

Puslinch By Design - Employment Lands Study

# THE LAND OPTIONS REPORT

County of Wellington & Township of Puslinch  
February 2025



TOWNSHIP OF  
**PUSLINCH**  
1850



## Executive Summary

The *Puslinch By Design: Employment Lands Study* (“Puslinch By Design”) is being undertaken in partnership with the County of Wellington and the Township of Puslinch to identify a minimum of 30 additional hectares of land for rural employment growth. The 30 additional hectares, recommended as part of the recently completed County Official Plan comprehensive review process, is intended to accommodate forecasted growth to 2051, and beyond, within the Puslinch Regionally Significant Economic Development Study Area (the “Study Area”).

*Puslinch By Design* is a multi-phase project. Phases 2 and 3 of *Puslinch By Design* outlined existing conditions and uses within the Study Area with a focus on key factors that are important to identifying suitable locations for future employment. Key factors include: the employment land market, infrastructure, location within the Township, proximity to existing houses and sensitive land uses, agriculture, natural heritage, design and cultural heritage. To ensure that future employment growth accounts for these key factors and builds on good planning in the public interest, the Principles of Land Use were prepared in the *Phase 3: Detailed Planning Study*. In addition, Phase 2 included preliminary evaluation criteria on a 5-point scale to assist comparative analysis of land options. This *Phase 4: Land Options* report for *Puslinch By Design* proposes specific parcels for employment growth as assessed against the Principles of Land Use and the evaluation criteria for a preliminary evaluation.

The Study Area contains a wide variety of established uses, ranging from rural residential to agricultural operations, aggregates and industrial uses. The Township of Puslinch and County of Wellington recognize that it is important to maintain rural character and protect what is valuable to the community with any future employment growth. To maintain rural character, *Puslinch By Design* will incorporate recommendations for urban design measures so that any new employment area is designed in a way that respects existing character and promotes a high-quality built environment that is compatible with existing uses. Protecting what is valuable to the Township is a key consideration for the identification of potential land options, and the analysis of potential land options started with mapping existing uses and conditions in the Study Area so that potential impacts on rural residential uses, farming operations, and natural heritage can be avoided, mitigated or minimized. Avoidance of impacts on existing, expanding and planned aggregate operations, as well as protection of the resource base for aggregates in Ontario is a key provincial priority. In addition, employment uses must be planned so that the opportunities and constraints in Puslinch are considered. Opportunities include proximity to major routes of transportation traveling east-west and north-south, and the ability to provide large land parcels. Constraints include the limitations of private servicing, so that “dry” industrial uses are the only option to be provided.

The following are the phases for *Puslinch By Design*, highlighting Phase 4: Land Options as the current project phase:



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# 1.INTRODUCTION



# 1. Introduction

This *Phase 4: Land Options Report* for *Puslinch By Design* builds on the findings and outcomes from the analysis of existing conditions and background information related to the Study Area (Phase 2) and detailed analysis of planning considerations (Phase 3) to inform land options for employment growth. The *Phase 4: Land Options Report* provides several land options to meet projected employment growth needs in the Township of Puslinch.

The options presented in this report are informed by the Principles of Land Use prepared in the *Phase 3: Detailed Planning Study* and after assessment of existing uses and conditions in the Study Area, which provide both opportunities and constraints for employment growth. The *Phase 2: Background Report* outlined key factors that directly and indirectly affect the identification of lands for new employment uses. Most of the key factors are also matters of Provincial interest under Section 2 of the *Planning Act* and are therefore regulated through legislation and policy. These planning considerations include: the employment land market, infrastructure, location within the Township, proximity to existing houses and sensitive land uses, agriculture, natural heritage, design and cultural heritage, which have been analyzed in conjunction with critical issues such as land use compatibility, safe and efficient transportation and maintaining rural character.

This report will provide a preliminary assessment of land options for employment growth, highlighting the key strengths and weaknesses of each option. One option, Option E, is recommended to be removed from consideration in Phase 5 as the Ministry of Transportation Ontario (MTO) regulates a portion of the lands as well as significant natural heritage constraints making the option unfeasible. The detailed assessment of the land options will occur in Phase 5 after Council and community engagement has been completed on Phases 3 and 4.

This report also provides tools necessary for realizing each land use option, including infrastructure needs for land options. By connecting strategic planning with practical measures, this phase aims to deliver actionable and sustainable land options for the Township of Puslinch and the County of Wellington.

## 1.1 Study Area

The Wellington County Official Plan designates a Regionally Significant Economic Development Study Area in Puslinch as a special policy area, as shown on Schedule A7 of the County of Wellington Official Plan. The Study Area is bordered by the City of Guelph to the north, Aberfoyle to the northeast, Morriston and the Greenbelt Plan Area to the south, and Sideroad 20 North and Concession 7 to the west. Highway 401 and Highway 6 transect the Study Area.



Lands at the southern limit were excluded from the Study Area to align with the Greenbelt Plan boundary, reflecting provincial requirements and recent legislation. The Study Area boundaries and crucial transportation infrastructure are shown in **Figure 1.1-1**.

**Figure 1.1-1: Study Area Boundaries and Transportation Network**



The Study Area encompasses a variety of existing uses. The Study Area is primarily agricultural, featuring diverse crop and livestock operations. Additionally, the Study Area includes Employment Areas with existing commercial and industrial activities, aggregate operations, natural heritage features, and several rural residences. This mix of uses highlights the need to address potential constraints when identifying areas for future employment growth. The Study Area also includes the portions of the future Morriston By-pass and the new Highway 6 north interchange.

## 1.2 Principles of Land Use

The Principles of Land Use are rooted in the Planning Vision of the County Official Plan, emphasizing sustainable development, land stewardship, and the creation of healthy, complete communities. Informed by the *Phase 2: Background Report* and described in detail within the *Phase 3: Detailed Planning Study*, these principles aim to support functional employment growth in Puslinch while respecting existing rural character.

The Principles will guide decisions on future employment growth and inform land options.

### **Principle 1: Priority locations for new Rural Employment Area(s) will be in proximity to major infrastructure and existing Employment Areas**

**Rationale:** With access to major transportation corridors, Puslinch is an important area of economic growth in the southern part of Wellington County. Ensuring the Rural Employment Area(s) support job growth means identifying Rural Employment Areas that can be developed to achieve the future job growth that is planned for the County and the Township into 2051 and beyond.

There are important transportation routes within the Township such as Highway 401, Highway 6, County Roads, and Township Roads. There are also on-going transportation investments, such as the Highway 6 By-pass and the Hanlon Expressway investments, that will benefit the County and Township. Locations for future Employment Area(s) should prioritize proximity to crucial transportation infrastructure, existing and planned for safety and efficiency of employee access and goods movement. Proximity to crucial transportation infrastructure is also an opportunity to attract high profile national tenants along these key transportation networks.

The County has several existing Rural Employment Areas within Puslinch as identified in the County Official Plan. The County Official Plan also includes a Special Policy Area (PA7-1) – the Puslinch Economic Development Area. Within the Puslinch Economic Development Area are lands zoned for Rural Employment use. Together these areas provide opportunities to connect future Rural Employment Area(s) with existing Rural Employment Areas – providing connectivity and compatibility of development.

Puslinch has two Settlement Areas in proximity to, but outside, the Study Area – Aberfoyle and Morriston. Proximity to Settlement Areas is a component of this principle as there are employment serving uses (restaurants, business supplies, printers, equipment suppliers) that will benefit the businesses and employees in the future Rural Employment Area(s).

### **Principle 2: Large parcels that are relatively free of development constraints are prioritized to meet market demands.**

**Rationale:** Ensuring the Rural Employment Area(s) support job growth means identifying Rural Employment Areas that can be developed to achieve the future job growth that is planned for the County and the Township into 2051 and beyond. A key principle of this



study is to identify the location of new Rural Employment Area(s) to implement the County Official Plan which identified a need for a minimum of 30 hectares of additional Employment Area(s). A second component of this principle is the configuration of land within the identified location. This includes identifying the minimum 30 hectares, while confirming that land parcels can be developed with efficient existing or new road access as needed, and addressing compatibility with both agriculture and natural heritage. The component of this principle that addresses size of land parcels is founded in the results from the Phase 2 Report and market sounding interviews. The information from the Phase 2 Report identified the need for a mix of parcel sizes to provide a range of employment opportunities.

### **Principle 3: Inclusion of Employment Uses and Employment Serving Uses**

**Rationale:** The Rural Employment Area(s) will provide the location for investment in jobs in the County and the Township. Successful development of Rural Employment Area(s) requires the County Official Plan to identify the land uses that will be permitted. There are existing uses identified, and these will be updated to reflect a forward looking approach. In addition to the permitted uses, or principle uses, accessory and supportive uses as an accessory to the principle use such as restaurants, offices, automobile related uses and more will be identified. These are important to have in proximity to the employment uses to support the business functions.

### **Principle 4: Rural Employment Areas will be planned and designed to be compatible with the Rural Character of the area.**

**Rationale:** Preservation of rural character means recognizing the existing character of Puslinch – a rural community with agriculture and natural heritage as well as existing houses/clusters of houses, some of which are recognized cultural heritage resources. The rural character includes larger lots with significant open areas such as farm fields and large yards. Rural character also includes the local road network recognizing that roads serve multiple functions – for residents, for farmers, for existing business and in some instances for trucks for aggregate operations.

Design directions for the Puslinch Rural Employment Area(s) will reflect and incorporate its rural character while promoting high quality standards for both the private development and roads through excellent landscape treatment, site and building design, as well as an integrated approach to connecting the design of the private development with the design of the roads.

### **Principle 5: Rural Employment Area(s) will be planned to be compatible with residential uses and other sensitive land uses.**

**Rationale:** There are existing houses and clusters of houses in the Study Area and adjacent to the study area. Future Rural Employment Area(s) and the permitted land uses

are to be “good neighbours” with existing residential uses and other sensitive land uses such as schools. This is known as land use compatibility. Separation of employment areas from existing houses using existing guidelines from the Province of Ontario will be utilized.

Land use compatibility also involves design that plans for the ways in which new development will compatibly integrate with the existing built form and transportation networks. For *Puslinch By Design*, this includes recommendations for amendments to the Design Guidelines to address built form, landscaping and screening of some employment uses. This principle includes good design to be a good neighbour.

### **Principle 6: Rural Employment Areas will be planned to avoid, minimize and/or mitigate impacts to agricultural uses and natural heritage.**

**Rationale:** Compatibility with agricultural uses is an important component of this principle. This means ensuring that the location of future Rural Employment Area(s) recognizes and addresses agricultural lands and livestock facilities, that the transportation network continues to support agricultural needs, and that there is an appropriate interface that respects on-going agricultural operations.

Environmental stewardship of natural areas and protection of natural features and the linkages between them is a priority for the County and the Township. Natural areas are a valued part of the landscape that contribute to an understanding of the history of the County and Township and support the natural beauty of the area. Natural areas support ecological biodiversity within the County, including many rare floral and faunal species, and contribute to the overall attractiveness and quality of life in the County. Natural areas also contribute to climate resilience.



## **2. PURPOSE OF THE REPORT**



## 2. Purpose of the Report

The purpose of this report is to outline preliminary land options for future employment growth within the Study Area. An overview of preliminary land options is provided highlighting the strengths and weaknesses of each option in relation to existing conditions and uses in the Study Area. A recommendation for the preferred land option(s) will be provided in Phase 5 of *Puslinch By Design*.

Phase 5, identifying the preferred land option(s), will outline infrastructure needs for land options with consideration for impacts on the proposed transportation network and order of magnitude costing estimates. Implementation tools will also be summarized in Phase 5.

The preliminary land options are mapped to show location, transportation connections, approximate setbacks from sensitive land uses and livestock facilities, proximity to the Greenlands System and the estimated gross and net area for each option. The Study Area has been screened for aggregate uses, which are removed from consideration as land options.



# **3. IDENTIFYING LAND OPTIONS**



### 3. Identifying Land Options

The preliminary land options follow property boundaries, where possible. Land options for *Puslinch By Design* must be fully within the Study Area boundaries. The land options vary in area. Mapping in **Figure 2** highlights the gross area of the land options and the net land areas with natural heritage and hazards (Core Greenlands and Greenlands) removed, so that the potential developable land area is better understood.

The following is an overview of assumptions that inform key planning considerations within the Study Area.

#### 3.1 Assumptions

The land options have been identified using the information from Phases 2 and 3 of *Puslinch By Design*. This included an assessment of all lands in the Study Area as potential options with a focus on:

- Accessibility to transportation infrastructure;
- A minimum of 30 ha of land area to achieve the County's requirements;
- Utilizing the land use compatibility mapping from Phase 2 to establish a setback distance of 70 m from residential homes and clusters of homes;
- Reviewing the agricultural mapping to understand Minimum Distance Separation mapping relative to the options;
- Avoiding to the greatest extent possible the Greenlands System (made up of Core Greenlands and Greenlands designations) as identified in the County Official Plan;
- Identifying options that provide connectivity to either existing communities such as Aberfoyle or existing Rural Employment Areas.

It is recognized that the Wellington County Official Plan addresses development adjacent (generally within 1 km) to primary and secondary urban centres and cities (policy 4.7.1). The requirement for additional employment area(s) was completed as part of the County's Municipal Comprehensive Review which incorporates a review of this policy.

Outlined below are key factors impacting the lands and how these factors have been considered within this study. Mapping of key factors impacts the lands is shown in Figure 3.



