

# York Road/Elizabeth Street Land Use Study



**DRAFT for  
Community  
Engagement**

February 8, 2021

DRAFT

# York Road/Elizabeth Street Land Use Study

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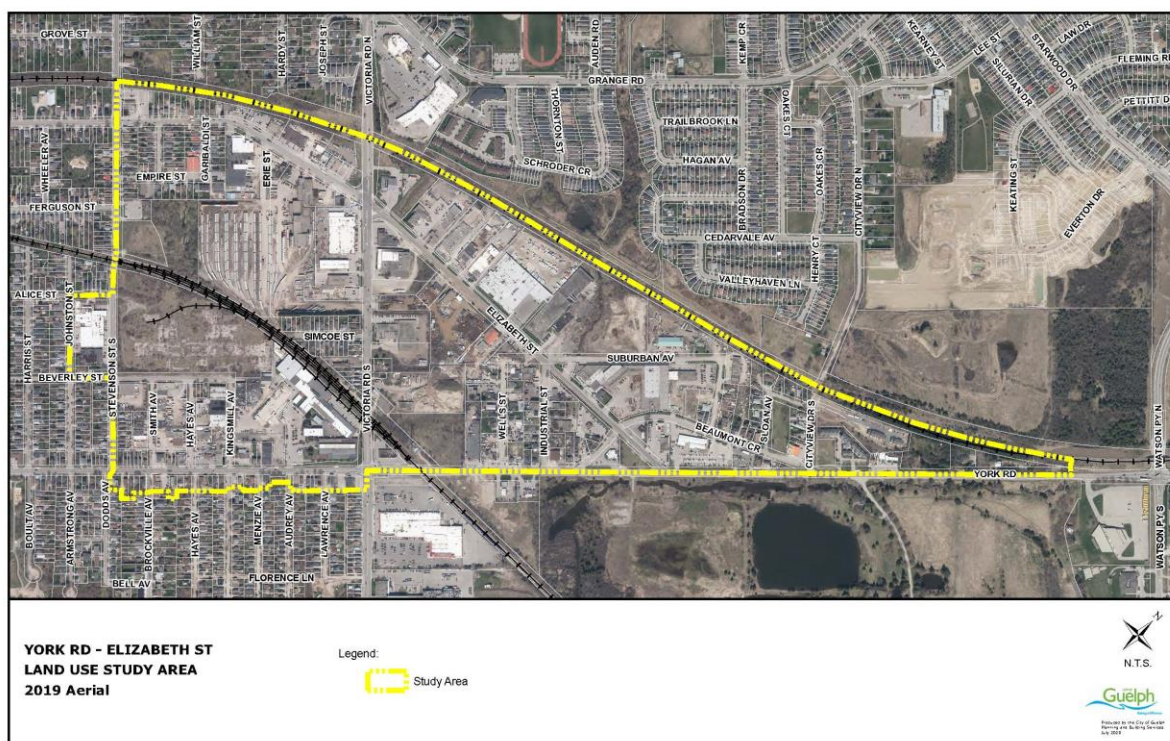
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## Introduction

The York Road/Elizabeth Street land use study area runs along York Road from Stevenson Street South (and captures part of Johnston Street), to Watson Parkway south, all bounded by the Metrolinx rail line (formerly CN rail line) to the north. The plan area also includes the south side of York Road between Stevenson Street and Victoria Road. While the IMICO lands (200 Beverley Street) are within the study area boundary, the [Council approved vision for the IMICO lands](#) will not be re-examined. Rather the ongoing [Memorandum of Understanding](#) process will continue to provide direction for that site and this study will have regard for the vision and that process.

Figure 1: Aerial Photo of York/Elizabeth study area



The area has roots in textiles and manufacturing and has drawn a variety of different uses over the years that include manufacturing, commercial and residential. This diverse mix has developed over the years as the City of Guelph has continued to grow and has served a unique employment role in the east end of the City.

The York/Elizabeth project has three main tasks: the background report, the land use study and the urban design concept. The [Background Report](#) is now complete and was provided to Council via an [Information Report on September 11, 2020](#).

This land use study has been developed after engaging with the community through an online survey, as well as engaging with internal departments and service areas

and the Ward 1 Councillors. A summary of what we heard from the community is included in this report. The land use strategy is also informed by the September 2020 background report.

This land use study is intended to:

- identify areas to be studied as part of the Urban Design Concept portion of this project;
- provide land use direction for both the Municipal Comprehensive Review (MCR) and Official Plan (OP) Review; and,
- provide direction for other ongoing and future city projects.

## **Background Context**

The total population for the study area is 550 people with half of the housing provided in single detached dwellings. The detached and semi-detached dwellings in the study area are typically less expensive than other areas in the city, which provides in-demand housing options at more affordable prices.

There are approximately 153 businesses located within the study area, providing approximately 1,150 jobs (based on 2016 census data). Manufacturing provides a large number of jobs, however there are a variety of other small and diverse jobs dispersed throughout the area. This area appears to be operating as a type of incubator space for smaller businesses, as many small businesses with few employees were identified through the employment survey that staff undertook in early 2020.

The density of people and jobs for the study area is approximately 20 people and jobs per hectare, which demonstrates the potential for additional development, including the intensification of some employment lands. However, when exploring future development and redevelopment, understanding the area's unique history, diverse natural environment, its residents and its built form is essential. These factors will inform the development of a strategy that leverages the collective strengths of the area to improve its distinct economic functions and livability for its residents.

## **Cultural Heritage**

Some of the buildings in the area have cultural and heritage significance to the City, which should be considered with any future development. The City's draft Cultural Heritage Action Plan has identified portions of the residential neighbourhood "The Ward" (St. Patrick's Ward), west of Victoria Road, as candidate cultural heritage landscapes. Two of the candidate cultural heritage landscapes, the Ward - North and the Ward - East are partially within the study area. The study area also contains properties documented within the City's Couling Inventory and a few buildings on the Municipal Register of Cultural Heritage Properties. These properties are identified as being of historical interest for the City but are not currently designated under the Ontario Heritage Act.

## **Mobility**

Given the area's industrial legacy, key transportation routes remain prevalent in the area. There are several arterial roads in the area including York Road, Victoria Road, Stevenson Street and portions of Elizabeth Street.

Goods movement opportunities are provided in the area with the existing rail corridors (Metrolinx rail line and Guelph Junction Railway) as well as York Road, Victoria Road and the arterial portion of Elizabeth Street making up part of the City's permissive trucking routes. York Road is also part of the Provincial Highway 7 Connecting Link for interregional passenger and goods movements. In addition, the Metrolinx and Guelph Junction Railway have shaped the historic development of the area.

These transportation corridors combined with industrial uses also pose constraints in terms of the noise and air quality in the area. These uses impact where sensitive land uses (such as residential) may be developed and redeveloped. In some instances, such uses may not be appropriate, or careful consideration to the best mitigation techniques must be adhered to in order to provide good land use compatibility.

In addition to roads and rail, the area has an incomplete network of sidewalks which are mainly limited to the residential areas. The bike facilities in the area are currently limited, with a bike lane on Stevenson Street extending north from York Road, and a bike lane on Elizabeth between Stevenson Street and York Road.

Stevenson Street, Elizabeth Street, York Road and Victoria Road are part of the Cycling Master Plan and are at various stages of implementation. In addition, the Eramosa River Trail is within 500 metres of the study area and forms part of the Active Transportation Network. It is intended that York Road will be reconstructed by 2025 to include multi-use paths on both sides of the road east of Victoria Road to the city limits and bike lanes from Stevenson Street to Victoria Road.

There are also three bus routes that run through the area. The need to balance a diverse modal split that includes more frequent transit and active transportation options with goods movement is currently a challenge in this area.

## **Natural Heritage and Floodplains**

The natural features in the York Road/Elizabeth Street area will need to continue to be protected. The area contains a potential cultural woodland (which is being assessed as part of this land use study), significant valley lands, fish habitat, and a Regionally Significant Earth Science Area of Natural and Scientific Interest (ANSI). Hadati Creek flows through the center of the study area and a portion of Clythe Creek is present at the eastern limit of the study area. The regulatory floodplain associated with these creeks is a development constraint that may prohibit development in some instances (see Figure 19).

## **Surrounding Areas**

The boundary of the study area runs along the Metrolinx rail line, which provides a natural border to the north, accounts for grade differences and provides a transition to uses south of the rail corridor. North of the boundary is primarily low-density residential with pockets of high density residential, neighbourhood commercial and significant natural areas.

West of the study area is a low-density residential area known as St. Patrick's Ward. East of the study area are lands designated for industrial and significant natural area land uses.

South of the boundary (east of Victoria Road South) is the Guelph Innovation District which is subject to secondary plan policies. More specifically, the Ontario Reformatory is immediately south of the subject area.

## **Planning Context**

The following documents were reviewed to provide planning context to the Land Use Study:

- Provincial Policy Statement 2020;
- A Place To Grow: Growth Plan for the Greater Golden Horseshoe (2020, Office Consolidation);
- The City of Guelph Official Plan, 2018 ;
- The City of Guelph Zoning By-law 14864, 1995;
- Commercial Policy Review, 2019/2020; and,
- York Road Environmental Design Study.

### **Provincial Policy Statement (2020)**

The Planning Act requires that all planning decisions be consistent with the Provincial Policy Statement (PPS). The PPS sets the policy foundation for regulating the development and use of land. It provides for appropriate development while protecting matters of provincial interest including employment, housing, transportation and resource protection.

Employment areas are defined in the PPS as "those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities." They are intended to prohibit or limit residential and other sensitive land uses to maintain the long-term operational and economic viability of the planned uses and function of these areas. Employment areas planned for industrial or manufacturing uses should include an appropriate transition to adjacent non-employment areas.

The study area does not currently have any designated employment areas, but does contain a variety of land uses that provide employment opportunities in the area. The nature of these uses have an impact on the development of the area and require an understanding of appropriate transitions to surrounding sensitive uses, such as the low-density residential.

## **A Place To Grow: Growth Plan for the Greater Golden Horseshoe (2020, Office Consolidation)**

Under the Planning Act all planning decisions shall conform with provincial plans that are in effect at the time or shall not conflict with them, as the case may be. A Place to Grow: Growth Plan for the Greater Golden Horseshoe (APTG) is the province's plan for growth management and environmental protection within the Greater Golden Horseshoe area. APTG supports economic prosperity, protects the environment and supports a high quality of life. APTG includes population and employment forecasts and shifts development to more compact mixed-use development that provides a greater variety of housing options and greater integration between land use planning and transit.

APTG promotes:

- the efficient use of existing employment lands;
- a sufficient supply of land in appropriate locations for a variety of employment uses;
- connecting high employment densities to transit; and,
- integrating land use planning with economic development goals and strategies.

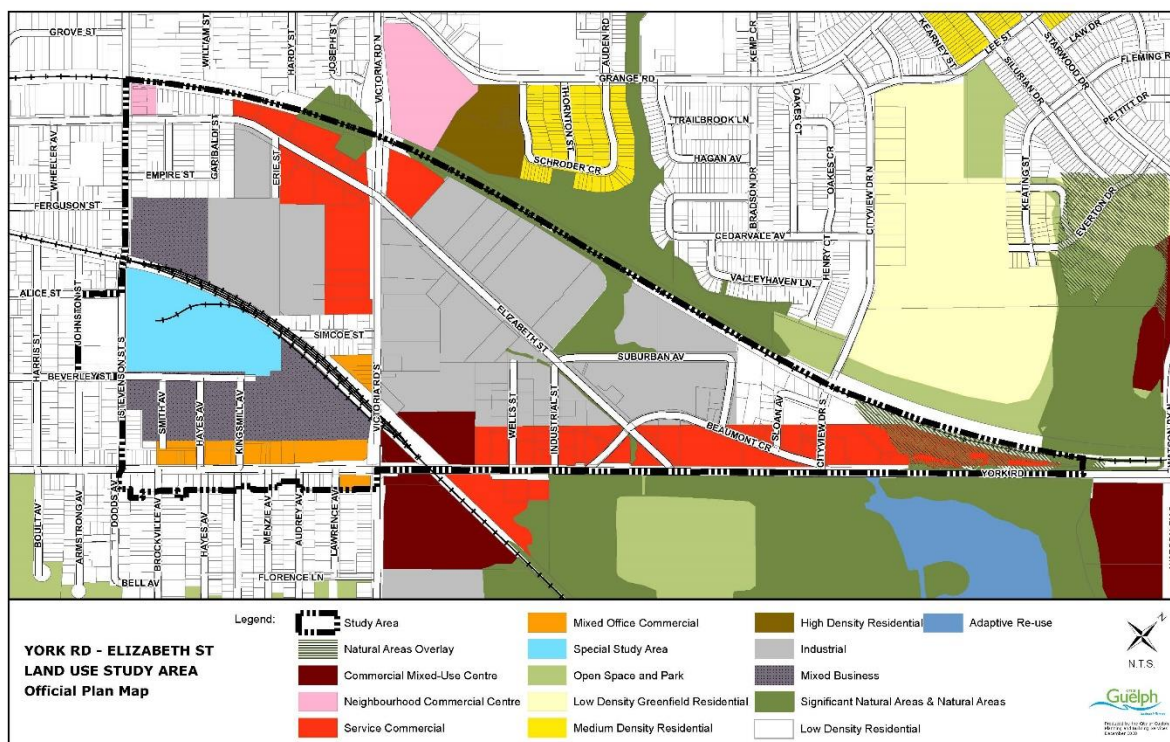
APTG outlines how employment areas are to be supported and protected to meet employment targets. The development of sensitive land uses, major retail uses or major office uses will avoid, or minimize and mitigate adverse impacts on industrial, manufacturing or other uses vulnerable to encroachment. Minimum employment density targets are to be set by municipalities for all employment areas within settlement areas. Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands retain space for a similar number of jobs on site. The summed densities of all of the City's individual employment areas is to equal or exceed APTG employment targets set for the City.

### **City of Guelph Official Plan**

The Official Plan (OP) provides a policy framework to implement Provincial policy and chart a course for development in the city. The City is currently undertaking a Municipal Comprehensive Review process and Official Plan Review that is anticipated to be complete in 2022.

The growth management policies of the OP recognize the study area as part of the City's built-up area. Further, the land along York Road, east of Victoria Road South are currently identified as an Intensification Corridor per Schedule 1.

Figure 2 Existing Official Plan Land Use Designations



The study area includes a range of land use designations in accordance with Schedule 2 of the Official Plan, with a significant proportion designated as Industrial or Mixed Business, both of which are Employment designations. Portions of the study area along York Road and Victoria Road South are designated as Service Commercial, with a smaller component of Mixed Office/Commercial lands west of Victoria Road South, along the north side of York Road and adjacent to the Guelph Junction Railway. Pockets of low-density residential lands are also located adjacent to the Metrolinx rail line and at the northwest corner of the study area, along Stevenson Street.

The former IMICO site (200 Beverly Street) is currently designated as a Special study area and that designation will not be re-examined through this study. Rather the ongoing Memorandum of Understanding process will continue to provide direction for that site and this study will have regard for the vision and that process.

## Commercial Policy Review

In January 2020, updated commercial policies in the Official Plan were approved by Council that guide the location, amount, and function of retail land throughout Guelph. The updated policies protect existing commercial land supply, increase the maximum commercial floor space for existing Commercial Mixed-use Centres, and designate additional lands for commercial uses to allow the City to meet its projected commercial space needs until 2031, and to plan for how needs will be

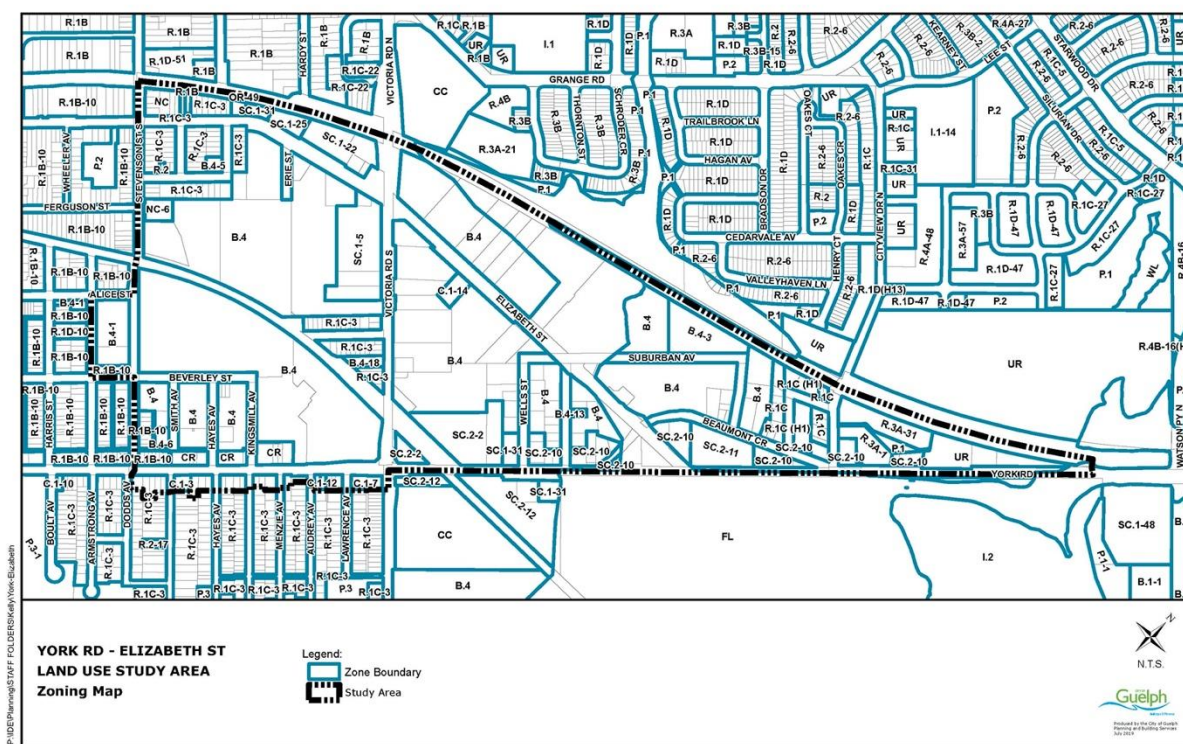
met to 2041. Existing commercial land is protected by requirements for minimum commercial floor space, commercial function studies, and residential density policies.

The policies allow commercial development to evolve into mixed-use areas while protecting commercial space for the long term. Within the study area, a new Commercial Mixed-use Centre was designated on the northeast corner of the intersection of York Road and Victoria Road South. The existing Neighbourhood Commercial Centre at the southeast corner of the intersection of York Road and Victoria Road South, which is outside of the study area, was redesignated to Commercial Mixed-use Centre. Combined, these properties make up the York/Victoria Commercial Mixed-use Centre with a maximum total gross commercial floor area of 16,300 m<sup>2</sup>. Commercial Mixed-use Centres support a mix of commercial, residential and complementary uses intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts, and the wider City as a whole.

### City of Guelph Zoning By-law (1995)-14864

The existing zones within the study area boundary include a range of Industrial and Commercial zones with areas along the periphery zoned as Residential. Additionally, a portion of the lands are zoned Floodplain Lands. The current zoning does not reflect the changes made to land use designations since 1995.

Figure 3 Existing Zoning



## **York Road Environmental Design Study**

The City is planning improvements to the York Road corridor to address the current and future needs of Guelph's growing community. East of Victoria Road South, improvements proposed include:

- i) widening the road from two to four lanes
- ii) adding multi-use pathways to accommodate pedestrians and cyclists
- iii) partial relocation of Clythe Creek

West of Victoria Road South, York Road is being reconstructed to include underground servicing upgrades and will include a two-lane road, cycling lanes and sidewalks on both sides when complete.

## **Community engagement**

### **Summary**

Since the official launch of the York Road/Elizabeth Street land use study and urban design concept was initiated in January 2020, two rounds of community engagement were conducted:

### **Employment Survey**

In January and February of 2020, City planning staff (in collaboration with Business Development and Enterprise staff), conducted surveys with 87 businesses in the York Road/Elizabeth Street study area to get a better understanding of employment uses in the area. The survey posed a variety of questions related to the following topics:

- Number of full-time, part-time and seasonal employees working on-site and off-site;
- Type of business;
- Square footage of space used; and,
- Other workplace attributes such as: date established; how long they have been in their current location; monthly lease rates; and whether the business exports goods or services.

