

6.1(a).

May 2, 2014

RECEIVED

From: William Knetsch  
42 Queen street  
Morrison, Ontario  
N0B 2C0

MAY 05 2014

Township of Puslinch

To: Mayor Dennis Lever and Puslinch Council Members

I want to write to you all and express my gratitude and thanks to the Township of Puslinch for supporting our Morrison Streetscape Study in the 2014 budget. By allocating funding over the next few years to implement the recommended items listed in the study. By doing this you are showing the residents of Morrison, Puslinch and the tens of thousands of motorists that are forced through the village of Morrison everyday. That the Township is taking a leading role to do what it can to protect our residence and the traveling public. You have also shown us all that you all take pride, have courage and vision recognizing the importance to make Morrison Ontario a proper gateway into the Township of Puslinch and the County of Wellington. That we can all be proud of today and for our future generations.

It is my hope we can encourage all levels of Government, agencies, etc., to support the Township of Puslinch in implementing all the requirements laid out in the Morrison Streetscape Study.

Sincerely Yours



William Knetsch

**Ministry of Transportation**  
Office of the Regional Director  
West Region

**Ministère des Transports**  
Bureau du directeur régional  
Région de l'Ouest

659 Exeter Road  
London, Ontario N6E 1L3  
Telephone: (519) 873-4333  
Facsimile: (519) 873-4236

659, chemin Exeter  
London (Ontario) N6E 1L3  
Téléphone : (519) 873-4333  
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May 12, 2014

DIV2014-203

Ms. Mary Hasan  
Director of Finance/Treasurer  
Township of Puslinch  
7404 Wellington Road 34, RR3  
Guelph ON N1H 6H9  
[mhasan@puslinch.ca](mailto:mhasan@puslinch.ca)

Dear Ms. Hasan,

Ted Arnott, MPP for Wellington-Halton Hills, shared your letter with me, concerning the use of municipal roads following a collision March 21, 2014 on Highway 6.

Highway 6 northbound at Puslinch/Flamboro Townline and southbound at Leslie Road was closed at approximately 6:11pm on March 21 due to the collision. Townline Road at MacPherson Lane was also closed, as traffic was entering the closure on Highway 6. The highway was re-opened at approximately 1:40am on March 22.

The Ontario Provincial Police (OPP) have the authority to close the highway when incidents occur. An officer at the incident will determine when to close, set up a detour route, reopen the highway and deactivate the detour route. Typically, the highway is closed at the closest interchanges or intersections by OPP, often with the assistance of our area maintenance contractor, and then vehicles are directed onto alternative routes. The selection of the detour route took into consideration various factors such as the local road system's ability to effectively and safely carry the provincial highway traffic, impact to local communities and the provision of emergency services during a highway diversion.

In many municipalities, Emergency Detour Routes (EDRs) have been established to direct traffic when an incident necessitates a closure of a highway. EDRs are put in place following consultation with the OPP, county and municipal roads departments, local emergency services and the Ministry of Transportation.

MTO is willing to work with the Township and Wellington County to establish EDR routes that work effectively for the local road system. If you would like more information about putting an EDR in place, please contact Frank Lucente, Head, Operational Services, at: 519-873-4722 or [Frank.Lucente@ontario.ca](mailto:Frank.Lucente@ontario.ca)

We understand the concerns you have raised, however, the ministry is not in a position to provide funding for municipal road repairs. You may consider applying to one of the province's programs dedicated to funding municipal infrastructure, such as the Municipal Infrastructure Investment Initiative, or the Small, Rural and Northern Municipal Infrastructure Fund.

Thank you again for bringing your concerns to my attention.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Ann Baldwin". The signature is fluid and cursive, with a large initial "A" and a distinct "B".

Ann Baldwin  
West Regional Director  
Provincial Highways Management

6.2(b)

**From:** Arnott, Ted [mailto:ted.arnott@pc.ola.org]  
**Sent:** April-15-14 12:04 PM  
**To:** 'ann.baldwin@ontario.ca'  
**Cc:** Mary Hasan; Dennis Lever; Karen Landry  
**Subject:** FW: Funding Opportunity - Accident on Highway 6

Ms. Ann Baldwin  
Regional Director, Southwest Region  
Ministry of Transportation

Dear Ms. Baldwin:

Attached is a letter that I've received from Mary Hasan, the Director of Finance/Treasurer of the Township of Puslinch. Her letter indicates that the Township is faced with a \$21,500 bill for temporary and permanent repairs to local roads, due to the closure of Highway 6 on March 21 and the resulting detours on local roads.

I want to do whatever I can to help. I am writing to inquire whether or not the Ministry of Transportation would consider reimbursing the Township for any or all of these costs. Is there any program administered by the Ministry of Transportation or any other Provincial ministry which could assist the Township of Puslinch in this regard? If there isn't a program to cover these kinds of situations, there should be.

