifically for *sub-areas* that will (2005, pg. 27):

- Identify and assess key transportation infrastructure required to link urban growth centers with and between sub-areas
- Provide refinement, phasing and coordination of transportation infrastructure objectives and investment decisions to link urban growth centers within and between sub-areas
- Identify opportunities to implement transportation demand management strategies that require coordination and implementation to link urban growth centers within and between sub areas.

As well, municipalities in the *Places to Grow Draft Growth Plan* are expected to:

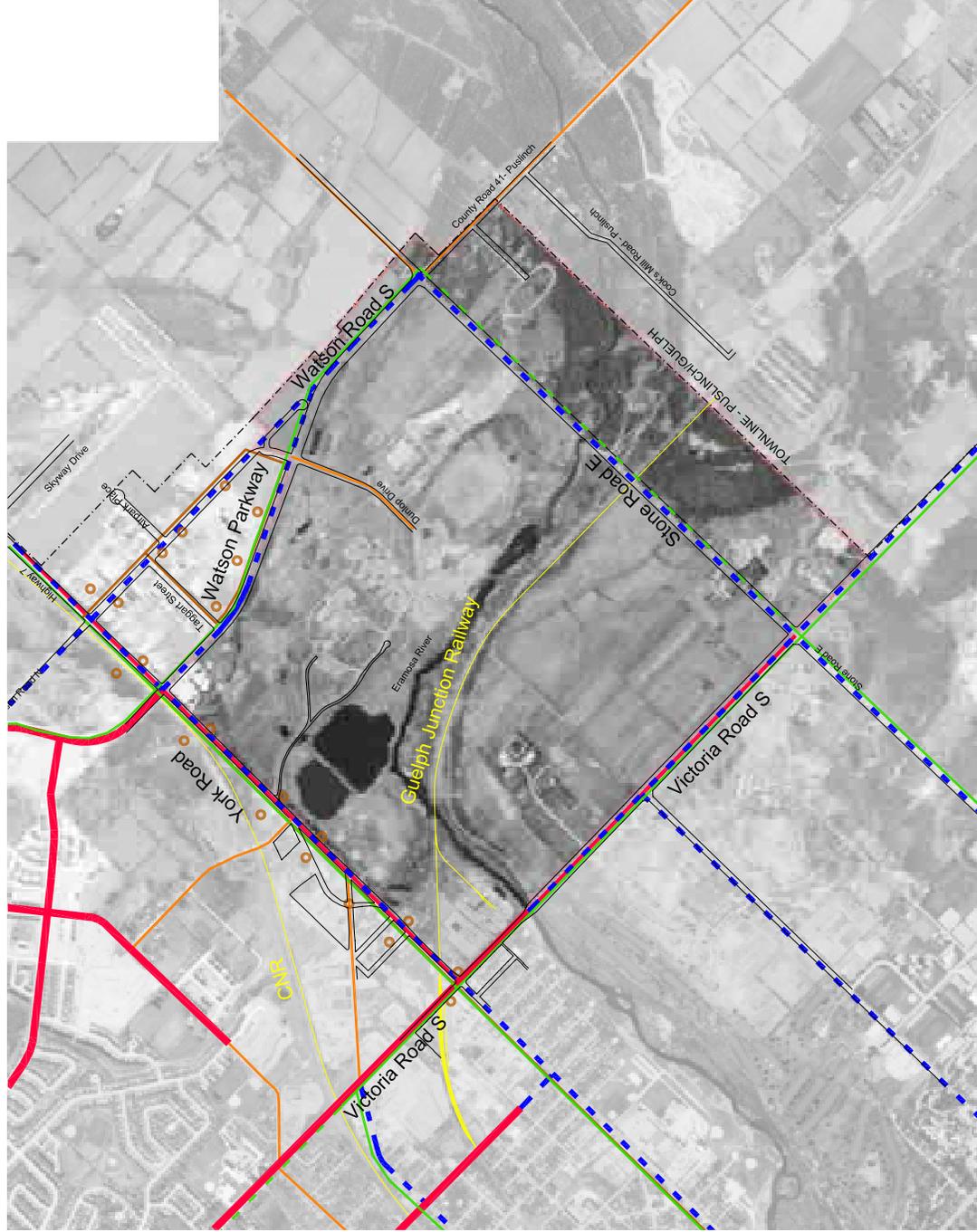
- Develop and implement transportation demand management strategies that will serve to reduce trip distance and time, reduce traffic congestion, and promote a shift from automobile use to other modes of transportation
- Include explicit targets for reducing the proportion of travel by car, and increase year-over-year the proportion of trips made on foot, bicycle and public transit.

Policies for moving goods in the *Places to Grow Draft Plan* includes (2005, pp. 29-30):

1. The first priority of highway investment is to facilitate goods movement by linking inter-modal facilities, international gateways and communities within the Greater Golden Horseshoe.
2. In planning for the development of new, or the expansion of existing economic corridors (highway, rail, air, water) for moving goods the Province will:
 - Establish linkages to planned or existing inter-modal opportunities
 - Avoid, or where unavoidable, appropriately mitigate impacts on natural systems and agricultural systems
 - Put measures in place to discourage urban sprawl.
3. Municipalities will establish policies to ensure land-use activities along or in the vicinity of inter-modal facilities, truck routes, railway corridors and yards, highways and major interchanges, and dockyards are compatible with the primary goods movement function of these facilities. Such policies shall address separation distances and mitigation measures associated with noise, traffic, dust, vibration and any other environmental concerns associated with such facilities.

Current Road Infrastructure

In the York District the following road system comprises the local grid system (see **Figure 22 – Transport and Transit**):



Legend

- 4 Lane Arterial
- Recommended 4 Lane Arterial
- 2 Lane Arterial
- 2 Lane Collector
- Railway
- Bus Service
- Bus Stop
- Truck Route
- Proposed Truck Route
- Internal Road

Figure 22



York District Land Use Study
 Transport and Transit
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Four Lane Arterials:

1. Victoria Road from the Eramosa River to York Road
2. Watson Industrial Parkway

Two Lane Arterials:

1. Victoria Road from the Eramosa River to Stone Road
2. York Road
3. Stone Road

Collector:

1. Watson Road south of Stone Road
2. Dunlop Drive

Local:

1. Glenholm Drive

All of the Arterial Roads are currently, and in the case of Stone Road will be once upgrades have been completed, part of the permissive truck route system (see **Figure 22** – Transport and Transit).

There are a number of planned road improvements for the York District, including:

1. York Road – widening to 4 lanes east of Victoria and three lanes west of Victoria, planned within the next five years. EA to begin in 2005.
2. Victoria Road – improvements over the next three years include upgrading to 4 lanes between York Road and Stone Road with intersection improvements. The Environmental Assessment for the widening was completed in February 2005.
3. Stone Road – the section between Victoria Road and Watson Parkway is currently being built as 2-lanes along a new alignment. The approved EA provides for widening this section to 4 lanes to accommodate future development in the York District study area lands. There is a bridge at the Eramosa River crossing that is currently under construction, which is planned to facilitate four lanes of traffic.
4. Watson Parkway: Recently Upgraded as a 4-lane roadway between Stone Road and York Road.