Figure 2 - Preliminary Land Options with Gross and Net Land Areas

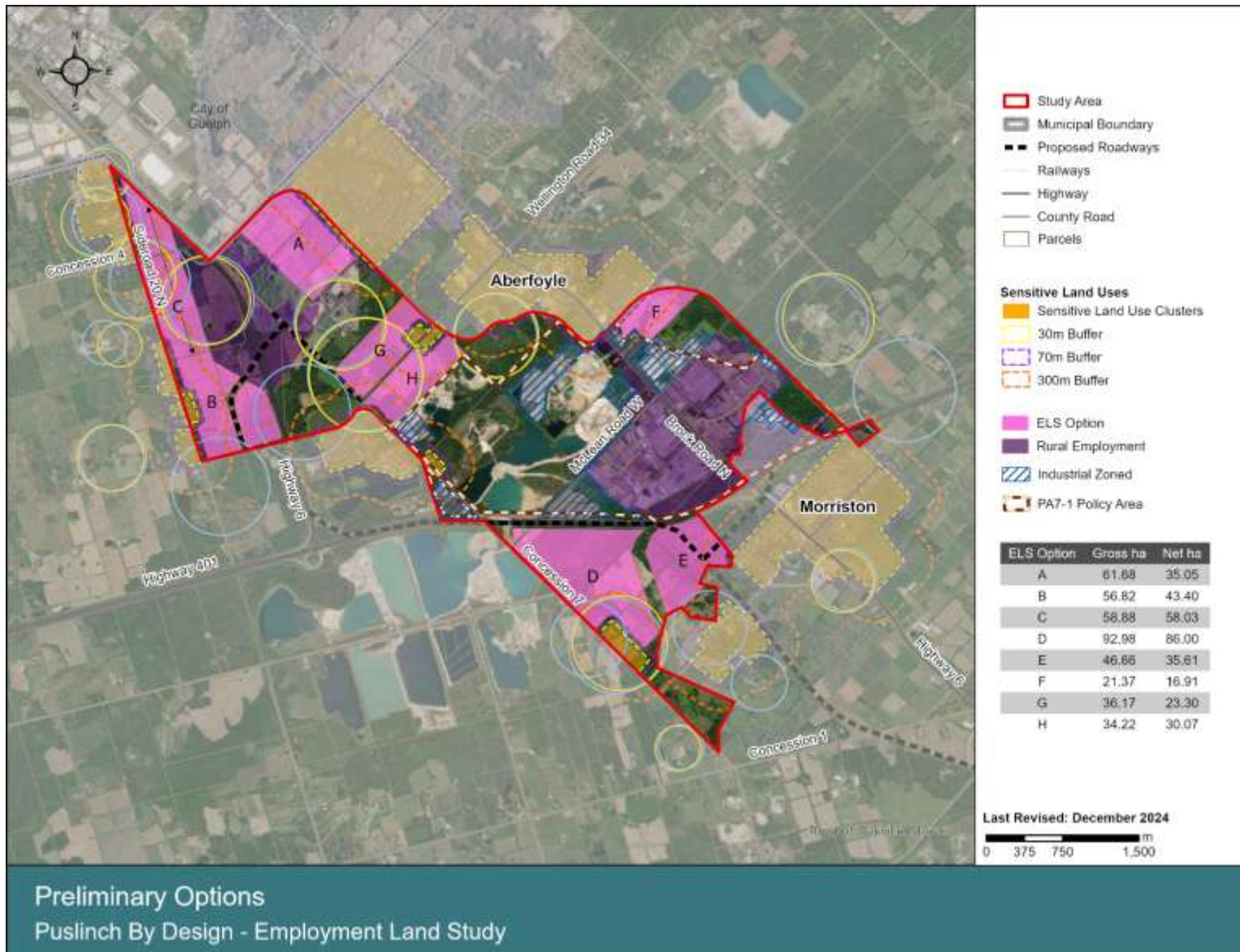
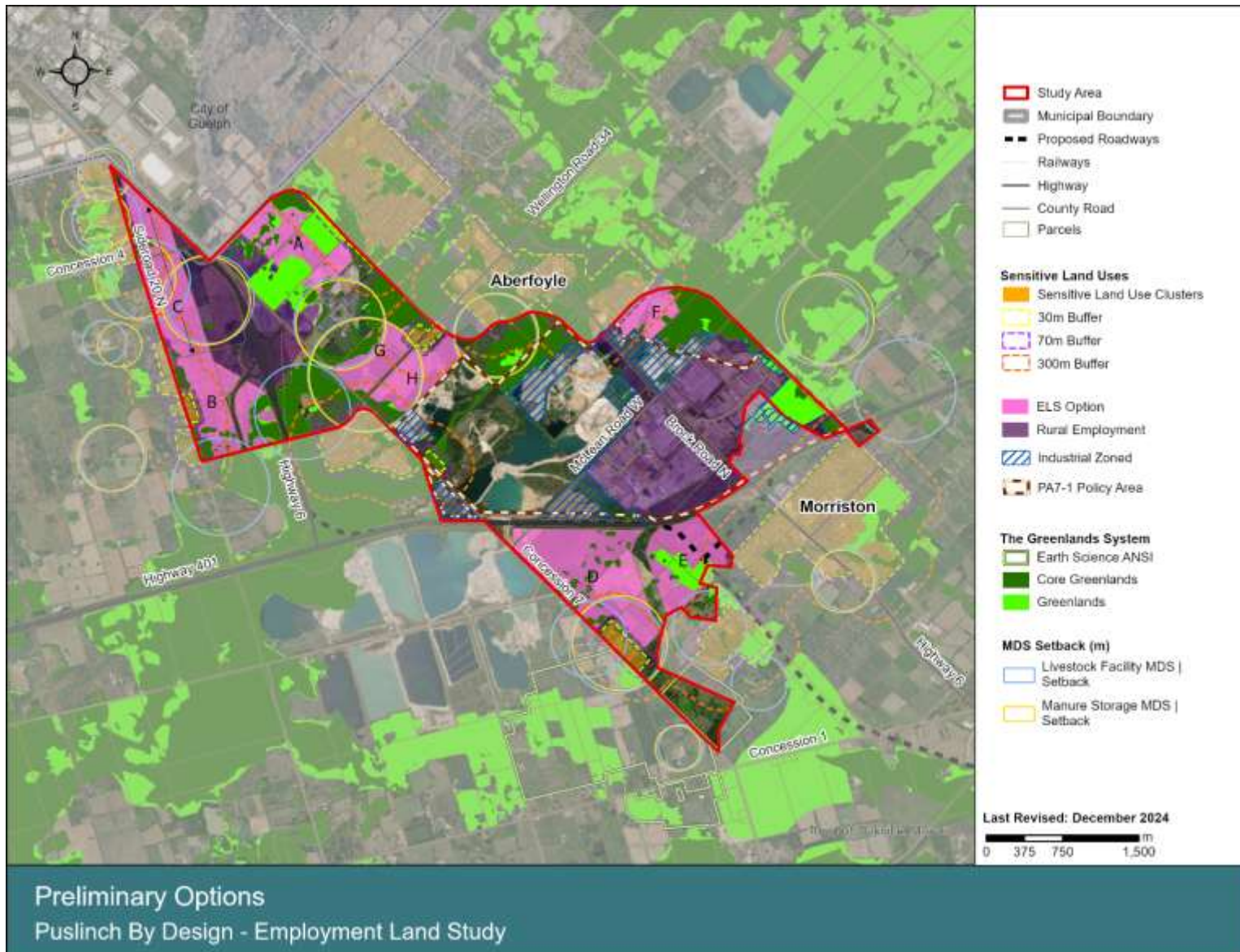


Figure 3 - Preliminary Land Options Showing Key Factors Impacting Land Options





## AGGREGATE RESOURCES

Aggregate resources and active aggregate operations are prevalent throughout and adjacent to the Study Area. Conserving and managing the mineral resource base is a key public policy requirement of the Province. Lands designated for aggregate resources will not be land options for this Study. It is also critical to ensure that aggregate operations do not negatively impact future employment areas, which is where compatibility considerations are important.

In identifying the land options, no active aggregate operations or mapped mineral resource areas were included as options for future Rural Employment Area(s).

## AGRICULTURE

The preliminary land options map the minimum distance separation (MDS) setback calculations from known livestock facilities. Lands impacted by multiple MDS setbacks are generally considered less viable options for future employment use. Livestock operations may expand or be removed over time increasing or removing MDS setback requirements. As such, at the time of development, MDS requirements would be assessed by applicants.

## CULTURAL HERITAGE RESOURCES

Cultural heritage resources, including built heritage resources that are listed on the Township Heritage Register and designated heritage properties under the *Ontario Heritage Act* contribute to sense of place in the Township. Two cultural heritage resources were identified within the Study Area at the time of the preparation of this report. Any land options that may include these resources should consider mitigation and protection measures to conserve these resources in a manner that aligns with County and Township cultural heritage conservation policies. Conservation of cultural heritage resources can be addressed at the time of proposed development.

## LAND USE COMPATIBILITY

Ensuring land use compatibility with established sensitive land uses and rural residential uses is a key objective of *Puslinch By Design*. The preliminary land options mapping provides setbacks at 20 m and 70 m to sensitive land uses within and adjacent to the Study Area. These setbacks are established within the Provincial D-6 Compatibility Guidelines which recommend minimum buffers to prevent or minimize future land use compatibility issues due to the encroachment of sensitive land uses (e.g. houses, schools, parks) and industrial land uses on one another.

All land options reflect the 70 m setback distance which is the greater of the two distances.

## MUNICIPAL SERVICING

The Township of Puslinch does not provide municipal water or wastewater services and does not intend to provide any in future. Therefore, the rural employment area must rely on private or communal systems for servicing. Private servicing is preferred within the Township. Detailed reviews are necessary on a site-by-site basis to confirm groundwater protection, adequate sewage capacity, and stormwater management to meet provincial standards and ensure compatibility with the Township's servicing constraints.

## NATURAL HERITAGE

The Study Area includes significant natural heritage features, such as lands within the County of Wellington Greenlands System and areas regulated by the Grand River Conservation Authority (GRCA). Development must comply with Provincial, County, and GRCA policies, ensuring no negative impacts on ecological features and/or functions. Buffer zones, species-at-risk assessments, and adherence to conservation standards are critical for sustainable land use planning and achieving these policy requirements. The GRCA mapping matches the Core Greenlands as mapped within the Wellington County Official Plan. In considering land options, the mapped natural heritage areas have been avoided where possible. In some instances, there are smaller natural heritage areas within a land option – these would not be part of the developable area of the lands subject to policy requirements including the provision of buffers to protect the natural heritage area.

## TRANSPORTATION

The Study Area benefits from extensive transportation infrastructure, including Provincial highways, County roads, and Township roads. Key assets like Highway 401 and planned improvements, such as the Morriston Bypass, enhance County and Township connectivity. Employment area options must prioritize access to major transportation networks to support logistics and ensure compatibility with transportation system capacity and proposed transportation infrastructure upgrades.

## URBAN DESIGN

Design considerations for employment areas must align with municipal policies and standards, emphasizing compatibility with streets and surrounding uses, exceptional building and site design, and sustainable approaches addressing climate change. These

principles ensure that future developments contribute positively to the area's functionality, aesthetics, and environmental goals.

## MARKET CONTEXT

The larger market context has been considered to understand specific employment needs within the larger geographical area and to understand how Puslinch is best positioned to take advantage of market needs. Puslinch is particularly suited to host industries related to transportation, warehousing, and manufacturing given the proximity to Highway 401 and Highway 6. Business visibility from major transportation infrastructure such as Highway 401 is a major asset to potential employment areas.

For the land options, the County of Wellington's Employment Study determined a minimum of 30 ha of future Employment Area(s) is needed. The work by Parcel Economics determined that large parcels with considerable depth would provide the best market position for the Rural Employment Area(s). While a series of options has been identified, the options generally have a minimum of 30 ha of land with one option less than 30 ha.

### 3.2 Preliminary Land Options & Assessment

Eight (8) preliminary Land Options have been identified for potential employment growth. The land options were identified through analysis of existing conditions and uses with particular consideration for minimizing the impacts of employment uses on existing uses including rural residential uses, farming and aggregate operations. The identification of land options are also informed by applicable Provincial, County and Township objectives and policies and best practice guidance on setbacks between industrial and non-industrial uses.

Each land option is assessed against the Principles of Land Use developed for *Puslinch by Design* to ensure that the development respects key considerations for the development of the area. By addressing considerations such as natural heritage features, transportation networks, proximity to agricultural operations, and existing industrial uses, the proposed options aim to provide practical and innovative solutions for future employment opportunities. This section provides a detailed overview of each option, highlighting its unique characteristics and suitability for supporting the Township's and County's long-term economic and development goals.

The preliminary land options are assessed below. Please note, the options listed below are not ranked or presented in any specific order of importance.

One important factor to note is that each option includes "Total Land Area" and "Net Land Area". Total Land Area is the gross amount of land in the option. Net Land Area is the amount of land after removing any constrained lands including natural heritage and

hazards (Core Greenlands and Greenlands), within the area, and infrastructure such as hydro corridors.

### 3.2.1 Option A – Concession Road 7 and Maltby Road West

**Location:** Option A comprises lands east of Concession Road 7, and south of Maltby Road West. Option A is also directly South of the City of Guelph, which contains employment uses on the north side of Maltby Road West.

**Approximate Total Land Area:** 61.68 hectares

**Approximate Net Land Area:** 35.05 hectares

**Description:** The majority of the land is tree-covered but does contain a residential use.

#### Strengths/Opportunities

- Option A is strategically located near new transportation infrastructure and is contiguous to lands planned for future rural employment use. The area offers safe and efficient access to Highway 6 North through Concession Road 7 and benefits from the new Highway 6 North interchange, enhancing connectivity for potential businesses.
- Much of the land around this interchange is already designated for rural employment, making Option A an ideal candidate for creating a cohesive employment cluster in the Township.
- The proximity of Option A to the community of Aberfoyle provides access to employment serving uses, such as food establishments and gas stations. The 70-metre setback from residential uses on Bridle Path and Carriage Lane only minimally impact the developable area of the lands.
- Another notable advantage is that the lands are largely free from Minimum Distance Separation (MDS) setbacks related to surrounding farming operations, with only a small portion of the southern area impacted.

#### Weaknesses/Constraints

- Large tracts of the lands are impacted by the Greenlands System, which could mean that future development would be irregular in development form and disconnected.
- Detailed environmental impact assessments through future development processes may lead to further development limitations through required buffer areas from natural heritage features.
- The area's rolling topography (located within the Paris Galt Moraine Policy Area) may require specific design measures to minimize impacts on the unique topography potentially increasing site preparation costs.
- The lands are within 1 km of the City of Guelph boundary limits.