The survey was voluntary so businesses were able to decline any questions. The City used this study area to pilot the employment survey and streamline the process for a future citywide rollout of the survey at a later date. The information from the employment survey was used to inform the York/Elizabeth Background Report and this Land Use Study. The information will also be used to support the City's economic development and stimulate job creation. It is also important background information for forecasting and planning the City's infrastructure and services for citizens and businesses in Guelph.

### **Online Community Engagement**

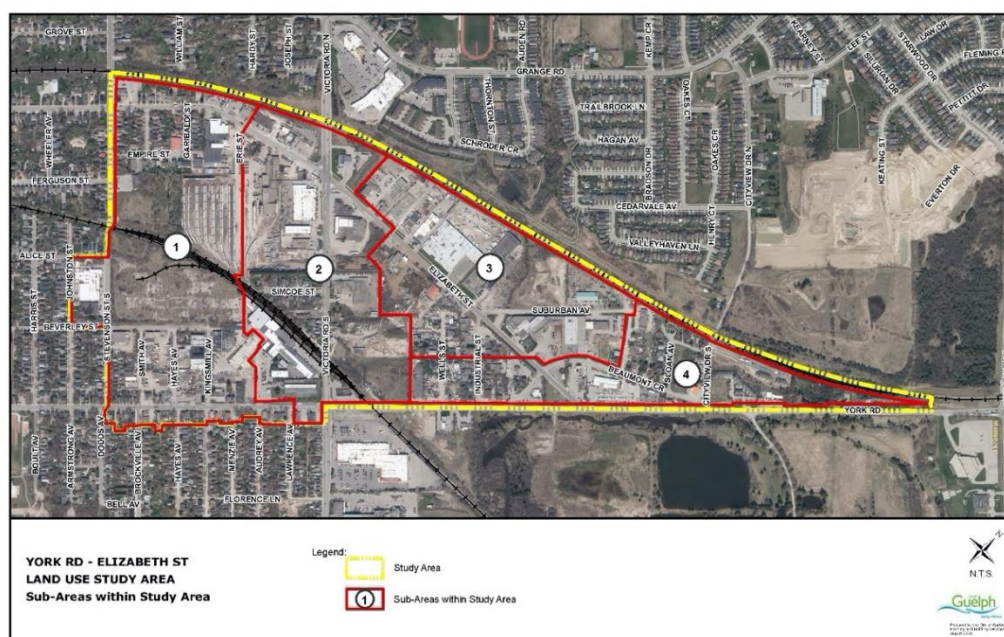
Through the City's online community engagement site, Have Your Say Guelph, interested stakeholders were able to provide input into the York/Elizabeth Land Use

Study through two different activities between September 17, 2020 and October 9, 2020. The online engagement allowed the community to share knowledge about the study area and thoughts about its future.

The study area was split into the same four sub-areas outlined in this report (see below) based on the different characteristics of each area with a mapping tool to tag specific locations in the study area:

- **Sub-area 1:** West of Victoria Road contains residential land, industrial uses, and both sides of York Road (which contain a mix of residential and Mixed Office/Commercial).
- **Sub-area 2:** Development along Victoria Road, which is predominately service commercial and industrial lands, with a Commercial Mixed-use Centre on the east side of the intersection of Victoria Road and York Road.
- **Sub-area 3:** East of Victoria Road, which is predominately-industrial lands
- **Sub-area 4:** York Road frontage east of Victoria Road includes the north side of York Road, which contains mostly service commercial lands, and a pocket of residential development along Sloan Avenue and Cityview Drive South

Figure 4 York/Elizabeth Land Use Study Sub-areas



A total of 43 responses were received and that feedback is summarized thematically here. The full data set has been attached as Appendix B. The feedback received informed the Land Use study.

## **Key messages heard from the community**

### **Built Form, Massing, Transition**

- The existing built form is sporadic and needs a coherent vision of mixed use buildings, with varied scales. Various residential typologies should be encouraged through the land use plan.
- In residential areas there is a preference for neighbourhood or mid density residential building types.

### **Beautification**

- This area is an entry-way to the city that's currently without character.
- There is a lack of street trees and pedestrian amenities.

### **Community Livability**

- A hierarchy of greenspaces in the form of parks, parkettes are missing. Bike infrastructure should be interconnected and integrated with these green spaces.
- Proximity to the downtown, recreation trail & Royal City Jaycees Park is an opportunity.
- There are concerns with traffic safety as it relates to pedestrian and cyclists, and vehicle traffic.
- Underutilized spaces such as vacant lots are a concern.
- The traffic infrastructure and planning need to be given thought as there is a lack of pedestrian infrastructure. Parking and a hierarchy of road needs to be relooked at, including how the network interacts with the city-wide transportation network. There are also concerns with the state of repair of the existing roads.
- Transit needs to be integrated more with the area. Some feel the rail yard should be relocated.

### **Urban Change**

- Encourage commercial activity of varied scale with a focus on small business.
- The scrap metal processing and other such activities should be moved away from such a close proximity of the downtown and surrounding neighbourhoods as the city limits expands.

### **Heritage Character**

- Historic feel to some areas.

## **Land use study vision**

The York/Elizabeth area will continue to primarily support business, commercial, and industrial employment opportunities while allowing for an appropriate level and scale of residential intensification in some areas to increase population along with supporting economic and employment growth for future generations.

The industrial and manufacturing base will remain with an emphasis on incubating smaller and medium-sized employment uses.

York Road will evolve from a service commercial auto dominated streetscape to a mix of business and some residential uses that capitalize on the proximity to the Ontario Reformatory lands and York Road's evolution into a multi-modal corridor.

Victoria Road South will continue to be the boundary between two distinct neighbourhoods:

**The Ward East:** West of Victoria Road, new development will respect the area's unique, diverse and eclectic qualities resulting from its origin as a neighbourhood where places of employment and working-class housing existed side-by-side.

**East of Victoria:** East of Victoria Road will be part of an important entranceway into Guelph and will have strong connections to the historic Ontario Reformatory Lands. This area will continue to include a diversity of land uses including employment uses, commercial uses, and residential.

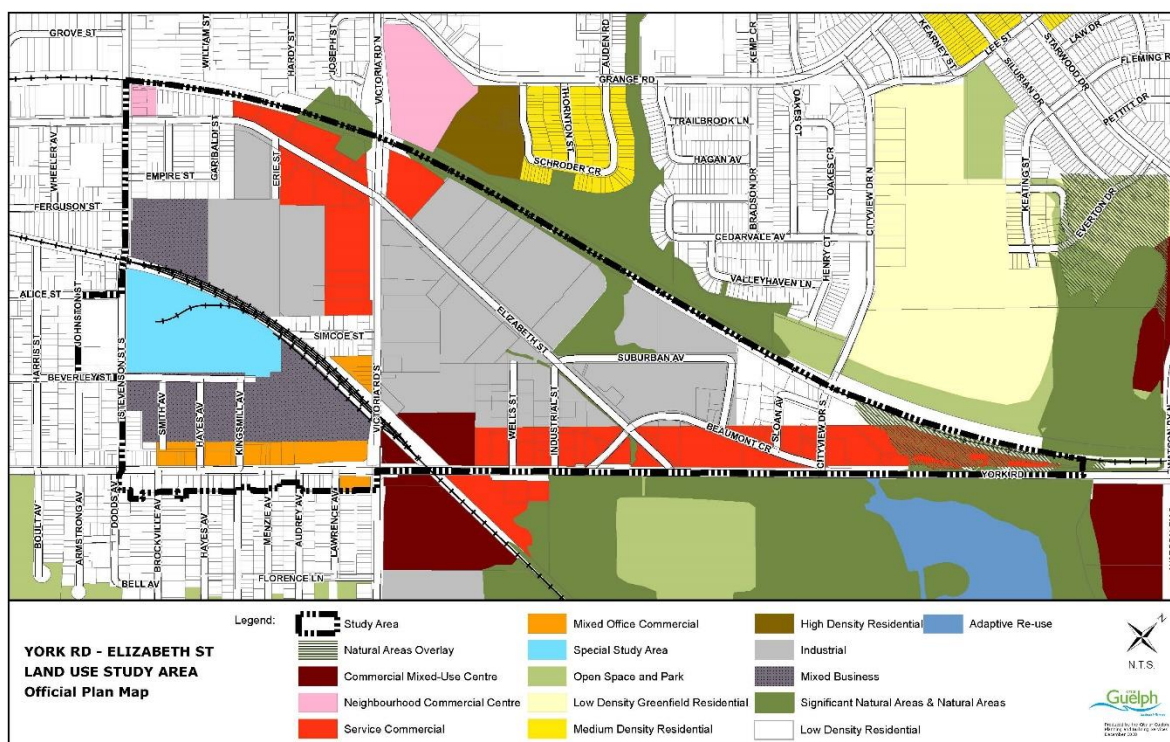
## **Principles and goals of the land use study**

1. Provide a clear and flexible land use strategy to accommodate change and evolution while providing a degree of certainty for private and public investment.
2. Protect and support existing employment uses as well as the appropriate expansion of employment uses. Improve land use compatibility between employment, residential and railway uses.
3. Emphasize the development of smaller and medium-sized employment uses in the area to act as incubator space for the growth of businesses that will offer meaningful opportunities for job growth.
4. Support the development of commercial uses that meet the needs of businesses and residents by providing a range of stores and services with an emphasis on providing opportunities on lands fronting on to York Road east of Victoria Road.
5. Where appropriate, to ensure compatibility with existing employment uses, allow for residential development in low and mid-rise development forms.
6. Support and facilitate development and investment that contributes to the economic and social vitality of the area. Capitalize on investments into York Road and GID/Ontario Reformatory lands to the south. Along York Road ensure that redevelopment reflects its role as an entranceway to Guelph and responds to the Ontario Reformatory Lands cultural heritage landscape.
7. Ensure there is adaptable green infrastructure in physical areas and supports the City's move to be net-zero by 2050.
8. Protect and conserve the existing natural and cultural heritage resources. Ensure that new development respects existing cultural heritage resources and protects the Natural Heritage System.

## Existing Land Use Map

The study area includes a range of land use designations with a significant proportion of land designated as Industrial or Mixed Business, both of which are Employment designations. Portions of the study area along York Road and Victoria Road South are designated as Service Commercial, with a smaller component of Mixed Office/Commercial lands west of Victoria Road South, along the north side of York Road and adjacent to the GJR Railway. Pockets of residential lands are also located adjacent to the Metrolinx rail line and at the northwest corner of the study area, along Stevenson Street.

Figure 5 Existing Official Plan Land Use Designations



## Proposed Land Use Map

The draft land use study proposes that the area will remain predominantly an employment area while making some notable changes along York Road to allow for intensification. Modifications to the existing Mixed Business land use designation are proposed with the intent to increase flexibility and continue to encourage small to medium sized entrepreneurial and incubator enterprises in this area. Where possible and appropriate, the draft land use study proposes modifications to land use designations to recognize existing uses.

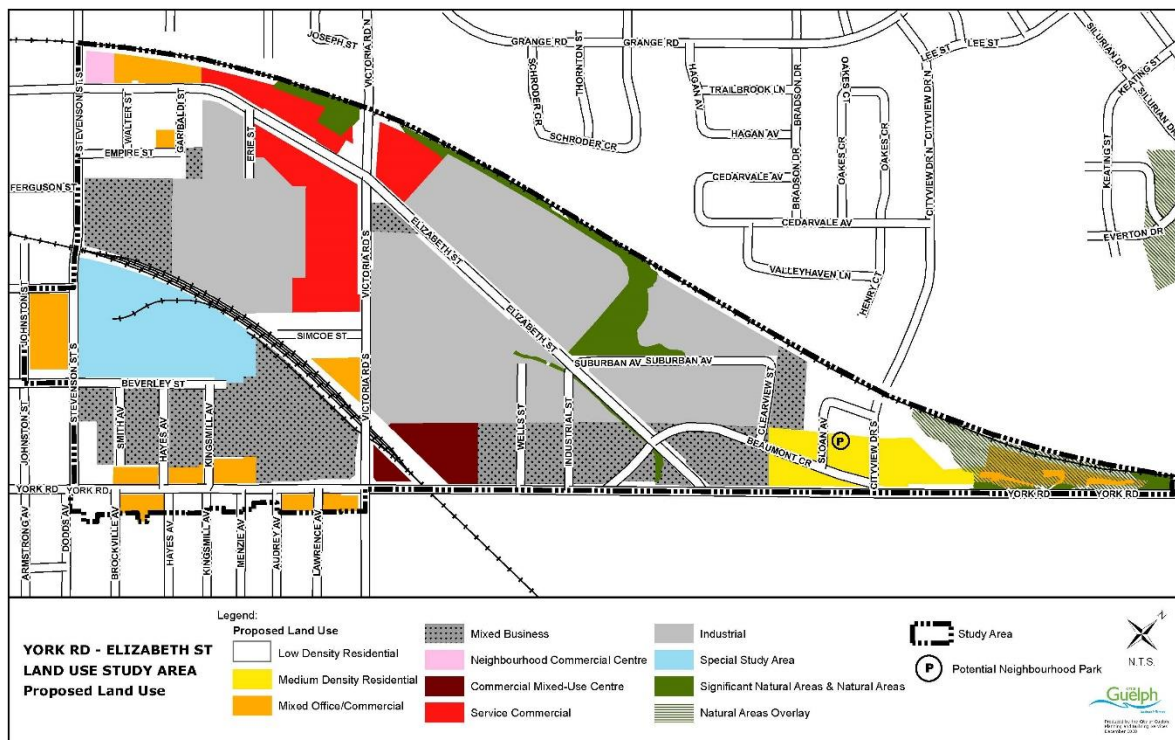
Sensitive land uses, such as residential uses, should only be introduced where they will not impact the viability of existing employment uses. Future development

applications for more sensitive land uses will be required to undertake land use compatibility studies.

The main proposed changes to the City's OP are:

- Revising the Mixed Business land use designation to modify the permitted uses and policies.
- Adding Mixed Business along the north side of York Road, along the east side of Clearview Street, at the intersection of Victoria Road and Elizabeth Street and to 37 Empire Street.
- Adding Mixed Office/Commercial to the north side of Elizabeth Street, west of Stevenson Street, on the south side of York Road (west of Victoria) and on the north side of York Road (east of Victoria).
- Adding Medium Density Residential to the north side of York Road between the Mixed Business designation and the Mixed Office/Commercial designation.

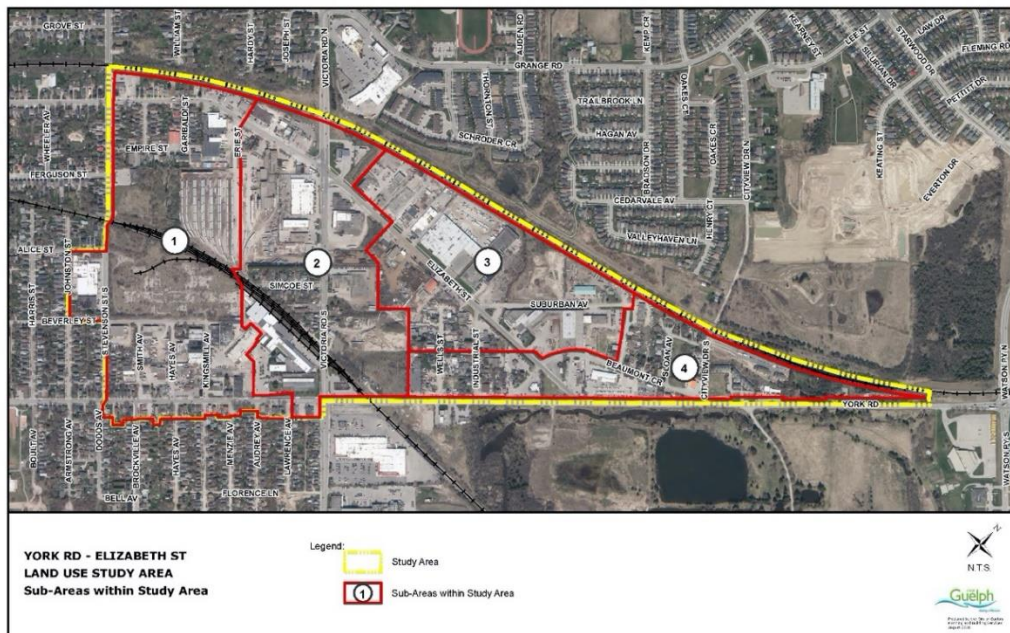
Figure 6 Proposed Land Use Map



## Land Use Study – Sub-areas

The study area was divided into four sub-areas for the online community engagement that occurred in September and October 2020. The same four sub-areas are carried forward into the land use study to allow for each area to be examined in greater detail.

Figure 7 York/Elizabeth Land Use Study Sub-areas



### Sub-area 1 – West of Victoria Road

This area is the easterly portion of St. Patrick's Ward and includes a mix of uses including industrial, residential and commercial uses (see Figures 8 and 9). A significant portion of this area is used for employment purposes, having either an Industrial or Mixed Business land use designation.

Pockets of residential detached dwellings exist near the intersection of Stevenson Street South and Elizabeth Street; on Beverley Street (west of Stevenson Street); on Stevenson Street near York Road; and along York Road.

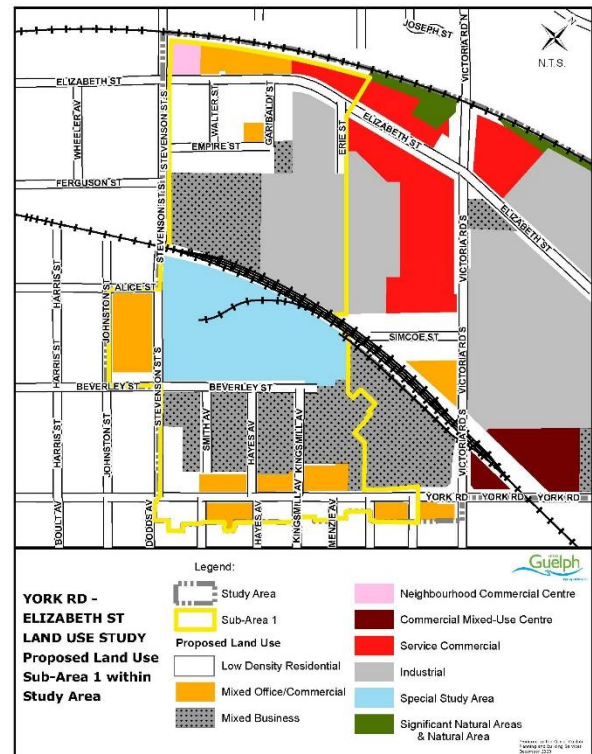
There are small-scale commercial uses throughout this sub-area including a food store at the intersection of Elizabeth Street and Stevenson Street and other commercial uses on York Road. Along the northerly side of Elizabeth Street are a mix of residential and commercial uses within detached dwellings.

While the IMICO lands (200 Beverley Street) are within this sub-area of the study area, the Council-approved vision for the IMICO lands will not be re-examined. Rather, the ongoing [Memorandum of Understanding](#) process will continue to provide direction for that site and this study will have regard for the vision and that process.