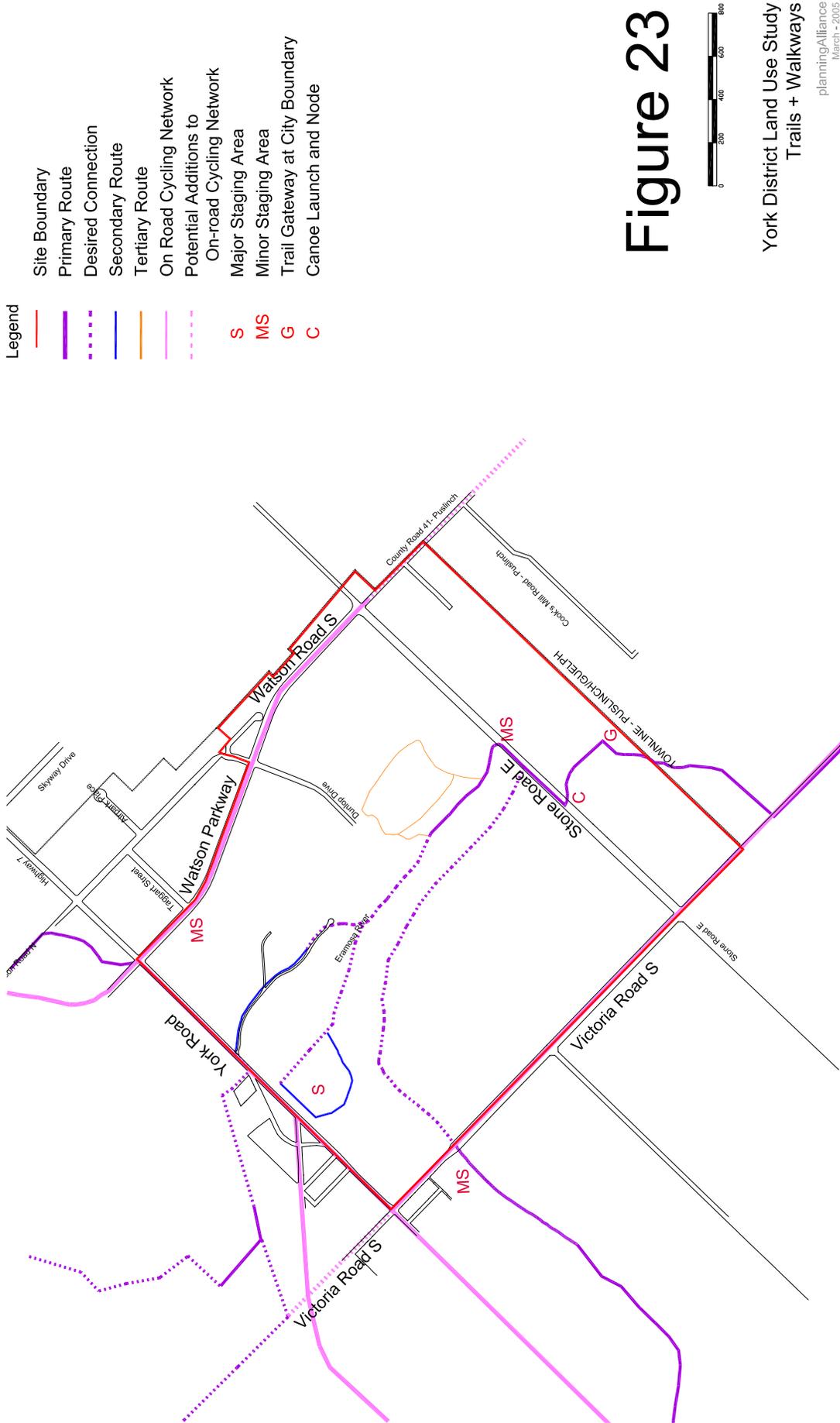
Transit

There is transit service along York Road and through the Watson Industrial Park.

Bicycle and Pedestrian Infrastructure

Currently there are no dedicated bike lanes in the York District. However, there are several informal bike paths along and beside the railway right-of-way. These potential bike paths are indicated in **Figure 23**, Trails and Walkways. The City has also indicated several potential on-road bike lanes as shown in **Figure 23**, along Victoria Road, York Road, and Watson Parkway.

Similar to the bike infrastructure, there are no existing pedestrian sidewalks. However there are a series of informal walkways in the Turf Grass Institute lands that have been acknowledged as local recreational paths. These well-used areas need to form part of the open space system in a revised land use strategy.



Legend

- Site Boundary
- Primary Route
- ... Desired Connection
- Secondary Route
- Tertiary Route
- On Road Cycling Network
- ... Potential Additions to On-road Cycling Network
- Major Staging Area
- Minor Staging Area
- Trail Gateway at City Boundary
- Canoe Launch and Node

S MS G C

Figure 23



York District Land Use Study
Trails + Walkways

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Both the proposed bicycle trails and pedestrian walkways are recognised in the proposed City Wide Trail Master Plan produced by Marshall, Macklin, and Monaghan. These are also represented in **Figure 23**.

8.2 Railways

The *Guelph Official Plan* recognizes the importance of the railway to existing and future growth in the area. This commitment is set out in section 8.2.32 of the *Guelph Official Plan*:

1. The City will facilitate the provision of freight service to industrial areas, where feasible including the continued support of the City-owned Guelph Junction Railway Company

Other considerations include minimizing land use conflicts between residential areas and major transportation corridors. The *Official Plan* refers to the guidelines set out by the Ministry of Environment for promoting compatible development between transport corridors and near-by land uses.

Development approvals for certain institutional and residential land uses in close proximity to the Guelph Junction rail line will have to demonstrate they are within satisfactory acoustic impact ranges from the rail line.

8.3 Guelph Airpark

Immediately east of the Study Area is the privately run Guelph Airpark, located within Guelph Township in the County of Wellington. The facility is owned/operated by Len Air Holdings Inc, the same operator for 52 years. The Guelph Airpark is a Non-Instrument Aerodrome, servicing light planes. The main airport functions include providing recreational, business, and charter flights. There is also a flight school run out of the airport and a restaurant.

Currently the facility does not have a certificate with Transport Canada, and as such, it is not able to expand. The runway of the airport is 2400 ft and previously was classified as a Code Two Airpark.

Land use adjacent to airports and authority over airports is under the jurisdiction of Transport Canada. There are two publications that set the standard for height restrictions:

- Land Use in the Vicinity of Airports (TP 1247E), Transport Canada; and
- Aerodrome Standards and Recommended Practices (TP 312E), Transport Canada.

Land use in the York District needs to be cognizant of the following restrictions within a four kilometre triangle extending from the east/west runway, where land use regulations apply.

1. Smoke Steam and Dust – uses that produce an excessive amount of smoke, steam or dust need a proper site assessment if they are to locate near the airpark.
2. Birds – land uses that attract large numbers of birds by producing/storing certain agricultural crops or food garbage require zoning restrictions close to airports.

3. Noise – land uses that locate near an airport need to be within acceptable noise exposure levels as determined by the noise exposure forecast (NEF) as set by Transport Canada. NEF levels within the York district are not of consequence for restricting land uses.

The Guelph Airpark has expressed its requirements for future land uses in the York District. The Airpark has also stated its interest in a potential expansion to a regional airport. The City also needs to consider regulating land uses around the Guelph Airpark in case of future use by the City as a regional airport.

Land use height restrictions are generally not seen as a problem in the York District due to the below grade location of many of the industrial areas. Other considerations involve the placement of communication towers. Another consideration is the impact of additional smokestacks in the area due to industrial uses.

The City has had ongoing discussions with the Airpark over land uses around the facility. In 1993 the ORC commissioned a feasibility study for property adjacent to the Airpark titled, *Feasibility Study For ORC Land Adjacent to the Airpark*, and undertaken by J. L. Cox Planning Consultants Inc.

9.0 – Landowner Concerns

Over the course of preparing this Background Report, the planning team interviewed a number of major landowners in the area shown in **Figure 24**, Major Owners / Occupants. **Figure 25** outlines the potential areas for use as indicated by the City of Guelph Corporate Acquisition Policy from 2002. As well, there was one public meeting held at the end of January, which was the first forum for residents and interested parties to express concerns and provide input. The submissions from this meeting as well as stakeholder submissions are provided in **Appendix A**. It needs to be stressed that the ORC plan is a submission to be taken into consideration.

9.1 City of Guelph - Economic Development

Peter Cartwright, Director, and Jim Mairs, Manager, of Economic Development for the City of Guelph were interviewed for the purposes of this Study.

Guelph and Economic Development

The City of Guelph has and continues to be the major provider of employment (industrial) lands in the community. Marketing and sales of these lands is the responsibility of the Guelph Economic Development Department. Development of employment lands by the private sector is limited but interest appears to be on the rise.

The Economic Development Department has identified several items with potential implications in terms of the York District Lands:

- Guelph's current employment land inventory is extremely low with the City-owned York-Watson Industrial Park now being sold out and the Hanlon Business Park almost sold out. The availability of both small (under 5 acres) and larger (over 20 acres) parcels of land is limited.

- Legend
- Site Boundary
 - Property Boundaries
 - - - See Figure 25 for Detail

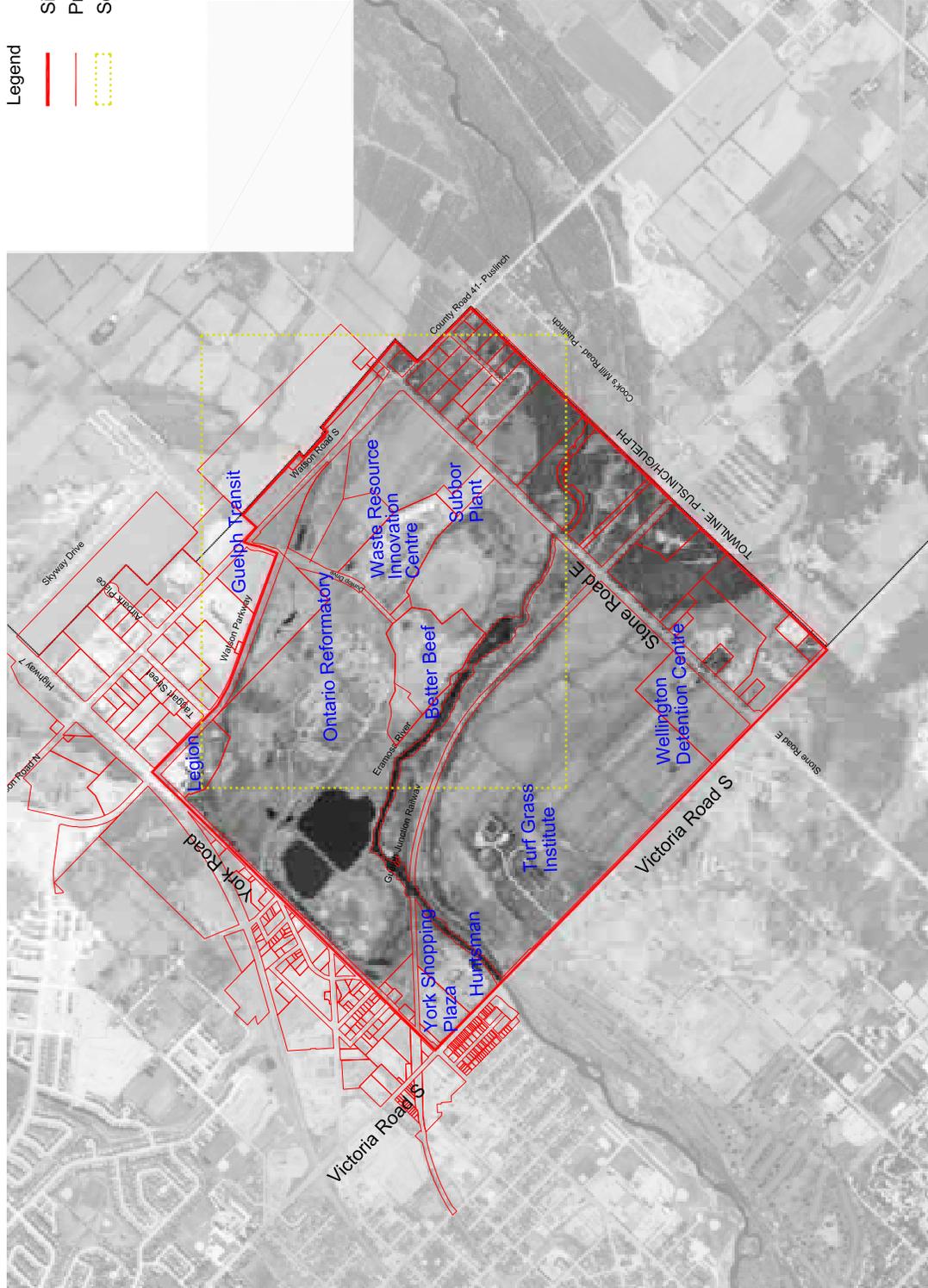


Figure 24

York District Land Use Study
Major Owners / Occupants
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Legend