Figure 4 – Location Map

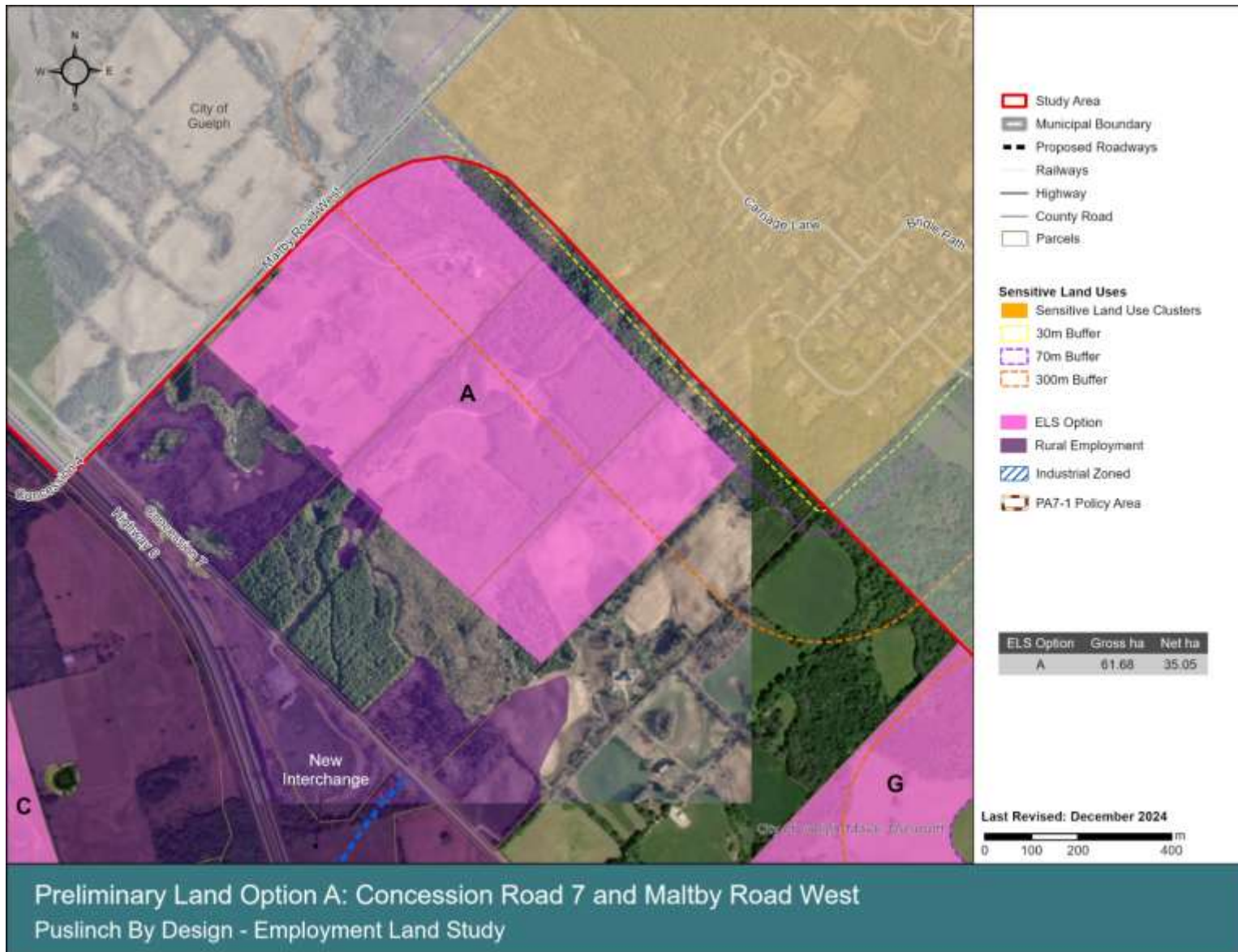
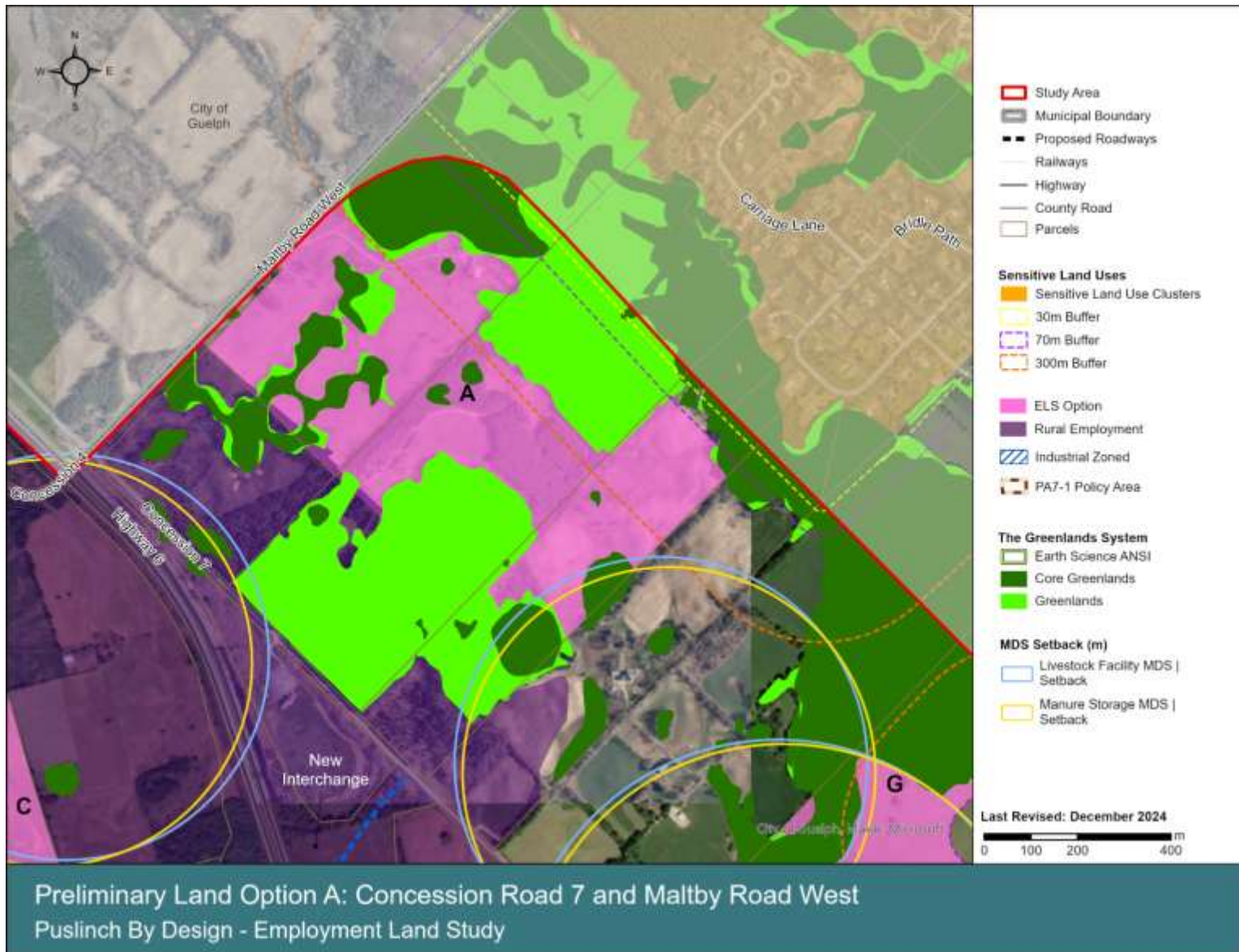


Figure 5 - Key Factors Impacting Lands



### 3.2.2 Option B – Sideroad 20 N and Wellington Road 34

**Location:** Option B is located in the northwest section of the Study Area and is bounded by Sideroad 20 North at the west, Wellington Road 34 at the south, and Highway 6 North interchange at the northeast. The site is transected by the new Highway 6 North interchange, which divides the area into an easterly and westerly section. The interchange provides direct connectivity between Wellington Road 34 and Concession Road 7 via the new Wellington Road 53 corridor.

**Approximate Gross Land Area:** 56.82 hectares

**Approximate Net Land Area:** 43.4 hectares

**Description:** The lands currently consist of agricultural lands and adjacent rural residential uses, including a rural residential cluster along the western boundary. The eastern portion of lands is also heavily treed.

#### Strengths/Opportunities

- Option B offers efficient transportation access. The nearly direct access to Highway 6 North via the newly constructed interchange is highly advantageous for warehousing and logistical industries, enabling rapid and efficient connections to Highway 401 and other major provincial and County/Township transportation networks. This infrastructure significantly enhances the site's appeal for employment uses that rely on seamless distribution and supply chain operations.
- Option B further benefits from existing frontage on the new interchange and Wellington Road 34, a County Road. This reduces the need for substantial investment by the Township or County in building new roads within the employment area, making it a cost-effective choice. The topography of Option B is also generally flat, making it less impactful on the moraine topography.
- The information available indicates that this option area is largely free of Minimum Distance Separation (MDS) constraints from agricultural operations. One livestock operation is located across Highway 6, limiting its effect on development. Option B is also adjacent to lands planned for rural employment uses, promoting the creation of a cluster of employment uses near Highway 6.
- The western portion of Option B is relatively unconstrained by natural heritage.

#### Weaknesses/Constraints

- The west half of Option B is impacted by a rural residential cluster. However, there is still useable land for employment uses beyond the 70 m buffer.
- Option B is not in proximity to any settlement areas.
- The southern part of the western portion faces additional limitations due to MDS requirements related to livestock facilities to the south.
- The eastern portion of Option B is significantly constrained by the presence of Core Greenlands. Detailed environmental impact assessments through future

development processes may lead to further development limitations through required buffer areas from natural heritage features.



Figure 6 – Location Map

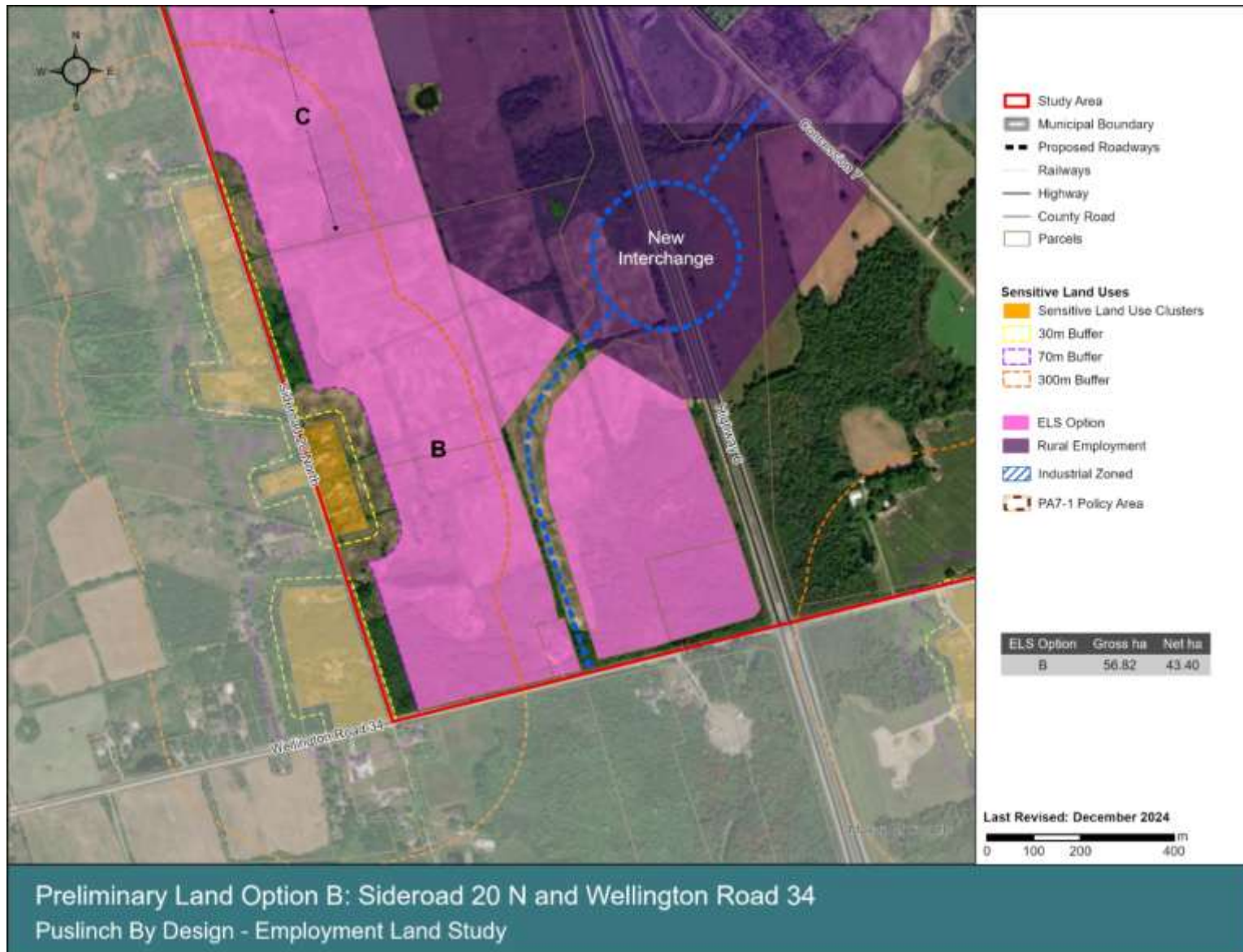
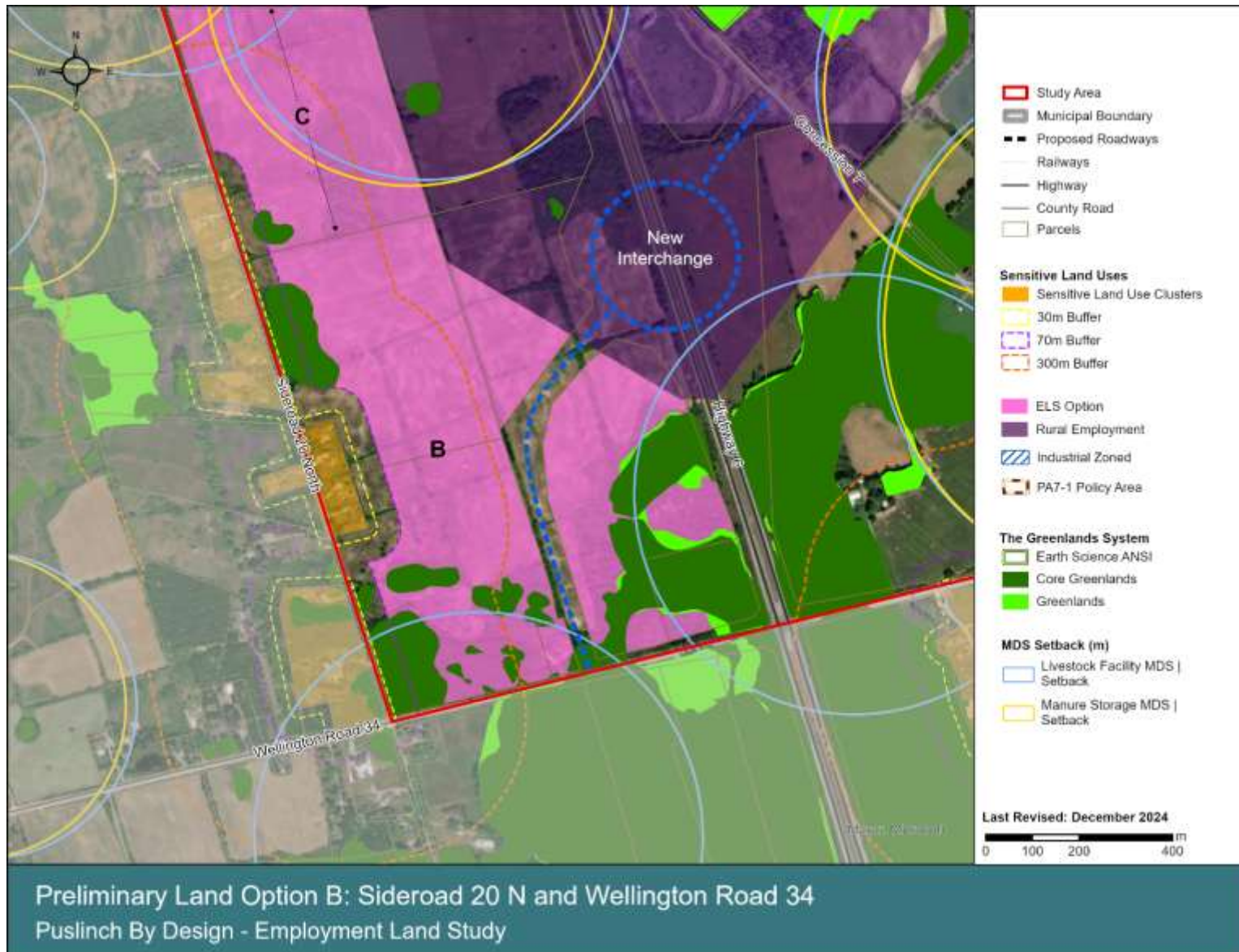


Figure 7 - Key Factors Impacting Lands





### 3.2.3 Option C – Sideroad 20 N and Highway 6

**Location:** Option C is located at the northernmost point of the Study Area, directly east of Sideroad 20 North, north-west of Highway 6 North Interchange, and west of Highway 6. Concession Road 4 east of Sideroad 20 North terminates at Highway 6 (no access across Highway 6 to Maltby Road).