Figure 8 Sub-area 1 - West of Victoria Road



Figure 9 Sub-area 1 Proposed Land Uses



## Sub-area 1 Residential uses

In this sub-area, the low-density residential designation should be maintained where it currently exists with the following exceptions:

- 264 to 300 Elizabeth Street:** The northerly side of Elizabeth Street from 264 Elizabeth Street to 300 Elizabeth Street is currently a mix of residential uses and commercial or office uses within detached dwellings that back on to the Metrolinx rail line. It is proposed that these properties be designated Mixed Office/Commercial in order to recognize the existing use of these properties as well as allow for non-residential uses adjacent to the Metrolinx rail line. In addition, these properties have sufficient depth to accommodate a parking area in the rear to support non-residential uses. Many of the properties have existing or potential vehicular access to the rear yard to access that parking. Recognizing the existing mix of uses, as well as the proximity to the Metrolinx rail line, the Mixed Office/Commercial designation should be considered for these properties to allow for both residential and compatible non-residential land uses in this area. The objectives of the Mixed Office/Commercial land use designation are:
  - To allow for a variety of freestanding small-scale commercial, office, residential and mixed-use buildings;

- To ensure that a compatible transition in built-form is provided between uses in this designation and the surrounding residential properties;
  - To allow for a range of compatible business uses adjacent to residential areas; and,
  - To promote the continued use, revitalization and intensification of these areas for a mix of uses.
- **37 Empire Street:** This property contains an existing multi-unit building with non-residential uses such as Bella Roma Foods and Dance Spirit Studios. It is currently designated Low Density Residential and zoned B.4 Industrial. The designation of this property is proposed to be modified to Mixed Business to recognize the existing function of this property. Further, it immediately abuts an industrial use to the south and east. The mixed-business designation is an appropriate use adjacent to both industrial and residential uses as it provides for a transition between the industrial and residential land use designations.
- **23 Garibaldi Street:** This property contains an existing non-residential building and is designated Low Density Residential and Zoned B.4-5 Industrial. The use of this property has been a catering business, known as Bite Guelph Inc. The designation of this property is proposed to be modified Mixed Office/Commercial to allow for appropriate non-residential uses to continue or to allow for it to transition to residential uses.
- **Southerly side of York Road:** Two blocks on the southerly side of York Road. The block between Brockville Avenue and Hayes Avenue and the block between Audrey Avenue and Lawrence Avenue currently have a mix of residential uses and commercial or office uses such as a restaurant known as Na Ha Thai's Kitchen and V.A. Wood (Guelph) Inc., an office for a consulting firm. The properties on these two blocks also have existing or potential vehicular access to the rear yard for the provision of parking which could support non-residential uses. Accordingly, the designation of these lands is proposed to be modified from Low Density Residential to Mixed Office/Commercial.
- **Johnston/Alice/Stevenson:** The block bounded by Johnston Street, Alice Street and Stevenson Street is currently occupied by non-residential buildings with a variety of uses including industrial uses, office uses and commercial uses. In order to recognize these long-standing existing non-residential uses, provide an appropriate transition to the surrounding residential areas and allow for the continued evolution of these properties (201 and 207 Alice Street/44 Johnston Street/145 and 147 Stevenson Street South and 60 Johnston Street/157 Stevenson Street South), the Mixed Office/Commercial land use designation should be considered. For clarity, the existing detached dwellings along Beverley Street within this block should remain designated Low Density Residential.

### **Sub-area 1 Non-residential uses**

In this sub-area, lands currently designated for non-residential purposes should generally be maintained, including the neighbourhood commercial at the intersection of Stevenson Street and Elizabeth Street, as well as the lands currently designated as Mixed Business or Industrial.

In order to continue to support the existing employment uses, the Mixed Business land use designation should be revised to provide greater flexibility for small to medium size incubator and entrepreneurial employment uses. In addition, the limited expansion of the permitted commercial uses within this designation will assist in providing a broader mix of uses to meet the long-term needs of the employment lands and the surrounding area.

All lands that are currently designated Mixed Business within the City are located within the York Road/Elizabeth Street study area. Therefore, this is the appropriate land use strategy to propose modifications to this land use designation. It is proposed that the existing Mixed Business designation be modified to amend the permitted uses and policies, but still remain an employment land use designation as follows:

#### **Proposed modifications to the 'Mixed Business' designation**

The modifications to the existing Mixed Business designation are shown below. Text with a strikethrough is proposed to be deleted. **Bold** text is proposed to be added.

#### **9.5.5 Mixed Business**

##### **Objectives**

- a) To provide a flexible land use framework permitting a mix of business land use activities.
- b) To promote reinvestment, intensification and the efficient use of existing business lands and buildings for business purposes.
- c) To provide opportunities for smaller-scale entrepreneurial enterprises and land use activities that support the needs of business, employees and neighbourhood residents.
- d) To discourage land uses that detract from the planned function of the Mixed Business land use designation.
- e) To restrict the range of retail commercial activities permitted within the Mixed Business land use designation.
- f) To promote business land uses which minimize land use compatibility impacts affecting the surrounding residential neighbourhood.

**g) To promote business land uses which minimize land use compatibility impacts on surrounding industrial uses.**

~~g) To improve the image of the Mixed Business designation through the implementation of streetscapes improvements and site plan approval.~~

### **Policies**

1. A land use compatibility analysis will be required where industrial and sensitive uses are proposed in proximity to one another in accordance with subsection 9.5.2.4 of this Plan.
2. New development shall meet the required off-street parking, circulation and loading requirements applicable to the proposed land use.
3. This Plan promotes streetscape improvements and new development proposals are to be implemented in accordance with the Urban Design policies of this Plan.
4. Conditions may be imposed on site plan approvals requiring landscaped buffers, screening of outdoor storage, parking, **bicycle-supportive amenities**, loading and refuse areas. Increased set-backs and buffering measures will be required where business land uses are adjacent to existing residential or sensitive land uses.

### **Permitted Uses**

5. The following uses may be permitted on lands designated as Mixed Business, subject to the applicable provisions of this Plan:

i) uses permitted in the Industrial designation **to a maximum gross floor area of 950 square metres with the exception of outdoor storage which shall not be permitted;**

ii) **uses permitted in the Corporate Business Park designation to a maximum gross floor area of 950 square metres;**

iii) office;

iv) convenience commercial, **commercial recreation or entertainment uses;**  
and

v) ~~institutional.~~ **a use that primarily relies on business from tourists and inter-urban traffic such as a hotel, gas bar, restaurant with the exception of drive-through restaurants which shall not be permitted;**

vi) **a use that requires a location convenient to industry as it primarily provides service to industry such as machinery sales and service, electrical supplies; or**

**6. Outdoor storage and uses of a noxious nature shall not be permitted.**

**7. The 'Mixed Business' land use designation is intended to provide areas where a mix of business land uses can be provided and small to medium sized entrepreneurial and incubator businesses are encouraged. It is further**

**intended that any retail commercial uses support the Mixed Business use and do not directly compete with the retailing activities found in Downtown and other planned commercial areas.** The specific range of permitted land uses and appropriate regulations will be defined in the implementing Zoning By-law. The range of land uses will be restricted when adjacent to existing sensitive land uses (residential, institutional or park).

~~7. A limited range of retail commercial uses will be permitted and the range of uses will be defined in the implementing Zoning By-law. It is the intent of this Plan to permit retail commercial uses within this designation which do not directly compete with the retailing activities found in Downtown and other planned commercial areas.~~

~~8. A limited range of institutional uses which do not detract from the planned function of the Mixed Business land use designation will be considered through a Zoning By-law amendment process (e.g. government uses, places of worship, child care centres, indoor community and recreation facilities). Development approval conditions will be imposed to address land use compatibility, railway and property clean-up requirements.~~

**8.** New sensitive land uses (residential, institutional or park) that detract from the primary business land use function of the Mixed Business land use designation will not be permitted. This policy applies to all forms of residential use and uses where significant outdoor activities occur.

### **Rationale/explanations for proposed modifications to the Mixed Business designation**

The Mixed Business land use designation should remain an employment land use designation, but should be revised to provide greater flexibility for small to medium-size incubator and entrepreneurial employment uses. This greater flexibility conforms to employment policies of the Provincial Policy Statement (PPS). The PPS states that planning authorities shall promote economic development and competitiveness by providing for broader mixed uses to meet long-term needs and providing opportunities for a diversified economic base, including:

- maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses; and
- taking into account the needs of existing and future businesses.

Based on the employment survey that was undertaken in early 2020, a number of entrepreneurial and incubator businesses are located in this area. Many of these businesses have a gross floor area less than 465 square meters and a few of them are between 465 square metres and 950 square metres. The modifications to the Mixed Business designation are being proposed to promote and encourage businesses of this size and nature to locate here, as well as promote future development that may accommodated these types of businesses.

### **Proposed permitted uses within the modified Mixed Business designation**

The modifications to the permitted uses within this designation are as follows:

- Expand the permitted uses to allow the uses currently permitted in both the Industrial and Corporate Business Park land use designations. This provides greater flexibility for employment uses to locate within this designation.
- Expand the permitted uses to allow for some uses currently permitted within the Service Commercial land use designation. This expansion of uses allows greater flexibility for commercial uses that can support the employment uses and additional flexibility to accommodate a variety of entrepreneurial and incubator businesses.
- Restrict outdoor storage and uses of a noxious nature in order to allow the Mixed Business designation to be an appropriate buffer between Industrial uses and sensitive land uses, such as residential.

### **Size of employment uses within the modified Mixed Business designation**

The size of the employment uses is proposed to be capped at 950 square meters per unit/business to ensure that this area will continue to accommodate small to medium sized businesses, as is currently existing. Small to medium sized businesses are desirable in this Mixed Business designation because they are less likely to rely on large trucks and much of the existing road network is not suitable for large truck movement. This allows the land use to function as a transitional designation between residential areas and employment areas by minimizing land use compatibility impacts affecting the surrounding residential neighbourhood. Businesses that require large trucks, such as PDI, tend to be designated Industrial and have direct access to arterial or collector roads. Additionally, there is employment land in other areas of the city that will accommodate larger employment uses.

### **Sub-area 1 Height and density**

The height and density of development in this sub-area should be in accordance with the existing or proposed land use designations.

### **Sub-area 1 Redevelopment and intensification opportunities**

In this sub-area there is opportunity for redevelopment and intensification on Stevenson Street, north of the Guelph Junction Railway. Two properties exist between the railway and the existing detached dwellings to the north. 70 Stevenson Street is a potential intensification opportunity, while there is an existing building on the property, it appears that the property is underutilized. 110 Stevenson Street is a vacant parcel of land with development potential.

Recognizing the proximity of these properties to the Guelph Junction Railway as well as the rail yard to the east, the existing Mixed Business land use designation, as proposed to be modified, is proposed to be maintained. To continue to encourage entrepreneurial and incubator enterprises in this area, multi-unit buildings that provide flexibility for business to grow could be developed here.

There also appears to be some limited opportunities for the intensification of the lands currently designated Mixed Business on the north side of York Road between Stevenson Street and Victoria Road. These opportunities may take the form of expansions to existing buildings, the partial use of parking or outdoor storage areas for additional buildings/building expansions or the redevelopment of properties with the intent to intensify them. This area provides space for incubator and small businesses at affordable rates which should be supported and maintained should redevelopment or intensification occur. The modified Mixed Business designation would allow for greater flexibility for the redevelopment or intensification of these lands.

## **Sub-area 2 – Development along Victoria Road**

This area encompasses the lands on both the east and west sides of Victoria Road within the study area (see Figures 10 and 11). Similar to sub-area 1, a significant portion of this area is used for employment purposes, having either an industrial or mixed-business land use designation. Industrial uses such as Benmet Steel and Metal, Holody Electro-Plating and PDI all have frontage along this section of Victoria Road which influences the character of this area to be more industrial in nature and vehicular oriented. The other significant land use designation in this sub-area is service commercial along Elizabeth Street and on the west side of Victoria Road South.

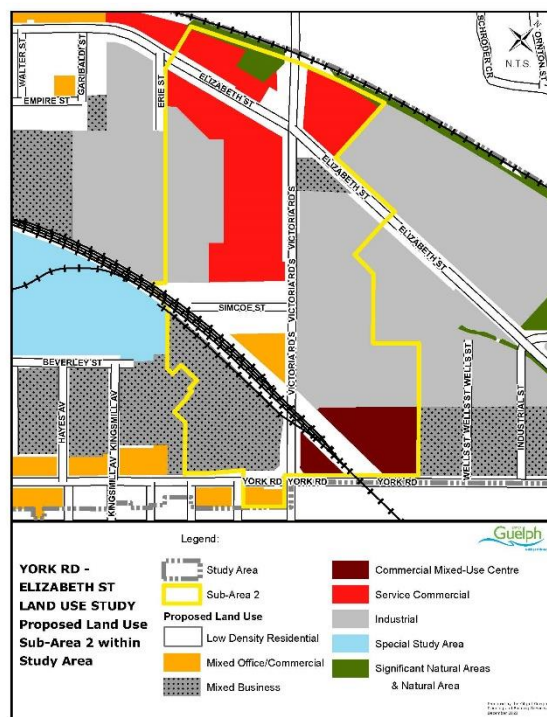
There is a small pocket of residential detached dwellings on Simcoe Street and on Victoria Road, just south of Simcoe Street.

The intersection of York Road and Victoria Road is generally commercial in nature, however is designated a combination of Mixed Office/Commercial and Mixed Business on the west side, and Commercial Mixed-Use Centre on the east side. The westerly side is the historic location of Guelph Stoveworks and is now a multi-unit, multi-building development with a variety of commercial and employment uses. The easterly side of Victoria was recently re-designated to Commercial Mixed-Use Centre through the City's Commercial Policy Review and Official Plan amendment 69.

Figure 10 Sub-area 2 - Development along Victoria Road



Figure 11 Sub-area 2 Proposed Land Uses



## Sub-area 2 Residential uses

In this sub-area, the Low Density Residential designation is proposed to be maintained only where it currently exists. The nature of the existing uses in this area are not generally compatible with the introduction of new sensitive land uses such as residential. The introduction of new residential uses in this area would need to be carefully considered with appropriate studies being undertaken to ensure that the existing employment uses are not negatively impacted by the introduction of a more sensitive land use.

## Sub-area 2 Non-residential uses

As described above, this sub-area is mostly characterized by non-residential uses. Significant change is not anticipated within this sub-area but two land use designation changes are proposed to better recognize existing uses and allow flexibility for the area to evolve over time to facilitate additional employment opportunities.

The first change is proposed for the property at the northwest corner of York Road and Victoria Road (490 York Road/199 Victoria Road South). Currently, it has a dual designation of Mixed Office/Commercial along the York Road frontage and Mixed Business for the remainder of this larger parcel. It is recommended that the entirety of the property be designated Mixed Business as described in the Sub-area 1 section of this land use strategy. The proposed Mixed Business designation

recognizes many of the existing uses on this property and would allow for this property to continue to evolve to facilitate additional employment opportunities and new businesses.

The second change is proposed for the property on the east side of Victoria Road and the southerly side of Elizabeth Street (48 Victoria Road South). This property is designated Industrial and is a multi-unit building with a retail lighting store, a personal service use, a dog day care and training business and a restaurant. The size of the building and the individual units are not conducive to the uses permitted by the Industrial designation. Accordingly, it is recommended that this property be designated the modified Mixed Business designation, outlined in detail in the Sub-area 1 section of this land use strategy, to recognize the existing uses and allow flexibility for those uses to change or the property to redevelop over time.

### **Sub-area 2 Height and density**

The height and density of development in this sub-area should be in accordance with the existing or proposed land use designations.

### **Sub-area 2 Redevelopment and intensification opportunities**

The lands located at the northeast corner of Victoria Road South and York Road, on both sides of the Guelph Junction Railway (GJR), are an opportunity for redevelopment and intensification in this sub-area as the majority of this designation is a vacant site. The Commercial Mixed-use Centre designation allows for a wide range of commercial uses. It also allows for residential uses, however, before the lands are zoned to allow for more sensitive land uses, such as residential, a detailed land-use compatibility study must be undertaken to ensure land use compatibility as the site backs on to a recycling/scrap metal operation. The re-design of York Road, including widening at the intersection of York Road and Victoria Road, as well as required setbacks to the GJR are factors that will have to be considered when development or redevelopment is proposed in this location.

### **Sub-area 3 – East of Victoria Road**

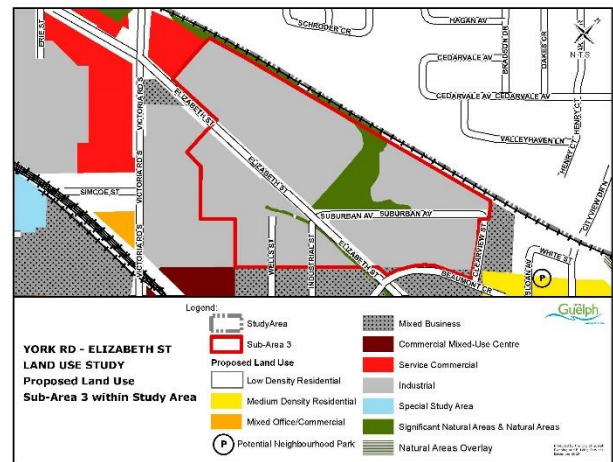
This area is east of Victoria Road and north of the York Road corridor (see Figures 12 and 13). Only two land use designations apply in this area. A significant majority of the lands are designated Industrial, with a few small areas where Hadati Creek flows through the study area identified as significant natural Significant Natural Area.

This sub-area is mostly comprised of larger parcels of land which accommodate manufacturing and employment uses. Based on the employment survey, these businesses are stable but are not considering expansion in the near future. There are a few smaller parcels upon which detached dwellings are located. Some of the detached dwellings are being used for employment purposes while others are used for residential purposes.

Figure 12 Sub-area 3 - East of Victoria Road



Figure 13 Sub-area 3 Proposed Land Uses



### Sub-area 3 Residential uses

Although there are a limited number of residential properties located within this sub-area, they are currently existing on lands designated and zoned for industrial purposes. To assist in ensuring land use compatibility and to protect the employment nature of this area, no change to the designation or zoning of these properties should be proposed as a result of this land use study.

### Sub-area 3 Non-residential uses

No changes are proposed to the existing land use designations in this sub-area. The Industrial land use designation should be maintained to protect these employment lands for the long-term.

### Sub-area 3 Height and density

The height and density of development in this sub-area should be in accordance with the existing or proposed land use designations.

### Sub-area 3 Redevelopment and intensification opportunities

There are limited opportunities for redevelopment and intensification within this sub-area. As outlined above, any redevelopment or intensification should be for industrial/employment purposes.

## **Sub-area 4 – York Road frontage east of Victoria Road**

This area includes the north side of York Road generally east of the GJR Railway (see Figures 14 and 15). This area features a variable lot fabric and a range of building types and land uses, including a mix of low-rise residential and commercial uses:

- In the eastern portion of this sub-area the majority of the existing built fabric consists of single detached homes, and low-rise commercial developments; and,
- Recently, townhouses have been developed near Cityview Drive South and the railway tracks.

Along York Road, most of the lands are currently designated Service Commercial. The Service Commercial designation is intended to limit the range of retail uses, the sites are often auto-oriented and they do not permit residential uses. South of the railway tracks and east of Clearview Street the current Official Plan designation is generally Low Density Residential.

Currently, there is no land use transition between the Industrial and Low Density Residential Areas shown in the Official Plan.

On the south side of York Road, within the Guelph Innovation District Secondary Plan area, the lands are designated as mostly Significant Natural Areas & Natural Areas, with smaller pockets of Service Commercial and Open Space and Park.

Currently, the lands along York Road, east of Victoria Road South are identified as an intensification corridor. Where appropriate, intensification corridors are planned to have:

- increased residential and employment densities at transit supportive levels;
- a mix of residential, office, institutional and commercial development, where appropriate; and,
- a range of local services, including recreational, cultural and entertainment uses, where appropriate.

Figure 14 Sub-area 4 - York Road frontage east of Victoria Road

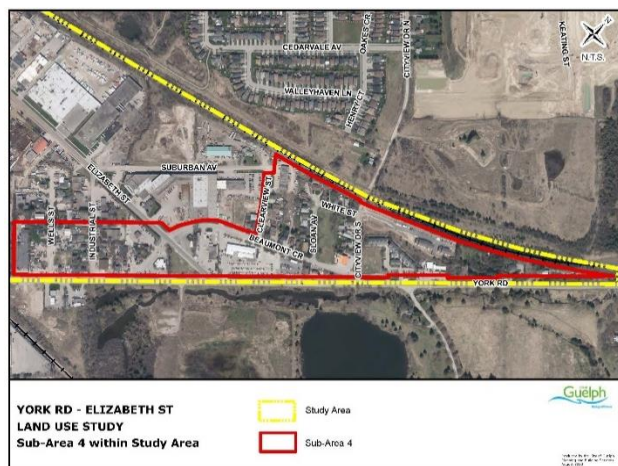
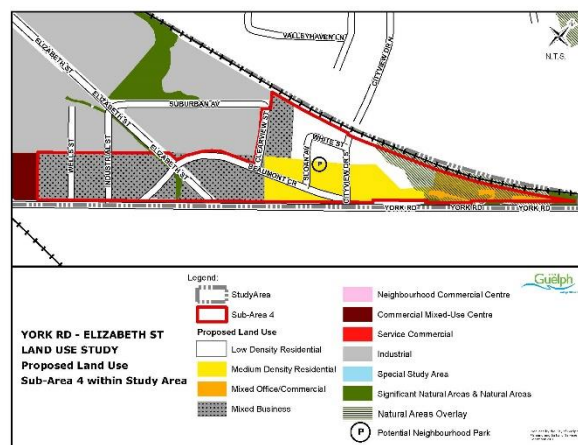


Figure 15 Sub-area 4 Proposed Land Uses



## Sub-area 4 Residential uses

In this sub-area, the Low Density Residential designation is proposed to be generally maintained around Sloan Avenue and White Street.