This accident on Highway 6 took place south of Morriston, however, I must take this opportunity to again make reference to the need for the Highway 6 Morriston bypass. For years now, I have called on the Minister of Transportation to place the Highway 6 Morriston bypass project on to the Ministry's Southern Highways Program, the Ministry's five-year investment plan in highway construction for Southern Ontario. My Private Member's Resolution is the very first one on the Legislature's Order Paper. The Council and staff of the Township of Puslinch built a strong case and have worked very hard to encourage the Minister to make this project a priority as well.

Please respond directly to the Township of Puslinch, and send a copy of your reply to my Queen's Park office.

Thank you very much.

Sincerely,

**Ted Arnott, MPP**  
Wellington-Halton Hills  
Phone: 416-325-3880  
Fax: 416-325-6649

6.36)



Hatch Mott  
MacDonald

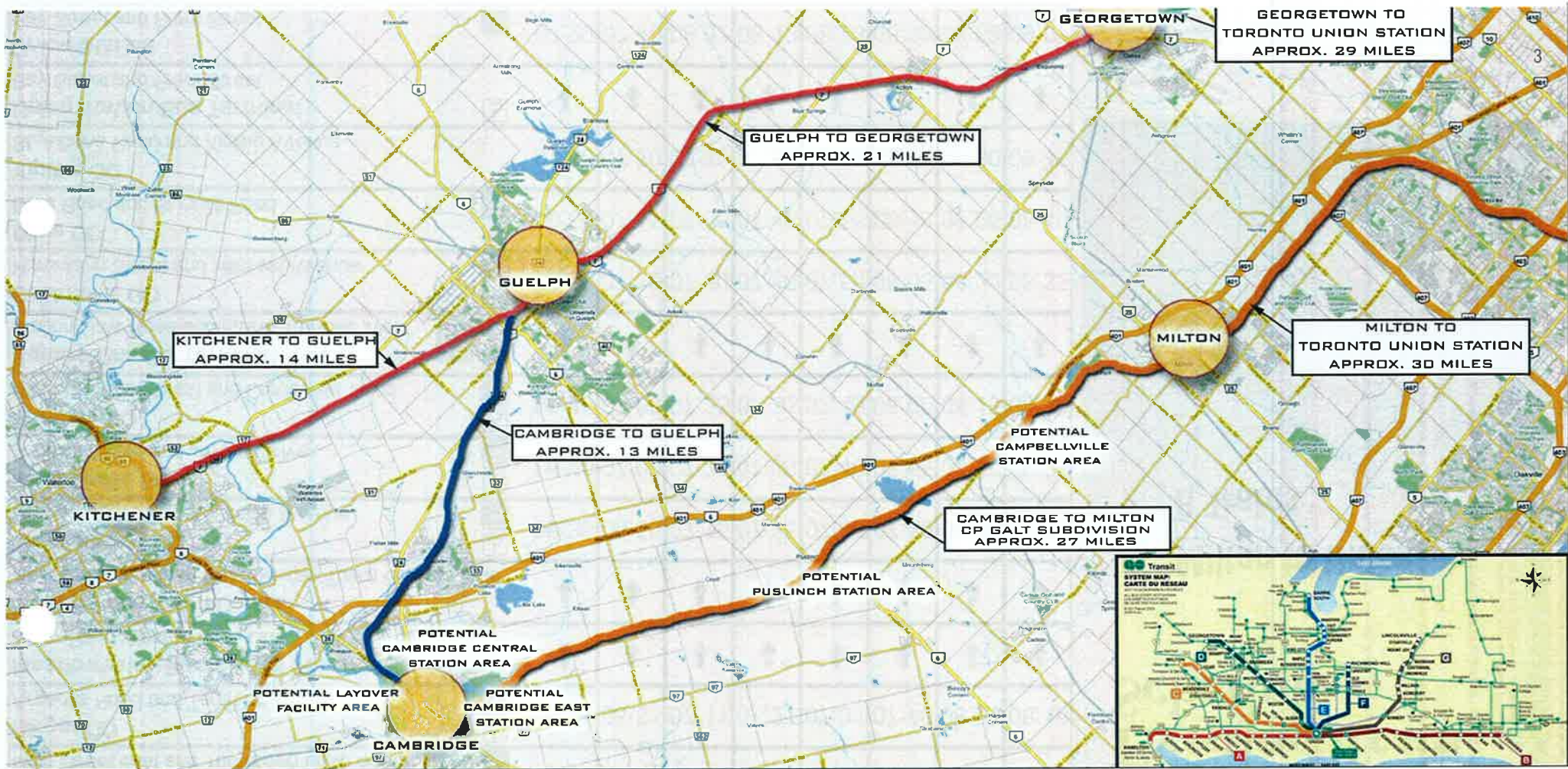
# Cambridge to Milton Passenger Rail Business Case and Implementation Strategy