On the north side of Highway 6 is the City of Guelph, which has planned the adjacent lands for employment uses.

**Approximate Total Land Area:** 58.88 hectares

**Approximate Net Land Area:** 58.03 hectares

**Description of Lands:** The lands currently contain agricultural and adjacent rural residential uses.

#### Strengths/Opportunities

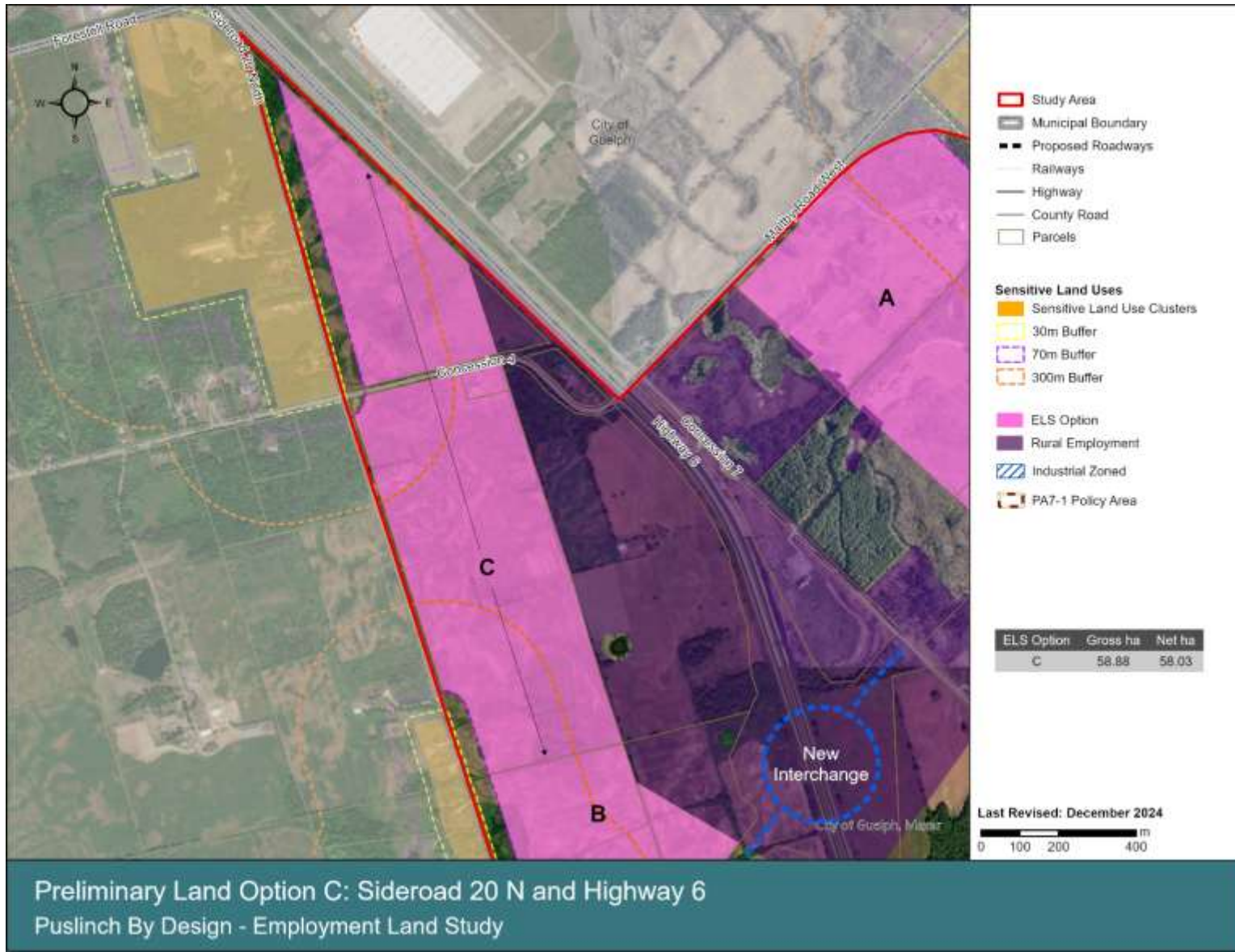
- The lands are generally unconstrained by natural heritage features.
- Option C benefits from its proximity to Highway 6 North. However, with the closure of the Highway 6 and Concession 4 Road intersection, a new north-south roadway parallel to Sideroad 20 North has been discussed to improve access to the Highway 6 North interchange and reduce transportation impacts on Sideroad 20 North. A new north-south roadway would provide convenient access to the regional transportation network, which is a key factor for industries such as manufacturing, logistics, and distribution.
- The topography of Option C, characterized by soft rolling hills, makes the lands generally suitable for development without the need for major grading or land elevation adjustments, reducing site preparation costs and time.
- Option C abuts lands planned for future rural employment uses, contributing to the formation of an employment cluster in the Township of Puslinch.

#### Weaknesses/Constraints

- Option C currently has significant constraints related to MDS requirements as multiple livestock facilities and manure storage facilities are located near the intersection of Sideroad 20 North and Concession Road 4.
- There is a lack of existing road infrastructure to support efficient transportation routes to crucial transportation networks. The Township would need to work with Ministry of Transportation regarding investing in a roadway system for the area, including the construction of a new north-south road parallel to Sideroad 20 North that provides access to the Highway 6 North interchange.
- The northwest boundary of Option C is further impacted by an adjacent rural residential cluster.

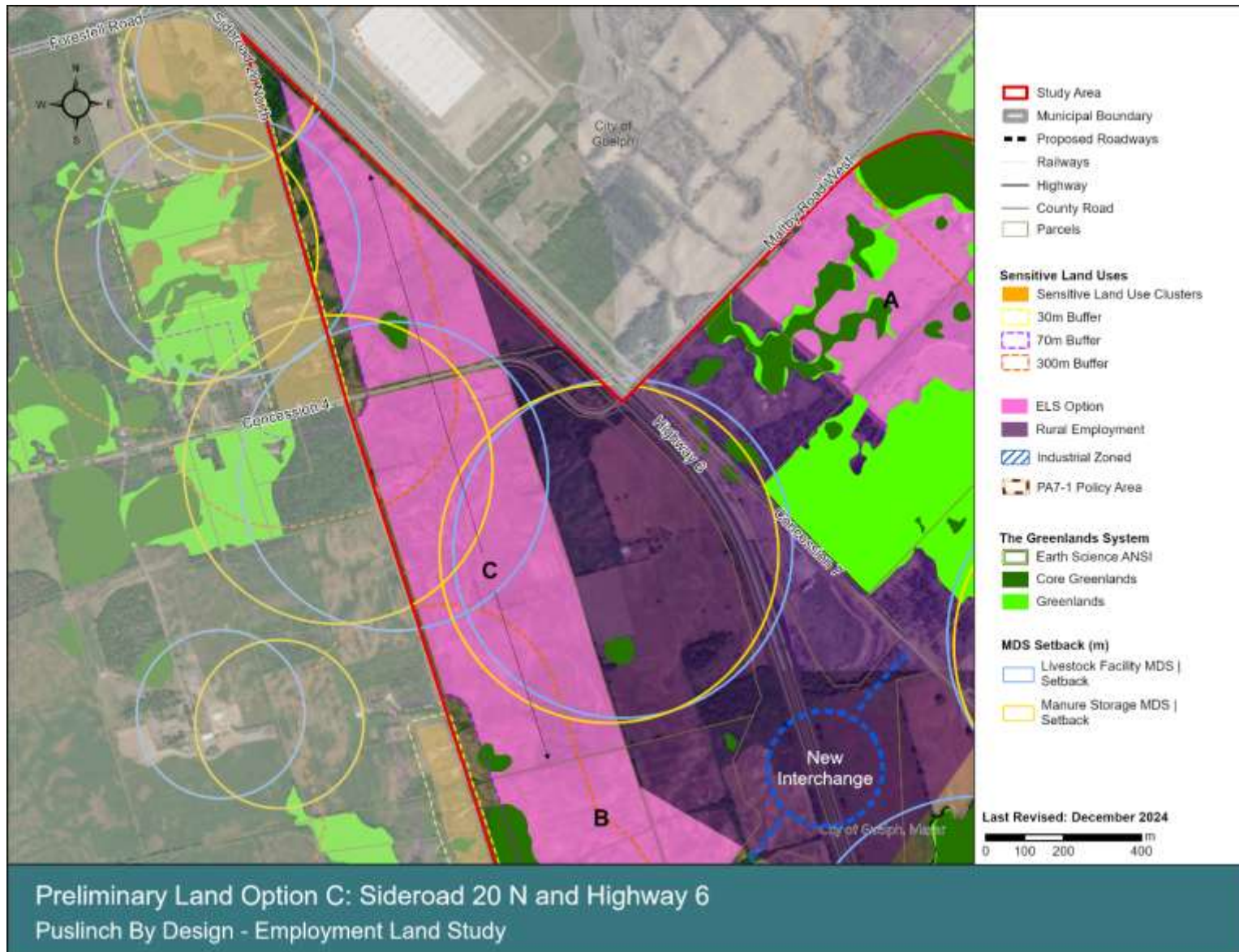
- Option C abuts Township roads which are designed to handle lower traffic volumes compared to County roads. However, the provision of a new north-south roadway parallel to Sideroad 20 North would address impacts of higher traffic volumes associated with employment land uses. Alternative infrastructure funding opportunities through site plan process provide an opportunity to address the transportation service cost and logistical challenges to this option's development.

Figure 8 - Location Map



Preliminary Land Option C: Sideroad 20 N and Highway 6  
 Puslinch By Design - Employment Land Study

Figure 9 - Key Factors Impacting Lands





### 3.2.4 Option D – Highway 401 and Concession 7

**Location:** Option D is located immediately south of Highway 401 and east of Concession 7 Road.

**Approximate Total land Area:** 92.98 hectares

**Approximate Net Land Area:** 86 hectares

**Description:** The lands are currently used for agricultural purposes. A rural residential cluster exists along the southwest boundary. A hydro corridor forms the east boundary of Option D.

#### Strengths/Opportunities

- Option D has a relatively flat topography, which simplifies site preparation and reduces development costs for future employment uses.
- The north half of Option D is generally not constrained by rural residential uses, natural heritage or MDS setbacks related to adjacent agricultural operations.
- The site fronts onto Concession Road 7, which has been upgraded to handle truck traffic related to the adjacent aggregate uses. Concession 7 connects to McLean Road West which is zoned to accommodate industrial uses, supporting a cluster of employment land uses. Access to Concession Road 7 provides alternate route access to the Provincial Highway System in the event of road closures or traffic back-ups via:
  - Concession Road 7 to McLean Road West to Highway 6 and Highway 401
  - Concession Road 7 north to Highway 6 North Interchange
  - Concession Road 7 south to Concession Road 1 to Highway 6 south
- McLean Road West provides further strategic advantages by linking to both Highway 401 and Highway 6, offering access to the broader provincial transportation network.
- Option D fronts Highway 401, increasing its attractiveness for business promotion along crucial transportation networks.

#### Weaknesses/Constraints

- The middle and south portions of Option D are constrained by natural heritage, including the presence of a number of wetlands, which may also contain Significant Wildlife habitat, which may trigger additional setbacks/buffers.
- Livestock facilities and manure storage facilities are located near the southern boundary of the site, limiting the range of permissible uses in these areas.
- Rural residential uses impact the south portion of the lands.