East of Clearview Street along York Road, this area is proposed to be re-designated from Service Commercial to Medium Density Residential to provide the opportunity for multi-unit residential including along York Road.

These sites could allow for buildings up to six storeys and potentially allow for small-scale commercial uses on the ground floor and require vehicular access could be provided from Beaumont Crescent. The design of this mid-rise development should create a built-form interface that provides an edge to the open space across the street from the Ontario Reformatory lands where existing NHS and cultural heritage resources are being protected.

To support the residential uses with this area, it will be important to improve connections to services such as schools, parks and recreation facilities within walking or cycling distance for all residents. In particular:

- There is an opportunity to include an active park on the City-owned land on Beaumont Crescent. This would allow for a centrally-located neighbourhood park space to meet the needs of existing and future planned residential development in the area. Developing a park on these lands will have some challenges due to the grading which will require additional investigation. This neighbourhood park will complement any potential passive open space that may remain through the redevelopment of the Ontario Reformatory lands.
- Given the additional residential uses being considered within this area, the configuration of the intersection of Cityview Drive/Beaumont Crescent/York Road should be reviewed. See further discussion under the Transportation & Servicing section.

#### **Sub-area 4 Non-residential uses**

In this sub-area, changes to lands designated for non-residential are proposed to provide opportunities for additional job growth, commercial amenities and community services.

**West of Clearview Street:** Generally, re-designate the Service Commercial lands to Mixed Business. The re-designation will increase the range of uses that are permitted and may encourage redevelopment within the area. It is proposed that the Mixed Business designation will be modified to change the range of uses that are permitted as outlined in detail in the Sub-area 1 section of this land use study. The proposed permitted uses will recognize some existing uses and allow flexibility for those uses to change or the property to redevelop over time.

**On the east side of Clearview Street and north of Beaumont Crescent:** To improve transition between residential and industrial development, it is proposed to introduce a Mixed Business designation on the east side of Clearview. The goal is to provide appropriate transitions to the residential neighbourhoods to the east.

At the far east end of this study area: It is proposed to re-designate the Service Commercial lands to Mixed Office/Commercial designation. This designation recognizes:

- The existing residential and commercial uses in this area;
- The impact of topography on potential redevelopment; and,
- The impact of the rail corridor setback for residential development from the rail corridor.

#### **Sub-area 4 Height and density**

The height and density of development in this sub-area should be in accordance with the existing or proposed land use designations.

#### **Sub-area 4 Redevelopment and intensification opportunities**

The proximity to industrial lands is a challenge for residential development, especially at the west end of the sub-area. Therefore, the compatibility between residential and industrial uses will need to be continue to be addressed.

This being said, between Beaumont Crescent and York Road, the lot fabric provides the opportunity for intensification with properties fronting onto York Road being through lots and with vehicular access from Beaumont Crescent as well. These properties also have sufficient lot depth to allow the opportunity for redevelopment. These lands, are in close proximity to the Ontario Reformatory lands which provides opportunities to create a built-form interface that provides an edge to the open space across the street from the Ontario Reformatory lands where existing NHS and cultural heritage resources are being protected. Redevelopment of this area would allow the investment that improves the economic vitality and image of the area.



Figure 17 ANSI, Wetlands and Fish Habitat (City of Guelph)

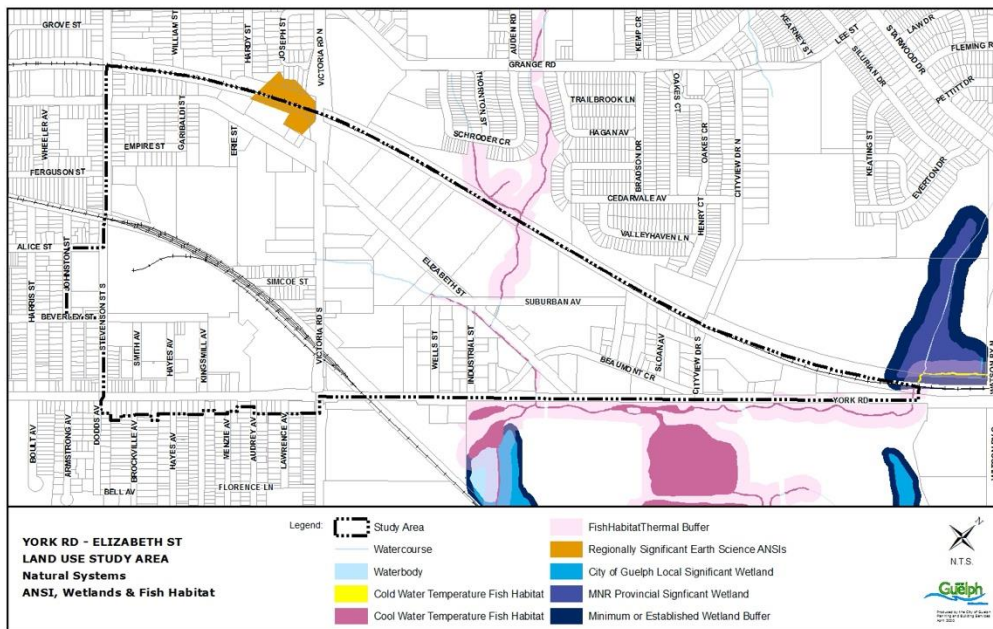
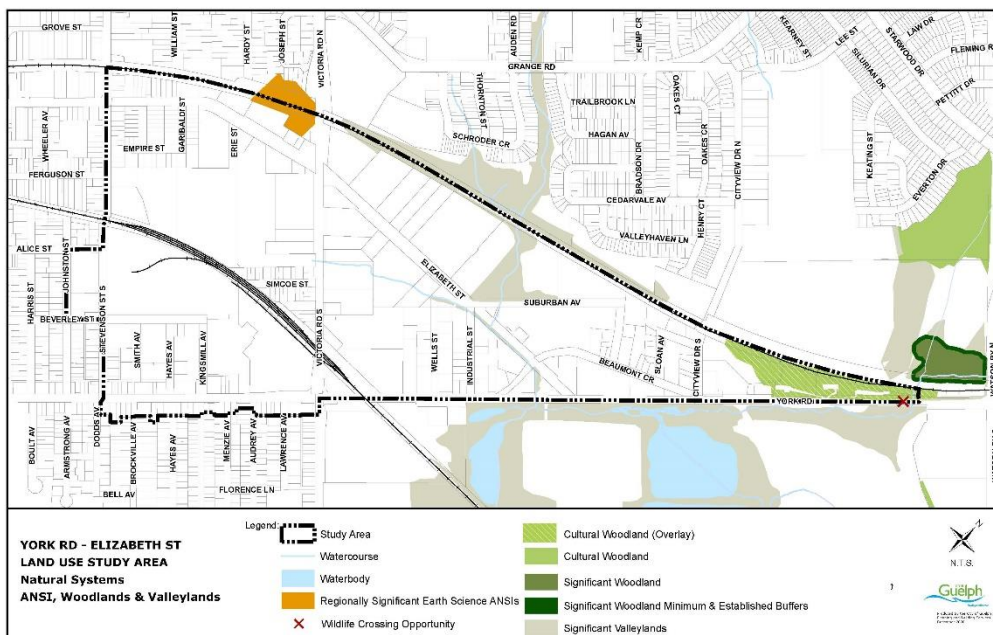


Figure 18 ANSI, Woodlands and Valleylands (City of Guelph)

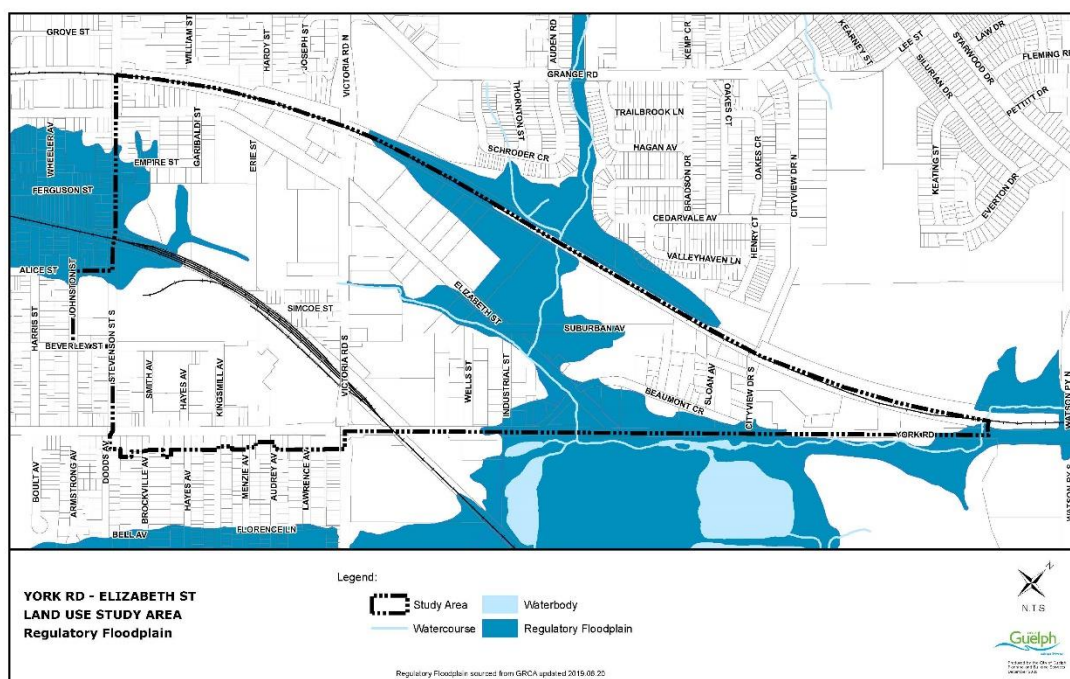


Development is generally not permitted within the NHS with the exception of selected uses such as passive recreational activities, forest, fish and wildlife management, and legally existing uses, buildings or structures. Development proposed adjacent to natural heritage features is subject to the completion of an Environmental Impact Study or Environmental Assessment to demonstrate that the

proposed development will not negatively impact the feature or its functions. Such an assessment is also required to understand if the potential Cultural Woodland in the eastern portion of the study area meets any NHS designation criteria and therefore represents a constraint to development. The City will undertake this assessment as part of the land use study.

In addition to natural heritage considerations, floodplain hazards associated with the creeks are present in the study area. While only a small segment of the Clythe Creek floodplain is present, given its relatively large size, the floodplain associated with Hadati Creek represents a significant constraint to development. With some exceptions, development is generally not permitted within the floodway portion of the floodplain. Given its configuration, it is possible that the culverts at road crossings and the small channelized sections of the creek contribute to the relatively large size and extent of the Hadati Creek floodplain in the study area. Refer to Figure 19 for floodplain mapping in the study area.

Figure 19 Regulatory Floodplain (City of Guelph)



## Creek Characterization

Hadati Creek, a tributary of Clythe Creek, enters the study area through a culvert under the Metrolinx rail line and flows through a narrow natural area located between industrial land uses. South of Suburban Avenue the creek flows through an engineered channel with a lack of natural area for most of its length before bending south and joining Clythe Creek immediately south of York Road. Flows from a remnant tributary, the majority of which has been piped underground, that now primarily carries storm runoff from the west portion of the study area and beyond,

enters Hadati Creek near the intersection of Elizabeth Street and Suburban Avenue. Hadati Creek is managed as coolwater fish habitat in the NHS.

Clythe Creek, a tributary of the Eramosa River, crosses the extreme eastern limit of the study area where it flows under the Metrolinx rail line and then York Road. The creek is managed as coldwater and coolwater fish habitat upstream and downstream of the rail line respectively.

### **Watershed Study Guidance for Land Use Planning**

The Clythe Creek subwatershed (including Hadati Creek) was identified as one of the most stressed subwatersheds in the Eramosa-Blue Springs Watershed Study (1999) due to extensive rural and urban impacts including channel alterations and the loss of vegetation along the watercourse. That study also identified numerous important groundwater recharge areas within the subwatershed and placed a focus on restoring the creek to improve coldwater fish habitat.

The Clythe Creek Subwatershed Overview (1998), prepared as a study requirement for proposed development in a portion of the Hadati Creek catchment north of the study area, developed guidelines for the protection of natural areas across the subwatershed. Recognizing the high quality habitat potential of the Clythe Creek system, the goal of the study was to provide direction to future land use decisions to maintain and enhance, where feasible, natural features and the hydrogeological characteristics of the subwatershed by establishing guidelines for development. The study characterized Hadati Creek as being significantly degraded due to a lack of natural vegetation across the subwatershed and along the creek, channelization along most of its length, and poor water quality stormwater runoff from residential and industrial areas. Relevant recommendations from that study include:

- preservation/enhancement/restoration of natural areas to increase woodland cover;
- preservation/creation of appropriate naturally vegetated buffers along creeks;
- utilization of stormwater management techniques that mitigate thermal impacts in the creeks;
- utilization of natural channel design and bioengineering methods to increase habitat potential in the creeks;
- maintenance of groundwater inputs into the creeks including emulating existing groundwater recharge; and
- avoidance of groundwater quality impacts.

Recognizing the long time period since the study was completed, the City is planning to complete an update to the Clythe Creek Subwatershed Overview in the near future as part of implementing the Natural Heritage Action Plan. It is anticipated that the update will develop best management practices to support future growth and development such as stormwater management criteria including

water quality and groundwater recharge targets. Additionally, it is anticipated that the update will explore restoration opportunities and provide associated recommendations. The City is also currently undertaking an update to its Stormwater Management Master Plan which may also provide recommendations relating to Hadati Creek.

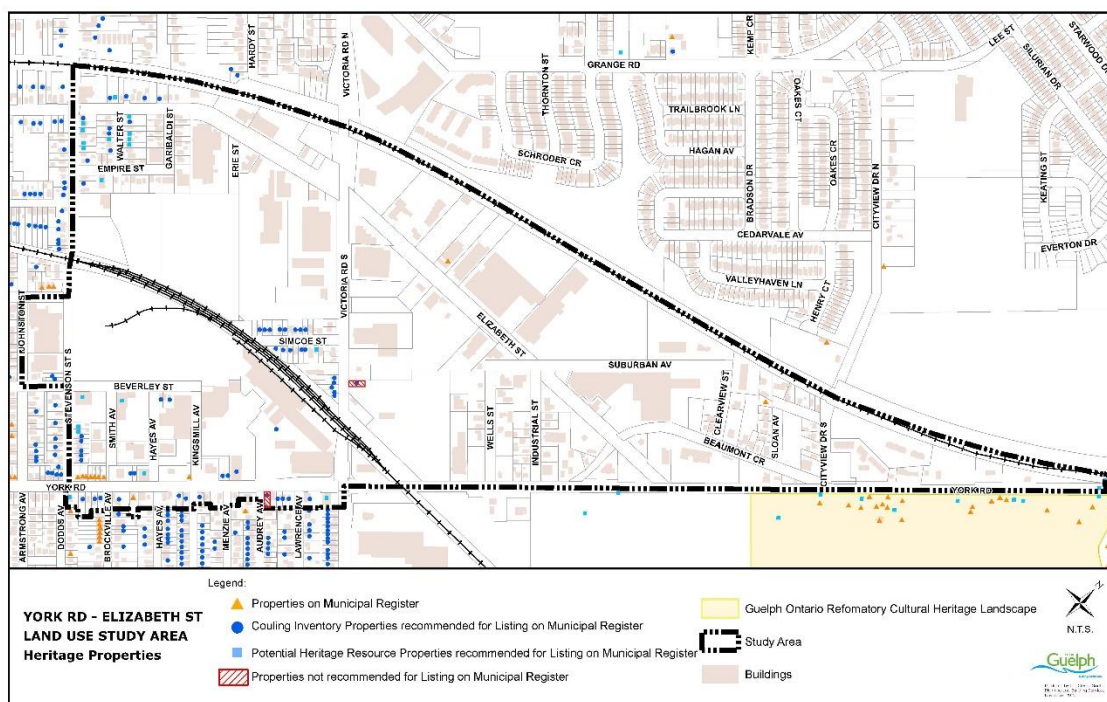
**NHS recommendations to be implemented through development/redevelopment**

1. Continue to protect the Natural Heritage System as per the Official Plan.
2. Explore improvements to the culvert crossings of Hadati Creek to reduce hazard constraints.
3. Implement stormwater best management practices and restoration recommendations as identified in the Clythe Creek Subwatershed Study Overview, the forthcoming subwatershed study update, and the Stormwater Management Master Plan update.

## Cultural Heritage

The York-Elizabeth Land Use study area contains many residential properties built in the first quarter of the 20<sup>th</sup> century as new industry was being established in the part of St. Patrick's Ward west of Victoria Road. Many of these dwellings and some institutional, commercial and industrial buildings were assessed and photographed in the 1970s and included in the Couling Architectural Inventory. The scope of the Couling Inventory was to document historic buildings or structures built before 1927. The properties within the study area that are identified in the Couling Architectural Inventory are shown with a blue circle on the map in Figure 20.

Figure 20 Cultural Heritage Properties (City of Guelph)



Heritage Planning staff have surveyed properties within the York-Elizabeth study area and identified those that would satisfy at least one of the three criteria used to determine cultural heritage value under the Ontario Heritage Act. Staff have considered **design/physical value** if a building has appeared to have retained the integrity of its original form and materials. Some of the properties have **historical/associative value** as they relate to the people, groups or events that are important in the historical development of the neighbourhood. **Contextual value** is considered if a building contributes to the historic streetscape – individually or as part of a group of buildings. This historic context is seen on the 1929 and 1946 Fire Insurance Plans of Guelph (Figures 21 and 22).

Figure 21 - 1929 Fire Insurance Plan

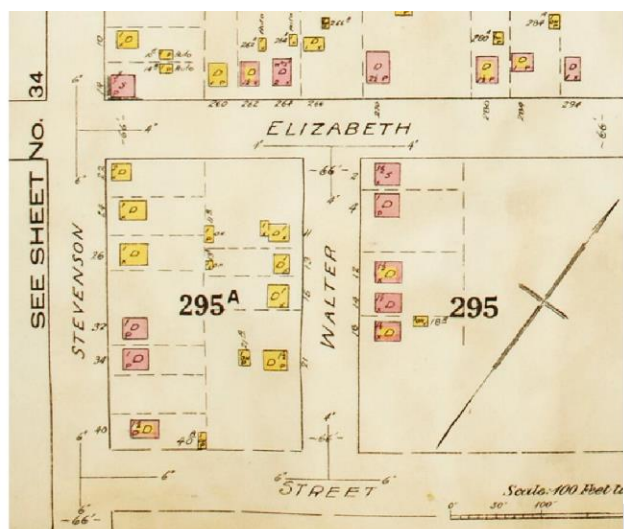
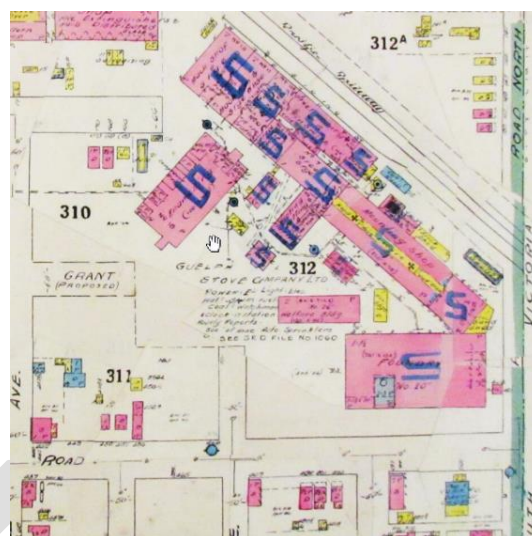


Figure 22 - 1946 Fire Insurance Plan



Properties that have been determined to have cultural heritage value or interest may be listed (as non-designated) on the Municipal Register of Cultural Heritage Properties under section 27 of the Ontario Heritage Act. Listing on the heritage register gives more clarity to our understanding of a property's cultural heritage value and provides interim protection against demolition. Through the Heritage Review application process property owners have the ability to request Council approval for proposals to remove listed properties from the heritage register.