**Municipal Meetings**  
Milton/Halton  
Puslinch/Wellington

May 2, 2014

# AGENDA

- **Introductions and Study Purpose**
- **Rail Corridors and Existing Train Services**
- **2009 Business Case**
  - Service Scenario's**
  - Results for 2021 and 2031**
- **Current Study (3 New Service Options)**
- **New Stations (Locations and Development Potential)**
- **Next Steps and Discussion**



# 2009 Business Case

Route Number									
<b>Milton GO</b> Main Street East and Thompson Road South		06:23	06:43	07:03	07:13	07:23	07:38	07:53	08:08
<b>Lisgar GO</b> Argentia Road and Tenth Line		06:31	06:51	07:11	07:21	07:31	07:46	08:01	08:16
<b>Meadowvale - Derry Rd @ 9th Line</b> Derry Road West at Ninth Line		↓	↓	↓	↓	↓	↓	↓	↓
<b>Meadowvale Town Centre</b> Aquitaine Avenue at Meadowvale Town Centre Circle		↓	↓	↓	↓	↓	↓	↓	↓
<b>Meadowvale GO</b> Millcreek Drive and Aquitaine Avenue		06:35	06:55	07:15	07:25	07:35	07:50	08:05	08:20
<b>Streetsville GO</b> Thomas Street and Joymar Drive		06:40	07:00	07:20	07:30	07:40	07:55	08:10	08:25
<b>Erindale GO</b> Rathburn Road West and Creditview Road		06:45	07:05	07:25	07:35	07:45	08:00	08:15	08:30
<b>Square One GO Terminal</b> Station Gate Road and Rathburn Road West		↓	↓	↓	↓	↓	↓	↓	↓
<b>Cooksville GO</b> Huronario Street and Hillcrest Avenue		06:50	07:10	07:30	07:40	07:50	08:05	08:20	08:35
<b>Dixie GO</b> Dixie Road and Blundell Road		06:55	07:15	07:35	07:45	07:55	08:10	08:25	08:40
<b>Kipling GO</b> St. Albans Road and Kipling Avenue		07:00	07:20	07:40	07:50	08:00	08:15	08:30	08:45
<b>Union Station Bus Terminal</b> Bay Street and Front Street		↓	↓	↓	↓	↓	↓	↓	↓
<b>Union Station</b> Bay Street and Front Street		07:20	07:40	08:02	08:13	08:23	08:38	08:53	09:07

Municipal Meetings

## Existing Train Schedule

- Milton to Union
- 8 Trains



# 2009 Business Case

## Description

- **Initially 4 peak period trains increasing to 7 trains in 2031**
- **4 new stations (Cambridge East and Central, Puslinch, Campbellville)**
- **\$110 M for infrastructure improvements**
- **Ridership/revenue/operating costs estimated for 2021/2031**
- **Some ridership to intermediate stations (25% by 2031)**
- **No reverse direction commuting**
- **Could update for current conditions (8 peak trains)**

# 2009 Business Case

## Infrastructure Requirements \$110 M (2009 and subject to CP negotiations)

- **Layover Facility in Cambridge area**
- **Corridor infrastructure improvements including:**
  - Rail replacement (bolted to welded rail)
  - Upgrade of ties
  - Passing sidings (incl. embankment widening and culvert extensions)
  - 4 New Stations..... construction and parking
  - Double Tracking

# 2009 Business Case

## Advantages

- Addresses peak period travel market to Union and intermediate stations
- Follows Metrolinx' traditional approach (start with 4 peak full length trains...add peak trains for demand)
- High ridership/revenue potential
- Benefits for several municipalities

## Limitations

- Auto-centric and Union Sta.-centric
- Addresses labour force needs only in Toronto area
- No off peak and weekend service
- High initial capital cost due to full track work and station requirements
- 12 car train not required at outer stations (smaller trains/lower cost)

# Scenario 1: Minimum Start-up using Full Length Trains

- **2 (or 1) full length peak period train(s)**
- **Initially 2 new stations with minimum upgrades**
- **Lowest initial capital investment and fastest start up**
- **Ridership forecasts using north mainline and VIA experience**
- **Some ridership to intermediate stations but no reverse flow**
- **Similar to start up on Guelph Kitchener GO train service**

# Scenario's 2 and 3: Introduce Short Trains (DMU's) for Commuter Rail

## Description

- Use Heavy DMU (FRA Compliant) acceptable to CP and Metrolinx (airport DMU)
- Start with two minimal stations to reduce initial costs
- Option 2: operate with 4 DMU's
- Option 3: operate with 2 full length trains and 2 DMU's
- Train capacity and operating strategy tailored to ridership potential
- Test 'train to train' transfers (scheduling, ridership, AODA)
- Operate some reverse service with the DMU's
- Test use of DMU's for off peak service, low demand periods, special events and other corridors