Figure 10 - Location Map

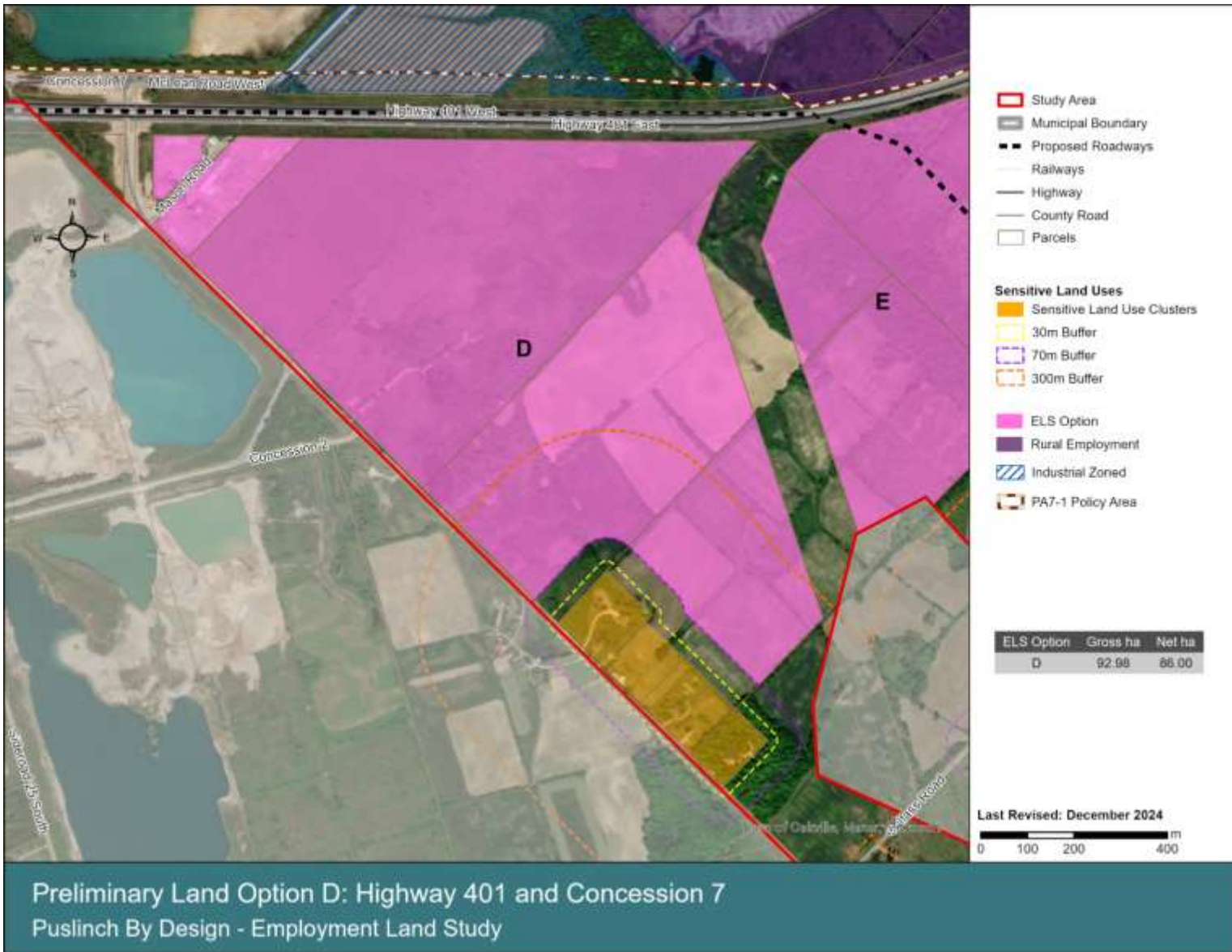




Figure 11 - Key Factors Impacting Lands

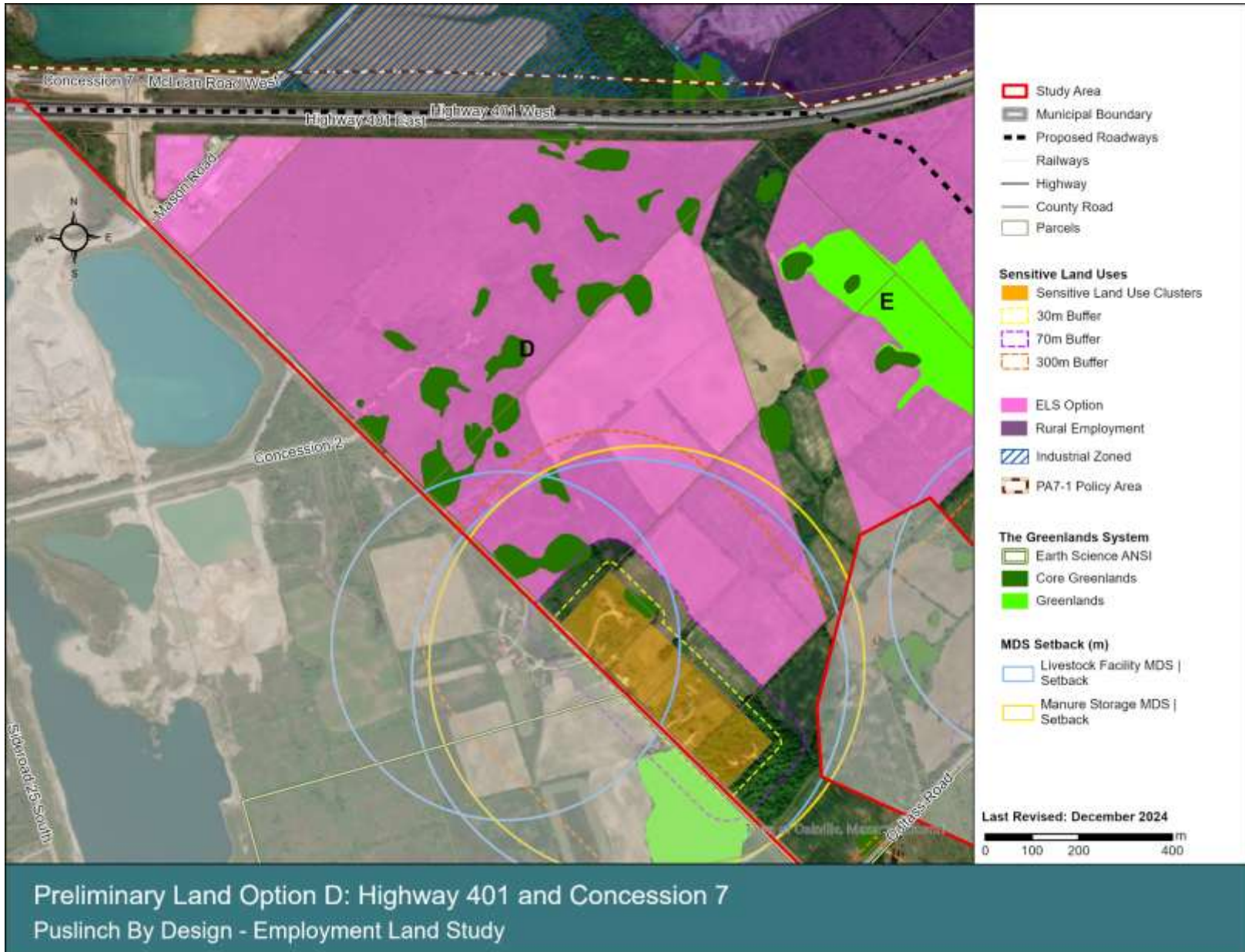


Figure 12 - Location Map Showing Options D & E

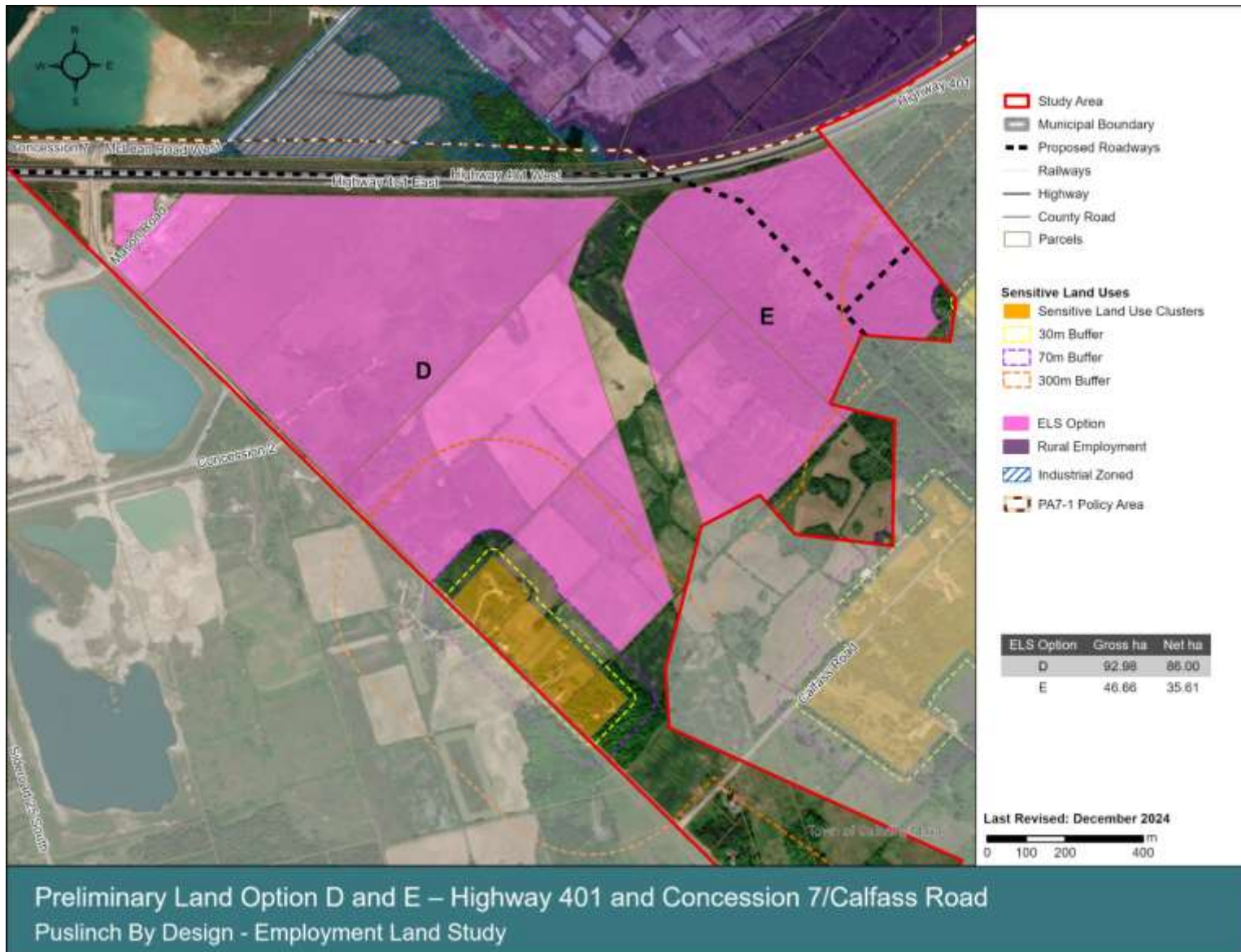
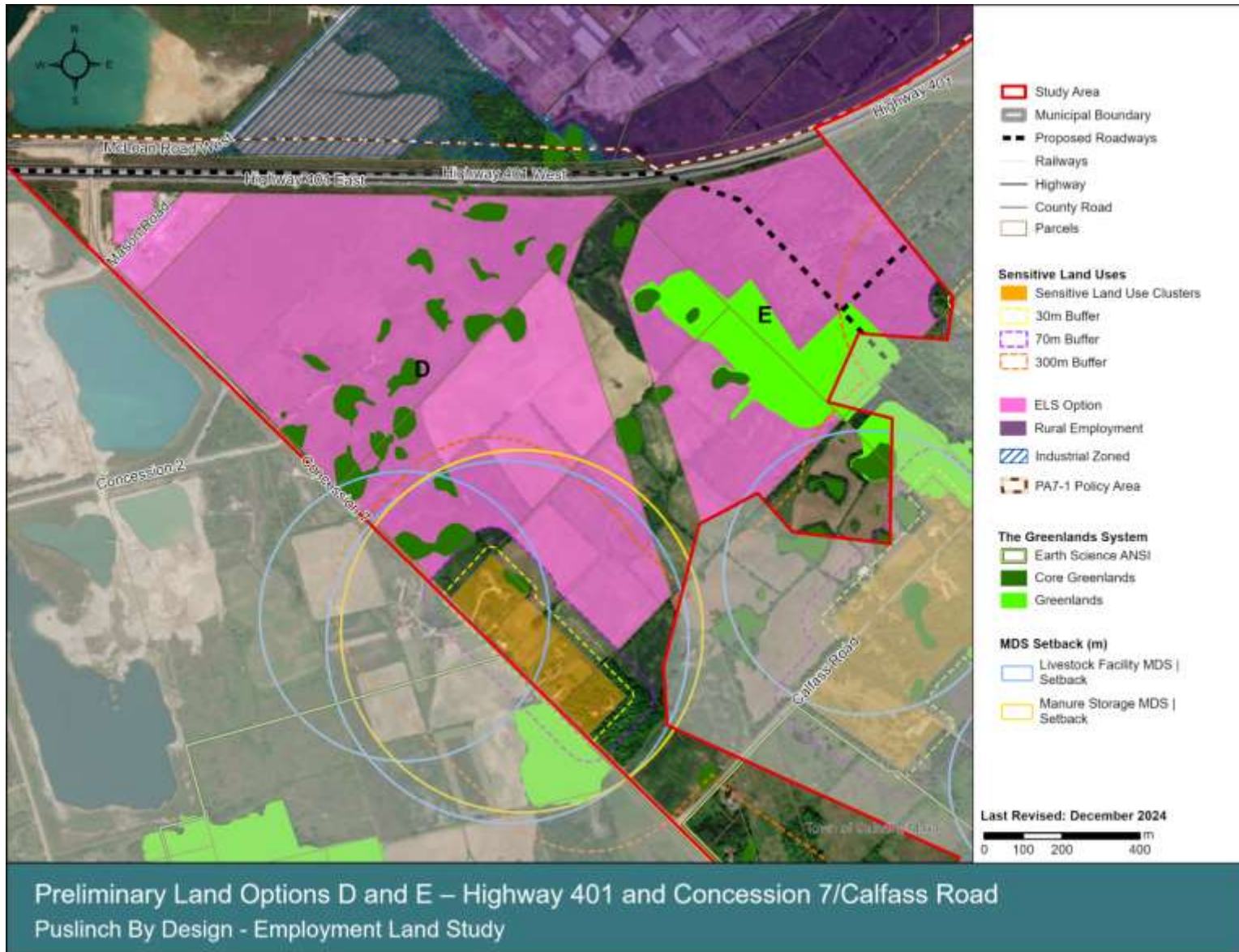




Figure 13 - Key Factors Impacting Lands Showing Options D & E



### 3.2.6 Option E – Highway 401 and Calfass Road

**Location:** South end of Study Area. Fronting the south side of south of Highway 401, north of Calfass Road and west of the community of Morriston Settlement Area.

**Approximate Total Land Area:** 46.66 hectares

**Approximate Net Land Area:** 35.61 hectares

**Description:** The lands are largely treed. A hydro corridor forms the west boundary line. Outside the boundaries of this land option, to the southeast, is the secondary urban centre of Morriston.

#### Strengths/Opportunities

- Frontage on Highway 401 is a characteristic that is highly desirable for certain employment land uses, such as logistics, warehousing, and manufacturing, which benefit from visibility and accessibility to major transportation corridors.
- The lands are largely free from Minimum Distance Separation (MDS) requirements related to agricultural operations and from recommended buffers related to the community of Morriston (a secondary urban centre) in the Greenbelt.
- The presence of other existing employment land uses on the north side of Highway 401 adds to the strategic appeal of the site, supporting the creation of a cohesive employment cluster in the region, although it is separated by Highway 401.

#### Weaknesses/Constraints

- A significant portion of the site is designated as Greenlands, triggering detailed environmental impact assessments prior to development. The Greenlands effectively divide the site into two sections reducing the contiguous area available for development and potentially increasing planning complexity.
- There is a lack of an existing road network connecting Option E to the larger transportation network. Calfass Road is a 2-lane gravel road that connects Option E to Highway 6 traversing the south urban limits of Morriston. To make the site accessible and functional for employment uses, the Township would need to invest in transportation infrastructure development, including road construction, which could involve significant costs and comprehensive community planning.
- In addition to the above, the eastern half of Option E is owned by MTO. The proposed roadways shown in a dashed lines are part of the Morriston By-pass (new alignment of Highway 6 and new connecting roads). Section 12.5.3(h) of the Official Plan requires that proposed roadways will be protected from development proposals which would undermine the ability to construct the roadway, increase

the cost of acquiring land or constructing the roadway or impair the future functioning of the roadway.