The map in Figure 20 indicates properties already listed on the Municipal Heritage Register with a yellow triangle. A blue square indicates a property that contains a potential built heritage resource. Staff recommend that all Couling Inventory properties (blue circles) as well as all other identified potential built heritage resources (blue squares) within the York/Elizabeth Land Use study area be recommended for listing (as non-designated properties) on the Municipal Register of Cultural Heritage Properties under section 27 of the Ontario Heritage Act.

## Open space and parks

The Open Space System: Trails and Parks policies of the City's OP outline that Neighbourhood Parks will primarily cater to the needs and interests of the residents living within its general vicinity for unorganized, unstructured and spontaneous leisure activities. A neighbourhood park should be located within a five to ten minute walk from the residential area served without any major barriers such as an arterial road. Neighbourhood parks are not designated on the Official Plan land use schedule.

## East portion of the study area

Based on these policies, it is recommended that the city-owned land at 106 Beaumont Crescent be developed as a neighbourhood park to better serve this pocket of existing residents as well as any future residential development resulting

from the proposed introduction of a medium-density residential land use designation along York Road. While it is noted that there is a neighbourhood park located on Cedarvale Avenue to the north, the Metrolinx rail line is a major barrier that would not allow residents of this area to walk to this park within five to ten minutes. Further, York Road is also considered a major barrier for the residents of this area to access the passive open space that is currently publicly accessible on the Ontario Reformatory lands. The proposed future neighbourhood park at 106 Beaumont Crescent will complement the passive open space anticipated to remain through any future redevelopment of the Ontario Reformatory lands. This proposed park would also ensure that this residential area has access to a park should the Ontario Reformatory lands not be accessible to the public in the future.

### **West portion of the study area**

The Council-endorsed vision for 200 Beverley Street (IMICo) includes a neighbourhood park. On June 19, 2006 Council passed the following resolution:

That approximately 3 to 4 acres of the 200 Beverley Street property, with access to Stevenson Street, be dedicated for park purposes in the final redevelopment scheme for the site.

Based on this resolution, as well as the proximity to both Mico Valeriot Park (west of the study area) and Eramosa River Park (south of the study area), the need for additional park space in the western portion of the study area has not been identified.

## **Transportation & Servicing (storm, water and wastewater)**

### **Existing Transportation Network**

There are several arterial roads in the area as shown on Figure 23 including York Road, Victoria Road, Stevenson Street and portions of Elizabeth Street. East of Victoria Road, Elizabeth Street transitions to a collector road.

York Road, Elizabeth Street and Victoria Road are recognized as key access and through streets for the City-wide transportation network. York Road is an important east-west corridor and has historically acted as a key eastern entrance into the City and is also part of the Provincial Highway 7 Connecting Link for interregional passenger and goods movements. Its designation as an arterial road in the OP reinforces its importance within the city. Arterial roads accommodate a high volume of traffic and are meant to accommodate a high level of transit service.

Goods movement in the area includes rail corridors as well as York Road, Victoria Road and the arterial portion of Elizabeth Street which make up part of the City's permissive trucking routes. The study area includes the Metrolinx rail line along its northern boundary and the Guelph Junction Railway cuts through the centre of the study area (Figure 24).

Figure 23: Road Systems (City of Guelph)

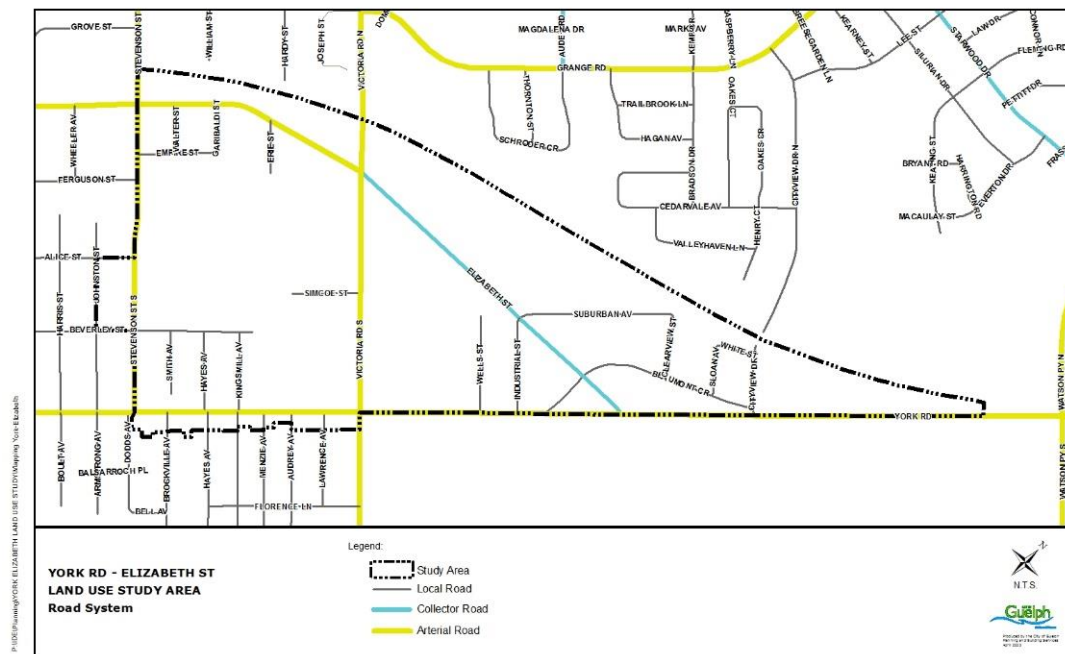
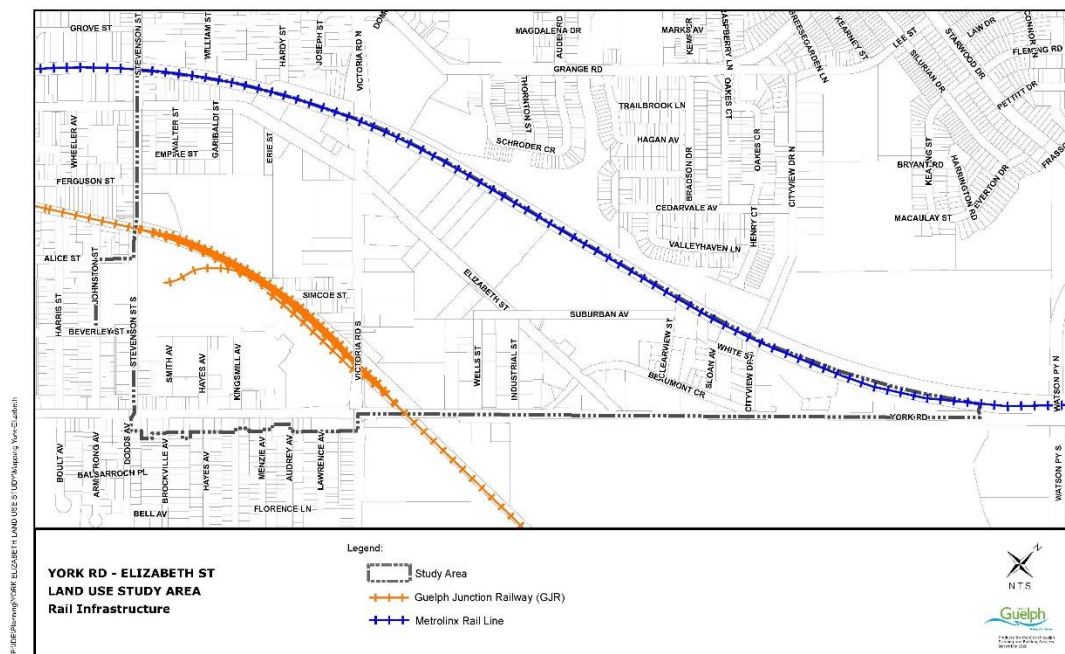


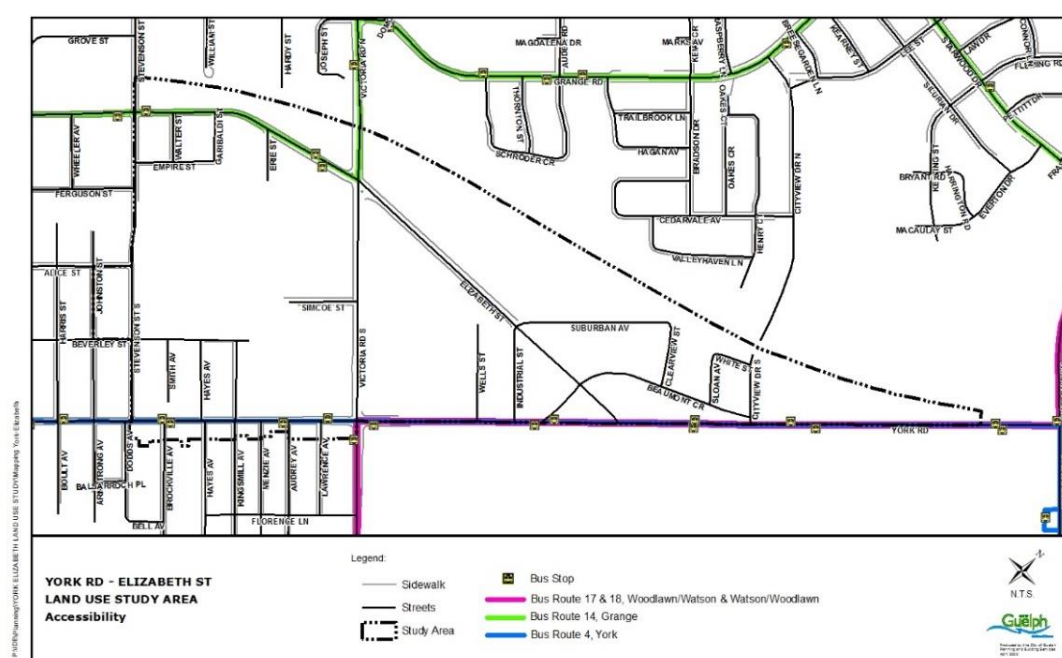
Figure 24: Rail Infrastructure (City of Guelph)



In terms of active transportation, sidewalks are largely absent from many roads stemming off York Road as demonstrated by Figure 25, however, there are some sidewalks throughout portions of the study area mainly in residential neighbourhoods. On-road bike lanes exist on both Stevenson Street, and Elizabeth between Stevenson and York.

Within the area, Guelph Transit currently runs three bus routes to service the area. These are provided along the northern and southern parts of the study area. Two routes run along York Road and one connects Elizabeth Street to the northern portion of Victoria Road.

Figure 25: Accessibility (City of Guelph)



## Analysis

The City is in the process of updating its Transportation Master Plan (TMP). In addition, the City is also considering how additional population and jobs will and can be accommodated through the Shaping Guelph Process (i.e. Municipal Comprehensive Review).

While these processes will consider the connection between transportation and land use on a City-wide basis, there is an opportunity for improvements within this area. This includes better connections, intended to improve access to and through the area for transit users, drivers, cyclists and pedestrians.

In addition, any transportation changes should continue to recognize the important function of goods movement in this area, while balancing the need for multi-modal transportation.

One of the transportation challenges of this area are the Metrolinx rail tracks that act as a barrier for circulation within the area. For example, the community at the east end of the study area is physically cut off from directly accessing services that are located north of the Metrolinx rail line such as parks and schools.

### **Street Network Changes**

East of Victoria Street, the City has recently completed a York Road Environmental Design Study which shows the widening of the road from two to four lanes and adding a multi-use path on both sides of the road. Through detailed design, the reconstruction of York Road should provide upgraded streetscape elements such as street furniture. In particular, along the north side of York Road street trees should be provided between new development and the street.

Currently, the York Road Design Study shows that Cityview Road South will be closed at York Road. To improve connectivity, and support the direction for intensification, the removal of this access should be re-examined in order to improve connectivity and support the redevelopment/intensification of the area that is more dense and urban. However, given the spacing between the Cityview/Beaumont intersection and the Cityview/York intersection, maintaining both intersections will probably not be possible. As a result of this Land Use Study, this will be examined as part of the upcoming detailed design work for York Road.

In regards to Goods Movement, consideration should be given to alternative future permissive trucking routes around the area through future updates to the TMP and discussions with the Province. In particular, options for not including this portion of York Road as a truck route should be reviewed given the direction to include additional residential development opportunities.

### **Pedestrian and Active Transportation Network Changes**

As construction projects are undertaken in the area, gaps in the network of sidewalks as demonstrated by Figure 25, should be addressed. As per the Official Plan, sidewalks shall be provided on both sides of all streets wherever feasible with limited exceptions (see Official Plan Policy 5.4.7). The TMP is also developing road cross-sections.

There are also a number of potential new active transportation connections to be implemented over time to serve redevelopment and improve access and circulation for pedestrians and cyclists to the Downtown, the Ontario Reformatory Lands and surrounding neighbourhoods:

- Investigate the creation of an Active Transportation link between Downtown and Victoria Road along the GJR Railway tracks. Currently, the Downtown Secondary Plan shows a proposed future trail ending at Huron Street. Extending this proposed trail would improve connectivity within this area and between this area and the Downtown. This is being proposed and reviewed through the Guelph Trails Plan Update. As a next step, a Risk Assessment/Safety Audit should be completed to review the

opportunity to construct an active transportation trail adjacent to the Guelph Junction Railway (GJR) tracks between Huron Street and Victoria Road; and,

- Opportunities to improve pedestrian/cycling connections over the Metrolinx rail line and across York Road (to connect with the Ontario Reformatory Lands) should continue to be explored and implemented.

This should be reviewed as part of the Guelph Trail Master Plan Update.

### **Servicing (storm, water and wastewater)**

Reviewing the servicing requirements of the area is not within the scope of this project. However, in the future the use of Holding Zones may be necessary to address capacity in this area. Any redevelopment of these sites would require development approval(s). Development applications require the review and approval of technical studies related to transportation, environmental impacts, stormwater management, servicing, etc.

### **Environmental Constraints**

#### **Noise, D-6 Guidelines and Transportation**

The [Land Use Compatibility Study](#) prepared by Dillon Consulting (Appendix A of the [Background Report](#)) emphasizes that the combination of existing industrial uses along with both road and rail transportation corridors pose constraints in terms of the noise and air quality in the area. These uses impact where sensitive land uses (such as residential) may be developed and redeveloped. In some instances, sensitive land uses may not be appropriate, or careful consideration of the best mitigation techniques must be given in order to provide good land use compatibility. Figure 20 shows the relative level of anticipated effort required to assess a specific parcel. For more detail refer to pages 22-24 of the [Land Use Compatibility Study](#) (Appendix A of the Background Report).

**Legend**

- Study Area
- Lower Anticipated Effort
- Higher Anticipated Effort

0 250 500 m

NORTH

Sources: Esri, DeLorme, Intermap, Incorp., NPS, NRCAN, Ordnance Survey, OpenStreetMap contributors, USGS, NOAA, CCMA, 10 Robinson, BCRA, NLS, GIS, MNA, GeoDataLabs, Rijkswaterstaat, CGA, GeoData, FEMA, Intermap and the GIS community

- As per the City of Guelph Noise Control Guidelines, a noise study will be required for any development of noise sensitive land uses that are within proximity to rail corridors, provincial highways or the Guelph Air Park Airport, or adjacent to collector or arterial roads. In addition, noise studies will be required for new or redeveloped noise sensitive land uses abutting existing commercial, employment, industrial, or institutional uses abutting existing or approved noise sensitive land uses.
- As there are no M.E.C.P. guidelines with respect to railway vibration, Transportation Vibration Assessments in support of any proposed sensitive use shall adhere to the Guidelines for New Development in Proximity to Railway Operations (FCM/RAC).
- As per the City of Guelph Lighting Guidelines for Lighting Plans each new applicable development should meet the City's requirements for lighting to avoid potential compatibility issues. Where sensitive uses are proposed in proximity to existing industrial uses, the potential for light impacts from the existing use may be included in the compatibility study.
- For studies made under Guideline D-6, a qualified practitioner should perform such studies using the following approach as appropriate:
  1. The Potential Area of Influence and Minimum Recommended Setback Distance for each industrial use in the area should be established (completed within this report based on current industrial uses).

2. For each industrial use where the Potential Area of Influence intersects the proposed land use, an evaluation is performed to determine the actual influence area (defined in Guideline D-6 as the overall range within which an adverse effect would be or is experienced). This evaluation may include technical studies such as air dispersion modelling, but such studies are not required in every case. Should these studies determine that the actual influence area influence intersects the proposed land use, detailed technical studies should be performed.
  3. For each industrial use the Minimum Recommended Setback Distance or actual area of influence intersects with the proposed land use, detailed technical studies for each noise, vibration, dust, and odour are performed, as applicable, to identify compatibility issues. These studies include consideration of the industry's operations and emissions, background conditions (such as the existing acoustical environment or ambient air quality), local meteorology, the presence or absence of complaints related to that industry, and the nature of existing sensitive receptors in the study area.
  4. Where incompatible land uses are identified, compatibility may be improved through the use of approved mitigation measures, where additional technical studies may be required by the City as identified through ongoing consultation in the development application process.
- Any studies which are required during the development application process may be subject to independent peer review at the discretion of the City.

### **Brownfield lands**

A detailed review of contaminated or potentially contaminated sites was not completed as part of this land use study. Given the industrial uses that exist and have existed in this area, an examination of the potential contamination of each site and appropriate studies to identify the best way to remediate each site may be required for future site specific development applications especially when redeveloping to a more sensitive use. All development within this study area shall be undertaken in accordance with the City's [Guidelines for Development of Contaminated or Potentially Contaminated Sites](#).

### **Urban Structure Directions**

The City is currently reviewing its urban structure through the MCR. Within that context, this study was intended to explore how this area contributes to the overall City structure. This project has been iterative with the MCR and this section provides directions to be considered through the MCR with respect to the existing Intensification Corridor along York Road and whether the employment lands in the study area should be identified as an Employment Area or not.

## **Intensification Corridor**

The lands along York Road, east of Victoria Road South are currently identified as an Intensification Corridor on Schedule 1 of the Official Plan. Through this land use strategy, it is proposed that these lands be redesignated from Service Commercial to a combination of Mixed Business and Medium Density Residential. The proposed changes to the land use designation would allow for the intensification of this area, accommodating a broader mix of uses as well as residential development. There is potential that both the Mixed Business and Medium Density Residential designations would provide a mix of uses, as well as a range of local services, therefore this area could remain as an Intensification Corridor.

Through the municipal comprehensive review, this area should be further assessed as to whether it meets the policy framework for an Intensification Corridor within the city-wide context.

## **Employment Lands**

The general employment function of the study area should be maintained and intensified where appropriate. The introduction of sensitive land uses, such as residential, should only be permitted where any issues related to compatibility can be mitigated. Accordingly, it should be ensured that the employment lands are protected from conversion to other uses.

The Provincial Policy Statement (PPS) 2020 and APTG (the growth plan for the Greater Golden Horseshoe) provide guidance with respect to the employment areas.

Section 1.3 of the PPS 2020 sets out requirements for Employment lands and Employment Areas. The main distinction is that the conversion to another use is restricted to the time of a municipal comprehensive review for lands within Employment Areas. Generally, the Employment policies encourage an appropriate mix and range employment, institutional, and broader mixed uses to meet long-term needs and providing opportunities for a diversified economic base.

In the York/Elizabeth study area, it has been proposed that the Mixed Business land use designation be modified to revise the policies and change the permitted uses. The intent of the modified designation is to allow for greater flexibility for small to medium size incubator and entrepreneurial employment uses. In addition, the limited expansion of the permitted service commercial uses within this designation will assist in providing a broader mix of uses to meet the long-term needs of the employment lands and the surrounding area.

APTG provides more detailed policy guidance for employment lands and includes the distinction between employment lands and employment areas. The policies for Employment Areas require that these areas be protected for employment uses over the long term. Further, the policies require that municipalities prohibit residential and limit other sensitive uses that are not ancillary to the primary employment use,

prohibit major retail uses and provide appropriate interface between employment and adjacent non-Employment Areas to maintain land-use compatibility.

It is intended that the employment lands in York/Elizabeth be protected over the long term. However, given the eclectic nature of this area, as well as the need for greater flexibility for small to medium size incubator and entrepreneurial employment uses, it is recommended that the lands proposed to be designated Mixed Business not be included in the City's identified Employment Areas. However, policies should be included in the Official Plan that will generally not permit the conversion of these lands to non-employment uses. Lands that are designated Industrial in the York/Elizabeth area should be included in the City's identified Employment Areas to protect these lands for employment uses in the long term and ensure that incompatible land uses are not located in these areas in the future.