# DMU's



## Requirements

- **Type of Heavy DMU (FRA Compliant) required to meet CP requirements:**
  - Design and built to standards in the 49CFR document
  - Requirements for Passenger Equipment Safety Standards
  - Requirements for Static End Strength and Anti-Climb Mechanism
  - Requirements for Collision and Corner Posts
  - Fuel Tank Construction Standards
  - Operates in single or multiple units (approx. 80 seats per car)

# New Stations

- **Cambridge East**
- **Cambridge Central**
- **Puslinch**
- **Campbellville or Tremaine**
- **Local transit support to these stations**
- **Land use and Development Opportunities at Stations**

# Next Steps and Discussion

- **Develop train schedules and capital cost estimates for 3 Scenario's**
- **Develop ridership/revenue projections and operating cost estimates**
- **Complete report in June 2014**

## DISCUSSION

Thank You

[rpuccini@dillon.ca](mailto:rpuccini@dillon.ca)





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RECEIVED

APR 17 2014

Township of Puslinch



Dufferin Aggregates  
2300 Steeles Ave W, 4<sup>th</sup> Floor  
Concord, ON L4K 5X6  
Canada

April 11, 2014

Al Murray  
Guelph Area Team Supervisor  
Ministry of Natural Resources  
Guelph District  
1 Stone Road West  
Guelph, Ontario  
N1G 4Y2

CLERK'S DEPARTMENT	
TO	S.D - April 17, 2014
Copy	for comments (No COMMENT)
Please Handle	
For Your Information	
Council Agenda	May 21, 2014.
File	E10 - UofG.

Attention: Mr. Al Murray

**Re: Monthly Monitoring Report  
Mill Creek Pit, License #5738  
Township of Puslinch, Wellington County**

Please find enclosed the required monitoring data for the month of March 2014. As indicated, there were no exceedences to report in this month. Please note that due to prolonged below average temperatures in March, many of the monitoring wells were frozen.

If you have any questions, please do not hesitate to call.

Sincerely,

Ron Van Ooteghem  
Site Manager

C.c.

Karen Landry (Township of Puslinch)  
Sonja Strynatka (GRCA)  
Kevin Mitchell (Dufferin Aggregates)  
University of Guelph

Monthly Reporting  
Mill Creek Aggregates Pit  
March 2014

Date	DP21 (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		305.66	NO
13-Mar-14		305.66	NO
21-Mar-14	305.91	305.66	NO
26-Mar-14		305.66	NO

Date	BH13 (mASL)	DP21 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14	306.29			0.11	NO
13-Mar-14	306.29			0.11	NO
21-Mar-14	306.31	305.91	0.40	0.11	NO
26-Mar-14	306.23			0.11	NO

Date	DP17 (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		305.17	NO
13-Mar-14		305.17	NO
21-Mar-14	305.33	305.17	NO
26-Mar-14	305.36	305.17	NO

Date	BH92-12 (mASL)	DP17 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14	305.46			0.07	NO
13-Mar-14	305.49			0.07	NO
21-Mar-14	305.50	305.33	0.17	0.07	NO
26-Mar-14	305.45	305.36	0.09	0.07	NO

Date	DP3 (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		304.54	NO
13-Mar-14		304.54	NO
21-Mar-14	304.83	304.54	NO
26-Mar-14		304.54	NO

Date	DP6 (mASL)	DP3 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14	305.64			0.57	NO
13-Mar-14	305.68			0.57	NO
21-Mar-14	305.73	304.83	0.90	0.57	NO
26-Mar-14	305.66			0.57	NO

Date	DP2 (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		303.65	NO
13-Mar-14		303.65	NO
21-Mar-14	304.36	303.65	NO
26-Mar-14		303.65	NO

Date	BH92-27 (mASL)	DP2 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14				0.43	NO
13-Mar-14				0.43	NO
21-Mar-14		304.36		0.43	NO
26-Mar-14				0.43	NO

Date	DP1 (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		303.88	NO
13-Mar-14		303.88	NO
21-Mar-14		303.88	NO
26-Mar-14		303.88	NO

Date	BH92-29 (mASL)	DP1 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14	305.47			0.29	NO
13-Mar-14	305.50			0.29	NO
21-Mar-14	305.51			0.29	NO
26-Mar-14	305.49			0.29	NO

Date	DP5C (mASL)	Threshold Value (mASL)	Exceedance
6-Mar-14		302.88	NO
13-Mar-14		302.88	NO
21-Mar-14	303.36	302.88	NO
26-Mar-14	303.42	302.88	NO

Date	OW5-84 (mASL)	DP5C (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
6-Mar-14	303.67			0.30	NO
13-Mar-14	303.72			0.30	NO
21-Mar-14	303.76	303.36	0.40	0.30	NO
26-Mar-14	303.81	303.42	0.39	0.30	NO

Note: DP5C, DP21, DP17, DP3, DP2, DP1 and BH92-27 were frozen intermittently through the month.