Figure 14 - Location Map

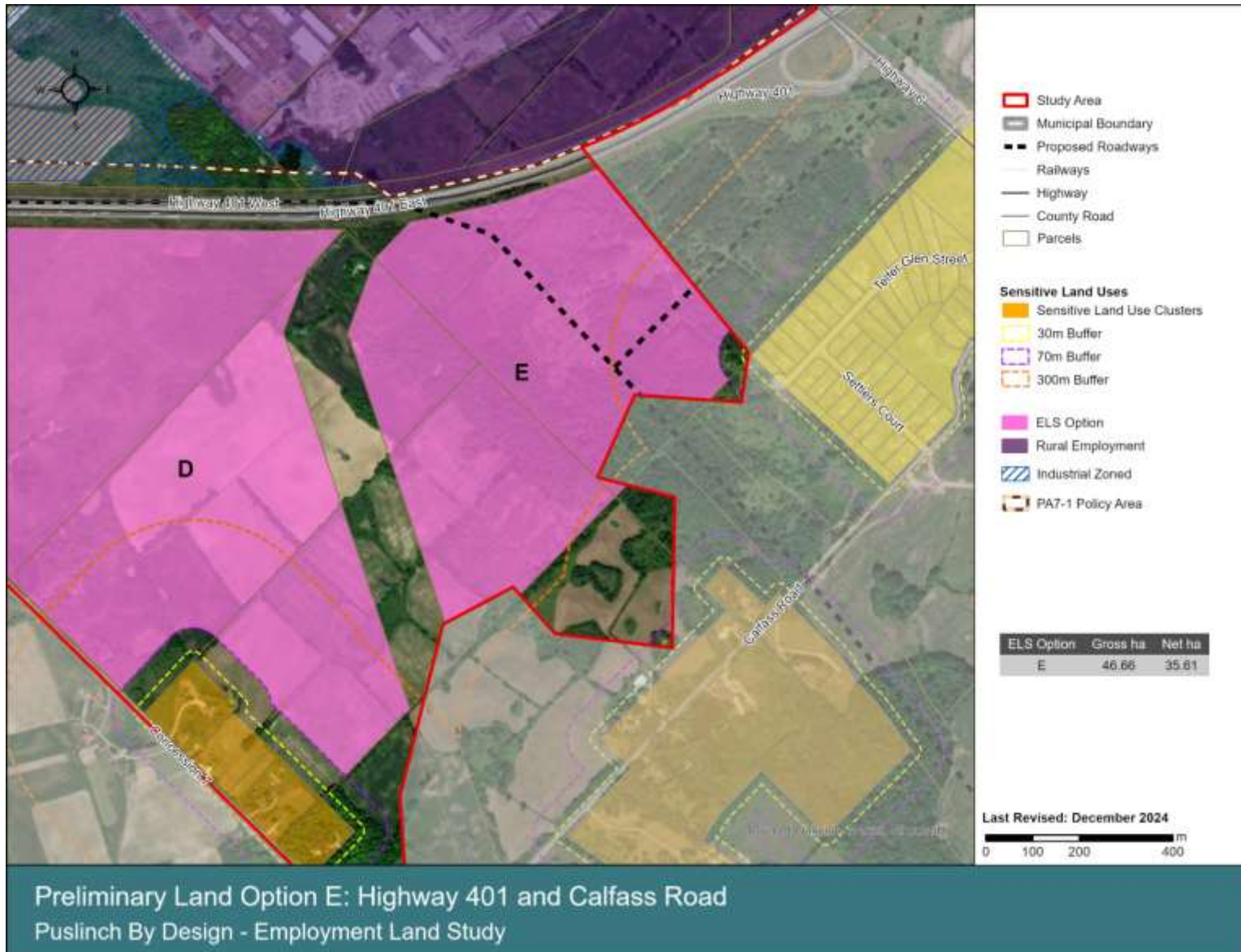
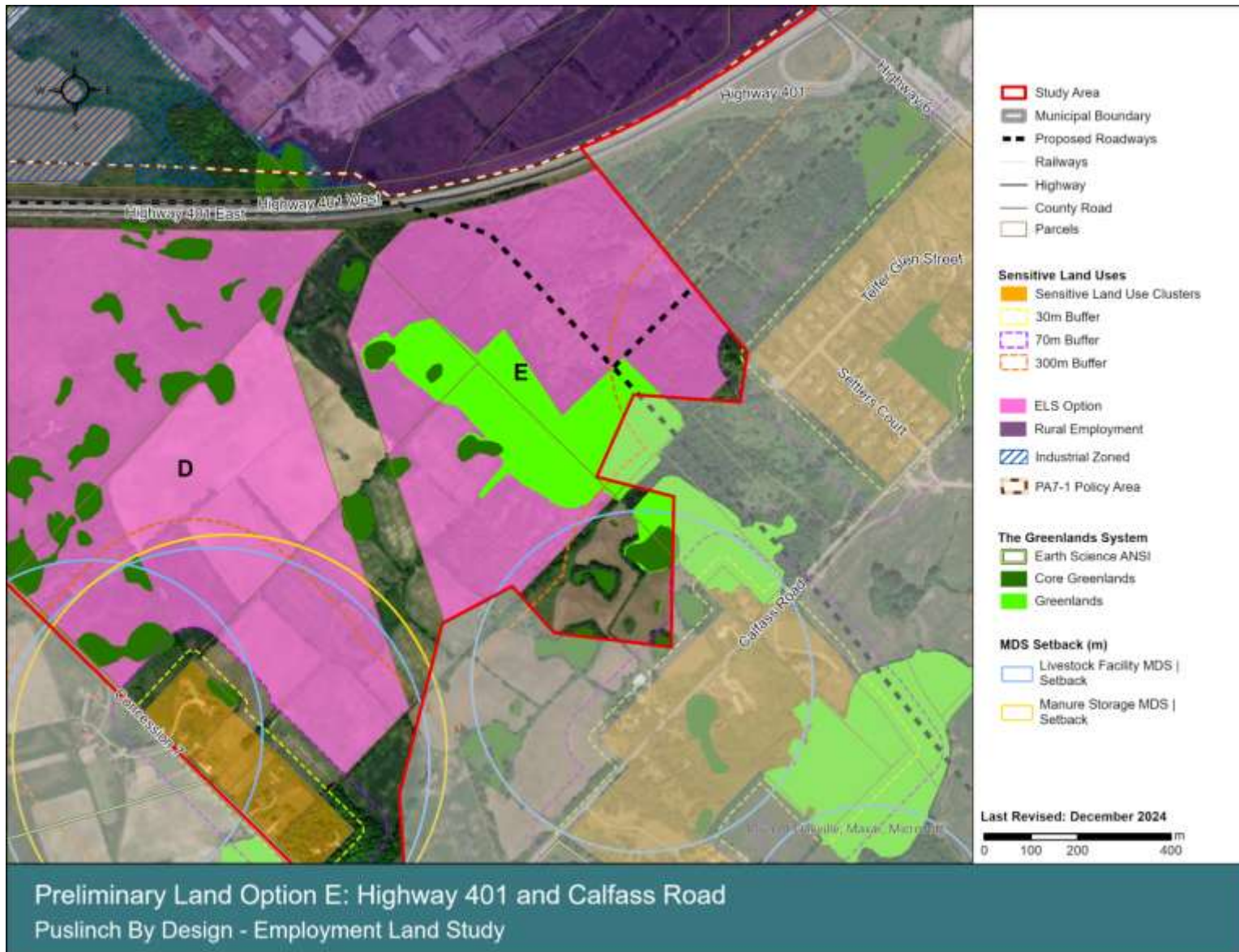


Figure 15 - Key Factors Impacting Lands



### 3.2.7 Option F – Gilmour Road

**Location:** Option F is located south of Gilmour Road (Side Road 23) and east of Brock Road South in proximity to Aberfoyle.

**Approximate Total Land Area:** 21.37 hectares

**Approximate Net Land Area:** 16.91 hectares

**Description:** The lands are agricultural with a significant change in topography from the east (highest topography) down to the west.

#### Strengths/Opportunities

- The lands are in proximity to Aberfoyle, which provides easy access to employment serving uses. Additionally, the parcel is situated near Brock Road North, offering convenient connections to Highway 401 and Highway 6. These transportation links enhance the accessibility of the site for logistics and other employment uses that rely on connectivity to major transportation corridors.
- The lands are largely unconstrained by the Core Greenlands system, maximizing the developable area. The Core Greenlands system to the south of Option F has been excluded from this option, reducing its size to lower than 30 ha.
- The parcel is adjacent to lands (to the west) already zoned for industrial development, which supports the integration of Option F into the existing industrial land base. The site is also not impacted by Minimum Distance Separation (MDS) constraints.

#### Weaknesses/Constraints

- The lands are somewhat constrained by residential uses to the north. There would be shared road use on Gilmour Road between the residential uses and future employment uses. Gilmour Road is also partially unpaved meaning significant upgrades would be required to ensure it is suitable for employment uses.
- The size of the parcel, at 21.37 hectares, falls short of the 30-hectare minimum, meaning additional lands in a separate location would be required to make up the additional required lands.



Figure 16 - Location Map

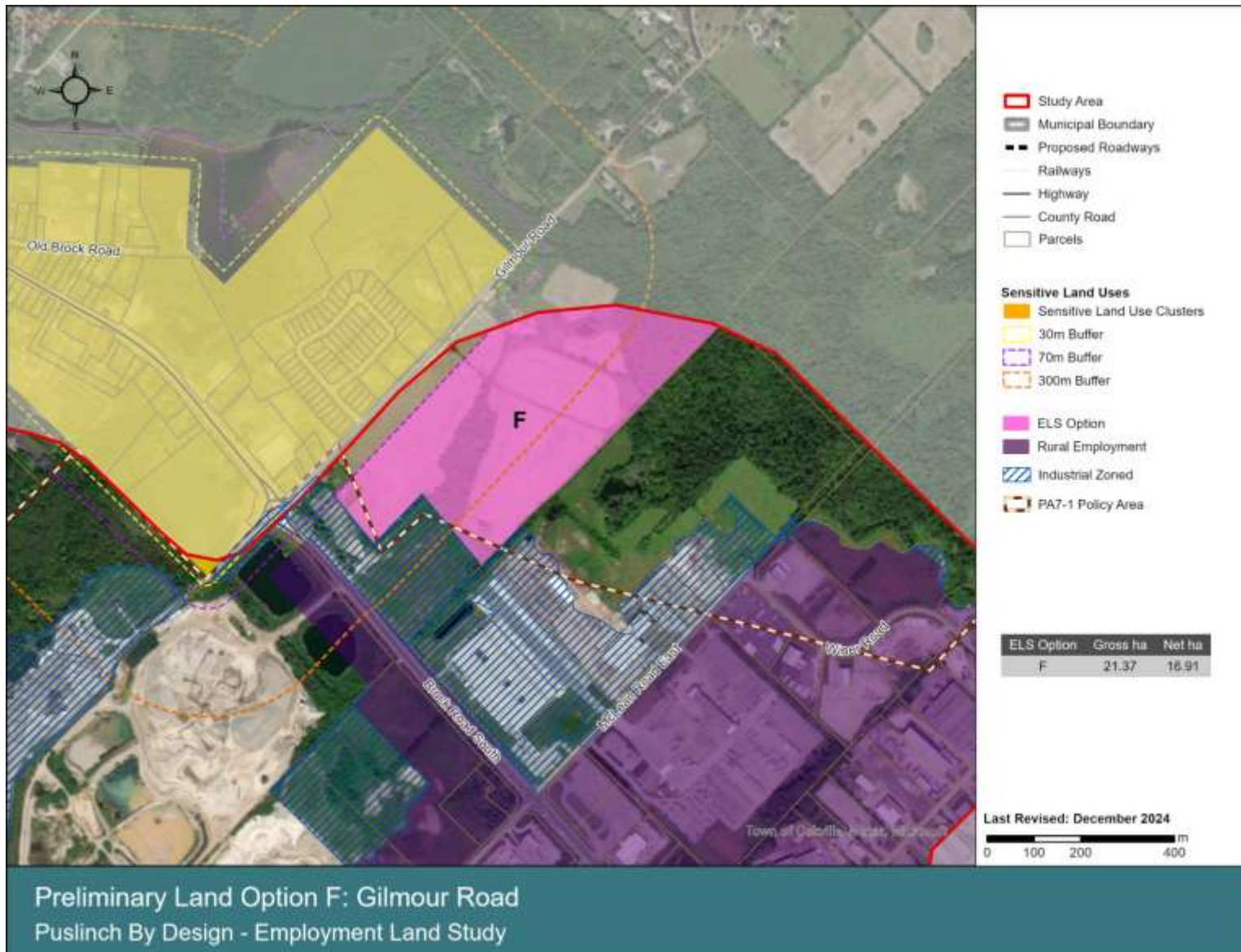
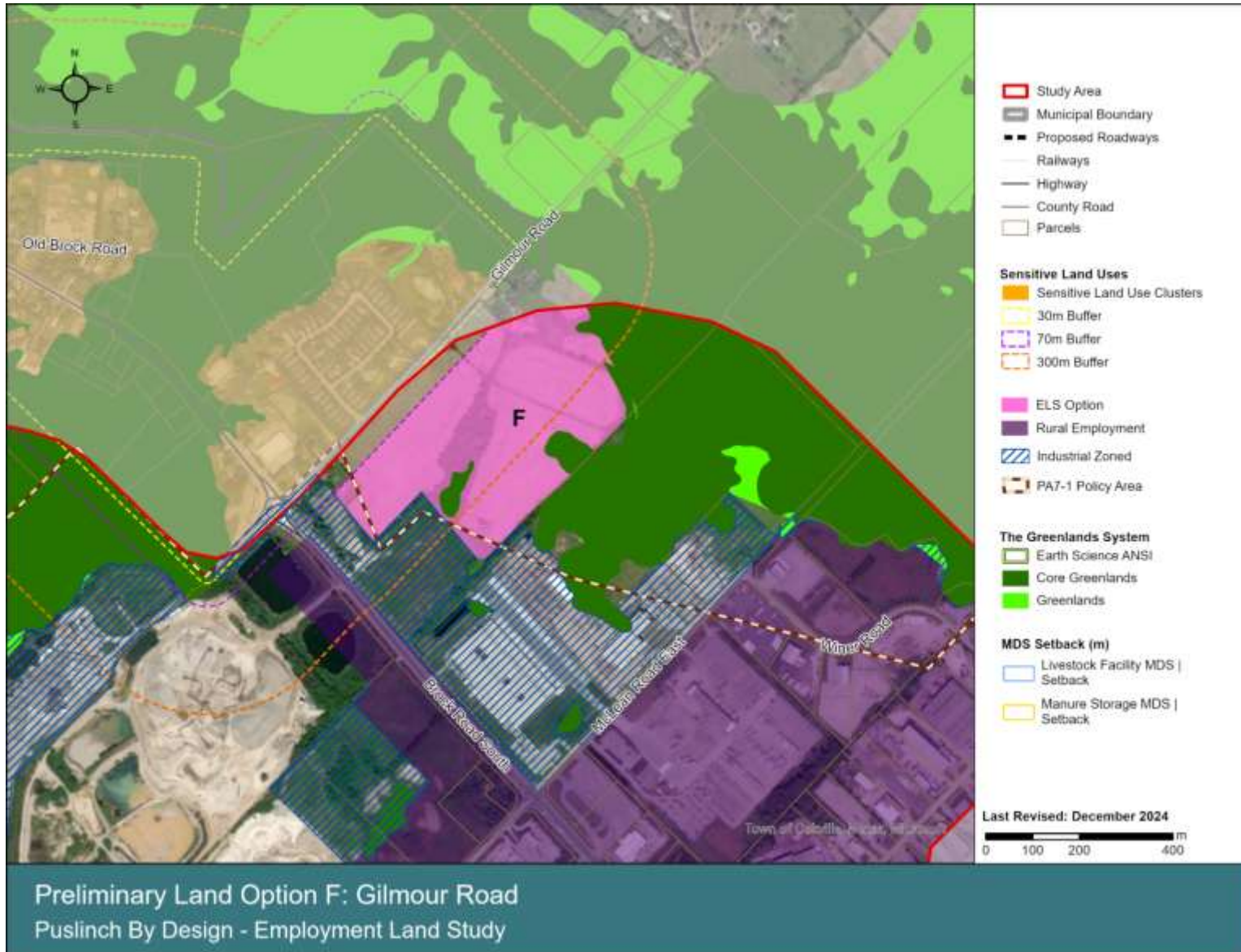


Figure 17 - Keys Factors Impacting Lands





### 3.2.8 Option G – Wellington Road 34 and Concession Road 7 (North)

**Location:** Option G is located north of Wellington Road 34, just east of Concession Road 7. The lands are situated west of the community of Aberfoyle.