### **Targets (estimated yield of people and jobs)**

The York-Elizabeth land use study area currently has 550 residents and 1150 jobs based on 2016 census data. It is expected that with the changes proposed through the draft land use study the number of jobs would increase to almost 1300 and the number of residents would increase to over 700.

### **Preliminary Urban Design Directions**

Following the completion of the land use study, the next phase of this project will be the development of urban design concept plans that consider the following:

- Built form framework including addressing transitions;
- Public realm framework including conceptual street cross-sections; and,
- 3D model for key areas.

Through this process the following urban design directions should be considered for the development of urban design concept plans based on the outcome of the land use study:

- Develop an urban design concept for the Sloan Ave, White Street, Beaumont Crescent, Cityview Drive South, York Road area. This includes addressing circulation. Review the location of a potential public park on the City-owned lands in combination with residential redevelopment within the area in keeping with the land use directions.
- York Road will be a transit supportive and multi-modal corridor with a mid-rise built form. Review the interface between the reconstructed York Road, the Ontario Reformatory Land and re-development on the north side of York Road. The design of the street itself and development along this street will reflect these roles. High quality urban design and architectural detail will be required within the corridor.
- Design for the York Road corridor to highlight and celebrate the significance of the Ontario Reformatory Land including its open space, NHS and cultural heritage resources. The relationship between the north side of York Road

with the south side will become key features of the corridor's character. Consider urban directions that contribute to the community image and identity. Integrate public art into the design of buildings, streetscapes and open spaces.

- Review the intersection of York Road and Victoria Road, including potential of redevelopment adjacent to this intersection.
- Create an urban design concept plan for development along Stevenson Street with the exception of the 200 Beverly Street Property (i.e. IMICO lands) with a focus on transition between employment and residential uses.

## **Implementation**

### **Potential York/Elizabeth Community Improvement Plan**

The Planning Act (section 28) sets out a process for the development of a Community Improvement Plan (CIP). A CIP is a tool that is intended to achieve positive change to the existing physical landscape, either through municipally driven or incentive-based programs. CIP's can be used to assist in overcoming investment hurdles.

Through the Official Plan, Council may, by by-law, designate an area as a community improvement project area.

As defined by the Planning Act, a community improvement project area is a municipality or an area within a municipality, the community improvement of which in the opinion of the council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

Once a community improvement project area has been created, Council may:

- acquire, hold and prepare land for improvement within that area; and,
- adopt a community improvement plan for that area; and,
- may provide grants or loans, in conformity with the community improvement plan, to pay for the whole or any part of eligible costs of the community improvement plan.

The development of a CIP could serve as the basis to help encourage development within this area, particularly along the York Road corridor within the study area by attracting a higher level of private sector investment. The specific strategies to be utilized should be further explored through the development of a CIP, however, options include tax increment-based grants and the development of a capital investment plan.

### **Brownfield CIP**

In addition to a potential York/Elizabeth Community Improvement Plan, providing a steady future stream of funding for the city's existing Brownfield CIP could help

encourage development in this area as it is likely that many sites within the study area have some degree of contamination based on historical land uses.

## **Conclusions and Recommendations**

This area has played an important role in Guelph's growth. Over the period of time from its development as an area for textile and manufacturing to today, it has remained an important employment area that has also contained a component of residential and commercial uses.

Natural and cultural heritage have also shaped its growth. The proximity to Hadati Creek and Clythe Creek has impacted development in the area. In addition, the area west of Victoria Road is part of the larger "St. Patrick's Ward" where residential and industrial uses were developed in close proximity.

The study area contains the 200 Beverly Street Site (IMICO Lands) and abuts the Guelph Innovation District (GID) Secondary Plan. The GID is planned to achieve significant development, while preserving designated cultural heritage resources. The City is also planning the reconstruction of York Road within this area and other improvements to the multi-modal transportation network in this area.

This section summarizes the key recommendations for the:

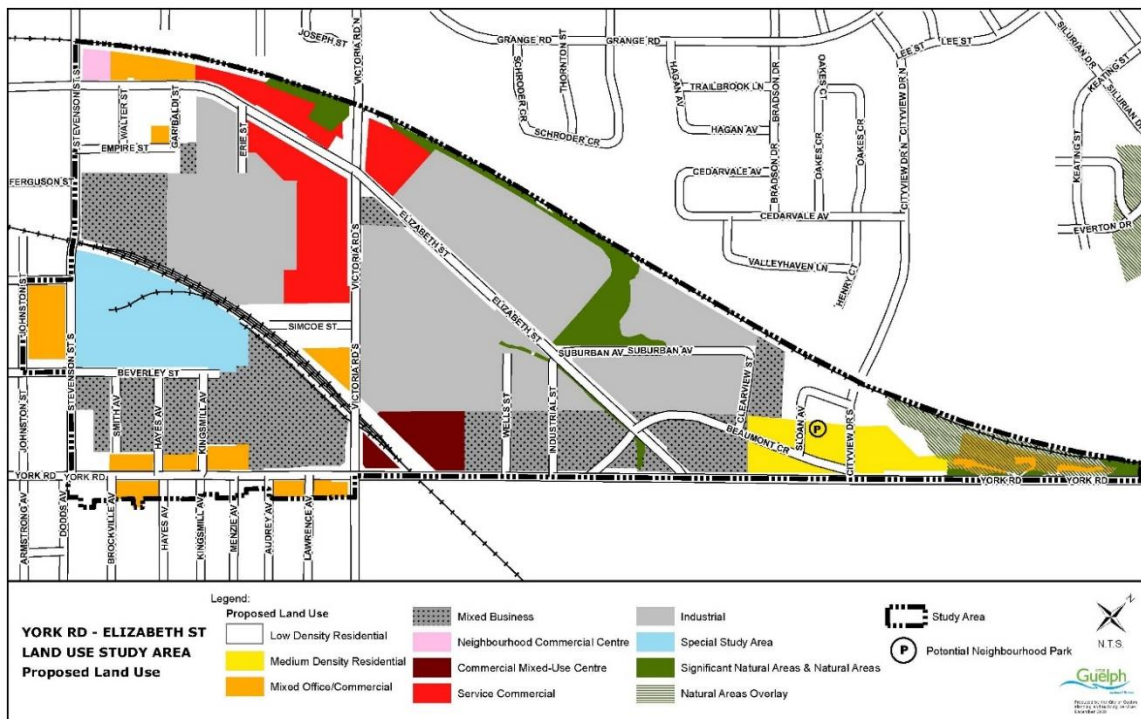
- Municipal Comprehensive Review;
- the forthcoming Urban Design Concept Plan; and,
- other City plans and strategies.

### **Recommendations for the Municipal Comprehensive Review (MCR) and Official Plan (OP) Review**

The main outcomes for the MCR and OP Review Process are:

- Re-designate the lands as outlined on the map below (figure 27).
- Given the proposal to re-designate lands along York Road from Service Commercial to a combination of Mixed Business and Medium Density Residential, there is potential that these designations could allow for intensification of this area, provide a mix of uses, as well as a range of local services, therefore this area could remain as an Intensification Corridor. Through the municipal comprehensive review, this area should be further assessed as to whether it meets the policy framework for Intensification Corridors within the city-wide context.
- The lands proposed to be designated Mixed Business are recommended to not be included in the City's identified Employment Areas. However, policies should be included in the Official Plan that will generally not permit the conversion of these lands to non-employment uses.
- Lands that are designated Industrial in the York/Elizabeth area should be included in the City's identified Employment Areas to protect these lands for employment uses over the long term.

Figure 27 Proposed Official Plan Land Use Designations



## Urban Design Concept Plan Directions

- See the "Preliminary Urban Design Directions" section.

## Other Recommendations related to City Plans and Strategies

There are a number of concurrent processes that impact redevelopment and land use in this area. This section summarizes these recommendations.

### Guelph Trail Master Plan:

- Investigate the creation of an Active Transportation link between Downtown and Victoria Road along the GJR Railway tracks. Consider completing a Risk Assessment/Safety Audit as a next step separate from the GTMP.
- Investigate opportunities to improve active transportation connections over the Metrolinx rail line and across York Road (to connect with the Ontario Reformatory Lands).

### Transportation Recommendations

- Look for opportunities to improve sidewalk connectivity and requiring sidewalks on both sides of the street for any new development.
- Give consideration to alternatives for a future permissive trucking routes around the area.
- Along York Road provide upgraded streetscape elements such as street furniture and street trees.

- Re-examine a potential connection between Cityview Road South and York Road to improve connectivity and support the direction for intensification.

### **Parks and Recreation Master Plan Recommendations**

- Consider the opportunity for a Neighbourhood Park on the City-owned lands at 106 Beaumont Crescent.
- As there is a planned for 200 Beverley Street (IMICo), additional parkland in the westerly part of the study area is not needed.

### **NHS Recommendations to be implemented through Development/redevelopment**

- Continue to protect the Natural Heritage System as per the Official Plan.
- As part of the completion of the land use study, assess the area located within the Cultural Woodland overlay to determine if any Natural Heritage System policies apply. If one or more of the Natural Area or Significant Natural Area designation criteria in the Official Plan are met, the corresponding policies apply and the associated area, including any minimum buffers, will be recommended to be designated accordingly. If none of the designation criteria are met, it will be recommended that the overlay be removed and that the underlying land use apply.
- Explore improvements to the culvert crossings of Hadati Creek to reduce hazard constraints.
- Implement stormwater best management practices and restoration recommendations as identified in the Clythe Creek Subwatershed Study Overview, the forthcoming subwatershed study update, and the Stormwater Management Master Plan update.

### **Holding zones for D-6 implementation recommendations**

Prior to a more sensitive land use being established, the following study requirements may need to be satisfied through a site-specific zoning amendment application, as a condition for the lifting of a holding provision (to be implemented through future by-law updates), or an application for site plan approval:

- Noise criteria;
- Lighting guidelines; and,
- Submit required studies made under the Provincial Guideline D-6.

### **Cultural Heritage recommendations**

- All Couling Inventory properties as well as all other potential built heritage resources identified within the study area are recommended for listing (as non-designated properties) on the Municipal Register of Cultural Heritage Properties under section 27 of the Ontario Heritage Act.

## **APPENDIX A: Background Report**

The September 11, 2020 Council Information Report titled 'York Road/Elizabeth Street land use study and urban design concept plan – Background Report' is available at the following link:

[Council Information Report](#)

The York Road/Elizabeth Street Background Report is available at the following link:

[York/Elizabeth Background Report](#)

The York Road/Elizabeth Street Land Use Compatibility Study is Appendix A to the Background Report and is available at the following link:

[York/Elizabeth Land Use Compatibility Study](#)

## APPENDIX B: Community Engagement

Through the City's online community engagement site, Have Your Say Guelph, interested stakeholders were able to provide input into the York/Elizabeth Land Use Study through two different activities between September 17, 2020 and October 9, 2020. The online engagement allowed the community to share knowledge about the study area and thoughts about its future. A total of 43 responses were received.

The study area was split into the same four sub-areas outlined in this report (see below) based on the different characteristics of each areas with a mapping tool to tag specific locations in the study area:

- **Sub-area 1:** West of Victoria Road contains residential land, industrial uses, and both sides of York Road (which contain a mix of residential and Mixed Office/Commercial)
- **Sub-area 2:** Development along Victoria Road, which is predominately service commercial and industrial lands, with a Commercial Mixed-use Centre on the east side of the intersection of Victoria Road and York Road.
- **Sub-area 3:** East of Victoria Road, which is predominately-industrial lands
- **Sub-area 4:** York Road frontage east of Victoria Road includes the north side of York Road, which contains mostly service commercial lands, and a pocket of residential development along Sloan Ave and City View Drive South

### Sub-Area 1 – West of Victoria Road

#### 1. What do you like best about this area?

##### a. I do not live/work in the study area

- Provision of jobs.

##### b. I live in the study area

- The beautiful OR land and the view of the OR.
- Is this a joke?
- The Eramosa River Park.
- Noise at night is no issue, and there is lots of greenery.
- Some of the small business that give it a community feeling like the Greek restaurant, Rug and Weave, Naha Thai, the florist. I love walking my dog along the laneways that run parallel to the streets as you can really feel it's a community not just a commercial area.
- Its potential!
- Quiet neighborhood that is within walking distance of downtown and other local business was residential components. Historic feel to some areas. Quick access to downtown and natural areas of town. Quick access to wetlands. Quick access to resident valued services (Na Ha's Thai Kitchen, Royal City Brewery, Guelph Grotto Climbing gym, and other small businesses).

**c. I live in the study area; I own land in the study area**

- I like the presence of small, independent shops and businesses, mixed with housing that is composed of individual houses and small-scale buildings (no taller than 3 storeys).
- Quite neighborhood, close to downtown, close to the university, easy access to exit Guelph.
- The green space, access to trails and a great location close to downtown.
- I like the convenience of this area, grocery is not too far and the neighbourhood is quiet.
- I like the mix of residential and commercial properties. I especially like that newer businesses in the area are small storefronts, creative enterprises, restaurants, or smaller trades. This is a bit of a shift from the heavy industrial businesses of the past or other parts of this neighbourhood. There is great opportunity to encourage more services in this area and make it a more walkable neighbourhood. I also enjoy the proximity to parklands and the river (which are finally fully open again, thank you)!
- Close to trails, river, downtown, university, etc.

**d. I live in the study area, I work in the study area**

- I like the old houses and the older industrial building as well. I use Angelino's and other small businesses in this area.

**e. I live/work nearby the study area**

- I like that there is a mix of business and homes.
- Comments:
  - Thai Kitchen restaurant;
  - Greek Garden restaurant; and
  - Angelino's grocery store.
- High density residential.
- I love the mix of residential area and of shops / restaurants / small businesses. I feel like these contribute to creating a feeling of community. I try to use the services in the area as much as I can!
- Very close to downtown and all its public transportation options.
- University of Guelph is close by.
- River & park adjacent to site, small streets with houses walkable, bike able. Angelinos, small businesses in area.
- I like some of the small older industrial buildings.
- I like now they have been re-used for different purposes.

**f. I own land in the study area**

- We love the connection we have with this area. The hidden pathways and walkways, the small businesses that have become friends, houses with personality and memories of raising our children.
- Up and coming, gentrification.

**g. I own land in the study area, I work in the study area**

- I like the mix of residential / commercial / industrial.
- Economical place to operate a business.

**h. I work in the study area**

- Small residential streets.
- Feels like much of this section is a blank slate. The old IMICO site should be developed.

**i. I work in the study area, prefer not to disclose**

- Character properties and mixed uses.

**2. What would change about this area?**

**a. I do not live/work in the study area**

- Open the residential zoning to allow the intermingling of commercial and retail uses as done pre-WW2 allowing for more walkable communities.

**b. I live in the study area**

- There are no sidewalks along City view, Beaumont, White St etc. This is unsafe for the children, especially when they walk to their bus. There is no access to any recreation space for the children and community. The City of Guelph endorsed The Children's Charter of Rights which states that every child in WDG should have access to a safe place to play. Many homes in this neighbourhood have no yard and nowhere for the children to play. There isn't even any access to a park if one were to walk- they would have to walk along York Road (no sidewalks and very unsafe, lots of traffic), or cross the train tracks (again unsafe) to even get to a park.
- It's state of dereliction.
- Nothing really
- I do not have any suggestions
- Some of the commercial areas are a mess... for the example the old boxed meat store, the vacant lot on the north of York next adjacent to the building Rug and Weave is in, etc. It is a residential area and the unused space should at least have a level of maintenance required of it's owners.
- Adding parks/playgrounds, schools, libraries, grocery stores and amenities. Residential properties preferably homes for families.
- I think it would be great to use the land. Right now it is often overgrown and filled with garbage.
- Reduction of industrial areas. Expansion of park land. Removal of rail line. Gentrification and augmentation of existing residential areas, while maintaining or creating areas of affordable housing. Expansion of residential zoning. Expansion of resident focused businesses (restaurants, patios, clothing, and arts).
- Removal of York Road as Highway 7.

**c. I live in the study area; I own land in the study area**

- I would not have allowed the gas station to be installed on York Road that is now directly next to and across from residential houses.
- More business, a grocery store in the East end, need a Starbucks, need more options to buy food. They are hardly any restaurants to get take out.
- The area needs updated, more parks, proper signage, better maintained roads, more curb appeal.
- York Road is the main area coming into Guelph, it needs updated and should have a staple of Guelph and become more welcoming. The OR / old jail lands is a gorgeous spot, Guelph needs to preserve this land and showcase it's beauty.
- Re-direct heavy truck traffic away from York Rd; create a truck by-pass route so that the heavy vehicles don't travel along York and through the downtown area. Obviously, trucks accessing businesses in this zone would be exempted; however, there is significant truck traffic simply moving along this corridor to travel through the city. As someone who has property fronting on York Rd., I am concerned about discussions to add a turning lane (I would lose property).
- (The IMICO SITE)"dumpy" perception unkept properties.
- Increased criminal activity in recent years.
- Road conditions deteriorating increased traffic since moving in.

**d. I live in the study area, I work in the study area**

- There is an increase of homeless people who try to make camp where the old foundry vacant land is the junkies live behind the old beer store - this city needs to find a solution for the drug addicted homeless people. Just driving them further into the bush is not working. Perhaps a building could be erected to assist with this problem.

**e. I live/work nearby the study area**

- More transit-friendly, more mixed-use zoning for business and homes like mid-rise with parks and stores/offices on the first floor.
- I would love to see a similar set to Belmont village in Waterloo
- Clean up and develop the contaminated land.
- Relocate train yard.
- More commercial.
- While this is slowly changing, there are still a number of abandoned buildings on and around York that have been falling apart for years. I'd love to see those turned into more restaurants, bars, and shops. Generally speaking, I would love to see more amenities that help make the neighbourhood a bit more self-sufficient (e.g. corner stores, grocery stores).
- More walkable, increased business.
- More midrise apartment/condo buildings.
- York road to not be part of permissible truck route ,diversion of large volumes of traffic thru the neighbourhood IMCO. To be fixed up appropriately

to fit residential already existing in the neighbourhood small mix used goods, more greenspace.

- PDI and other Large Industrial Re-located. Fix up roads sidewalks , greenspace ,promote to old industrial components to become neighbourhood mix-use area to service the local area.
- Get something positive done for IMICO but include lots of greenspace.

**f. I own land in the study area**

- More outdoor common spaces to play, eat and enjoy the outdoors. A splash pad would be great, even another park.
- I would love to see food trucks out this way or some more small food spots and businesses.
- Move the trains.
- Add commercial land or townhouses.
- More restaurants, pubs. Draw people to the area.

**g. I own land in the study area, I work in the study area**

- Include more options for small business in the neighbourhoods without the need for specific designated parking.
- Fix the roads, review the parking allowances/no parking.

**h. I work in the study area**

- The disgusting land behind the fence on the east side of Stevenson Street. The "Wally Tucker" land, perhaps once called IMICO.
- Develop the Imico site!

**i. I work in the study area, prefer not to disclose**

- Major arterial status of York Road.

**3. What should be kept in mind when thinking about opportunities for how land use within this area may change in the future?**

**a. I do not live/work in the study area**

- Economic opportunity should be kept as priority (jobs!).

**b. I live in the study area**

- Please keep in mind that there are few amenities in this area (no parks or sidewalks even), so when increasing the population, some services are also needed.
- Municipal Tax payers should not get stuck with the bill.
- Traffic and parking. In particular traffic volume. There are days we can't even get out our street onto York Road now.
- If new business is to be brought in, one must keep in mind that there is plenty of residential in the area.
- People live here!! It's a charming area that has lost it's polish - we need business we can use not more industry.

- Families with small or growing families buy houses here because they are usually less money.
- Include green space. I think mixed use of commercial and residential would be good use
- There are some excellent small businesses in this area (Na Ha's Thai kitchen for one)
- York Road as Highway 7 is unfortunate.