- Site Boundary
- Property Boundaries

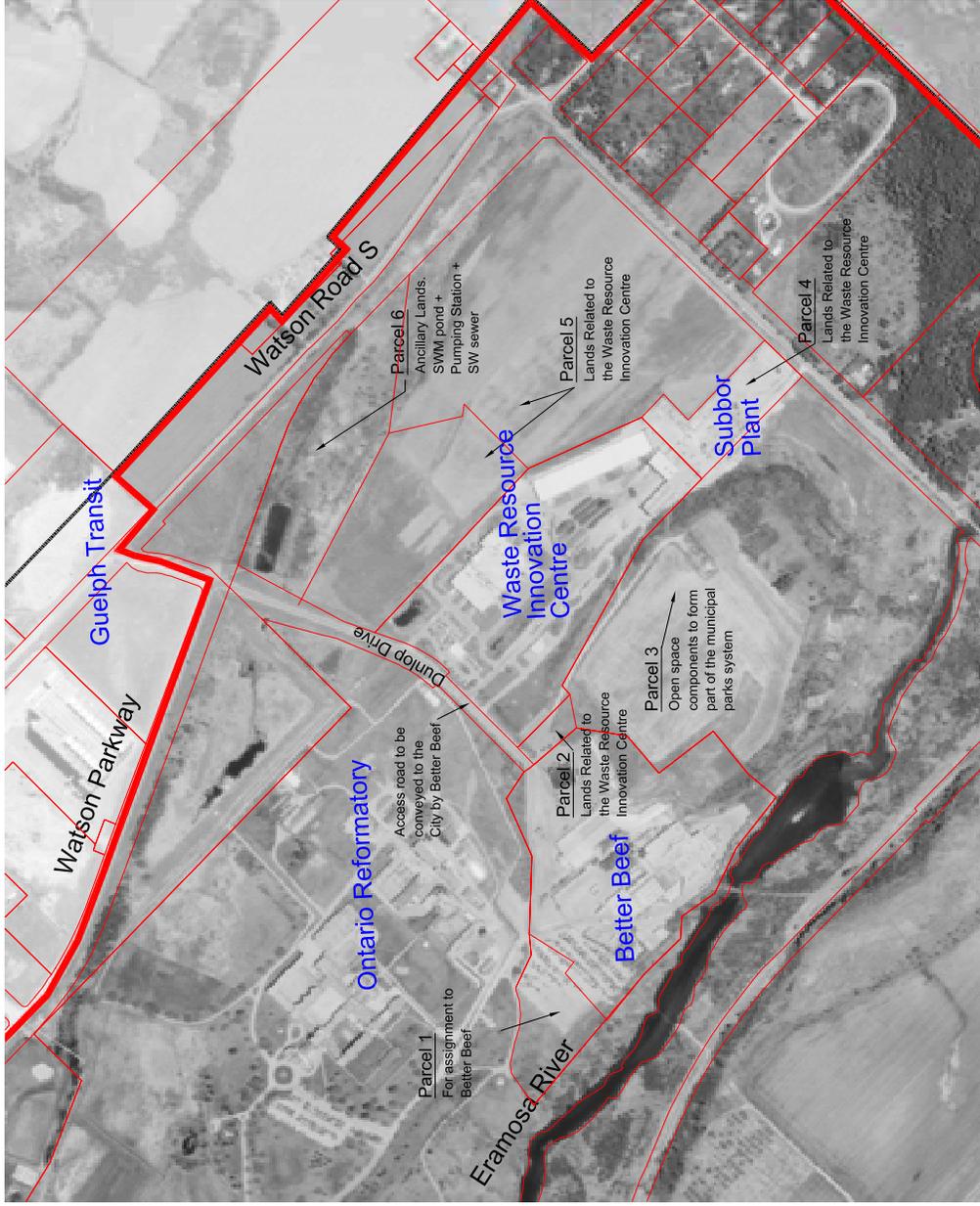


Figure 25



York District Land Use Study
Detail of Major Owners / Occupants

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- Guelph annexed approximately 4,300 acres of land into the City in 1993 based on the need for additional employment lands to the year 2020. These lands are primarily located in the City's south end.
- The City, in partnership with private landowners, is developing a proposed new business park called Hanlon Creek Business Park on a portion of the 1993 annexed lands. This mixed use Business Park will provide sites for traditional industrial uses as well as for more corporate business uses such as offices, research and development and hotel development. Net developable area is approximately 400 acres.
- Demand for employment land (industrial land in particular) remains very strong at present and is expected to remain strong as a result of development interest spreading to Guelph from the GTA area and as a result of proposed legislation surrounding the Province's "Places to Grow" and "Greenbelt" initiatives.
- The City of Guelph has acquired land from the Province through its Ontario Realty Corporation on the southeast corner of the York District Study area for potential development as a future industrial area and as an expansion of the existing York-Watson Industrial Park. Environmental, planning and servicing issues will need to be addressed as part of its review of these lands.
- The Ontario Realty Corporation has declared surplus the former Guelph Correctional Services land and buildings and the City of Guelph has formally expressed an interest in possible acquisition of this property. Economic Development is exploring the potential for these lands for future industrial purposes including environmental, planning and servicing issues and costs.
- Economic Development would like to facilitate the future long-term expansion needs of the Better Beef operation, a major existing Guelph employer in the study area.

Potential Uses

The Economic Development Department has identified several potential future uses for the lands in the York District Study area as follows:

- Employment (industrial) lands on the east side of the Eramosa River to provide for a further expansion of the existing York-Watson Industrial Park and to accommodate the long term expansion needs of Better Beef. This would also provide for a future employment node in the City other than the employment node in the City's south end centred along the Hanlon Expressway.
- Business Park on the west side of the Eramosa River to provide land to accommodate start up and new companies in the growing life sciences sector, in close proximity to the expertise available at the University of Guelph. This would provide for opportunities to develop further Guelph's growing cluster of life science businesses and organizations. Market feasibility studies would need to be completed to determine potential demand for these types of uses.
- Potential for rail serviced employment lands on the west side of the Eramosa River adjacent to the existing Guelph Junction Rail line.
- From an economic development perspective, future residential development in the York District Study area would not be an optimal land use choice. Future employment uses would provide opportunities to improve the City's residential versus non-residential assessment balance.

9.2 City of Guelph - Realty Services

Jim Stokes from the Realty Services Division at the City of Guelph was interviewed for the purposes of this Study.

Land Purchasing and Development Viability

The City of Guelph's Manager of Realty Services discussed the potential for purchasing, or otherwise, the ORC lands currently up for disposition by the Province (ie. Correctional Facility Lands at 785 York Road), and other developments in the York District vicinity.

The City is working with the Ontario Realty Corporation to review the possible acquisition of the Correctional Facility for economic development and parkland/open space purposes. Heritage, demolition cost, environmental, and appraisal studies are required in order to understand the issues and potentials of this property. The Correctional Facility lands include approximately 53 hectares of tablelands that may be suitable for development and the remainder as floodplain. The floodplain is already being used for informal trail purposes. There is an objective to connect such trails to the downtown, but the creation of a public passage through the Cutten Club Golf Course, owned by the University, is somewhat complicated.

Overall, there are a number of environmental considerations due to the proximity of the Eramosa River and the Arkell Spring Recharge Area, which provides a large portion of Guelph's potable water. The City owns approximately 200 acres at the north-east corner of Watson Road and Stone Road and much land comprising the Arkell Springs to the south-east.

The Detention Centre on Stone Road has been decommissioned and may be surplus to the Province. The lands surrounding the Detention Centre and the Turfgrass Centre are located on lands in the control of the Ministry of Agriculture and Food. It is understood that the University has leases to undertake research on some of these lands.

The City has just redeveloped Stone Road and is proposing to reconstruct Victoria Road in 2006. Some land acquisition from the Province and from private property owners will be necessary for this project. The City has already purchased 170 Victoria Road and demolished the house in anticipation of this road reconstruction project.

The City owns the parcel of land at the NE corner of Victoria and Elizabeth Streets. Construction is now underway for a new fire station to service the east end of the City.

9.3 City Of Guelph - Waste Innovation Center

The Waste Innovation Center's Manager of Solid Waste, Cathy Smith was interviewed for the purposes of this Study.