Monthly Reporting  
 Mill Creek Aggregates Pit  
 March 2014

							Max. Allowable as per PTTW- Main Pond					
Total Monthly Precipitation (mm):		14	Waterloo-Wellington Airport (March Actual)				(Imperial Gallons)				(Litres)	
Total Monthly Normal Precipitation (mm):		73	Waterloo-Wellington Airport (30-year Normal)				2,500			per minute	11,365	
							1,800,000			per day	8,183,000	
Date	Below Water Table Extraction (wet tonnes) Phase 2	Below Water Table Extraction (wet tonnes) Phase 3	Water Pumped from Main Pond (gals)	Water Pumped from Active Silt Pond (gals)	Main Pond Level (mASL)	Exceedance Y/N (BELOW 305.5 mASL)	Phase 2 Pond Level (mASL)	Exceedance Y/N (BELOW 305.0 mASL)	Phase 3 Pond Level (mASL)	Exceedance Y/N (BELOW 303.85 mASL)	Phase 4 Pond Level (mASL)	Exceedance Y/N (BELOW 304.5 mASL)
1-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
2-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
3-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
4-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
5-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
6-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
7-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
8-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
9-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
10-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
11-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
12-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
13-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
14-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
15-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
16-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
17-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
18-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
19-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
20-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
21-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
22-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
23-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
24-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
25-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
26-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
27-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
28-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
29-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
30-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
31-Mar-14	0	0	0	0	306.49	NO	306.15	NO	305.31	NO	305.26	NO
<b>Total</b>	0	0	-	-	306.49	NO	306.15	NO	305.31	NO	305.26	NO
<b>Avg./ day</b>	0.0	0.00	-	-	306.49	NO	306.15	NO	305.31	NO	305.26	NO

Note: No exceedances to report, ponds frozen, no pumping.

6.5(a)

May 6, 2014

To: Mayor Karen Farbridge; Chief Bryan Larkin, Guelph Police Service; Inspector Scott Lawson, Wellington County O.P.P. Detachment Commander (via fax: 519-846-5460)

cc: Brad Hamilton, City of Guelph; Louis Wickline, City of Guelph; Guelph Mercury; Philip Rowe, R.J. Burnside

**Re: Increasing Road Rage on Niska Road**

We are concerned residents of Kortright Hills, Niska Road area. We would like to express our ongoing concerns for the safety and wellbeing of the families that live here with respect to increased traffic concerns along Niska and Whitelaw Roads.

According to a letter dated November 24, 2011, from Mr. Louis Wickline, Traffic Technologist with the City of Guelph, Niska Road qualified for traffic calming measures and to date, we have not received any traffic calming whatsoever - volume of vehicles, speed and road rage has increased substantially endangering the residents and especially the children who walk along Niska Road and have to cross it in dangerous situations every day to reach school and city bus stops – it becomes especially hazardous in winter and rainy weather.

Due to the extreme increase in vehicular traffic, speeds and blatant road rage along Niska such as reckless drivers passing motorists that do the 50 km/hr., speed limit, running the stop sign at Ptarmigan (most drivers roll through), large trucks speeding over the bridge, etc. has become a dangerous stretch. As you know, Guelph Police charged a driver with doing 100 km/hr., over the single lane bridge, which is a posted 20 km/hr., in one direction and 50 km/hr., in the other.

All of us have seen erratic, dangerous driving along this stretch of road and you need to do something about it as quickly as possible, please! There is no doubt someone will be severely injured or killed because of this promised traffic calming measures that has not been implemented or speed and traffic controls that have not been enforced enough. We suspect the City will be liable for accident, injuries or death that occurs along this roadway without immediate action.

We are involved in the Community Working Group with respect to the Bailey bridge; we are concerned with the upcoming opening of Costco that the lack of traffic calming measures will be 'out-of-control'. We respectfully request that the City do something now! We are also concerned as taxpayers that a large liability suit filed against the City will eventually increase our taxes simply because the City failed to act!

As members of the CWG under the EA Study, we have raised this issue twice and have been told by Philip Rowe that traffic calming and police enforcement are "outside the scope" of the Environmental Assessment. Is this correct?

Also, now that many deer have been released from the previous Waterfowl Park this has created a new, additional traffic hazard.

Due to the grade of the road and sight lines of Niska Road, drivers speed up the hill and down the hill in both directions showing little regard for pedestrians or vehicles pulling into or out of their driveways. It is very dangerous.

Please help us. We need to slow drivers down now to protect our families!