**c. I live in the study area; I own land in the study area**

- The businesses in this area should be small, independent businesses that respond to the needs of residents in the area and those passing through. "Slow streets" should be designated for the smaller residential streets in the area, as 50 km/hr is too fast for the narrow streets that have parked cars, and houses where children are playing.
- There are a lot of young kids and families that live in this neighborhood, we need more parks and sidewalks.
- Road traffic and congestion issues, increase patron and bike traffic, due to people working downtown.
- Increased time getting into business driveways and lack of parking which will deter people from using businesses downtown.
- Established neighbourhoods and traffic.
- There are a considerable number of residential properties in this zone (notably, the properties south of York are left out of the consultations); many of these properties have only one route to access their homes. Increased housing density means more traffic, and this area already sees considerable traffic (esp. as York Rd is also Hwy 7). As an older neighbourhood, the streets are narrow and they don't always line up for easy flow of traffic. I am concerned about the movement of people in the neighbourhood and hope that considerations for busing, cycling, and walkways will be carefully considered.
- Beautifying green spaces; pedestrian safety : sidewalks ,safe crossings; Snow removal ,winter maintenance; waste recept

**d. I live in the study area, I work in the study area**

- With more and more people looking to Guelph as a place to live I think this land would create more value as a residential/ commercial area. If the vacant land where the old foundry is finally able to be developed on it would make an awesome residential/recreational area.

**e. I live/work nearby the study area**

- Make this neighbourhood desirable! Use places like Amsterdam as a model for mixed-use.
- Traffic on York Rd
- Train schedule on GJR
- A lot of families live here. We chose this area for the proximity to the river, to trails and nature, as well as for the ability to access downtown easily. This

is primarily a place where we live, and don't want to see it turned into commercial/industrial only.

- Need for more residential housing because Guelph's population is exploding.
- Residents traffic green space (we need more) walkability and not car oriented low-rise housing single family, townies etc. No high-rise this neighbourhood is like a village quaint try and maintain this deal with traffic issues (large trucks down York etc.)

**f. I own land in the study area**

- The lights at York and Victoria are dangerous already, with more volume there would need to be big adjustments. Change the bus stop in front of Greek Garden, it becomes a hot mess, and have an alternate entrance for the Tim Hortons.
- There are so many creative people living in the ward. High rises would be deflating, I can only hope that these gentrifications will reflect the personality of the area.
- move the trains
- Should be commercial area
- More restaurants, pubs. Draw people to the area.

**g. I own land in the study area, I work in the study area**

- Ward feel
- Traffic and parking impacts on existing businesses.

**h. I work in the study area**

- More housing, perhaps condos/townhomes would be great. Also the area needs some small plaza-type amenities
- That traditionally this was a mixed industrial/ residential area, and I think that should be reflected in any future plans for the area. Rather than just approving town homes (i.e., Biltmore development) having a more mixed use space here, more representative of the ward in general would be good.

**i. I work in the study area, prefer not to disclose**

- Maintain historic character of neighbourhood.

**4. Geotechnical Data Input**

**a. What do you like in this area?**

- The GJR rail line should be an extension of the Trans Canada Trail South starting at MacDonell and continue all the way to Victoria Rd and beyond to the Yorklands eventually. This would also be a continuation of the Guelph To Goderich trail (G2G) making it even more accessible once the Guelph connection is complete. Apart from the economic benefit to all the new development in the Ward it would also bring economic and environmental benefits by encouraging a healthier lifestyle by enabling a pleasurable and safe biking and walking trail.

**b. What would you like to see change?**

- The ward is such an exciting place because of it's history of mixed development. Moving forward I would love to see the city design a space where people can live, shop and work within the same community. More green space would be nice too!
- Lots of traffic congestion. If possible, I would add turning lane from Victoria to Stevenson and bike lanes.

**c. What do you not like in this area?**

- Sketchy empty lot. I know it's a brownfield, but makes me feel unsafe walking by at night. Please don't turn it into condos.
- Frustrating staggered intersection. A lot of near misses.

**Sub-area 2 - Development along Victoria Road**

**1. What do you like best about this area?**

**a. I do not live/work in the study area**

- Jobs!

**b. I live in the study area**

- There's beer sold here.
- Mixed use of land
- It is not exceptionally busy.
- I love trains so living by the rail yard is no issue at all. The grotto building is great - it's a shame it doesn't have more we can use in it but my son is an avid climber and loves it - and the strip by it is good, for example Royal City Brewing adds to the area a lived-in feel. The plaza at Victoria and Elizabeth is good - the Queens Cafe, Malkim, etc.
- Being on the outside of the city, close to Rockwood. Its potential!
- Royal city brewery.
- I am a resident in this area. Residential aspects have strong character. Quick access to downtown and outside of town. Quick access to resident valuable services (Na Ha's Thai Kitchen, Royal City Brewery, Guelph Grotto Climbing gym, and other small businesses).

**c. I live in the study area; I own land in the study area**

- Almost nothing. It is an ugly, poorly-maintained stretch of Victoria Road. The only attractive place is the fire station on the corner of Elizabeth and Victoria. The city has not planted trees, nor maintained the road. There is not bike lane, which would be a benefit, given that the Victoria Road Rec Centre is just a bit further north. In general, people drive too fast along this stretch of road, especially as they come down the hill from the south, making entry and exit to and from businesses dangerous.
- Quiet neighbourhoods
- Great variety of businesses to service the East End. The increase of small, diverse businesses has been great for the neighbourhood.

- Not much -very dumpy, road conditions are terrible.

**d. I live in the study area, I work in the study area**

- I own a home in this area on Victoria Rd and I grew up in this area of Guelph. I love how it is a small pocket of residents in an ever growing city. I use the businesses in the area and also work just a few minutes walk from my home. Until recently I also enjoyed living by train tracks (a heritage thing too complex to state here) however the new rail company has been running their schedule quite late into the night. It has not yet been a month but they have conducted rail activity past 11 PM quite more times than I witnessed Ontario Southland in 6 years.

**e. I live/work nearby the study area**

- Traffic light spacing/timing.
- Comments:
  - Improvements at Elizabeth St. intersection; and
  - Some commercial.
- The commercial use of the space, with all the little restaurants and stores that have been popping up in the last few years.
- The Royal city plaza and businesses.
- Southbound Victoria road is a direct beeline to College Ave., Stone Road, Arkell & Clair Roads and therefor is a major road comparable to Gordon Street and also Edinburgh Road.
- Not really much / I like the factory re-used on the corner of York and Victoria the owners have done good job of repositioning this building. This old factory should be considered for heritage designation. The small grouping of houses or simcoe street.
- But the rest of area concrete, sporadic not well utilized spaces.

**f. I own land in the study area**

- Hands down, Royal City Brewery.
- We are on a dead-end street.
- Accessibility.
- Jobs.

**g. I own land in the study area, I work in the study area**

- Economical place to operate businesses and diversification.

**h. I work in the study area**

- Note much. It's old and run down - looks like a ghetto.
- Potential.

**i. I work in the study area, prefer not to disclose**

- Small businesses.

## **2. What would change about this area?**

### **a. I do not live/work in the study area**

- Open up the residential zoning to allow for commercial/retail opportunities.

### **b. I live in the study area**

- Make York and Victoria area look less run down. When driving west along York towards Victoria and then turning left on Victoria to go to Tim Hortons, it is very unsafe as there is no turn lane to get into the Tim Hortons plaza. People make an immediate stop to turn and cause accidents.
- It would look less like an industrial wasteland.
- Nothing
- I would have no changes
- I don't like the aggregate / gravel yard being right there - it's scruffy. The intersection of York and Victoria is a mess especially the south east corner vacant lot. The area that is to the west of Wells is a disaster. I live on Wells and the area there is a mess.
- Train, traffic, businesses are only industrial or commercial. NOTHING for residential owners. Very hard landscapes. Not manicured at all. Needs to be cleaned up and maintained. Noise from train is at all hours of day, night and early morning. Sound barriers, new fences should be implemented especially for families living near it.
- Put a side walk on both sides and further away from road.
- Reduction of industrial areas. Expansion of park land. Removal of rail line. Gentrification and augmentation of existing residential area, while creating areas of affordable housing. Expansion of residential zoning. Expansion of resident focused businesses (restaurants, patios, clothing, and arts).
- Removal of York Road as Highway 7.

### **c. I live in the study area; I own land in the study area**

- As for the road itself, the turn lane just south of York Road (that goes into the Tim Horton's area) needs to be extended. Drivers going in and out of that commercial strip are constantly trying to manoeuvre around each other. Trees need to be planted along the road and sidewalks need to be installed and maintained on both sides of Victoria. This area should remain a commercial strip without any residential dwellings.
- Same as South end on Clair road. More family runner business
- This need updated and beautified to say the least. Common Guelph we need to keep it classy and sink some money into making this area more appealing.
- It seems fine to me right now
- Fix the road! One of the worst stretches of road in the neighbourhood. Sidewalks on both sides would encourage people to walk more to these businesses. Encourage even more diversity of businesses and consider moving heavy industrial out of the area to industrial zone along Watson. Given the history of industrial use, pollution remains a concern (ground and water, notably).

- Make it easier to access businesses.

**d. I live in the study area, I work in the study area**

- I had a survey company trudge through my backyard on behalf of Guelph Junction Railway and was informed that they own some of my backyard. I asked if I could lease the land that they are speaking about and was told no, they are building a storage facility in this area. This area has been maintained by the residents of this community. We have mowed the grass, shoveled the snow and utilized the alley for decades. The land directly across the street is also on the same survey line, I and other residents in this area believe that the "storage facility" would be better across the street, away from the residential area. It would be great if there was a set time that the trains were not allowed to work at night, like 9 pm or so.

**e. I live/work nearby the study area**

- Add separated bike lanes rather than gutter lanes.
- Better road for turning into businesses
- Comments:
  - Full sidewalks;
  - Total reconstruction of road;
  - More established retails; and
  - Close scrap yard or relocate.
- The intersection is really busy and sometimes hard to navigate. Trains tend to run during rush hour, which blocks everything for many minutes. With the heavy traffic, it can be really challenging to access some of the businesses (e.g. turning into the parking lot at Royal City Brewery). It's a little outside of the survey area, but the entrance to the Tim Hortons is also a mess, and cars trying to access the lot often block/slow down traffic along Victoria.
- Added landscape or enhanced building facades.
- Less buildings in state of disrepair. More trees along roadside.
- The road needs repaved.
- Widen the intersection of York Road and Victoria Road.
- Build Bridges for train tracks on York Road and Victoria road.
- It's a very dilapidated looking entrance to our city.
- More green frontage is beautiful – more pedestrian friendly larger sidewalks.

**f. I own land in the study area**

- Addition of road divisions and medians with bus lanes.
- Move the trains.
- Should be commercial land.
- Clean it up, ugly.
- Allow a broader mix of businesses to locate.

**g. I own land in the study area, I work in the study area**

- Nothing.

**h. I work in the study area**

- It's mostly commercial/industrial so... what can be done?
- Hard to say. It's pretty rough at the moment, but it is a working space. I'd work to improve the road itself and improve the easements. Lots of ragged entrances and exits along this stretch.

**i. I work in the study area, prefer not to disclose**

- Nothing.

**3. What should be kept in mind when thinking about opportunities for how land use within this area may change in the future?**

**a. I do not live/work in the study area**

- Economic opportunities should be the focus (jobs!).

**b. I live in the study area**

- If the population increases in this community, so will traffic along this road.
- Municipal tax payers should not get stuck with the bill.
- Again, high traffic volume.
- That there are still residences in this area
- Again - people live here! But the people that do realize it's a mixed use commercial / residential / industrial area - it just needs to be better maintained.
- Families live here with small children! Safety, noise and beautification should be a priority. People who live in this area need traffic to be condensed and make our area easier to access amenities. We are an entry point to Guelph and not visually pleasing in anyway!
- There are some excellent small businesses operating in this area (Royal City Brewery, Guelph Grotto Climbing gym), but the area is in desperate need of additional restaurants, patios, park lands and other services providing residents with a "neighbourhood" feel. "Troy's Toys" and other similar businesses offer nothing to foster the area as a community.
- York Road as Highway 7 is unfortunate.

**c. I live in the study area; I own land in the study area**

- This isn't a suitable stretch of road for residential zoning, so I would keep it as commercial use only and remove any residential use along the frontage of Victoria Road in this section.
- It looks like a dump there. Too many homeless people. It needs to be cleaned up.
- Think about traffic congestion and roadways.
- High density building, keeping some trees and nature space.
- The continued shuttling of trains in the yards here creates significant delays for drivers, esp. during rush hour times; any steps to speed up this process would be appreciated.
- Traffic flow- roundabouts at York /Victoria and at Victoria/Elizabeth.

**d. I live in the study area, I work in the study area**

- The residential houses in this area have a historical meaning in Guelph. The house I own was a worker house owned at one time by the foundry and rented to new Canadians trying to start a new life. It was what this city was built on.

**e. I live/work nearby the study area**

- Future proof this area.
- Lots of traffic already in this area.
- Rail crossing at GJR.
- Potential bus route on Victoria Rd.
- I'd make sure to keep some lots for smaller commercial use/businesses, which really help bring this neighbourhood to life (and not remove businesses to create huge industrial space).
- Impacts of rail and associated noise.
- Building inclusive community space, balancing transportation needs.
- Increasing university of Guelph student population as well as young families
- More high-density housing will be needed.
- Green spaces, pedestrian scaled developments not car acierated, bring some green and less asphalt area, transport needs to look at diversity truck traffic. Need a ring road system to keep large. Transports from travelling thru the city this does not do well in the older parts of the city. Where homes, business are close to roads and road network can only grow so big.
- Mixed human scale land use , walkable community business and residents.

**f. I own land in the study area**

- Busy road, railroad.
- Make it prettier, more inviting.
- Allow a broader mix of businesses to locate.

**g. I own land in the study area, I work in the study area**

- Off road parking and possibly a turning lane.

**h. I work in the study area**

- I'd imagine that in the future there will be more commercial opportunities along this stretch, so making it easier for those types of businesses to operate there would be good.

**i. I work in the study area, prefer not to disclose**

- Rail lines already provide traffic backups, any significant intensification - particularly residential - would simply add to the issue.

**4. Geotechnical Data Input**

**a. What do you not like in this area?**

- Awful parking lot. Dangerous getting in and out of it. I feel bad for the businesses. Make a better entrance off of York Rd and bigger parking lot.

- I find this a difficult parking lot to get in, as the entrance is not clear. The curb is rounded so you can drive in anywhere, but that makes it unsafe with other cars going in and out from Elizabeth and Victoria. Maybe some clearly defined curbs for entry and exit might help for the plaza.

### **Sub-area 3 - East of Victoria Road**

#### **1. What do you like best about this area?**

##### **a. I do not live/work in the study area**

- Rocky's.

##### **b. I live in the study area**

- Not sure
- You can get giant hot dogs.
- Nothing
- There are a number of small businesses in this area.
- My house is in this area (Wells). I think for the most part Elizabeth is fine - it's industrial but mostly well maintained (particularly the weld shop at Suburban and Elizabeth - we need more of this as it's so well maintained).
- Potential!
- It's kind of a dull area of the city. Not much to like. But I understand that parts of the city need mechanics, scrap steel business, auto sale, etc.
- The Water Store is handy. The area has quick access to wetlands and green lands, and easy access downtown.

##### **c. I live in the study area; I own land in the study area**

- I live in this area on Beaumont Crescent. In general, the residential area is quiet and most of the properties are well-maintained by the residents. Also, it's within walking distance of a lovely park-like setting (the O.R.) where one can walk and enjoy nature. It's close to downtown, while not being in the middle of things, has a bus stop nearby, as well as a bike path along Elizabeth Street, and is close to a few small retail businesses.
- The metal factory is cool. But it needs to be more friendly of an area. Half industrial and half residential. When you come into Guelph, it looks dumpy.
- Quiet and friendly neighbours.
- I am less familiar with this area given that it is predominantly commercial & industrial. The rebuilding of Elizabeth (including the intersection at York) a few years ago seems to have been a good improvement.

##### **d. I live in the study area, I work in the study area**

- I like the choice of mechanical shops in this area. There is also a restaurant that is great!!

**e. I live/work nearby the study area**

- Nothing.
- Interesting road layout.
- Some commercial.
- Tucked away.
- Elizabeth Street is a short cut when driving between Victoria road and York road.
- This area provides some employment.
- Bernadis!
- Most of area really needs a face lift, sidewalks, greenspace.

**f. I own land in the study area**

- Accessibility to Guelph resources.
- Jobs.

**g. I own land in the study area, I work in the study area**

- Nothing striking.
- Diversity.

**h. I work in the study area**

- What's to like? Rocky's?

**i. I work in the study area, prefer not to disclose**

- Don't know, can't tell where on the street the line is drawn.

**2. What would change about this area?**

**a. I do not live/work in the study area**

- Open up the residential zoning to allow for commercial/retail opportunities. Zoning should be open (by-law changes unnecessary) to allow for organic changes.

**b. I live in the study area**

- Not sure
- Relocate the scrap yard, clean up that automobile wash and remove the light at the intersection of Elizabeth and York Rd it's a serious pain in the butt.
- Nothing
- I cannot think of any.
- West of Wells is a disaster. Wells needs paving - we pay taxes but rarely get snow ploughing or street repairs. I'd like it to be tidier - vacant lot when you enter Wells on the right for example - it's been vacant since we moved here. Can some type of level of maintenance be required?
- Traffic, landscaping, add trees, flowers, statues, signs. Make everything more visually stimulating and safer.
- The metal yard is a huge eyesore. Reduction of industrial areas. Expansion of park land. Augmentation of existing residential areas and residential

services, while maintaining or creating areas of affordable housing. Expansion of residential zoning. Expansion of resident focused businesses (restaurants, patios, clothing, and arts).

**c. I live in the study area; I own land in the study area**

- There is definitely not enough of a separation between the small residential areas and the commercial/industrial businesses. For example, there is a car lot across the street from us that does not have any trees or fence or any kind of barrier, and has far too many floodlights that continue to shine towards the residential area. Additionally, we have a junkyard next door that is allowed to exist even though it appears to no longer be in operation, nor does it have a fence with a gate enclosing the property. Also within view of both our front and back yards, there is a variety of abandoned articles, such as a trailer covered with graffiti, rusty equipment on top of shipping containers, and an old deck left out to disintegrate.
- The City has not maintained this small neighbourhood along Beaumont and Clearview; there are no sidewalks or curbs, and parking is not allowed in front of our house as would be normal in a residential area. Additionally, Beaumont Crescent would be a perfect street to formalize a bike path, since it's used as such for workers going to and from Cargill, school children, and recreational cyclists. Also, it could hook up with the bike path on Elizabeth.
- I would like to see the City close the entrance to Beaumont and Clearview that comes off of York Road, and have the only access be from Elizabeth Street. This is because drivers often use Beaumont as a short-cut between York and Elizabeth to avoid the new light at that intersection. Since this section of Beaumont is used by pedestrians and cyclists, too much car traffic is a danger. Also, any business that fronts York Road should not be able to use Beaumont for an access.
- The City should plant trees along Elizabeth Street to increase shade cover during the summer and to help combat climate change. While I understand the City doesn't want to plant large trees along the south side of Beaumont because of the power lines, some attempt at separating commercial from residential needs to be done. Perhaps planting low-growing hedges or shrubs would be possible.
- Sidewalks please!!! More police presence.
- Quiet the traffic on Beaumont, the cars race down there now from Elizabeth Street to York Rd to beat the light. Put sidewalks in on Beaumont, Sloan, White and City view streets. Put a park so the children of the neighbourhood have a place to play. You have to drive to a park for the children to play.
- Make it a truck route to Victoria and then north to Woodlawn for trucks continuing on Hwy 7.

**d. I live in the study area, I work in the study area**

- The scrap metal place is loud and sometimes smelly.

**e. I live/work nearby the study area**

- Beautify it with additional trees/greenspace. it is very drab and grey right now.
- Pedestrian crossing over Metrolinx for access from adjacent residential subdivision.
- Full sidewalks.
- Inefficient land use.
- Make it feel less disjointed.
- Benmet metal (315 Elizabeth street) recycling business causes horrible noise pollution with crashing metal sounds all day.
- Please give them an incentive to move a new outer limit location where they have room to grow and not bother residential &/or commercial uses.
- Dan Gibson has heard many complaints about Benmat and has been a great help to us.
- Please build a grocery store (eg. NO FRILLS )and some apartment/condo buildings.

**f. I own land in the study area**

- Make it commercial area.
- Clean it up, ugly.
- Need to allow a broader range of uses in this area through the zoning. Eliminate specialized zones and broaden the SC uses.

**g. I own land in the study area, I work in the study area**

- Sidewalks.
- Infill with small industrial buildings.

**h. I work in the study area**

- It looks so run-down. Not an inviting way to enter our beautiful city...
- It kind of does what it needs to, I'm not really sure that a change is necessary here.

**i. I work in the study area, prefer not to disclose**

- Road maintenance.