The waste innovation facility includes a wet/dry-composting component. The center takes in kitchen organics, recyclables and waste with Certificates of Approval to receive from all of Ontario.

There is some odour generation from the facility, which local residents south of Stone Road have been complaining about. Most residents lived in the area prior to facility start-up in 1995 and a few are newer residents to the area.

Local residents were actively involved in a Public Advisory Committee during the E.A. process to site the facility. The residents no longer have an official association; rather they express concerns with the centre on an individual basis.

More recently (1998) SUBBOR built an additional anaerobic composting facility onto the Guelph facility changing composting facility dynamics and this along with other facility issues has created the need for the City to design and build more aggressive odour control equipment and maintenance programs. The building has a sensitive design in which all the components need to be running smoothly to ensure minimization of off-site odour impacts.

Staff will be investigating alternative waste disposal technologies (to landfill) and this may lead to construction of a disposal facility at the Waste Resource Innovation Centre. There is community and Council support for managing waste locally. The Innovation Center charges to take in recyclables and organics from other municipalities and this process has been supported by Council, MOE and other municipalities. Due to the fact that the City owns the property and surrounding property the site could accommodate additional waste management facilities.

Although the MOE has a mandate to divert 60% of municipal waste from landfill and supports composting as part of that initiative, problems for the Centre can still occur where off site impacts may contravene MOE regulatory requirements.

The center has a capacity to process 36,000 tonnes of waste in the wet plant and 45000 tons of waste in the dry plant (in one shift). SUBBOR is currently suing the City over their failed anaerobic processing facility that captured methane (\$30 million invested).

Because of possible conflicts between residents and the Centre, it is in the Waste Innovation Center's interest that future land use should remain industrial, with some buffer provisions for the southern edge along Stone Road. Expansion in this area of the York district could be tied to environmental services.

9.4 City of Guelph - Guelph Junction Railway

The Guelph Junction Railway's General Manager, Tom Segaskie, was interviewed for this Study.

Land User and Business Operator

The Guelph Junction Railway (GJR) is a Federally Chartered Railway, which has been in constant and continual operation for 118 years. It's trackage bisects the Study Area. The City of Guelph is the sole owner of the railway, which operates as a separate business entity at arms length to the City. A number of local industries are rail dependent and their continued operation is contingent upon not only the GJR remaining in operation but remaining profitable enough to address its long term infrastructure expenditure requirements. This is necessary for the rail dependent industries to remain confident about the continuation of rail service and corresponding future existence.

Current City industrial expansion is in the Hanlon Creek Area and this location is inaccessible to the railway. The *City of Guelph Ward 1 Study* will have the effect of reducing the future potential of any new rail based opportunities in this location and the GJR remains concerned regarding the continued erosion of its potential customer base. The lands east of the Eramosa River cannot be reasonably rail serviced, however the lands to the west are rail serviceable and represent the

last rail accessible opportunity for industrial use in the City. It is the railway's understanding that these lands are held by the Province of Ontario, with the Ministry of Agriculture and Food undertaking open field research, through the University of Guelph as a sub contractor.

Although the Province can utilize these lands in any fashion it wishes, it would, given the Provincial statements on intensification, be reasonable to assume that at some point the land use will change to take advantage of the existing municipal infrastructure already in place. We further wish to point out that the Provincial document *Places to Grow* indicates a need to dedicate and preserve as employment lands, those areas adjacent to railways and major highways. In this document, the GJR's trackage is shown as a major rail link and the lands in question would be at the convergence of the future Economic / Transportation Corridor and the rail. Those familiar with the transportation of goods will quickly recognize the significance of this and the role a multi modal industrial development at this location would have on the economy and the environment.

In summary the Guelph Junction Railway wishes to state clearly that it strongly supports the designation of lands west of the Eramosa River as employment lands

9.5 Ontario Realty Corporation (ORC)

ORC staff was consulted in Dec.2004 for the purposes of this Study

Lands owned by the Province

The Province owns three contiguous properties within the York District Study Area: the Guelph Agricultural Research Station lands, the Guelph Correctional Facility lands and the Wellington Detention Center. The Wellington Detention Centre and Guelph Correctional Facility have been closed and are now considered surplus to the Governments needs. The Guelph Agricultural Research Station lands are still in use.

How Provincial surplus lands are dealt with

Once lands are declared surplus to the Province's needs, other levels of government are notified and have a first opportunity to express interest in acquiring the lands. However, ORC, as the government's real estate agent, undertakes a rationalization study to determine how the Province can optimize the value of existing surplus lands to ensure that fair market value for property is obtained upon disposition. ORC will be undertaking a rationalization study to determine highest and best land uses for the site early in 2005.

Prior to the disposition of any surplus property ORC on behalf of the Province is required to undertake all necessary due diligence (survey, appraisal, class environmental assessment, heritage, etc.) and follows all sale policies and guidelines (see ORC website). Some due diligence work for the Guelph correctional lands has been undertaken.

Interest expressed by the City of Guelph:

The City of Guelph, during the circulation process, expressed interest in purchasing the Guelph Correctional Facility lands.

City of Guelph York Study

The City of Guelph is undertaking a secondary plan study, through their consultants Planning Alliance. In doing so, the ORC will be consulting with both Planning Alliance and the City of Guelph with respect to intended future uses of the Provincially owned sites.

9.6 Better Beef

Better Beef's Chief Accounting Officer, Lorne Goldstein was consulted for this Study.

Better Beef started off managing the cattle processing operation that was operated in the reformatory. In 1973, the province sold the processing portion of the reformatory to Essex. Essex upgraded the facility and went out of business in 1975.

Better Beef bought the small operation from Essex in 1975. In 1980, Better Beef bought land from the ORC in order to expand operations. Early on, the plant was operated by a joint inmate-civilian work force. Currently, Better Beef has 1300 employees and is one of the largest beef processing plants in southern Ontario. They receive cattle within a two-hour driving radius.

Other than the City and the Province, the largest interest in the area is Better Beef. They are currently expanding their operations in the York site (they also have a processing plant in the Watson Industrial Park) by building a wastewater treatment facility and expanding their slaughterhouse. The overall goal of expansion is to further process Better Beef's existing products.

Better Beef's long-term interests are tied to acquiring the southern portion of the Reformatory lands including the facilities already in place there. There is discussion of operating a bio-diesel generating plant to run the processing operations and possible other operations in the York District.

Better Beef indicated a few concerns that the company was experiencing with regards to land use and their existing site in the York District:

1. Access
2. Water/Wastewater
3. Power Generation

Better Beef expressed interest in having land uses and servicing that would compliment the expansion of their existing facility. Expansion of the beef processing plant concerns BSE and new government regulations requiring the tracing of cuts in order to track and monitor the health integrity of the animals.

There are several considerations for the expansion:

1. Access to the plant for workers. Better Beef has asked ORC to purchase a 7-acre parcel plus a 33-acre chunk in order to meet its requirements. This is on the north end of the plant and encompasses many of the facilities from the reformatory.
2. Biodiesel plant. Better Beef indicated that there are plans to operate a bio-diesel power plant. This can be run out of the existing powerhouse on the Reformatory. Having the bio-diesel plant will meet BB other requirement since the BSE outbreak.

3. Rendering product. New requirements from Food and Agriculture require that the ganglia (brain and stem matter) from cattle are either burned or buried. Better Beef wants to take the parts and separate them into tallow and fats. The tallow can be used to power the biodiesel plant while the fats can be either incinerated or buried. There have been no complaints of smell from the facility—more from the waste innovation center.
4. Currently Better Beef is building a wastewater treatment plant on the northwest corner of their land. The treatment plant will ensure that Better Beef can meet their future wastewater capacity needs.

Better Beef has an interest in utilizing the springs located just west of Watson Road and just north of Stone Road. Although the water is not potable, Better Beef has a few uses for it. Lorne indicated that Better Beef would like to use the water as a secondary firefighting water source. The water can also be used for cleaning purposes.

Complimentary Uses

In terms of creating synergies with the Waste Innovation Center, Better Beef does create waste but it is terminal waste while the Innovation Center is a transfer station.

A big concern for Better Beef is from the Canadian Food Inspection Agency and regulations that require ganglia destruction from incineration or other means such as burial. In utilizing a bio-diesel plant there will be overall reductions in the amount of material that will have to be destroyed.

Better Beef is interested in having rail access near to their site. Better Beef would like to be able to have some light manufacturing on any future expansion areas that come from the Guelph Correctional Centre lands. Developments in these areas should have zoning that allows manufacturing in the area, that prevents residential developments, and that will also allow potential research uses on the Reformatory lands. As well, environmental services would be a good fit into the area.

9.7 University of Guelph

The Vice President of research, Alan Wildeman, was interviewed in order to get the University's position on future land uses in the York District. The University is large stakeholder in Guelph and one that is also a large adjacent landowner and operator of the research lands in the York District.

The University has use of the land through an arrangement with OMAF. OMAF manages the land as part of its agricultural research mandate and has had the land allocated to it by the ORC. The ORC spoke for OMAF during another interview conducted for this Study (see above). The University uses space in the Turf Grass Institute and the lands surrounding the Turf Grass Institute where it conducts unique studies related to climate change and turf/forestry vegetation. The location is unique in that the space is located in an urban area where the impacts of urban pollution on vegetation are concentrated and can be studied. The studies are long-term and have been on-going for over 20 years.