What we would like to see in the very near future:

1. Reduce the speed limit along Niska and Whitelaw to 40 km/hr.
2. Regular weekly police enforcement at Niska and Ptarmigan, at Niska and Pioneer Trail and along Whitelaw.
3. Request stop signs Tanager, Foxwood and Pioneer Trail.
4. Another stop sign on Whitelaw at the 90 degree turn in the road.
5. Speed bumps/humps along the entire stretch of Niska Road from Downey to Hwy. 24.

**Please Note:**

Exhibition and Barton have 30 km/hr speed limit as well as speed bumps. We have a lot more traffic on Niska and Whitelaw. Please consider the safety of our neighbourhood too.

Many residents and former residents have taken the time to write you with their concerns regarding this matter. To date nothing has been done. The EA has nothing to do with this matter.

We request traffic calming measures be put in place immediately as the EA could drag on for many months or years. We are concerned and need traffic calming now. Please help us!

Respectfully,

Sandy Nicholls, Sharon Campbell-Claessens, Joe Bigley, Bhaju Tamot (include the vast majority of residents that live on or off of Niska)

6.6(9)



## COUNTY OF WELLINGTON

PLANNING AND DEVELOPMENT DEPARTMENT  
GARY A. COUSINS, M.C.I.P., DIRECTOR  
TEL: (519) 837-2600  
FAX: (519) 823-1694  
1-800-663-0750

ADMINISTRATION CENTRE  
74 WOOLWICH STREET  
GUELPH, ONTARIO  
N1H 3T9

May 13, 2014

Mrs. Karen Landry, CAO/Clerk-Treasurer  
Township of Puslinch  
R. R. 3 (Aberfoyle)  
Guelph, Ontario N1H 6H9

Dear Mrs. Landry:

**Re: Proposed Zoning By-law Amendment – P7/2013  
4071 Sideroad 25 South (Pt. Lot 26, Gore Concession)  
Andrew & Anne Day  
To permit the establishment of a home office**

As requested, we have prepared a draft amending by-law for the above-referenced proposal and attached a copy for Council's consideration. Our comprehensive policy review of this application has been provided in previous reports to the Township.

### Development Proposal

The purpose of the rezoning application is to allow for the establishment a professional office in a new accessory structure on the property. The owners wish to use the proposed structure as a base to operate their corporate communication business and social media editing and design business.

### Draft Amending By-law

A draft amending by-law for the subject property is attached for Council's review. Provisions have been added which will limit the size, scale and use of the new professional office structure. We believe that the issue raised at the public meeting regarding the potential for a second dwelling has been addressed in the amending by-law through the addition of provisions, which restrict a residential use and the creation of sleeping quarters within the structure.

### Recommendation

In our opinion, the proposed rezoning of the subject land to permit a professional office is consistent with the Provincial Policy Statement and conforms to the County Official Plan. We are satisfied that the amending by-law represent good planning.

We trust that these comments are of assistance and that the attached by-law is satisfactory. Staff will be in attendance at the Public Meeting to address any questions or concerns related to this application.

Yours truly,

A handwritten signature in blue ink that reads "Jameson Pickard".

Jameson Pickard  
Junior Planner

Attachments: Draft Amending By-law

# **ZONING BY-LAW AMENDMENT**

for

Andrew & Anne Day

Part of Lot 26, Gore Concession  
Township of Puslinch

# **DRAFT**

Prepared by the  
County of Wellington Planning Department

May 13, 2014

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER \_\_\_\_\_**

**A BY-LAW TO AMEND BY-LAW NUMBER 19/85, AS AMENDED,  
BEING THE ZONING BY-LAW OF THE TOWNSHIP OF PUSLINCH**

**WHEREAS**, the Council of the Corporation of the Township of Puslinch deem it appropriate and in the public interest to amend By-Law Number 19/85 pursuant to Section 34 of the Planning Act, R.S.O. 1990 as amended;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF PUSLINCH ENACTS AS FOLLOWS:**

1. That Schedule 'A' of By-law 19/85 is hereby amended by rezoning Part of Lot 26, Gore Concession from an AGRICULTURAL (A) ZONE to an **AGRICULTURAL SITE SPECIFIC (A-57)** zone, as shown on schedule "A" of this By-law, with the existing NATURAL ENVIRONMENT (NE) zoning to remain unchanged.
2. That subsection 5(4) SPECIAL PROVISIONS of the Agricultural Zone is amended by adding the following new exceptions:

(eee) **A-57 (PROFESSIONAL OFFICE)**

Notwithstanding any provisions of this By-law to the contrary, the lands zoned A-57 on Schedule 'A' hereto, the following special provisions shall apply to permit a Professional Office:

(i) **Uses Permitted**

- A professional office shall have a maximum gross floor area of 100 sq. m (1,076 sq. ft.), with a maximum height of 8.5 m (27.1 ft.).
- Any use permitted in an (A) zone

(ii) **Zone Requirements**

- That the professional office building be contained to an area in proximity to the existing building cluster and be setback approximately:

240 m from Concession Road 1; and,  
250 m from Side road 25; and,  
145 m from the East property line

- The professional office building on the property shall not be used for residential purposes and shall not contain any sleeping quarters within it.
- No outdoor storage associated with the professional office use shall be permitted.
- The number of employees permitted to work at the professional office shall not exceed three (3) and shall not include any off-site employees.



3. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

READ A FIRST AND SECOND TIME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2014

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

READ A THIRD TIME AND PASSED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2014.

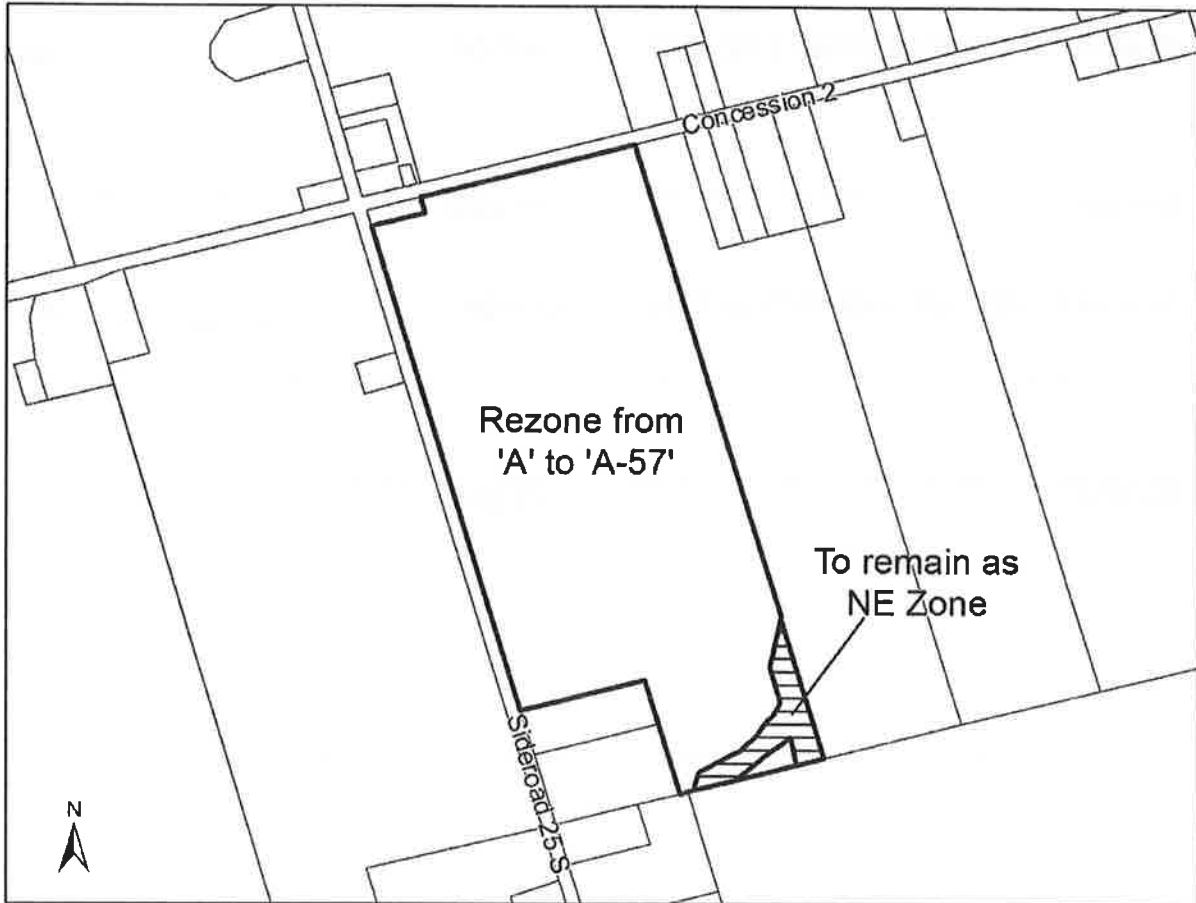
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

BY-LAW NUMBER \_\_\_\_\_

SCHEDULE "A"



This is Schedule "A" to By-law No. \_\_\_\_\_  
Passed this \_\_\_\_ day of \_\_\_\_\_, 2014.