**3. What should be kept in mind when thinking about opportunities for how land use within this area may change in the future?**

**a. I do not live/work in the study area**

- Economic opportunities should be the focus (jobs!)

**b. I live in the study area**

- Not sure
- Municipal tax payers should not get stuck with the bill.
- Traffic congestion
- That there are still residences in the area for noise concerns etc.

- People live here!! Wells for example has 5-6 homes on it, children, people who take care of their homes but are let down by the state of what's around us.
- Kids live here! Families live here! We need to have access to safe places for children to go, learn, play or even walk on a sidewalk. Traffic doesn't even stop for school busses.
- The industrial areas provide value, but would be better placed outside of residential areas of the city.

**c. I live in the study area; I own land in the study area**

- The north side of Beaumont Crescent should be wholly residential. There is no place any longer for a junkyard or a business that houses heavy equipment / dump trucks in their yard in this corner of Sub-area 3, especially since there is a large metal recycling plant on Elizabeth. Additionally, the corner of Beaumont and Clearview should not be commercial, especially if access is cut off from York Road.
- Since this industrial area is so close to the city, any industry that comes in needs to be compatible with residential areas with regards to noise, odor, light pollution, and traffic requirements.
- The City still needs to maintain aesthetic standards in requiring industrial and commercial businesses to plant trees and maintain their property in ways that are compatible with residential areas.
- Lot's of young families live in this area. There are no parks anywhere
- Amenities such as sidewalks, park for the neighbourhood children to safely play. Road repair
- Listen to the residential property owners of this neighbourhood to meet their needs, too.

**d. I live in the study area, I work in the study area**

- Great little industrial area.

**e. I live/work nearby the study area**

- Avoid heat islands with trees and additional greenspace.
- Intensification.
- Underline intersection improvements of Elizabeth and York.
- Traffic.
- Increasing population
- Because of technology many people work from home.
- If think that what needs to be kept in mind for the whole study
  - Must be a beautiful gateway for the city.
  - Must be geared towards human scale pedestrian friendly developments.
  - Changes should reflect, compliment, respect and help the residential components already in existence.

- Retention of some of the small and larger, Industrial and commercial buildings as they are more affordable for private small-scale business, plus they have that human scale.
- No High-rises, big box traffic generating ideas.
- More green spaces, wider boulevards trees, wide side walks, bike lanes.
- Correctional lands must also be developed without destroying its beauty.
- This would be Ideal for a new large hospital and other healthcare facility.

**f. I own land in the study area**

- Land owners.
- Make it more inviting, pretty.
- Need to allow a broader range of uses in this area through the zoning. Eliminate specialized zones and broaden the SC uses.

**g. I own land in the study area, I work in the study area**

- No not add housing.

**h. I work in the study area**

- I'd consider that this area isn't a stand alone piece, rather that hat is around this area will effect it too. In particular whatever happens with the provincial jail lands should play a role in how this area is treated as it faces them.

**i. I work in the study area, prefer not to disclose**

- Retain character, mixed uses to encourage a walk-to-work and liveable environment.

**Sub-area 4 - York Road frontage east of Victoria Road**

**1. What do you like best about this area?**

**a. I do not live/work in the study area**

- The chocolate bar.

**b. I live in the study area**

- The OR
- Still the giant hot dogs.
- The green space on the south side of York Rd.
- The open areas on the South side - we need to maintain the green space.
- So far, the improvements that have been made have been positive.
- There are some nice small businesses in the area, such as York Kitchen

**c. I live in the study area; I own land in the study area**

- As the Sub-area is defined, the most pleasant part is the small residential area along Clearview, City view, and Sloan, as well as access to the O.R. for its natural environment.

- The OR/ Old jail grounds are beautiful for walking. The water is gorgeous and has eye appeal.
- It is nice to have the green space on York road at the correctional centre
- The inclusion of low-income housing/ community housing across from a naturalized area.

**d. I live in the study area, I work in the study area**

- The OR bring back the baseball fields and recreation area there.

**e. I live/work nearby the study area**

- Adjacent to the reformatory lands (York lands).
- Good throughway for traffic.
- I love what is happening with the York lands Green Hub and really appreciate all efforts to make this green space more accessible to the community.
- Nothing...as a main entrance to the city it is a horrible first impression
- Park frontage and restaurant.
- Beautiful view & Access to parkland across York road.
- People take wedding photos in the parkland
- Great fishing there and cross-country ski.
- Rockies, small little neighbourhoods proximity, to green space /old reformatory lands.

**f. I own land in the study area**

- The green space.
- Good access.
- Not much.

**g. I own land in the study area, I work in the study area**

- Green land / trails / lakes.
- The diversity as it is unique with character unlike the new developments on Gordon Street.

**h. I work in the study area**

- Not really anything. This is pretty underused space if I'm being honest.

**i. I work in the study area, prefer not to disclose**

- That it is near Greenspace.

**2. What would change about this area?**

**a. I do not live/work in the study area**

- Nothing

**b. I live in the study area**

- There are no sidewalks. Add a light at City view and York Road so people can cross the street to get to and from the bus stop on OR side of York Road.
- repave the road. Bull doze the car lots and build more appealing retail.

- I have no suggestions.
- Same comments re the streets off York - just messy some of them and people do live on them that pay taxes and deserve better. Vacant and constantly changing hands lots need a plan to improve them to add commercial and residential value.
- Intersections of York and Victoria should be changed to reflect residential area.
- Re-pave York Road
- Support residential growth, increase park land, support small business, removal of industrial areas not directly supporting the community.
- Removal of York Road as Highway 7.

**c. I live in the study area; I own land in the study area**

- First, the York Road entrance into Guelph is currently poorly maintained and ugly. The road needs to be repaired and possibly widened without damaging the surrounding natural environment to make room for a bike lane, flower planters, and sidewalks on each side of the road. There needs to be more crosswalks (pedestrian controlled) for access to the current bus stop and the O.R.
- Sidewalks are imperative to enabling access to other neighbourhoods. It's not in your area of study, but the sidewalk needs to go all the way to Watson Parkway and around onto Watson. This would allow residents easier access to the East Branch Library and any potential services that may be developed in that area.
- The City owns a piece of property on City view that would be perfect for a park that could include community gardens, as well as play structures for children. Nearby is a social housing complex where people have little yard or garden space, so a park would be greatly appreciated by them, as well as by other residents in the neighbourhood. Additionally, it would enhance both the aesthetics and livability of the area.
- Better roads, curbs, sidewalks and a proper causeway to connect City view south to City view north so people can walk safely over there.
- Better roads, especially York Rd, light fixtures, enhanced attractiveness, signage, have some planters, create more parks for the children, especially around the Beaumont and City view area, they deserve a park.
- We need sidewalks on York Rd and we need the road fixed. It is a mine field with potholes.
- Fix the road! We could do with less car dealerships, but I recognize that having them in one area is logical for buyers. Is there space for a grocery store in this zone?

**d. I live in the study area, I work in the study area**

- Some of the used car places look a little dumpy. Maybe they could spruce up their buildings.

**e. I live/work nearby the study area**

- There needs to be safe crossing to access bus stops on the south side of York. Esp. at City view Dr South. There is a new 28 family complex at City view Village, there are many houses, and a social housing complex. Residents need safe crossing to bus stops on the opposite side of the road.
- Repave the road and add separated bike lanes. I would rather 1 lane each way with a centre turning lane than 4 lanes.
- Less bumpy road, proper sidewalk.
- Bigger retail.
- Remove steel dump.
- It is really difficult to travel there in any other way than by car. I have tried to bike or walk along that street and it is scary and dangerous - especially now that I have small kids, I always have to resort to driving in order to access commerce or services in that area. I'd love to see a more inclusive street, with clear sidewalks and bike lanes, and more opportunities to cross the road.
- Almost everything! Landscape, gateway features, road improvements
- Less focus on parking and large signage for business.
- Good sidewalks.
- Traffic lights with pedestrian crossing.
- A dairy queen & or swiss chalet restaurants.
- A good sporting goods store.
- A daycare for young children.
- More greenspace, sidewalks.

**f. I own land in the study area**

- Access to the space, parking, communal gardens. People love this area, why not open it up to enjoy.
- Curb appeal.
- Again, clean it up.
- Need to get the road improvements done!

**g. I own land in the study area, I work in the study area**

- Accessibility to trails and parking. better use of the land - i.e. the ball diamond and skating rink that were previously there and gone to waste...community park? Cross walks?
- Infill and keep in open for land use as it is now.

**h. I work in the study area**

- YORK RD! It's a disgrace. It's falling apart and needs desperate attention.

**i. I work in the study area, prefer not to disclose**

- Traffic light at Wells Street prior to the rail line. This would keep cars far enough back that drivers wouldn't be tempted to try to cross the tracks when the lines were flashing but the train was not visible or only moving slowly.

**3. What should be kept in mind when thinking about opportunities for how land use within this area may change in the future?**

**a. I do not live/work in the study area**

- Economic opportunities should be the focus (jobs!)

**b. I live in the study area**

- Not sure
- Municipal tax payers should not get stuck with the bill.
- Traffic congestion
- Just to be kept in mind that there are still residences in the area for when it comes to potential business noise.
- Keep the green space!
- People will be walking more if new families keep purchasing in the area. We need safety and beautification.
- Amazing that it is accessible to wetland. York Road as Highway 7 is unfortunate.

**c. I live in the study area; I own land in the study area**

- The City should reconsider the appropriateness of used car lots at this end of the city. Those businesses do not seem to be compatible, for example, with development of the O.R. into a more formalized park and educational area (York lands Green Hub), nor are they really compatible with residential and small retail businesses.
- Given that York Road is the eastern entrance to Guelph, the used car lots and the lack of landscaping make the whole area look trashy and cheap. The area would be better suited to services that are needed by residents not only in Sub-area 4, but who also live nearby in St. Patrick's Ward, along Watson Parkway, and further out York Road. This area needs banking services, pharmacies, groceries, dining, and other small retail establishments.
- People in this neighbourhood don't expect or want development such as is found in the South End of Guelph, but we do want it to be attractive and provide amenities that are useful to us as residents.
- There are many residential properties here - what neighbourhood group services this area? Are there facilities for these homes? Is there a distinct identity to this area like many others in Guelph? How can the neighbourhood be supported to build this identity?

**d. I live in the study area, I work in the study area**

- More places to eat.

**e. I live/work nearby the study area**

- Many new families are moving into this area. There are lots of children and multiple school bus pickup spots in this area. As such we need greenspace (a neighbourhood park) as there is none in this study area and no access to one east of Victoria. Also need safer routes - including active transportation considerations such as sidewalks. There are none on many of the side

streets. There is also flooding at the corner of City view Dr S and York - so this needs to be addressed.

- Find ways to encourage pedestrian use of the area.
- Leverage GO Bus route.
- City view Rd N/S connection (likely unfeasible)
- pave the YORK street., it's horrible.
- Commercial uses to support nearby residents.
- Traffic flow and attractiveness as people enter Guelph.
- Growing population that needs housing.
- More Apartments/Condo buildings.
- Lets not turn this into another over built , large commercial density corridor gateway like what happened on Gordon
- Human scale ,green supportive area preserve the streams and ponds on reformatory lands.

**f. I own land in the study area**

- Land value.
- Make it more inviting, welcoming.

**g. I own land in the study area, I work in the study area**

- Jail lands great for development but keep some of the natural areas and enhance the rest with good mix of commercial / residential / not too much industrial and make it a city destination area with good linked biking trails from downtown along the river.
- Do not go with a single land use unless it is a new one that allows anything.

**h. I work in the study area**

- Again, it should reflect what is happening across the street in the jail lands. I think it's too narrowed a stretch to stand on its own.

**i. I work in the study area, prefer not to disclose**

- Existing residential properties exist within the industrial landscape. Their owners made the choice to live in this area and their quiet enjoyment should be protected, despite forward planning.

**4. Geotechnical Data Input**

**a. What do you like in this area?**

- Adding the light at Elizabeth and York has improved safety of turning onto York from Elizabeth.
- I too like the lights @Elizabeth. They have eased the flow of traffic and slowed some drivers down too!

**b. What would you like to see change?**

- Hi I am a homeowner in this area. As a mother of 5 we feel a need for lots of change in this neighborhood. We love that it is a quiet place to raise our children one having special needs. We have lived here for 10 years and have

often hoped that the city would use this field for a park. There are several young families in the area who have small children that would benefit from a park, seeing as there are no sidewalks and no walking access to any playgrounds nearby, I feel it is a child's rights to have a nearby playground. The field is often used for soccer, baseball, running around playing tag, flying kites in the summer months and tobogganing and building snow forts in the winter. Our area is often neglected by city maintenance roads being icy. In the summer grass Heights of 3 ft or more obstructing a driver's vision to see children walking around a corner on Sloan Ave and White Street. We don't have sidewalks so this neglect puts our children and any pedestrians at risk when they're sharing a road with vehicles. I don't think it's a lot to ask the city to install sidewalks for the many children that have to walk to their school bus stops. A sidewalk should be a necessity not a luxury why this has never been brought to city council I have no idea. Looking forward to seeing some of these changes and making it safe for our children.

- We desperately need a neighbourhood park located at this parcel. It is currently being used for this purpose by residents for Sloan, White, Beaumont Cr and City view Dr S. The new City view Village is to host 28 families and they will also need to access greenspace. There are no parks in this study area - and none that are accessible within a 15-20-minute walk. The train tracks prevent access to City view Dr N so we are not able to access parkland to the north of the study area. There is greenspace at the reformatory lands but again, this is not actively maintained municipal parkland and is also outside of the study area. So - we need a park in the study area and this site is already functioning as one.
- Would like to see more active transportation options in this area. White, Sloan, Beaumont and City view are all devoid of sidewalks! There are multiple school bus pickup spots in the area and we need safe routes for children. Sidewalks are a must for some of these side streets. I frequently see family members walking along the shoulder on York because there are no sidewalks or no multi-use paths. Winter clearing / salting of roads needs to be addressed too, as the roads here are not maintained frequently. The density of this area is already increasing so we need safe routes and more active transportation options.
- There is no pedestrian crossing here at York. There are individuals with accessibility needs living in nearby complexes (north of York) and there is no way to safely cross at City view to catch the bus on the opposite side. The bus stop is close to the York Road entrance, but there is no traffic light or pedestrian actuated signal to go across the road. I have a disability and have problems crossing this road. It is not safe for the residents living in this area to catch the City bus.
- I would love to see paved shoulders and bike lanes along York Rd. There is a lot of traffic and its the only direct way to town. Bike lanes would make it safer for commuters and more pleasant for all.

**c. What do you not like in this area?**

- This area is a food desert. There are no food marts or grocery stores. This needs to be addressed with any new development. Preference is for smaller to medium-size food marts and grocery stores over larger ones. Would also like to see more mix use from commercial - including restaurants, cafes, entertainment, etc. Currently most of the business is car sales - ideally there will be more of a mix in the area. The look and feel of any new development should compliment the scenic views of the reformatory lands and the industrial heritage of the study area.
- Stormwater and water drainage is problematic in this area and needs to be fixed. There are frequent floods at the corner of York and City view Dr S. Drainage ditches, LID and stormwater management needs to be considered to improve the flow of water on City view Dr S.
- You need to open the O.R. for fishing! Make more parking for people who walk dogs and go fishing at the O.R. The study about the turtles is incorrect I've been going there almost everyday for 40 years. It needs to be re-assessed.

**Additional comments**

**1. Comments**

**a. I do not live/work in the study area**

- Overall, the area is good as is. I feel the change to allow for more vibrancy would be to open the residential zoning to also allow for commercial/residential uses without requesting a by-law change. Great walkable cities developed because they were allowed to change organically and that should be one of the values here.

**b. I live in the study area**

- Please add sidewalks along City view, White St, Beaumont, Sloan.
- Please consider a park and recreation space for kids to play on the vacant Beaumont land.
- Thank you.
- It's an eye sore. 20 yrs. ago it was at the edge of the city, now it's in the city. Let someone redevelop it into housing and retail.
- I am curious of what the city is considering.
- The roads are appalling and the area has a general scruffiness from vacant lots to poorly maintained buildings. BUT it is a vibrant community area with some gems of businesses and lovely older homes, it should be viewed from a residential perspective as well as a focus on industry and commercial.
- Improve sound barriers for train vibrations and increase safety and appearance. 3:30am is not appropriate for trains banging back and forth with children adjacent to them. A plan for new noise barriers should have been implemented prior to tree removal along Junction.
- The Ward offers some great residential areas, and offers both a strong historic feel with high end housing for those who can afford it, while also

offering more affordable housing in some areas. Some existing development plans in the general area seem to also address affordable housing needs.

- It would be very desirable to me to see the purely industrial characteristics of this area moved to industrial zones and away from residential zones. It would also be beneficial to have Highway 7 not go through a residential area. Lastly the area needs more park land, more residential serving small businesses (restaurants, pubs, patios, arts, clothing, similar to downtown), and elimination of at least one of the two rail lines.

**c. I live in the study area; I own land in the study area**

- We need to build this area up to make it look nicer for people when they come into Guelph. The south end looks so nice when you enter Guelph from HWY 6.
- There's a lot the city can do within the area to make it more attractive and appealing.
- Contacting an agency like the YMCA to build on the East end would be great, we need more amenities/programs for adults, seniors and children. Create more parks in areas that need it like Beaumont Cres, City view Drive and White Street (there's over 40+ children on those streets who need a park). You could create a park the first in Guelph with outdoor fitness equipment like parks in Europe have and the wonderful park in Elmira Ontario. Having this visible to York Road would show that Guelph invests into the communities and cares about the health and wellness of residence. Having children cross York Road and stop traffic makes no sense, accidents are bound to happen, don't build a park on the side where it's only businesses. Start creating parks closer to the areas where children live and already play. Start attracting businesses that want to invest in the health and wellness of the people. This is your time Guelph to do it right. The East end is not that developed, put some real care and thought into this and start reaching out to businesses that want to do good and make our community appealing.
- A huge benefit of this zone is also the adjacent naturalized area along York Rd. Allow people to use the parking lot in order to access the property. Enter some sort of partnership with the province to develop the area into a multi-use parkland while maintaining some of the naturalized elements (similar to the parks of Watson North).
- I have heard numerous suggestions for a trail accessing the downtown near the railways; this would hopefully encourage people to get off the railways. This could be a great way to bring green space into this zone (are there any parklands IN this zone?).

**d. I live in the study area, I work in the study area**

- I am concerned about the amount of rail traffic and how late they are working. There was a couple of nights where we were disturbed beyond 1 AM.

**e. I live/work nearby the study area**

- This area is extremely car-centric at the moment. Adding additional pedestrian/bike spaces will encourage mixed-use.
- Repair pavement YORK Street.
- I think there is a lot of potential in this area and am excited to see the City pay attention to it. I'd love for planners to keep in mind that many of us are living there and are keen to see the neighbourhood developed in a family-friendly, inclusive and accessible way. We are so close to nature, and many folks access this area via the trails by the river, so it'd be important to allow them to continue walking or biking when they move from the trails to the street, and allow for continuity between the residential and commercial/industrial areas.
- This is the main entrance to the city along highway 7 and should be a key investment area for the city to welcome visitors, support local residents and highlight the heritage jail lands and green space
- I would love to see this area improved - great potential to improve and create a neighborhood feel.
- I hope the University of Guelph participates in this study.
- The south end of Guelph can only grow so far.
- Good opportunity for University of Guelph involvement.

**f. I own land in the study area**

- Move the trains.
- Land value must be considered but commercial or townhouse uses would be best for the area.
- A lot of this area needs to be made more friendly. Curbs and medians with greenery, better lighting. It's getting pretty run down. York road is a main thoroughfare into the city from the east and it's pretty unwelcoming.

**g. I own land in the study area, I work in the study area**

- This is a unique area where you can live, eat, shop, work, get your car fixed or get a hair cut and it should stay that way as most other areas in the City that get the land use overhauled, lose the character and functionality.

**h. I work in the study area**

- It is an amazing location, the heart of our City. It has been neglected and ignored for far too long. We need to revitalize this area rather than leave it a black-eye to the City.
- As an extensive trail user, I'd like to see the bike/walking trail that runs along the Junction Railway from downtown to riverside park extended from downtown to the jail lands along the train track. I think that this would be a great way of connecting downtown with any future developments in this area, also there are existing trails along the York road - stone rd. section of that train line.

**i. I work in the study area, prefer not to disclose**

- It seems unwise to make land use plans without considering the plans York Road reconstruction and out of context with former correctional lands.

DRAFT