Associate Vice President of research, Dr. Rob McLaughlin, also provided a report on the Guelph Research Station and the on-going research that is associated with this facility, OMAF, and the University of Guelph. The Turfgrass Institute is a component of the Research Station and was

developed based on the Guelph Turfgrass Institute Agreement on October 7, 1991. The Ontario Ministry of Government Services granted permission to the Ontario Turfgrass Research Foundation to build on the site and OMAFRA and the University of Guelph agreed to provide the Foundation with office space in the facility for 25 years. Control (but not ownership) of the land was originally transferred to OMAFRA by the Ministry of Correctional Services in 1965.

There has been both government and industry investment in development and operation of the Research Station and construction of the Turfgrass Institute. Since 1992, approximately \$2.5 million has been invested into the site. The Research Station estimates that there is a return to the Province of \$36 million per year. The Research Station has indicated its desire to expand its facilities into an Urban Horticultural Research Station. The Research Station has positioned itself in the forefront of research on a variety of turf and agroforestry studies. Currently, there are 18 researchers using the site, with research varying from climate studies and pest management to entomology studies and toxicology.

There is a movement in OMAF to acquire research lands that it manages on property owned by the Management Board Secretariat. There is a proposition in front of the Premier that would see agricultural research lands under the watch of OMAF transferred to the Agricultural Research Institute of Ontario. If this were to happen then OMAF could continue its arrangement with the University or even possibly gift the land to the University.

At the current time and for the book value of the ORC land, the University is unable to purchase the land. Regarding future land uses, the University wants to develop a win-win situation and find a solution for everyone. This is in reference to rail-dependent industries that require the access provided by lands west of the Eramosa. The University has indicated its desire to help in finding other locations for rail dependent activities.

A portion of the land that is rail accessible is currently being used for comparative watershed research. The University intends to utilize the remainder of those lands for research. The University is in final discussions with the federal government (Natural Resources Canada) regarding establishing a Forest 2020 plantation at that site under the Kyoto Agreement.

9.8 Huntsman

Huntsman's Rae Walton and Jeanette Hull were interviewed for the purposes of this Study.

Huntsman's Rae Walton (Acting Site Manager) and Jeannette Hull (EH&S Coordinator) were interviewed for the purposes of this Study.

The Victoria Road site has been used since 1940 as chemical facility, initially manufacturing chemicals for the textile industry. Huntsman has operated the facility since 1994. Huntsman was privately owned company until a recent public offering.

Huntsman is currently ending its operations in Guelph, with all operations finishing in December of 2005. The facility is currently for sale. Future land uses for the site may be effected/limited by previous purchase agreements.

The Plant is located directly across the road from a residential neighbourhood. The Plant has operated smoothly with very few complaints from the public. At its peak there were approx 20 trucks per day.

If another buyer is not found for the site then Huntsman is planning to remove the buildings and equipment, grade and vegetative cover the site in cooperation with local, provincial and federal requirements.

9.9 Public Meeting

At a public meeting held on January 25, 2005 at the Col. John McCrae Branch of the Legion, a number of people expressed concerns and provided input about future land use in the York District. During the meeting initial conceptual drawings of potential land uses were provided and are included in **Appendix B**. The following is a summation of the public input:

- It was stressed that the Turf Grass Institute and Research Lands provide a forum for unique studies on the processes of climate change and urban pollution and the effects on vegetation. The ongoing studies are long-term and the location is optimal for the type of research conducted. Researchers who worked on these projects in the research lands provided the comments
- It was pointed out that Better Beef had difficulty expanding its operation and that as a large employer in the area their concerns need to be addressed
- It was also pointed out that the GJR 'project' needs to be seriously looked at and contemplated as a future land use in the area
- Concerns over rezoning existing residential areas were expressed
- It was mentioned that the intersection of Stone Road and Victoria Road was under-utilized as was the frontage along the north side of Stone Road. One resident in the area thought it a good idea to have office development along the north side of Stone Road
- It was also pointed out that there are recreational trail along the railway and along the top of cliff band on the southwest side of the rail line
- It was pointed out that the ANSI followed the lines of an old quarry, and that protecting the natural formation east of the ANSI would be a better natural heritage strategy
- Clythe Creek was thought to have been affected by the upstream developments in Eastview; one audience member noticed that the lower portion of Clythe had high levels of siltation as compared to previous years
- There was concern over the smell of the Waste Innovation Center
- It was expressed that no more residential lands should be allowed near the waste innovation center.

10.0 – Planning Directions

10.1 Concurrent Studies

The City of Guelph is currently pursuing a number of different studies that may provide useful commentary and additional details on Land Use and Servicing in the York District. These studies include:

- 1) NHS Study
- 2) Employment Land Inventory
- 3) Victoria Road Environmental Assessment
- 4) Guelph-Puslinch Ground Water Study

- 5) Growth Strategy
- 6) Commercial Policy Review
- 7) City-Wide Trail Master Plan
- 8) Potential Purchase of Surplus Provincial Lands
- 9) Victoria Road EA
- 10) Water Supply Master Plan
- 11) Transportation Master Plan

10.2 Additional Studies

In order to have a complete understanding of the Land Use and Servicing conditions in the York District there are several additional studies that would be useful in determining a final land use option or in order to clarify land use decisions. These studies include:

The City of Guelph requires information on its 15+ year planning horizon. Additional studies include:

- 1) Impact studies of additional industrial, residential and commercial lands
- 2) Guelph Land Supply Analysis
- 3) Financial Impacts of Alternative Land Supply Options
- 4) Traffic and Transportation Analysis of Proposed Land Uses
- 5) Cultural Heritage Studies Identified in Section 5.3
- 6) NHS Studies Identified in Section 6.6
- 7) On-stream Pond Analysis
- 8) Servicing Studies Identified in Section 7.5

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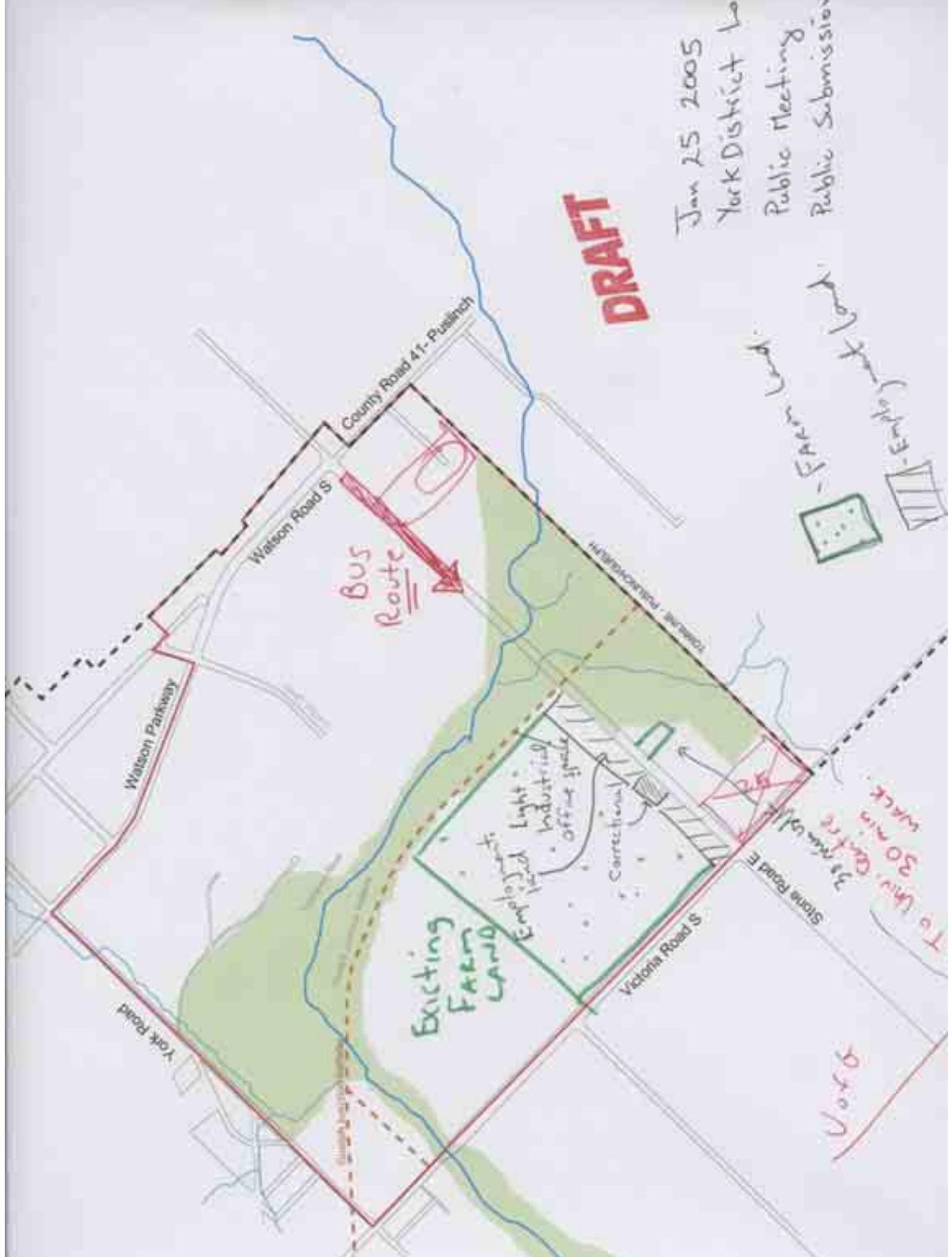
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APPENDIX A