\_\_\_\_\_  
CLERK

\_\_\_\_\_  
MAYOR

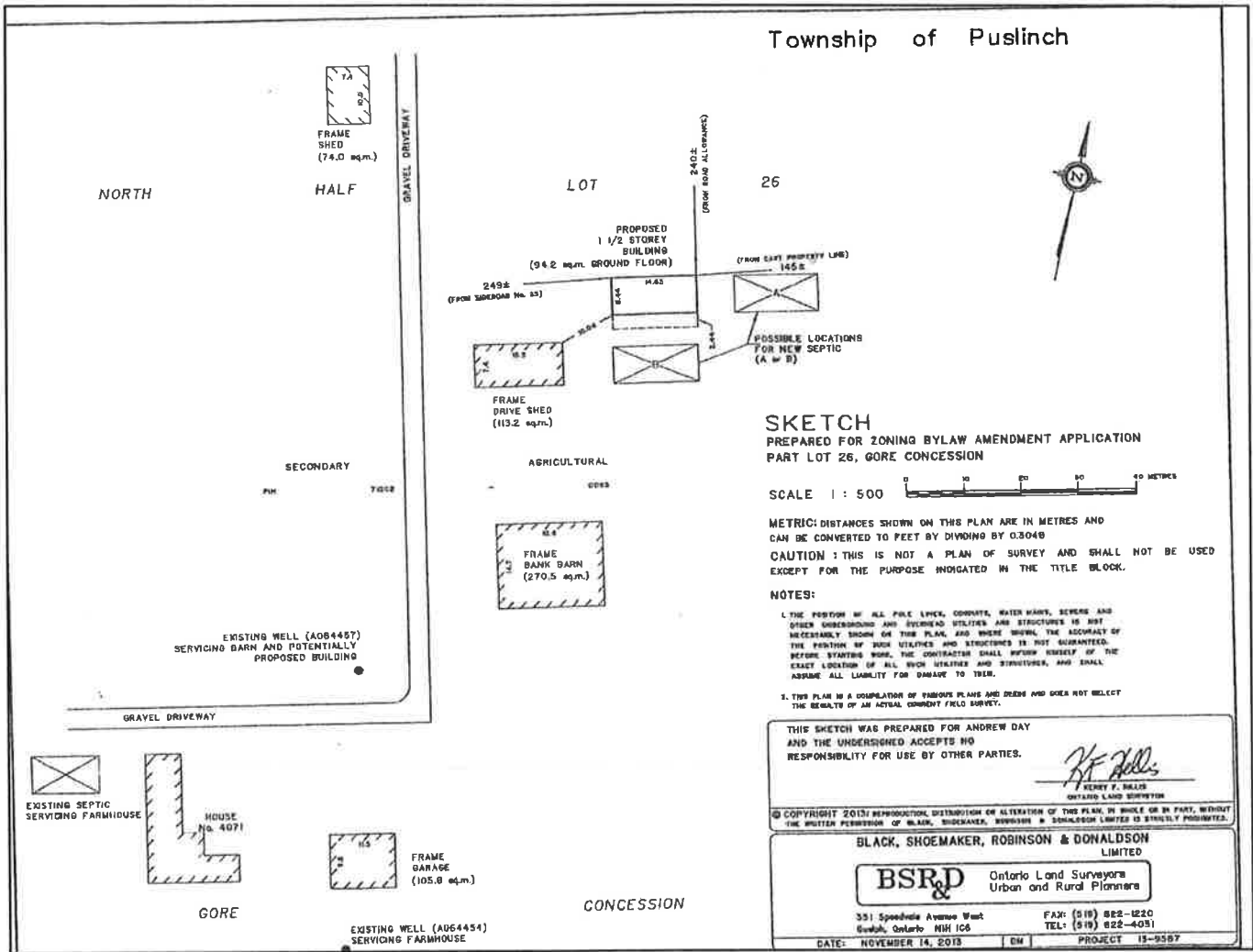
**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**EXPLANATION OF BY-LAW NO. \_\_\_\_\_**

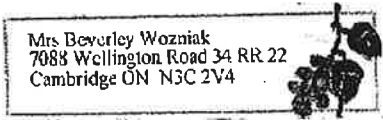
By-law Number \_\_\_\_\_ amends the Township of Puslinch Zoning By-law 19/85 by rezoning Part Lot 26, Gore Concession, from Agricultural (A) to an **Agricultural Site Specific (A-57)** to allow for the use of a professional office on the property.

The purpose of this zone change is to rezone the property to allow for professional office use to be established on the property. The zone provisions include a maximum gross floor area, maximum height limit, restrictions on uses in the building, siting requirements and numbers of employees allowed on site. These restrictions will ensure that the size and use of the building will not be increased or changed unless approved by Council.

The siting requirements referenced in the amending by-law reflect the setbacks on the sketch submitted with the application and are illustrated below.



67(a)



May 13, 2014.

Without Prejudice

Mayor Dennis Lever and Council,  
Township of Puslinch  
7404 Wellington Road 34,  
Guelph, Ont. N1H 6H9

Dear Mayor Lever and Council.

At the Council Meeting on April 2, 2014, Councillor S. Fielding stated she would produce a letter plus pertinent information from her lawyer regarding the conflict of interest matters.

To this date nothing has been forthcoming. When will this letter, etc., be submitted to Council and members of the interested public?

Yours truly,

  
Bev Wozniak