**Approximate Total Land Area:** 36.17 hectares

**Approximate Net Land Area:** 23.3 hectares

**Description:** Option G is largely comprised of agricultural lands and adjacent rural residential uses and a rural residential cluster.

#### Strengths/Opportunities

- A key strength of Option G is its proximity to the community of Aberfoyle and the new Highway 6 North interchange. The location provides efficient connections to major transportation infrastructure, including Highway 401 making it attractive for a range of employment land uses, particularly those reliant on crucial transportation networks.
- Option G fronts onto a County road (Wellington Road 34) which is designed to handle higher traffic volumes and accommodate larger vehicles. This enhances the site's suitability for industries requiring heavy transport or high logistical efficiency.
- The lands are somewhat constrained by environmental features, but a large developable area remain fronting onto Wellington Road 34.
- The lands appear relatively free of moraine depressions and hills but do steadily increase in grade from Concession 7 at the lower point upward toward Aberfoyle (to the east).

#### Weaknesses/Challenges

- Option G is impacted by a cluster of rural residential uses but still has a large contiguous developable area.
- There are significant constraints related to MDS requirements, however, if there is interest from the property owner to remove the livestock operation, then this constraint could be minimized. Still, there is another livestock operation north of the lands, which also impacts the developable lot area.
- The net size of the parcel falls short of the 30-hectare minimum, meaning additional lands in a separate location would be required to make up the additional required lands.

Figure 18 - Location Map

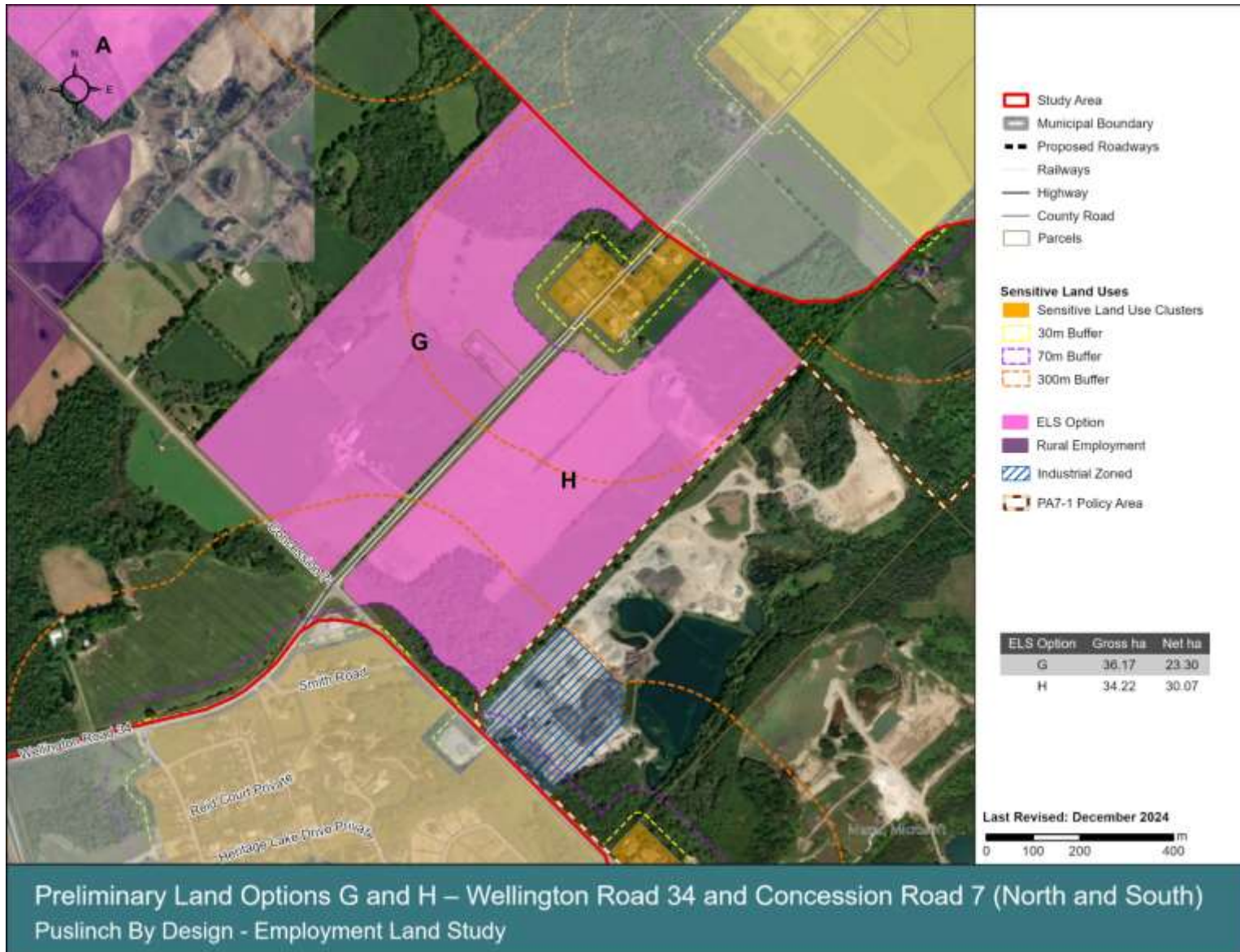
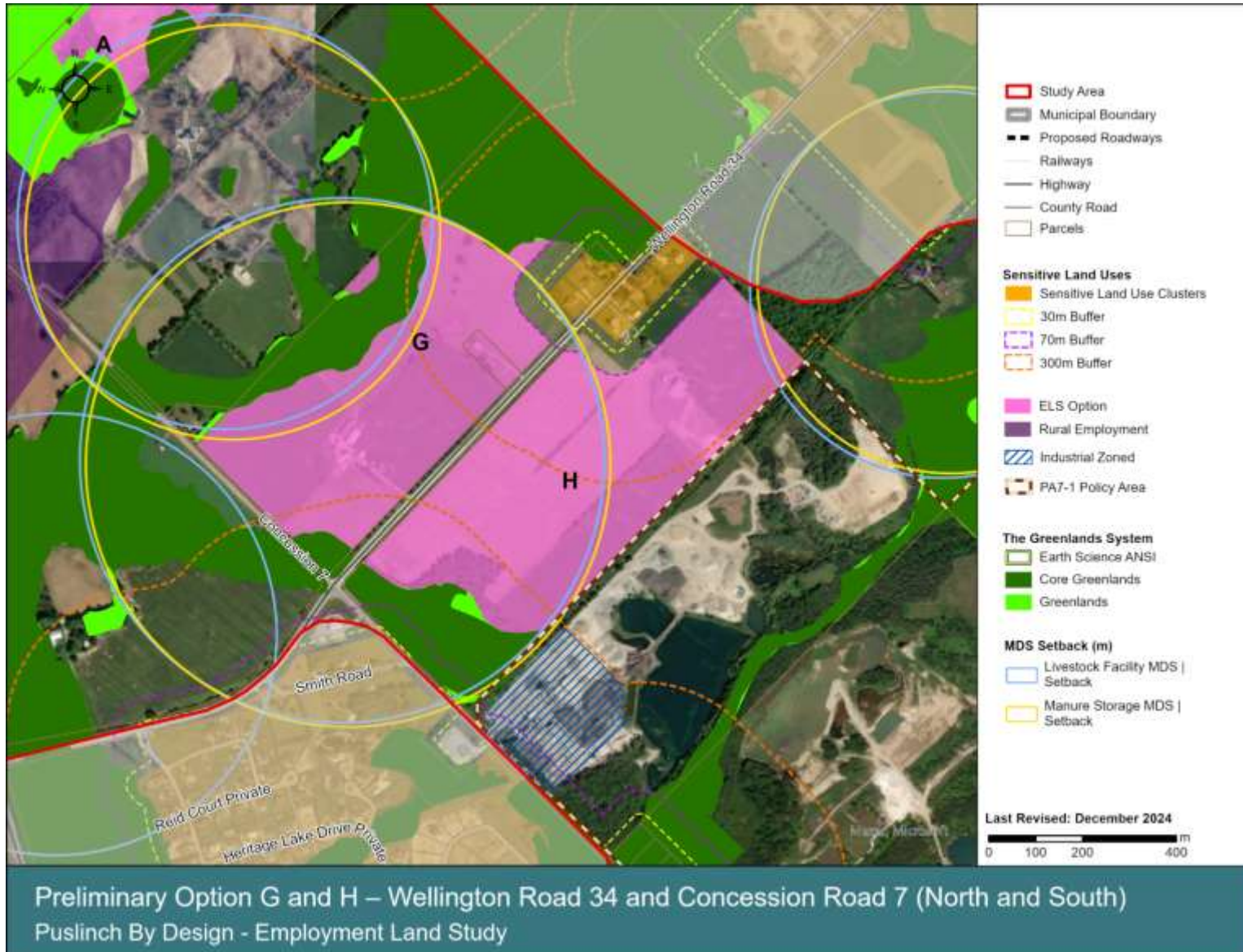


Figure 19 - Key Factors Impacting Lands





### 3.2.9 Option H – Wellington Road 34 and Concession Road 7 (South)

**Location:** Option H is situated directly south of Wellington Road 34 and east of Concession Road 7. There is a rural residential cluster at the northeast of Option H. The lands are situated west of the community of Aberfoyle.

**Approximate Total Land Area:** 34.22 hectares

**Approximate Net Land Area:** 30.07 hectares

**Description:** Option H is largely comprised of agricultural uses and adjacent rural residential uses. The lands share many of the strengths and constraints noted for Land Option G.

#### Strengths/Opportunities

- Option H benefits from its strategic location near key transportation infrastructure, including proximity to Aberfoyle, the new Highway 6 North interchange, and Highway 401. These connections provide efficient access for employment land uses reliant on transportation and logistics.
- Most of the lands are not impacted by Core Greenlands and Greenlands designations, with the exception of a wooded area located along the Concession Road 7 frontage, which allows most of the site to remain available for development.
- The lands appear relatively free of moraine depressions and hills but do steadily increase in grade from Concession 7 at the lower point upward toward Aberfoyle (to the east).
- The location, transportation connectivity, and accessibility to Aberfoyle make it well-positioned to provide safe and efficient transportation options, in proximity to employment serving uses.

#### Weaknesses/Constraints

- The Core Greenlands and Greenlands designations do pose a constraint for direct access to Concession Road 7 which may necessitate additional access points along Wellington Road 34.
- The site is constrained by Minimum Distance Separation (MDS) requirements, including impacts from the MDS facility located within Option G. However, if the livestock operations are removed then these lands would be largely unconstrained by MDS requirements.
- Option H is minimally impacted by its proximity to sensitive land uses at the northeast, and there would still be a large contiguous developable area.



### 3.3 Summary of Employment Area Study Options

This report identifies eight (8) preliminary land options and highlights the key strengths and weaknesses of each land option, which will undergo detailed evaluation in Phase 5. The land options are provided in no particular order, with no ranking of preference as this will be undertaken in Phase 5 of *Puslinch By Design*. No land options are proposed to be removed from consideration in Phase 5 based on the analysis and summary above.

These options were identified based on existing conditions, minimizing impacts on residential, agricultural, and aggregate uses, and aligning with Provincial, County, and Township policies. Each option was assessed using the Principles of Land Use contained within Section 1.2 of this report. The Principles emphasize strategic and sustainable growth for the rural Employment Area. Key priorities include locating the rural Employment Area(s) near major infrastructure like Highway 401 and Highway 6, providing large, unconstrained land parcels to meet market demands, and ensuring compatibility with agriculture and natural heritage. The inclusion of employment and employment-serving uses, such as offices and restaurants, is also crucial to support business functions and workforce needs. Compatibility with residential and sensitive uses will be prioritized through thoughtful separation and urban design measures.

Options A and B stand out for their connectivity to Highway 6, although the lands are constrained by the Greenlands System and residential clusters. Option C is strategically located near Highway 6, but infrastructure challenges and MDS setbacks from livestock facilities limit its potential. Options D and E are in proximity to Highway 401 but are impacted to a greater and lesser extent by natural heritage. Option F is limited by natural heritage and would require upgrades to transportation infrastructure. Options G and H provide efficient accessibility to major highways and to the community of Aberfoyle but are limited by MDS requirements related to livestock facilities.

Overall, this analysis highlights the importance of planning for the coexistence of employment uses in order to develop logical and connected Employment Areas and to minimize and mitigate impacts on existing uses. Logical, efficient and safe transportation access is an integral consideration to support the Rural Employment Area. Compatibility matters are considered through the avoidance of residential clusters, natural heritage features (Core Greenlands System and GRCA regulated areas) and MDS setback requirements from livestock facilities.



# **4. REFINED EVALUATION CRITERIA**



## 4. Refined Evaluation Criteria

The land options will be reviewed against the detailed criteria initially outlined in the Phase 2 report for *Puslinch By Design*. With the completion of the Phase 2 and 3 reports, the Evaluation Criteria have been revised to reflect feedback from technical input and community input. The refined Evaluation Criteria are included in this report so that feedback can be provided prior to their finalization and use in Phase 5.

A brief description of the refinements is included with each set of Evaluation Criteria by topic area.