DRAFT

Jan 25 2005
York District Land
Public Meeting
Public Submission



BUS
Route

Existing
Farm
Land

Employment
Light
Industrial
office space

Correctional

Work

To this Centre
30 min walk

Farm Land
Employment Land

York Road

Watson Parkway

Watson Road S

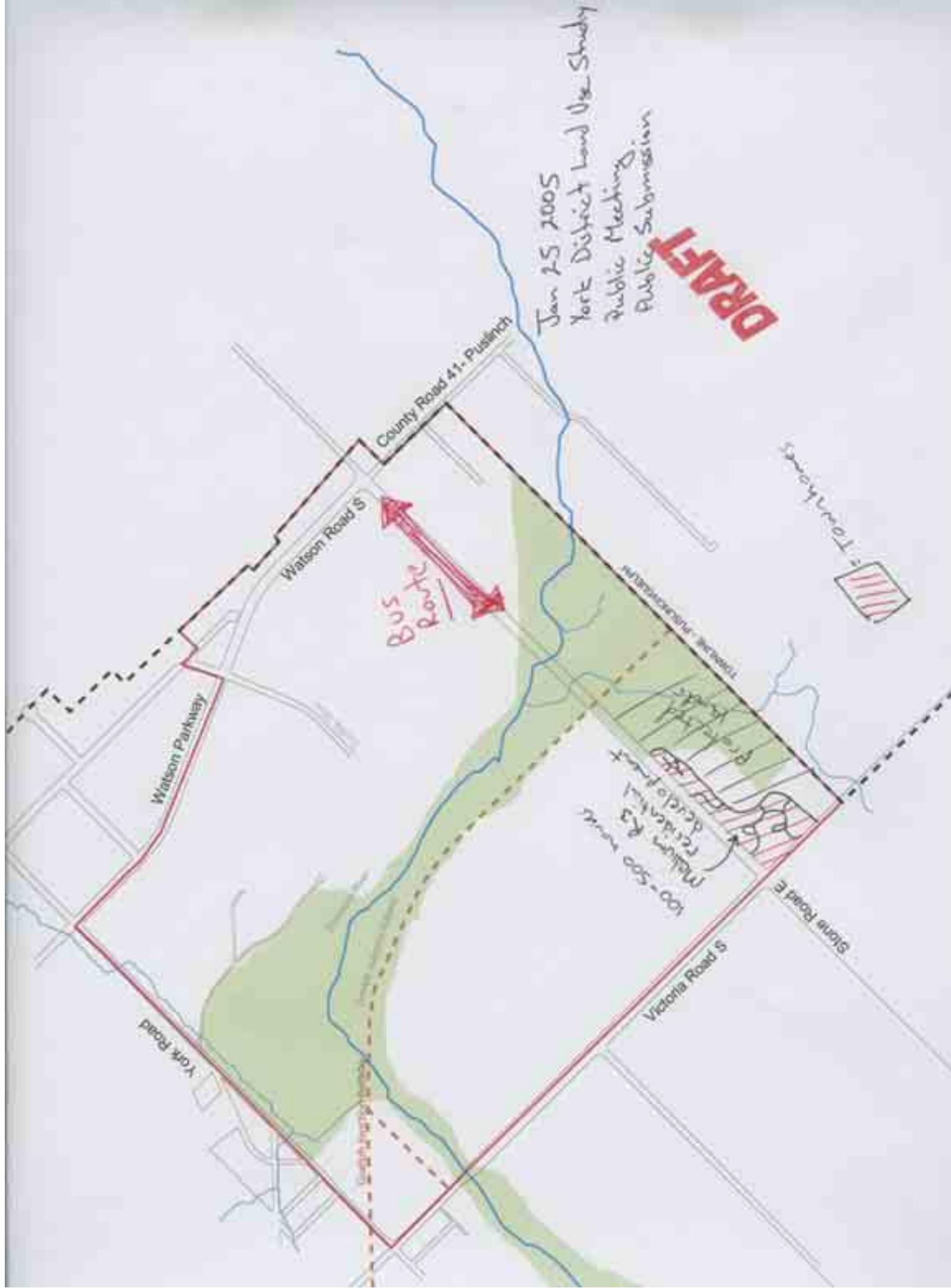
County Road 41-Pullinch

Victoria Road S

Stone Road E

Jan 25 2005
York District Land Use Study
Public Meeting
Public Submission

DRAFT



DRAFT

Jan 25 2005
York District Land Use
Public Meeting
Public Submission



Protected land

med. residential / Light Industrial

Research land
Turf grass



ORC PUBLIC SUBMISSION

LAND USE CONCEPT

Comment Sheet
York District Study
January 25th, 2005

**PLANNING AND
BUILDING SERVICES**
JAN 27 2005



I think that the residential section in the south-east section of the study area should be allowed to be developed off of well and septic systems consistent with the properties on Glenholm Drive. Glenholm Drive should be extended to allow 4 additional 2 acre lots and this would conclude the residential portion as it would apply to the land east of the river. It could also be possible to extend Glenholm Drive to the west past the residential land designation and then tie it into the old Stone Road at the single lane bridge were it could then connect to the new Stone Road location.

I would want to see an air quality study incorporated into the decision making process. This should be done to see that current problems get resolved as well as ensure that the air quality does not get any worse for the increased population that is proposed in the study area.

The trail system should be extended below the new stone road bridge over the old single lane bridge and then follow the river on the old rail line to the east of the river until it exits onto Cooks Mill Road were it would join up with the Guelph trail that heads east towards Eden Mills.

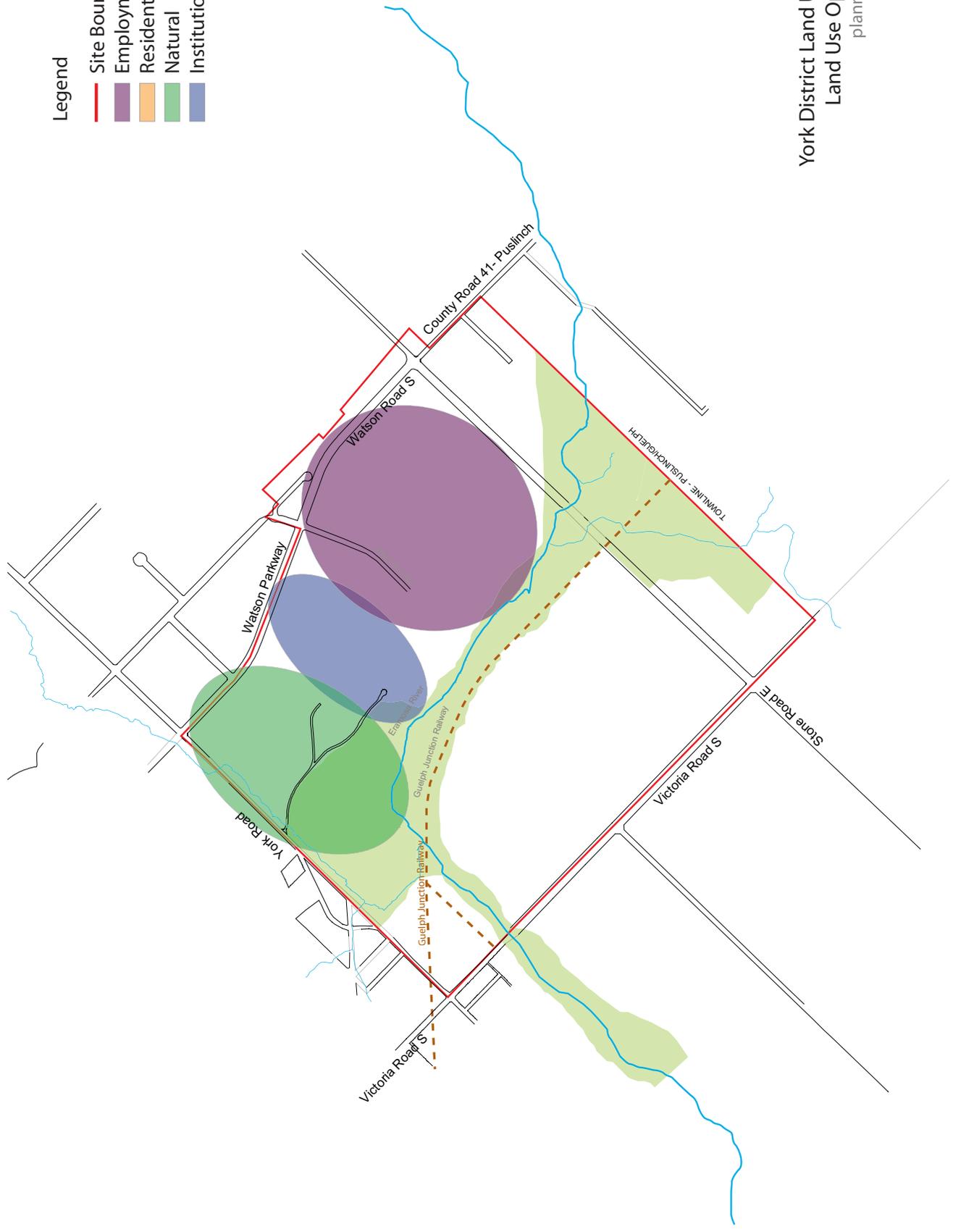
Ken Spira

Thank-you for your time!
Please drop off forms at registration desk as you leave tonight, or forward via fax (837-5640)
or mail to City of Guelph Planning Division, 59 Carden Street, Guelph, ON N1H 3A1

APPENDIX B

Legend

- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



Legend

- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



Legend

- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



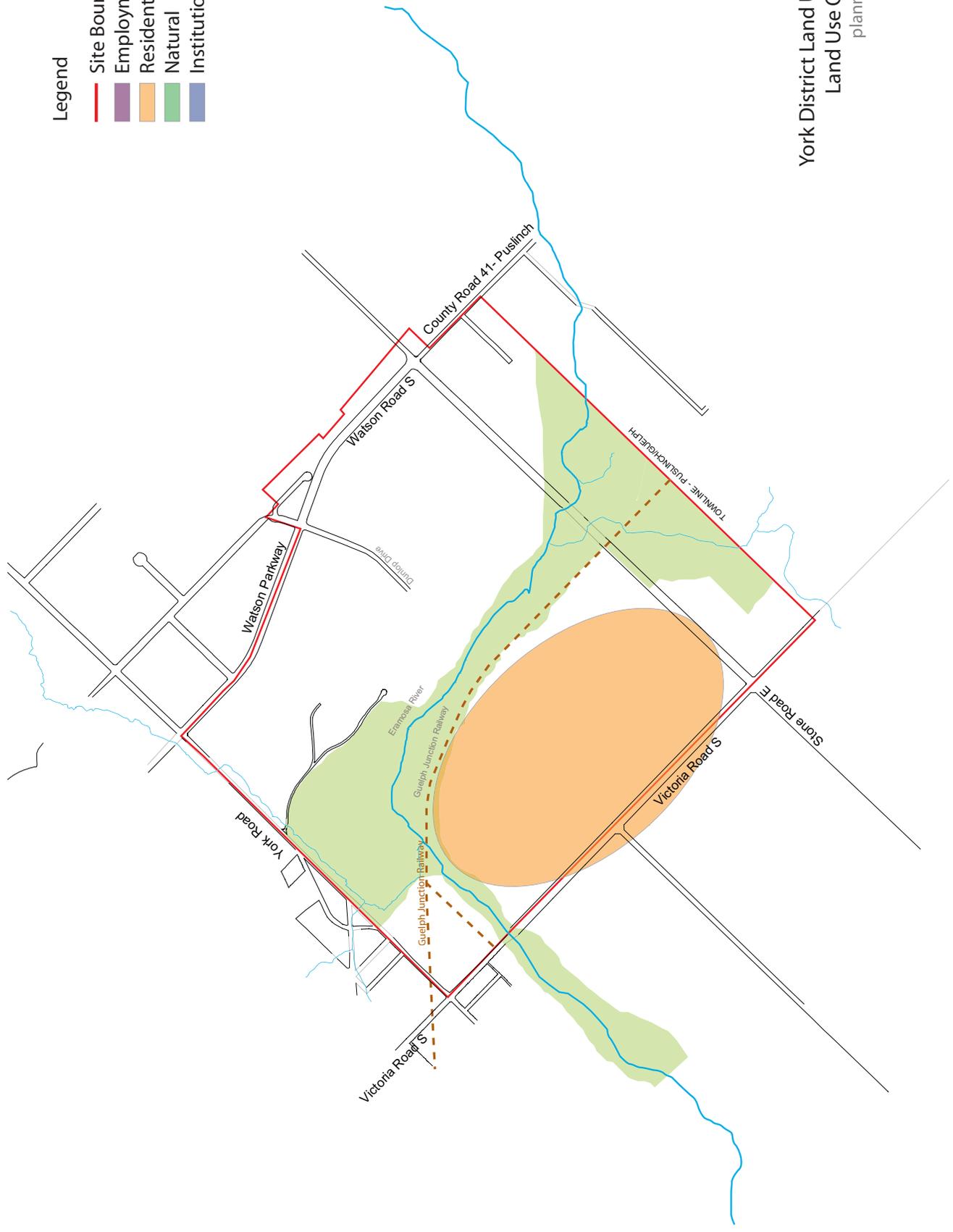
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- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



Legend

- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



Legend

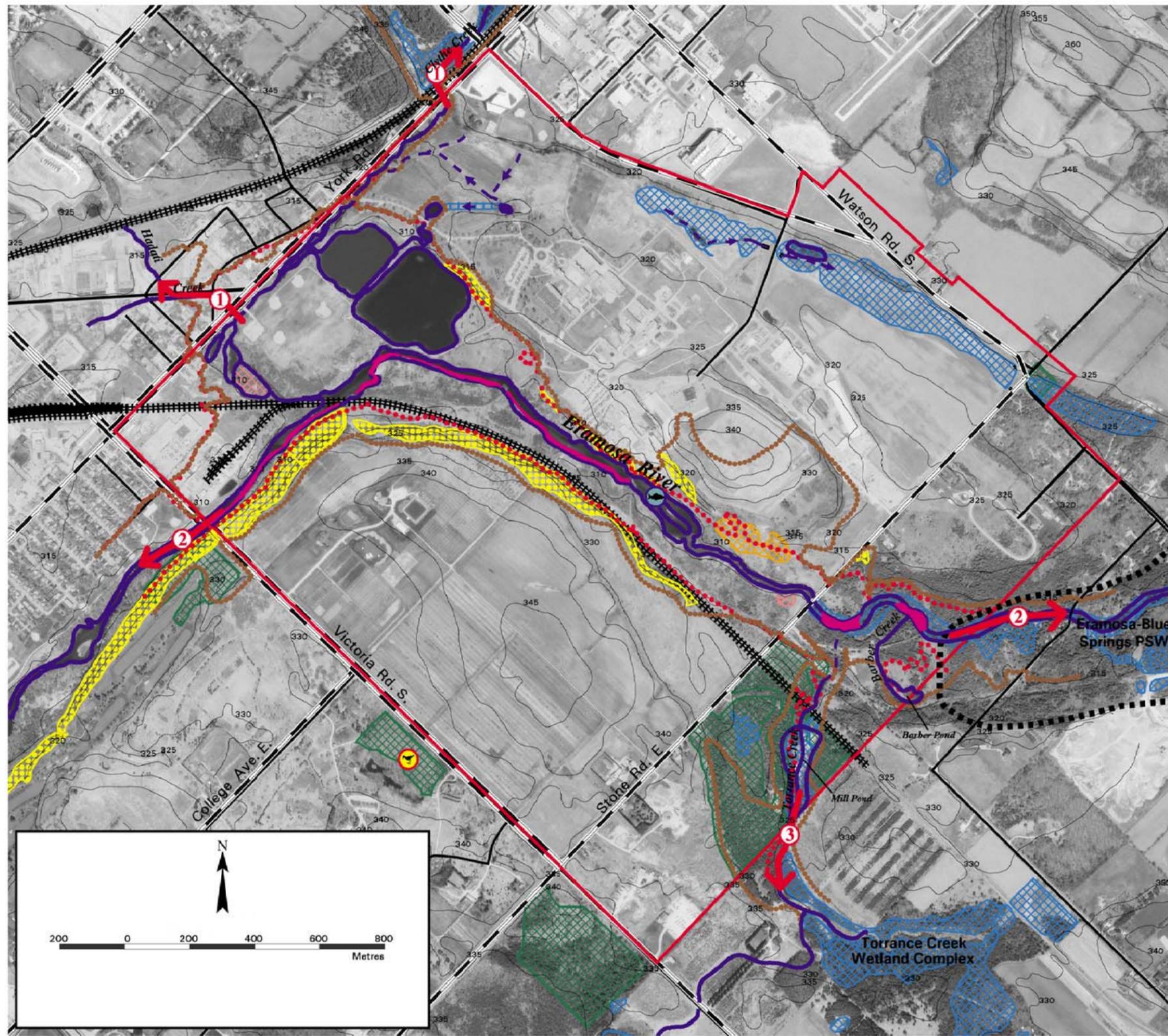
- Site Boundary
- Employment Lands
- Residential Lands
- Natural
- Institutional



**York District Land Use & Servicing Study
Background Report
Addendum, November 18, 2005**

The following changes are made to the March 17, 2005 Background Report:

1. Page 39, Figure 13: York District Land Use Study, Natural Heritage Features, September 2005
2. Page 41, Figure 14: York District Land Use Study, Natural Heritage Features, Ecological Land Classification, September 2005
3. Page 42, Figure 15: York District Land Use Study, Natural Heritage Features, Designated Greenlands System, September 2005
4. Page 76, remove “Local residents were actively involved in a Public Advisory Committee during the E.A. process to site the facility.” Replace with “Local residents were actively involved in a Public Advisory Committee. The Ministry of Environment determined that an Environmental Assessment (EA) was not required for the Wet/Dry facility and that a Certificate of Approval under the Environmental Protection Act would be sufficient. In addition, further information collected on the site led to the reclassification of an Environmental Sensitive Area (ESA) recognized in the City’s Official Plan at the time, to a much smaller Area of Natural and Scientific Interest (ANSI).”