## 4.1 Employment Land Market Evaluation Criteria

Evaluation Criteria	Criteria Response					Criteria Reference (if applicable)
Large contiguous blocks that allow for a range of parcel sizes.	<b>Best Option</b> Large blocks of land that can accommodate tenants requiring 1 million square feet of space (40-to-50-hectare parcel size), but provide opportunity for subdivision based on market conditions	<b>Better Option</b> Large blocks of land that can accommodate tenants requiring 500,000 square feet of space (20-to-30-hectare parcel size), but provide opportunity for subdivision based on market conditions	<b>Acceptable Option</b> Large blocks of land that can accommodate tenants requiring 300,000 square feet of space (10-to-15-hectare parcel size), but provide opportunity for subdivision based on market conditions	<b>Less Preferred Option</b> Large blocks of land that can accommodate tenants requiring 100,000 square feet of space (3-to-5-hectare parcel size)	<b>Least Preferred Option</b> Small individual parcels of land that allow for lot assembly	PPS 2024 – 2.8.1.1(b)
Deep lots that provide opportunity for outdoor storage behind main building	<b>Best Option</b> Blocks should also be sufficiently deep (approximately 300 metres) to allow for	Blocks should also be sufficiently deep (approximately 300 metres) to allow for	Blocks should also be sufficiently deep (approximately 300 metres) to allow for	Narrow lots that do not provide opportunities for outdoor storage/parkin	Narrow lots that do not provide opportunities for outdoor storage/parkin	PPS 2024 – 2.8.1.1(b)



Evaluation Criteria	Criteria Response					Criteria Reference (if applicable)
	400 metres) to allow for storage at rear of property with no exposure to major roads	storage at rear of property with no exposure to major roads	storage at rear of property with some exposure to roads	g at rear of building.	g at rear of building.	
Visibility to Highway 401 and Highway 6 provides an opportunity to attract high profile national tenants	Bordering Highway 401	Bordering Highway 6	No visual exposure to highways, but visible along major roadways	No visual exposure to highways, with some visibility along major roadways	No visual exposure to highways or major roadways	PPS 2024 – 2.8.2.2;

Refinements since the Phase 2 Report: None.

## 4.2 Transportation Evaluation Criteria

Evaluation Criteria	Criteria Response					Criteria Reference (if applicable)
Proximity to Access Hwy 401 or Hwy 6 Interchange	<b>Best</b> Within 2 km of Interchange	<b>Better</b> Within 4 km of Interchange	<b>Acceptable</b> Within 6 km of Interchange	<b>Less Preferred</b> Within 8 km of Interchange	<b>Least Preferred</b> Greater than 8 km from interchange	County OP Mapping PPS 2024 – 2.8.2.2;
County and Township	<b>Best</b>	<b>Better</b>	<b>Acceptable</b>	<b>Less Preferred</b>	<b>Least Preferred</b>	PPS 2024 – 3.2.1; County OP

Evaluation Criteria	Criteria Response					Criteria Reference (if applicable)
Road Access Operational Structure	Signalized site access with advanced signal timing for left turn movements	Signalized suite access allows for all movements but no advance signal timing for left turn movements	Unsignalized access allows all inbound and outbound movements	Unsignalized access allows inbound left and right movements only, no through	No direct access	County RMAP

Refinements since the Phase 2 Report: The criteria relative to Transit and Active Transportation have been removed. While important, transit is not available in Puslinch, and active transportation will be challenging to implement to access employment area(s) from the surrounding community.

### 4.3 Private Servicing Evaluation Criteria

Refinements since the Phase 2 Report: The criteria have been removed as they will form part of the Official Plan policy direction. Detailed requirements for private servicing will also be addressed through development processes. A review identified that all criteria would be the same evaluation for each option which would not result in differentiating between options based on servicing.

## 4.4 Land Use Planning & Land Use Compatibility Evaluation Criteria

### 4.4.1 Growth Management Criteria

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
<p>Does the option contribute to a complete community –</p> <ul style="list-style-type: none"> <li>• Rural Employment Areas</li> <li>• Settlement Areas</li> </ul>	<p><b>Highest Contribution</b></p> <p>The option provides a geographic and road connection to one or more communities / Rural Employment Areas.</p>	<p><b>Higher Contribution</b></p> <p>The option provides a geographic or road connection to one or more of the communities (but not both a geographic and road connection).</p>	<p><b>Modest Contribution</b></p> <p>The option is in proximity to either a Rural Employment Area or a Settlement Area but has limited connection.</p>	<p><b>Lower Contribution</b></p> <p>The option provides little connection to either community.</p>	<p><b>Little to No Contribution</b></p> <p>The option provides no connection to either communities.</p>	<p>PPS 2024 – 2.3.2.1 County OP 2.1.4; 2.1.5</p>
<p>Does the option achieve the outcome of the Land Supply Analysis?</p>	<p><b>Most Favourable</b></p> <p>The option achieves the minimum area</p>	<p><b>Higher Favourability</b></p> <p>The option achieves the minimum area</p>	<p><b>Favourable</b></p> <p>The option achieves the minimum area</p>	<p><b>Lower Favourability</b></p> <p>The option is less than 30</p>	<p><b>Least Favourable</b></p> <p>The option is less than 30 ha in area.</p>	<p>PPS 2024 2.3.2.1 County OP 2.2; Table 1</p>

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
	required on a gross and net basis (30 ha) with land available for future development beyond 30 ha.	required on a gross basis and net basis to approximately 30 ha.	required on a gross basis.	ha on a net basis.		
Do the lands have site suitability for employment land development addressing topography?	<b>Highest Suitability</b> The lands are relatively flat resulting in the need for minimal site preparation.	<b>Higher Suitability</b> The lands have some varied topography with some need for site preparation.	<b>Suitable</b> The lands contain some gently rolling hills that will require site preparation.	<b>Lower Suitability</b> The lands contain hills that will require extensive site preparation.	<b>Not Suitable</b> The lands contain significant hills and/or steep hills that will result in the need for extensive engineering work to prepare the site	

Refinements since the Phase 2 Report: The reference to complete communities in the first criteria has been expanded to speak to complete Rural Employment Areas and settlement areas. Reference to the Paris and Galt Moraines Policy Area has been removed as this can be addressed more fully through the development application process.



#### 4.4.2 Land Use Compatibility

Evaluation Criteria	Criteria Response					Policy Direction and/or Practice Guidance Best
Will the proposed employment location result in impacts to existing employment uses within the municipality?	<b>Highest Suitability</b> The option is contiguous to other employment uses.	<b>High Suitability</b> The option is located near other employment uses.	<b>Suitable</b> The option is not located in proximity to other employment uses.	<b>Lower Suitability</b> The option will impact other employment uses but design and road design options could mitigate these.	<b>Not Suitable</b> The option will impact the other employment uses that are not expected to be mitigated.	PPS 2024 – 2.8.2.4; 2.8.2.3  County OP – 2.1.4, 2.2.3, 2.2.4, 2.2.5
Distance from settlement area boundaries to minimize impacts for potential future urban expansion	<b>Highest Suitability</b> All of the land option is more than 1 km away	<b>High Suitability</b> The lands are 1 km from an settlement area boundary with small portions of the land slightly within the 1 km distance.	<b>Suitable</b> A portion of the land options is less than 1 km away from a settlement area in Puslinch, but more than 1 km	<b>Lower Suitability</b> The lands are less than 1 km away from a settlement area in Puslinch, and less than 1 km away from	<b>Not Suitable</b> The land option is less than 1 km away from a settlement area in Puslinch, and less than 1 km away from the City of Guelph boundary and is likely to impact	County OP – 4.7.1(a)

Evaluation Criteria	Criteria Response					Policy Direction and/or Practice Guidance Best
			away from the City of Guelph boundary.	the City of Guelph boundary.	logical urban expansion.	

Refinements since the Phase 2 Report: The reference to sensitive land uses has been removed as all land options incorporate the 70 m distance setback to sensitive land uses as identified in the Provincial D-6 guidelines. A new criterion has been added to address distance from settlement boundaries given County OP policy 4.7.1(a).

#### 4.5 Aggregates Evaluation Criteria

Evaluation Criteria	Criteria Response					PPS Policy County OP Policy
What is the level of impact on existing or planned aggregate resources (within 300 m being critical and beyond 1000 m being negligible)?	<b>Negligible Impact</b> +1000 m	<b>Minimal Impact</b> 800 m	<b>Modest Impact</b> 600 m	<b>High Impact</b> 500 m	<b>Critical Impact</b> 300 m	PPS 2024 – 4.5.1; 4.5.2.4; 4.5.2.5 County OP Mapping

Refinements since the Phase 2 Report: The criterion related to mapped aggregate resources has been removed as all options exclude lands in extraction or mapped as Mineral Aggregate Resource. Similarly, the criterion related to lands in active extraction will not be evaluated as it cannot be objectively measured.

## 4.6 Agriculture Evaluation Criteria

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
Will the proposed employment location comply with the mapped - MDS I setback requirements?	<b>No Impact</b> Outside MDS calculations with no known livestock facilities in proximity	<b>Minimal Impact</b> There is one (1) known livestock operation in proximity to the lands	<b>Modest Impact</b> There are two (2) or more known livestock facilities in proximity to the lands and somewhat impacting the lands.	<b>High Impact</b> There are multiple livestock facilities impacting the majority of the land option.	<b>Critical Impact</b> The majority of the land option is impacted by multiple known livestock facilities.	PPS 2024 - 2.6.5; 4.3.2.3 County OP - 6.5.7
Will the proposed employment location result in unnecessary fragmentation of the agricultural land base?	<b>No Impact</b>	<b>Minimal Impact</b> Logical expansion in relationship to existing non-agricultural use clusters	<b>Modest Impact</b> New non-agricultural use cluster in the vicinity of existing non-agricultural use clusters	<b>High Impact</b> New non-agricultural use cluster making farming more difficult	<b>Critical Impact</b> New non-agricultural use cluster creating land locked agricultural lands	PPS 2024 - 2.6.4; County OP - 6.5.3

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
Will the proposed employment location result in increased traffic levels on rural roads used for moving farm equipment? If so, can the employment location be designed in a way to direct non-agricultural traffic to major roads?	<b>No Impact</b>	<b>Minimal Impact</b> All traffic directed to major roads	<b>Modest Impact</b> Most traffic directed to major roads	<b>High Impact</b> Large increase in non-farm traffic on rural roads	<b>Critical Impact</b> Traffic largely on rural roads	PPS 2024 - 3.2.1 County OP - 4.2.3

Refinements from the Phase 2 Report: The criterion related to Prime Agricultural Lands has been removed as all lands in the Study Area are Secondary Agriculture in County Official Plan.



## 4.7 Natural Heritage Evaluation Criteria

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
<p>How significantly is the land option constrained by the Greenlands System (Official Plan Core Greenlands and Greenlands designations) and GRCA regulated areas, which are to be avoided?</p>	<p><b>No Impact</b></p> <p>There are no Greenlands systems designations / GRCA regulated areas mapped on the land option</p>	<p><b>Minimal Impact</b></p> <p>There are small pockets of Greenlands systems designations / GRCA regulated areas mapped on the land option.</p>	<p><b>Modest Impact</b></p> <p>The land option contains a modest amount of Greenlands systems designations / GRCA regulated areas, but large, contiguous developable portions (30+ hectares) of the land option remain are</p>	<p><b>High Impact</b></p> <p>The land option contains a significant amount of Greenlands systems designations. GRCA regulated areas, that would make efficient and contiguous development of 30+ hectares difficult.</p>	<p><b>Critical Impact</b></p> <p>The land option contains a significant amount of Greenlands systems designations / GRCA regulated areas, that would prohibit contiguous development.</p>	<p>PPS 2024 - 4.6; 4.6.3</p> <p>County OP - 2.1.6; 4.1.5</p>

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
			unconstrained.			

Refinements from the Phase 2 Report: The criteria have been merged to address natural heritage and hazards present within the Greenlands System and GRCA regulated area, which are to be avoided. The mapped features are consistent and overlap to a great extent which would create duplication and triplicate assessment of the criteria. The PPS, County Official Plan, and GRCA policies address the same matters within the jurisdiction of each. Detailed environmental impact assessment related to site conditions would be addressed with future development applications.

#### 4.8 Design Evaluation Criteria

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
Will the land option create an integrated street pattern and design of parcels to achieve excellent standards of overall design?	<b>Highly Suitable</b> The lands provide the ability to integrate community	<b>Higher Suitability</b> The lands have some minor issues related to ability to	<b>Suitable</b> The lands have moderate issues related to ability to	<b>Lower Suitability</b> The lands have significant issues related to ability to	<b>Not Suitable</b> The lands would be difficult to develop as an integrated	Section 2 of the <i>Planning Act</i>  PPS 2024 – 2.8.1.1; 3.5; 3.9  County OP – 6.8.3, 8.6.6, 8.7.4

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
	and site design.	design an integrated rural employment area.	design an integrated rural employment area.	design an integrated rural employment area.	Rural Employment Area.	Puslinch Design Guidelines – A3, A5, B1, B2, B3, B4, B5, C5

Refinements since the Phase 2 Report: The criterion relative to land use compatibility was removed as it is addressed in the Land Use Compatibility Criteria. The criterion relative to environmental sustainability and climate change was removed as this will be addressed through policy details in the Official Plan Amendment. The remaining two criterion have been merged together to reflect the different responses to address integrated street and site design.

#### 4.9 Cultural Heritage Evaluation Criteria

Evaluation Criteria	Criteria Response					Policy Direction and/or Best Practice Guidance
Will the land option result in negative impact(s) on Protected Heritage Property, significant built heritage resources, or	<b>No Impact</b> The land option contains no identified cultural	<b>Minimal Impact</b> The land option contains a cultural heritage	<b>Modest Impact</b> The land option contains a cultural heritage	<b>High Impact</b> The land option contains a cultural heritage resource	<b>Critical Impact</b> The land option contains a cultural heritage	PPS 2024 - 4.6; 4.6.3 County OP - 2.1.6; 4.1.5

Evaluation Criteria	Criteria Response					Policy Direction and/or Practice Guidance
cultural heritage landscapes? Can impacts be mitigated?	heritage resources.	resource adjacent to the land option.	resource within the land option.	within the land option that could be difficult to accommodate within new development.	resource within the land option that cannot be integrated into new development resulting in its removal / demolition.	

Refinements since the Phase 2 Report: Terms have changed based on PPS 2024 terminology and policy changes. The criteria have been combined into one assessment in order to flag, early in the process, potential negative impacts on cultural heritage resources.





# **5. CONCLUSION**



## 5. Conclusion

Phase 4 of *Puslinch By Design* outlines the preliminary land options for new Rural Employment Area(s) with consideration of the principles that will contribute to a competitive and functional employment area for Puslinch while minimizing potential negative impacts on the existing conditions and uses. Phase 5 will provide a more detailed evaluation of the land options using the Evaluation Criteria provided in Section 4 of this report.

Moving forward, this study's findings will inform the selection of preferred land options in Phase 5, incorporating feedback from Council and the community. This next phase will provide a detailed evaluation of infrastructure needs, costing estimates, and implementation tools to establish the necessary policy framework for the development of a Rural Employment Area(s).

This report does not draw conclusions on a preferred Land Option as this will be assessed in Phase 5 of *Puslinch By Design*. Feedback on this report is important to finalizing the information in this report – the land options and the evaluation criteria. This feedback includes both Council and the community as well as landowners. A final version of this report will be released once the public consultation is completed on the Phase 3 and Phase 4 Reports.