Legend

City of Guelph

- Significant Woodlands
- Significant Environmental Corridors**
 - Hadati Creek/Watson-Clythe Creek Corridor
 - Eramosa River Valley Corridor
 - Torrance Creek Corridor

Grand River Conservation Authority

- Slopes
- Regulatory Floodline (Floodways)
- Hazard Lands
- Additional Wetland Vegetation

Ministry of Natural Resources

- Areas of Natural and Scientific Interest (ANSI) - Guelph Correctional Centre Quarry - Provincially Significant Earth Science ANSI
- Provincially Significant Wetlands
- Fish Spawning Areas

Potentially Significant Wildlife Habitat

- Yellow-breasted Chat
- Greenside Darter

County of Wellington

- Environmentally Sensitive Areas (ESA) - Eramosa River Valley ESA

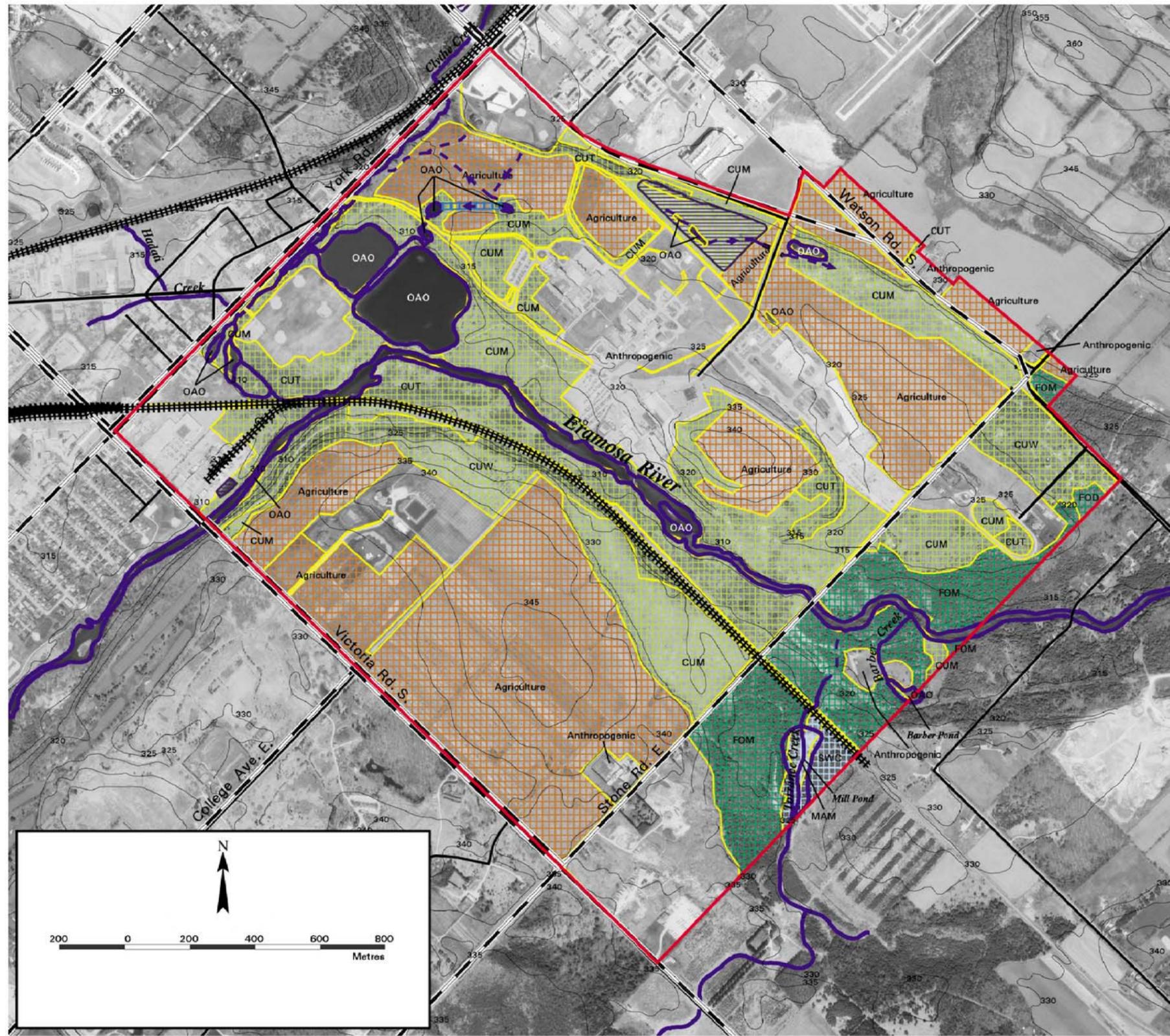
- Site Boundary
- Contours (5m. interval)
- Streams
- Intermittent Streams
- Underground Pipeline
- Arterial 2 Lane Roads
- Arterial 4 Lane Roads
- Roads
- Railway
- Culvert

Figure 13

York District Land Use Study
Natural Heritage Features

planningAlliance
north south environmental

September - 2005



Legend

ELC - Ecological Land Classification

Early Successional Vegetation

- Cultural Meadow
- Cultural Thicket
- Cultural Savanna
- Cultural Woodland

Forest Vegetation

- Deciduous Forest
- Mixed Forest
- Plantation

Wetlands

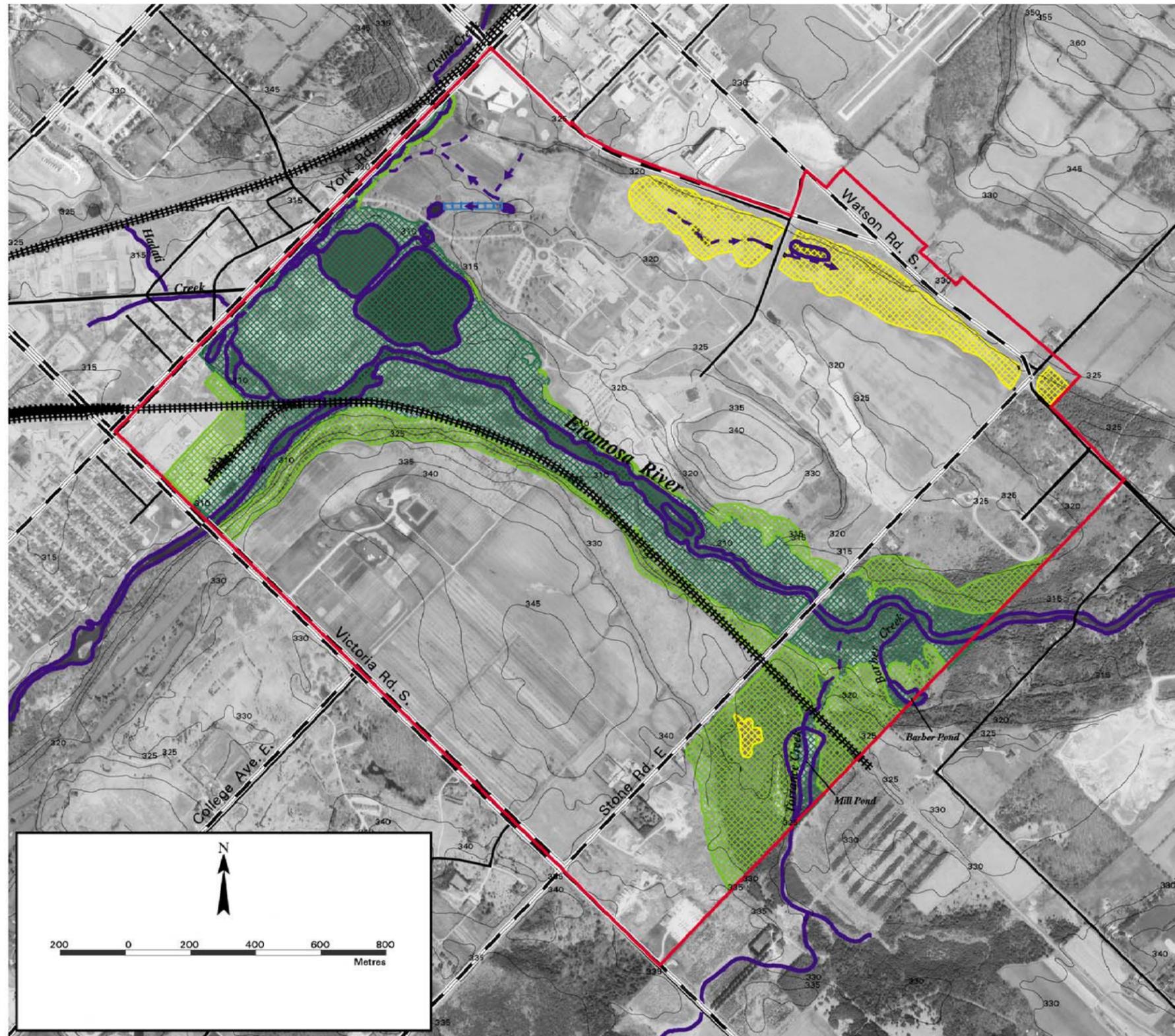
- Open Water
- Meadow Marsh
- Thicket Swamp
- Coniferous Swamp

- Agriculture
- Anthropogenic
- Site Boundary
- Storm Water Management Pond
- Contours (5m. interval)
- Streams
- Intermittent Streams
- Underground Pipeline
- Arterial 2 Lane Roads
- Arterial 4 Lane Roads
- Roads
- Railway
- Culvert

Figure 14

York District Land Use Study
 Natural Heritage Features
 Ecological Land Classification

planningAlliance
 north south environmental
 September - 2005



Legend

- Core Greenlands
 - Areas of Natural and Scientific Interest (ANSI)
 - Provincially Significant Wetlands
 - Regulatory Floodline (Floodways)
- Non-core Greenlands
 - Significant Environmental Corridors
 - Significant Woodlands
 - Locally Significant Wetlands
 - Unevaluated Wetlands
 - Potentially Significant Wildlife Habitat
- Candidate Core Greenlands
 - Provincially Significant Wetlands
- Site Boundary
- Contours (5m. interval)
- Streams
- Intermittent Streams
- Underground Pipeline
- Arterial 2 Lane Roads
- Arterial 4 Lane Roads
- Roads
- Railway
- Culvert

Figure 15

York District Land Use Study
 Natural Heritage Features
 Designated Greenlands System

planningAlliance
 north south environmental

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